

Construction Management Plan

NCP Manchester Sackville Street, M1 3LY

For: Lysara

Date: February 2026

Document Control Information

Current Version	Name	Date	Signature
Prepared By	B Moser	04/02/26	

Schedule of Revisions

Revision	Date of Issue	Details of Revision	Distribution
1.0		-	All below

Contents

1.0 Introduction 1

1.1 Review Period and Communication 1

2.0 Site Location	1
2.1 Site Sensitivity	2
3.0 Site Operations – Description of Works	2
3.1 Contractor details	3
3.2 Programme.....	3
3.3 Site Facilities.....	4
3.4 Site Security.....	4
3.5 Site Induction	4
4.0 Traffic Management	4
4.1 Dust and Mud, Noise and Vibration.....	5
5.0 Communication to Neighbours and Businesses.....	5
5.1 Communication to Staff and Visitors	5
.....	7
.....	7
.....	8
.....	8
.....	8
.....	8
.....	8
.....	8
.....	8

Appendix A – Site Location Plan

Appendix B – Proposed Development Site Plan

1.0 Introduction

This Construction Management Plan (CMP) has been prepared in order to discharge Condition 5 of Manchester City Council planning consent ref. 142552/FO/2025.

The CMP sets out the proposed construction management measures for the installation of electric vehicle (EV) charging infrastructure, a new electrical substation, and associated drainage works at the NCP car park, Sackville Street, Manchester.

The works are localised, temporary, and low-impact in nature. Where elements listed within Condition 5 are not considered relevant due to the limited scope of works, this is clearly stated within the relevant sections of this CMP.

The CMP focuses on the following key issues:

- Emergency procedures
- Waste management, including excavation arisings from attenuation tank installation
- Traffic and highways management, including temporary vehicle movements within the existing car park
- Site facilities and welfare arrangements
- Communication and liaison with stakeholders

1.1 Review Period and Communication

This CMP should be treated as a live document and should be updated as more information becomes available. It is recommended that, as a minimum, a review should be carried out of the CMP once per month. Any changes will be communicated accordingly to the respective approving parties.

A copy of this CMP will be held in the site office and its contents will be part of the induction process. Prior to commencement of the works, the requirement of the CMP will be considered when designing the site compound layout and agreeing haulage routes with sub- contractors

2.0 Site Location

Site address: NCP Car Park, Sackville Street, Manchester M1 3NJ

The site comprises an existing surfaced car park operated by NCP, extending to approximately 32,234 sq ft. The site is located on Sackville Street within Manchester city centre and is bounded by established urban development comprising a mix of commercial, residential, and educational uses. The site is in active use and is fully hard-surfaced and is therefore considered to be previously developed (brownfield) land.

The site is well connected by existing transport infrastructure. Manchester Piccadilly Station is located approximately 500m to the east of the site, with multiple bus routes operating along Sackville Street and surrounding roads. The wider area is characterised by high pedestrian footfall and a dense built environment typical of the city centre.

A site location plan is provided in Appendix 1, with the proposed works layout shown in Appendix 2.

2.1 Site Sensitivity

The following environmental sensitivity considerations have been identified:

- The site is not located within a radon protection area.
- The site is not located within a designated groundwater Source Protection Zone (SPZ).
- The site does not contain, nor is it located within the immediate vicinity of, any nationally designated heritage assets, including World Heritage Sites, Scheduled Monuments, Historic Wrecks, or Historic Battlefields. In addition, the site is not located within an Archaeological Priority Area and is considered to have low archaeological potential, reflecting its previously developed nature and ongoing use as a surfaced car park.
- Based on the nature of the proposed works and the site's urban context, the risk associated with unexploded ordnance (UXO) is considered low.
- The site is fully hard-surfaced and has been in long-standing commercial use. No evidence of significant widespread contamination has been identified that would present a risk to human health in the context of the proposed low-impact works.
- Any localised contamination encountered during excavation works associated with the installation of attenuation tanks or service trenches will be managed in accordance with appropriate waste handling and remediation procedures.

The requirements of the Construction Environmental Management Plan (CEMP) will be adhered to throughout the works to mitigate risks to environmentally sensitive receptors.

The site is located within a dense urban environment; however, due to its previously developed nature and ongoing use as a car park, the proposed works are not anticipated to give rise to significant environmental sensitivity issues. Control measures relating to noise, dust, traffic, and waste are set out within the relevant sections of this CMP.

3.0 Site Operations – Description of Works

The works on site will comprise the following elements:

- Localised excavation works to facilitate the installation of EV charging infrastructure, associated ducting, and attenuation tanks
- Installation of a new electrical substation and associated electrical infrastructure, including foundations, cabling, and connection works

- Installation of below-ground services, including electrical and drainage connections
- Associated drainage works to serve the proposed infrastructure, including attenuation tanks and pipework
- Installation of EV charging units and associated above-ground equipment
- Minor reinstatement works to existing hardstanding, including tarmac surfacing and line marking where affected
- Removal of a limited quantity of excavation arisings and construction waste from site to licensed facilities
- Testing, commissioning, and connection of the EV charging infrastructure and substation to the existing electrical network
- The works will be carried out in a single phase
- The classification of vehicles and activity is subject to confirmation as we are currently in a live tender to appoint a contractor

No demolition of buildings, structural works, or major earthworks are proposed, and the existing use and layout of the car park will remain largely unchanged following completion of the works.

3.1 Contractor details

The project will be competitively tendered, and the Principal Contractor is not yet known. The Applicant is happy to update the details below and confirm to the LPA once this information is known. The Site Manager and Out of Hours Contact details will also be displayed on the access gate.

Role	Name	Contact Details
Project Director	TBC	
Site Manager	TBC	
Out of Hours Contact	TBC	

3.2 Programme

It is anticipated that the works will complete in a 16 week programme.

An expected start on site is April 2026, with completion anticipated August 2026 subject to the relevant planning and other approvals.

The works will be undertaken in a single phase and are expected to be of short duration. Construction activities will be programmed to minimise disruption to car park operations and the surrounding area.

3.3 Site Facilities

Due to the limited scale and duration of the works, no permanent construction compound is required. Temporary welfare facilities, where necessary, will be provided within designated areas of the existing car park.

Temporary areas will be identified for loading and unloading, short-term material storage, and waste storage. All such areas will be clearly signed and managed to ensure safe operation of the site.

3.4 Site Security

The site shall be securely fenced off and remain secured at all times, with the fencing inspected daily. Only the main access gates will be allowed to be opened for deliveries. The site manager's contact details will be displayed on the access gates. Site security will be arranged, as required, to monitor the site out of hours. Security breaches noted will be reported directly to the Contractor who will then review the security arrangements to determine what further preventative measures are required. Temporary barriers, signage, and hoarding will be used where required to segregate construction activities from operational areas of the car park and to protect members of the public.

3.5 Site Induction

All staff, subcontractors and visitors to site are required to attend a site induction which will highlight the general hazards, the type and location of hazards specific to the site, and site rules.

The site induction will be kept under constant review by the site team to ensure it is kept current and up to date with developments, any updates will be communicated to the site team and supply chain.

4.0 Traffic Management

The Principal Contractor will manage construction traffic through the early establishment of clearly defined access routes, delivery arrangements, and an understanding of local highway constraints prior to commencement of works on site. Appropriate temporary signage and traffic management measures will be implemented at site access points to ensure the safety of pedestrians, car park users, and other road users.

Construction vehicle movements will be limited in number and controlled to avoid obstruction of the public highway. Vehicular activity will predominantly comprise light goods vehicles, with occasional HGVs associated with equipment delivery and the removal of excavation arisings. No abnormal loads are anticipated. All delivery and servicing vehicles will access the site via Bloom Street, with loading, unloading, and turning undertaken within designated areas of the site car park where practicable. No construction vehicles will be permitted to wait, load, unload, or reverse on the public highway.

Vehicle movements within the site will be confined to existing circulation routes within the operational car park. Given the limited scale, low frequency, and short duration of construction vehicle movements, and the use of an established access arrangement, a swept-path assessment is not considered necessary.

All contractor vehicles, including those associated with deliveries and site visits, will park within designated areas of the site car park for the duration of their visit. Sufficient on-site parking capacity

will be made available to accommodate contractor vehicles. No contractor parking will take place on surrounding public highways. Site speed limits will be enforced at all times. Where required, a trained banksman will be provided to assist with vehicle manoeuvring and to safeguard pedestrians and other site users.

Deliveries will be managed through the use of timed delivery slots to minimise disruption to the surrounding highway network and to avoid peak traffic and pedestrian periods. All vehicles removing spoil or waste materials will be sheeted prior to leaving the site.

4.1 Dust and Mud, Noise and Vibration

Dust generation will be minimal due to the limited scale and localised nature of the works. Where required, dust will be controlled through appropriate measures including damping down of exposed surfaces and haul routes during dry or windy weather conditions to prevent the migration of dust beyond the site boundary. Weather conditions will be monitored to ensure control measures are implemented as necessary.

Noise and vibration arising from construction activities will be temporary and limited in nature. Works will be undertaken using modern, well-maintained plant and equipment fitted with appropriate silencers where practicable. The Principal Contractor will ensure that construction activities are managed to minimise noise and vibration impacts on nearby sensitive receptors, including careful sequencing of works and the avoidance of unnecessary engine idling. Any particularly noisy activities will be of short duration and, where practicable, undertaken during normal working hours.

The risk of mud being deposited on the public highway is considered low given the existing hardstanding across the site. Where required, vehicles will be visually checked prior to leaving the site to ensure that wheels and bodywork are free of excessive dirt or debris. If necessary, localised wheel cleaning measures will be implemented within the site boundary.

In addition, the Site Manager will monitor the condition of the access route and, if required, arrange for ad-hoc road sweeping to maintain cleanliness along Bloom Street. All drivers will be instructed to ensure their vehicles are clean before leaving the site, and a banksman will assist in monitoring vehicle movements where required.

5.0 Communication to Neighbours and Businesses

The applicant will liaise with the car park operator and, where appropriate, adjoining landowners and businesses within the locality in advance of the works. Information relating to the nature of the proposed works and the anticipated programme will be shared where relevant.

An emergency contact telephone number for the Principal Contractor will be made available for the duration of the works, and reasonable steps will be taken to respond to any queries or concerns raised in relation to the construction activities.

5.1 Communication to Staff and Visitors

Toolbox talks and inductions will be provided to all staff working on site, outlining site rules and constraints. Likewise, all visitors will be booked on to site prior to their visit and site access arrangements communicated. Clear signage will be provided within the car park to inform staff,

visitors, and users of the site of ongoing works and any temporary changes to access or parking arrangements.

Appendix A – Site Location Plan

GENERAL NOTES

THIS DRAWING IS SUITABLE FOR TENDER PURPOSES ONLY.

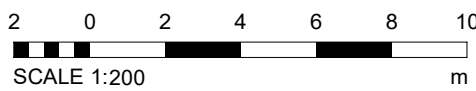
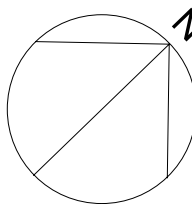
TO BE READ IN CONJUNCTION WITH ALL TENANT REQUIREMENTS AND SPECIFICATIONS. REFER TO 260116 Lysara Scheme Design and Construction Manual WIP. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGN TEAM.

THE TOPOGRAPHICAL AND UTILITY SURVEY IS BASED ON HISTORIC DATA. REFER TO MANCHESTER SACKVILLE TOPOGRAPHICAL SURVEY (DWG. TS24-380-9) DATED AUGUST 2024.

ALL EXISTING SITE ELEMENTS AND SERVICES SHALL BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF WORKS.

Do not scale this drawing. Architects are to be notified of any discrepancies. Contractors must check all dimensions on site. This drawing is subject to copyright laws and is for use on this project only. This drawing is to be used solely for the information as titled only. For other information refer to the latest revision of any cross referenced drawings. To be read in conjunction with relevant design standards/protocols

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.



LAND OWNERSHIP BOUNDARY

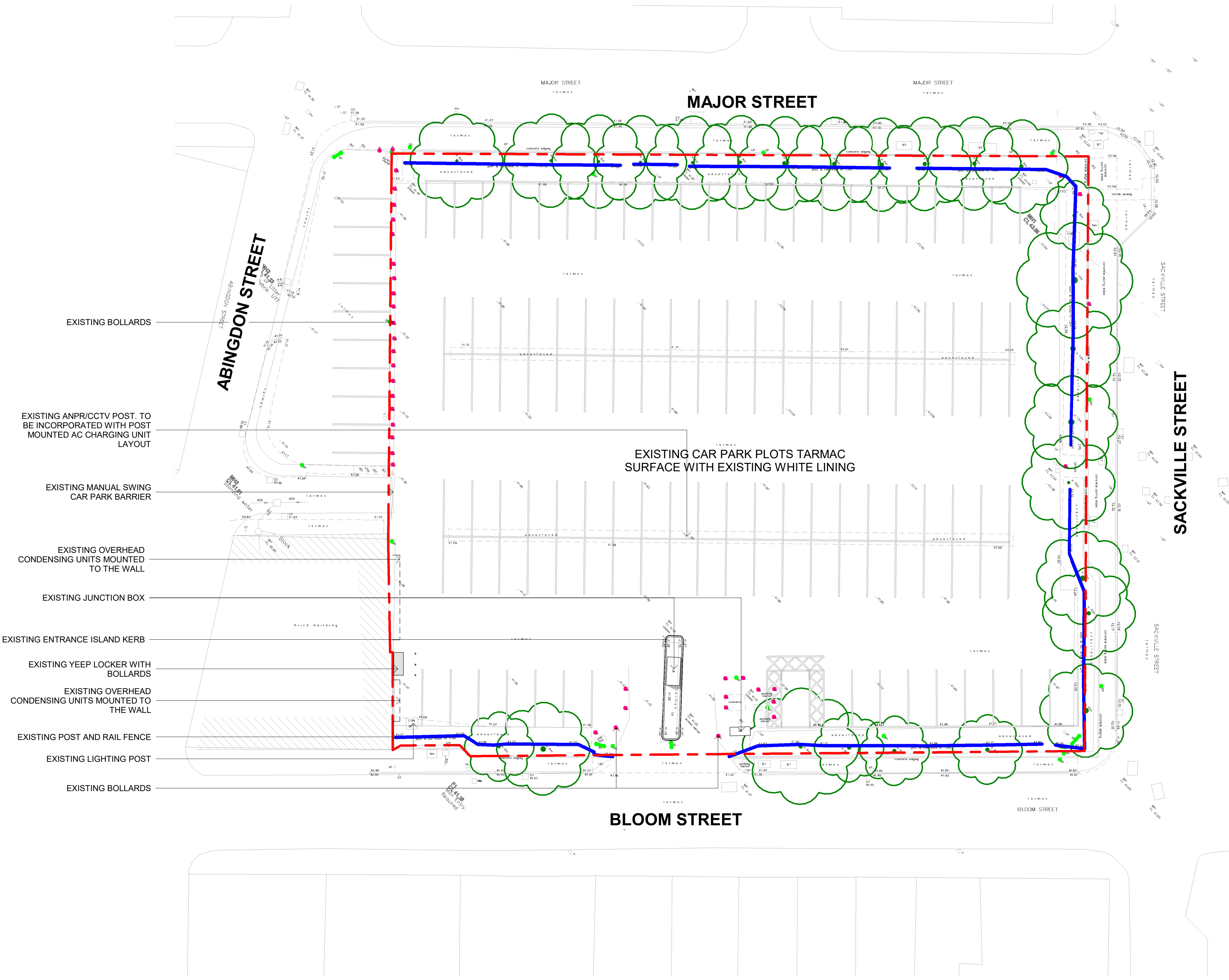
	NAME	AREA (Hectare)	AREA (Acre)
---	LAND OWNERSHIP BOUNDARY	0.300	0.74

EXISTING PARKING SUMMARY

NUMBER OF EXISTING PARKING SPACES IN THE ENTIRE CARPARK	115
---	-----

LEGEND:

- EXISTING ELEMENTS
- EXISTING POST AND RAIL FENCE
- EXISTING BOLLARDS
- EXISTING SIGNAGE POST
- EXISTING TREES



P2	TENDER ISSUE	16.01.26	KR	RK
P1	TENDER DRAFT ISSUE FOR COORDINATION PURPOSE ONLY	05.12.25	KR	RK

Rev	Description	Date	Dm	Ckd
-----	-------------	------	----	-----

Status
TECHNICAL DESIGN

SMR

SMALLEY MARSEY RISPIN

ARCHITECTS

The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

LYSARA- MANCHESTER SACKVILLE

Client
LYSARA
www.lysara.com

Drawing Title

EXISTING SITE PLAN

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
8043 - SMR	MA	ZZ	DR	A	-	3001	A4	P2
SMR Job Ref		Sheet		Scale		Drawn		
8043-MA-3001		A1		1 : 200		KR		



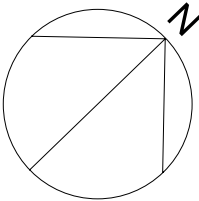
Appendix B – Proposed Development Site Plan

LEGEND:

- SITE BOUNDARY
- EXISTING ELEMENTS
- PROPOSED DC EV CHARGING POINT (UP-STAND UNIT)
- PROPOSED AC EV CHARGING POINT (POST MOUNTED)
- PROPOSED BOLLARD
- PROPOSED EV PARKING SPACE
- PROPOSED DNO
- PROPOSED LV PANELBOARD
- PROPOSED KEMPOWER POWER UNIT
- PROPOSED SCADA
- PROPOSED ARMCO BARRIER
- PROPOSED KERB

Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.



PROPOSED PARKING SUMMARY	
NUMBER OF EV PARKING SPACES	23
TOTAL LOST PARKING SPACE	5
NUMBER OF NON-EV PARKING SPACES	87

P8	GENERAL UPDATES, NEW EQUIPMENTS INCORPORATED, ISLAND KERB ADJUSTED	17.07.25	KR	JN
P7	GENERAL UPDATES FOLLOWING PLANNING CONSULTANT COMMENTS, GAGE REMOVED, LOCATION ADJUSTED, DIMENSIONS ADDED, NEW NAMING CONVENTION ADAPTED	08.07.25	KR	JN
P6	RED BOUNDARY LINE AMENDED, KEMPOWER UNIT UPDATED, WHEEL STOPPER ADDED	03.07.25	KR	JN
P5	RED BOUNDARY LINE AMENDED TO DRAINAGE PROPOSAL REVISION, COLOR UPDATED FOR FENCE AND GATE	26.06.25	KR	JM
P4	RED BOUNDARY LINE REVISED TO FULL PARKING AREA	27.02.25	KR	JN
P3	NOTE AMENDMENT	12.02.25	TT	KR
P2	EV PARKING ADJUSTED, PROVISION FOR SPACE BETWEEN EV PARKING BAYS	10.02.25	KR	JM
P1	PLANNING ISSUE	03.02.25	HD	JM
Rev	Description	Date	Dm	Ckd

Status

PLANNING

SMR
SMALLEY MARSEY RISPIN
ARCHITECTS
The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

NCP SACKVILLE STREET, MANCHESTER M1 3LY

Client



Drawing Title

PROPOSED SITE PLAN

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
7944 - SMR - MA - ZZ - DR - A - 2003 - S3 - P8								
SMR Job Ref 7944-MA-2003	Sheet A2	Scale NOTED	Drawn KR					

EXISTING ANPR/CCTV POST WITH PROPOSED COLUMN WRAP FOR PROTECTION. TO BE INCORPORATED WITH POST MOUNTED AC CHARGING UNIT LAYOUT

1M GAP BETWEEN PARKING BAYS FOR UPSTAND AND POST MOUNTED EV UNITS WITH BOLLARDS

PROPOSED FEEDER PILLAR 2

PROPOSED ARMCO BARRIER FOR KEMPOWER UNIT PROTECTION

PROPOSED 2-C502 KEMPOWER POWER UNIT

EXISTING KERB IN RED LINE BE PARTIALLY REMOVED, ADJUSTED AND MADE GOOD TO MATCH ADJACENT FINISHES

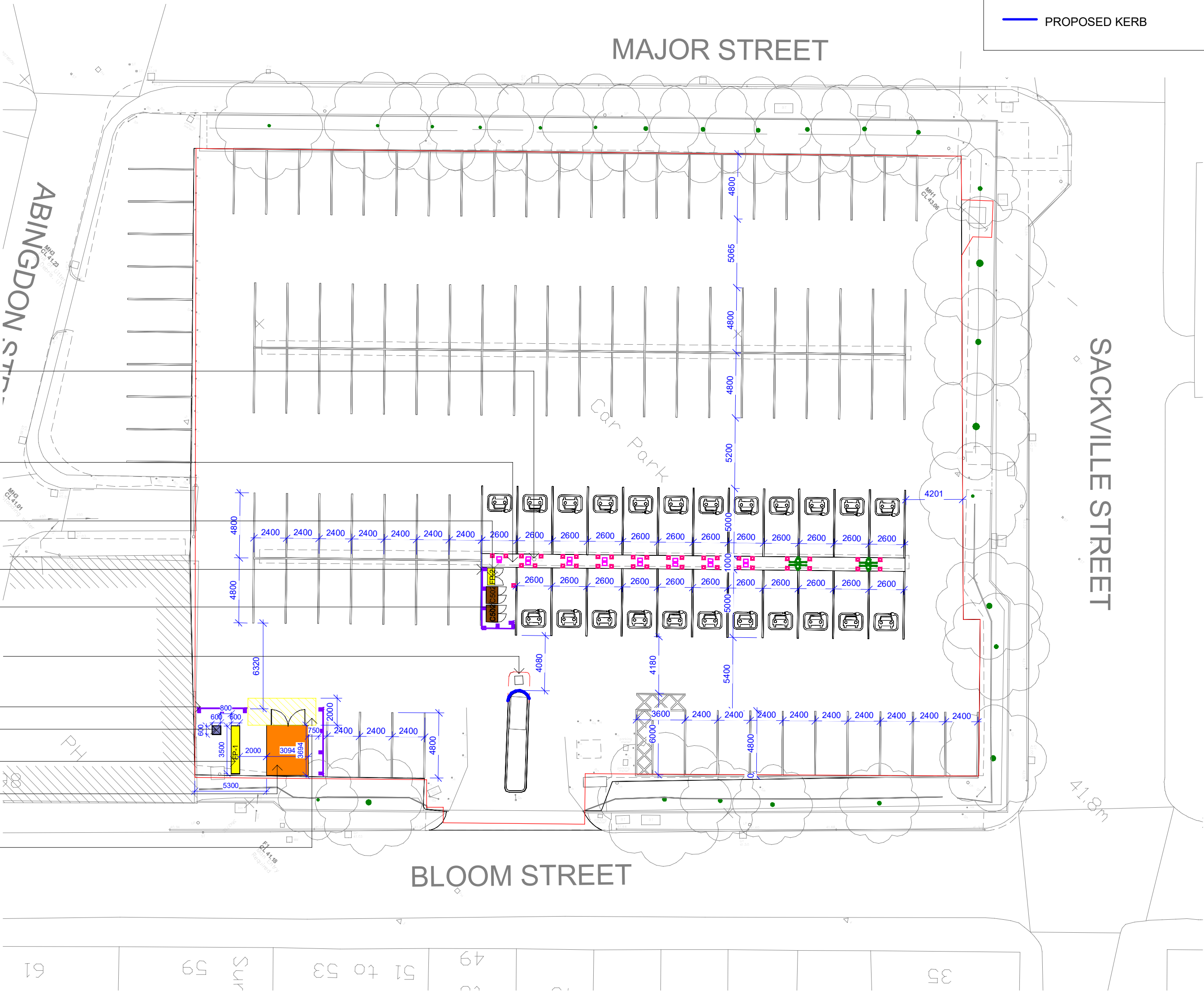
PROPOSED ARMCO BARRIERS

PROPOSED SCADA

PROPOSED FEEDER PILLAR 1

3.1M X 3.7M GRP SUBSTATION.

PROPOSED 4 X 2M YELLOW HATCHING FOR CLEAR AREA ACCESS





One Team Delivering Excellence