

Framework Construction Management Plan

Wythenshawe Plot Development Plot 3.3 – Brotherton House

Prepared for:
**Muse Places /
Wythenshawe Community Housing Group**

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Planning Support Document

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Project Reference:
Brotherton House – Plot 3.3

1. Introduction

This Framework Construction Management Plan has been prepared on behalf of Muse Places and Wythenshawe Community Housing Group ('the Applicants') in respect of the residential development proposals at Brotherton House, also referred to as plot 3.3 ('the site').

This plan has been produced to accompany a full planning application for the development. In line with Manchester City Council's ('MMC') adopted validation checklist its purpose is to address the draft construction methodology for the construction of proposals informed by site context and engagement with key stakeholders.

Manchester Airport Group have provided some pre application advice in relation to technical aspects of design as well as site management and construction. We have included the crane plan as requested. At the appropriate juncture the main contractor will prepare a suitable logistics plan as part of the site specific management plan to support further dialogue and permit applications (where required).

As the project progresses, a more robust site specific Construction Management Plan (to be secured by condition) will be developed by the selected Principal Contractor. This will be submitted to the Local Planning Authority ('LPA') for approval prior to the commencement of the development on site, detailing Construction Management, Construction Phase Health and Safety as well as Site Waste Management, Logistics and Traffic Management.

2. Project Description

Application for Full Planning Permission for the re-development of the Brotherton House. The description of development is as follows:

Demolition of existing buildings, erection of 109 no. extra care apartments (Use Class C2), 82 no. older living apartment, and 25 no. houses (Use Class C3). Up to 5 storeys (G+4) in height (apartments) and up to 3 storeys in height for the townhouses at Brotherton House, Cornfield Dr, Wythenshawe, Manchester M22 9QX ('the Site').

3. Project Location

The Site is bounded by Poundswick Lane to the South and accessed via Cornfield Drive to the North East. The existing Manchester Enterprise Academy to the West. The site currently has vacant office / data centre buildings previously home to Lloyds Banking Group and also has large areas of car parking. A site plan is noted below:



4. Project Team

Full details of the Project Team are set out below:

- Architect: FCBS
- Civil & Structural Engineer: Civic Engineers
- MEP Engineer: TACE
- Quantity Surveyor: Arcadis
- Planning Consultant: Asteer
- Project Manager: Shift Project Management

5. Programme

Subject to viability and the granting of planning permission, the project is expected to start on-site in summer 2026.

6. Existing Pre-Construction Information

A good level of existing site information has been gathered from a series of surveys, to ensure that the design is informed by accurate, up-to-date, site information. The planning applications will be supported by several technical reports.

7. Site Constraints

Access and egress to the site during construction will be via the existing site entrance off Cornfield Drive. This should provide the ability to drive on and off site in a forward gear. The site should be self contained and all activities undertaken within the site boundary.

8. Construction Methodology

This will be developed during the design workstage beyond Planning decision. It is currently anticipated that the apartment buildings will be constructed of either precast concrete frame or Light Gauge Steel with tradition brick facades. The houses are likely to be traditional brick built type, but there is still the option they could be timber framed.

9. Traffic Management

Contractor partners will work together to develop coordinated routes to their respective sites and will engage in coordination meetings between all active contractors in the area to ensure deliveries are coordinated along defined routes to the respective sites to minimise local impacts.

Before starting works on site, the Contractor will be expected to submit a detailed Construction Traffic Management Plan as part of the detailed Construction Management Plan to the LPA for agreement with Highways Officers. That plan will detail the coordinated routes and co-ordinated delivery system and address the following issues:

- Integration of the traffic management scheme with surrounding construction developments and calming measures;
- Access, egress, drop off and turning areas;
- Temporary and/or permanent alterations to local traffic routes (both vehicular and pedestrian);
- Additions, alterations and positions of any temporary signage, road markings or protection barriers;
- Pedestrian access around the site and relevant protection, lighting and signage schemes;
- Temporary suspension/relocation of parking bays and bus stops as necessary;

- Segregation of plant, materials and pedestrians on site and safe access routes between welfare and site areas;
- Transport strategy for staff and operatives, which discourages on-street parking in residential areas.
- Loading bays, hoist positions and tower crane areas; and
- Any other measures to ensure the safe integration of pedestrians, cyclists, and road users both on, off and surrounding the development.
- A construction protocol for deliveries, off-peak deliveries and pre-fabrication will be developed once a Principal Contractor is appointed.

10. Site Establishment

10.1. Temporary Construction Compound: An area for use as a temporary construction compound will be identified and agreed with the local planning authority once a Principal Contractor has been identified. This area will house all contractors' welfare and office space as well as material storage. This will be within the current site boundary.

10.2. Welfare: Appropriate welfare facilities will be provided in a temporary construction compound to be utilised during the construction phase of the project. Site personnel will be encouraged to utilise the extensive array of public transport options available to them, and the construction phase travel plan will encourage and promote the use of the wide range of public transport options available within a short walking distance of the site. This will be located within the site boundary.

10.3. Hoarding and Scaffolding: The site will be hoarded and the buildings scaffolded where necessary. Should the hoarding/scaffolding need to encroach past the site boundary to allow construction activities to proceed, highways will be engaged at the earliest possible stage for approval. In the case of Brotherton the buildings are generally set back away from the highways, but protocols will be followed as outlined.

10.4. Security: Site security will be provided as necessary.

10.5. Considerate Constructors: The Principal Contractor will be expected to register the site with the Considerate Constructors scheme. A minimum score will be agreed upon across the project and monitored as a KPI throughout the construction process.

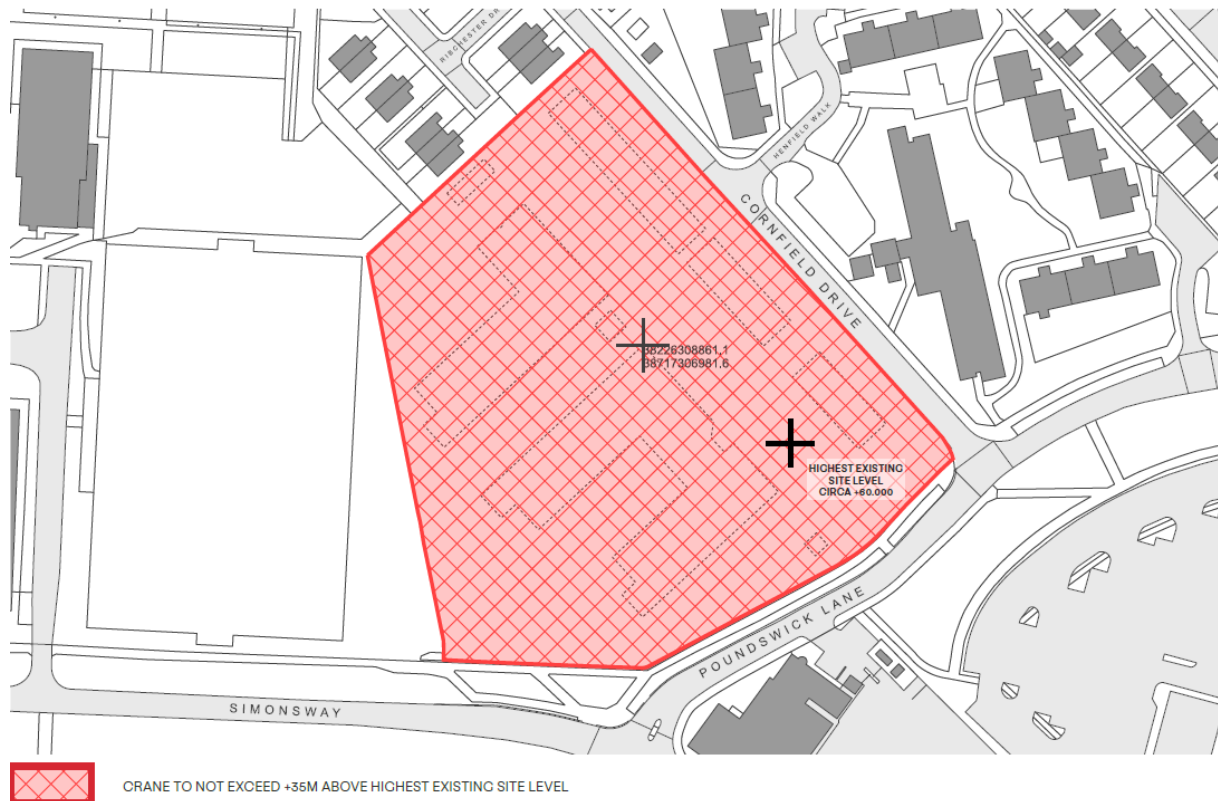
Further specific Health and Safety standards will commonly be imposed upon the Contractors across the project via the Pre-Construction Health and Safety Plan.

A communications strategy will be developed in partnership with the LPA to ensure the release of information from the project team to residents in the locality is coordinated.

10.6. Crane Plan: As part of the pre application engagement sessions Manchester Airport Group provided observations to direct the planning information along with advice. We have developed a simple crane zone plan for the development plot as directed, noted below:-

PLOT 3.3 (BROTHERTON)

CRANE LOCATION SKETCH



11. Site Licence, Notifications and Permits

Before commencement on site, and in some instances during the works, appropriate licences, permissions and permits to work will be required from local stakeholders to facilitate development in line with the project programme.

Where possible, the Team will work to secure these licences early, to minimise the lead times required to secure permissions on the appointment of a Principal Contractor.

12. Health and Safety

The project will be carried out by the Construction (Design and Management) Regulations 2015, and all other relevant legislation and guidance.

The Principal Contractor will be expected to have a rigorous Health and Safety Policy and prioritise Health and Safety within its business operations. This policy will be scrutinised as part of the contractor procurement process.

The Principal Contractor will produce a Construction Phase Health and Safety Plan before works commence on site. This document will form the basis of the procedure for managing health and safety during the construction phase and will be periodically reviewed as the work progresses.

Protecting the public from risks to their health and safety arising from the construction work is a high priority. Every care will be exercised to prevent risk to members of the public and appropriate action, including the erection of perimeter fencing/hoarding to a specified standard, will be taken. Vandalism and theft of plants, equipment, materials, and fuel are

possible throughout the duration of the development. The Principal Contractor will take appropriate action to ensure the site is always secure from unauthorised access.

13. Sustainability & Environment

13.1. Environmental Management

An Environmental Plan will be developed by the Principal Contractor to address and monitor the following issues:

- Applicable environmental legislation;
- Pollution (including measures to protect the canal from waste ingress and pollution); and
- Nuisance (noise, vibration, dust, emission, and light).

13.2. Waste

The Principal Contractor will be encouraged to minimise waste on site and recycle as much as possible.

13.3. Environmental Legislation

Applicable environmental legislation will be identified in a register, to ensure that appropriate systems are put in place to comply with the legal requirements in question.

13.4. Pollution

The Principal Contractor will establish mitigation procedures to ensure the prevention of water, ground, and canal pollution, relating to the following risk activities:

- Earthworks;
- Concrete works (including washing out of concrete delivery vehicles and pumps);
- Storage and movement of fuels, oils, chemicals, and other such fluids; and
- Cleaning (including plant, machinery, and wheel washing).

13.5. Nuisance

Construction activities which generate noise and vibration will be reviewed and planned to minimise, as far as practicable, the potential nuisance caused by the construction works. Mitigation measures will be considered including low noise options, noise attenuation techniques and alternative methods.

The working hours for construction works will follow the LPA's guidance for construction works. This includes standard working hours for noisy, disruptive, and external work. Works will only be undertaken outside of these hours when the works are internal to the building and will not result in noise or disruption to residents. External work outside standard hours will be minimised, but where it is unavoidable will be agreed upon using the process set out in the guidance.

There is increased potential for nuisance relating to air quality and emissions from construction activities in the form of dust and fumes. The degree of dust deposition is usually dependent on the nature of the work. Increased levels of dust are most likely to occur during; demolition works, piling, moving construction traffic and groundwork activities. To minimise dust and fumes, the Principal Contractor will consider the following:

- Control measures and dust suspension techniques;
- Minimise stockpiling and positioning in a manner that reduces the risk of dust arising through wind action;
- Measures such as screening and covering;
- Installation of appropriate wheel and body wash facilities;
- Keep adjacent roads and pavements clean;
- Ensure the plant is turned off and not left running when not in use;
- Selection of electrically powered plant where possible instead of diesel or petrol plant; and
- Ensuring no waste or unwanted construction materials are burned on site.

13.6. Contractor Car Park Management Strategy

The Contractor will be expected and encouraged to use local transport facilities where possible to reduce the amount of traffic within the area. The Contractor will be expected to monitor the surrounding streets and take measures to discourage sub-contractor vehicles fly parking on the local highways network.

13.7. Waste Management Strategy

In line with the 'Site Waste Management Plan Regulations 2008' a site waste management plan (SWMP) will be developed by the Principal Contractor and agreed upon with the LPA.

The Contractor will be expected to detail, within their Construction Management Plan, the strategy for reducing the carbon footprint of the construction site.

14. Community Engagement

The Contractor will be expected to submit a community engagement plan before starting on-site. The Contractor will be expected to regularly engage with the community throughout the construction period.

Site contact details will be available on a project board displayed near the entrance to the site.

15. Handover

As the building nears Practical Completion, the residential units and other spaces will need to be commissioned and handed over. Sufficient time will be programmed to allow the future managers of the building to witness the testing and commissioning activities, with appropriate training being arranged as necessary.