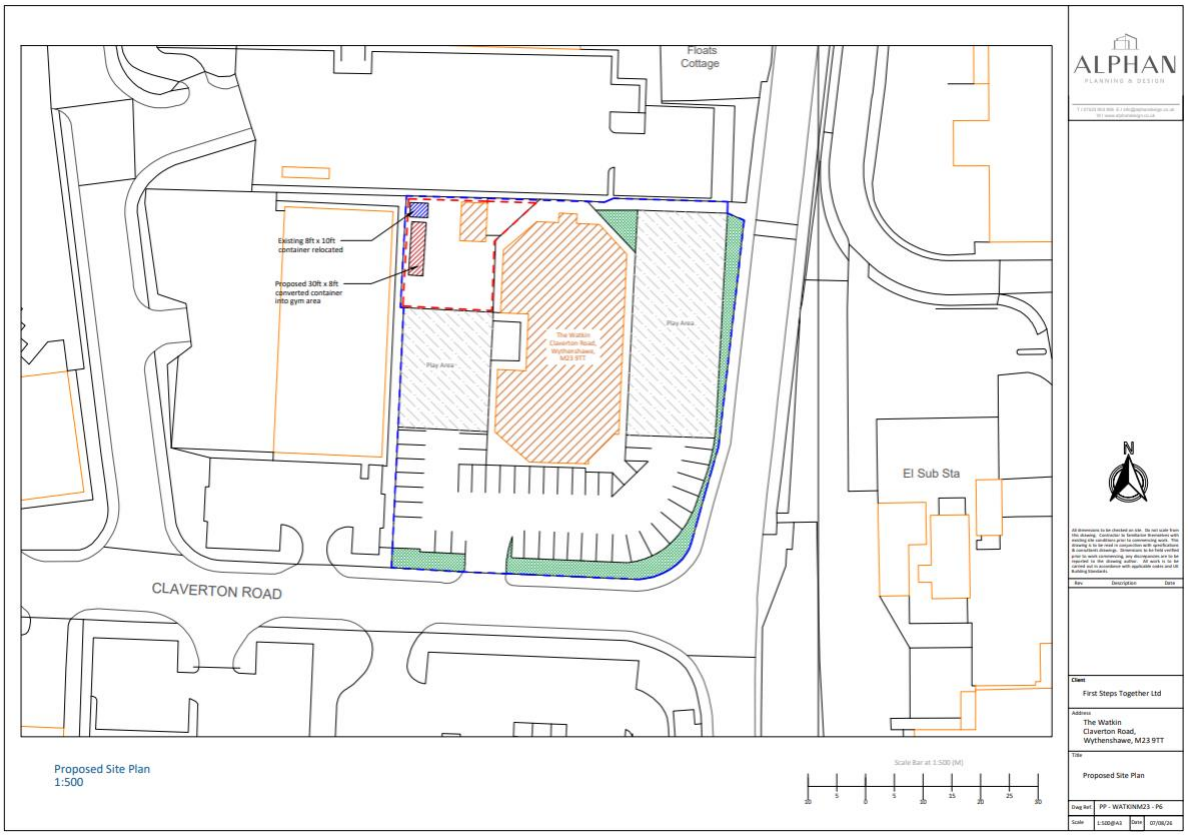
Construction Management Plan

Watkin Centre
Claverton Road
Wythenshawe
Manchester
M23 9TT



September 2026

Introduction

Application Number PLA-2026-001325 for the erection of 1no. Outbuilding and the siting of 1no. Storage container at the Watkin Centre, Claverton Road, Wythenshawe was submitted to Manchester City Council in August 2026, validated in August 2026 and is currently awaiting determination.

During the life of the application planning officers have undertaken consultation with neighbouring properties and other consultees, including the local highway authority. Highway officers are noted to have raised a number of points of clarification, including seeking clarity that there are no proposed alterations to the site access, and no proposed impacts on parking levels on site. Following the submission of responses to confirm the same, the highway authority are understood to have confirmed that they have no objection to the application, but have proposed the inclusion of a condition requiring the submission of a Construction Management Plan in advance of works commencing on site. The draft condition is understood to be worded as follows:

" Construction Management Plan

Prior to commencement, a Construction Management Plan (CMP) is required to be submitted to and approved in writing by the City Council as Local Planning Authority. The CMP shall include details of:

a) the duration and phasing of construction works and associated vehicle movements;

b) the routing of construction traffic to and from the site, including any swept path assessments where required;

c) contractor parking arrangements;

d) the vehicular access points to be used during construction;

e) the location of site compounds, welfare facilities, materials storage, plant storage, waste storage and loading/unloading areas;

f) measures for managing deliveries and construction traffic;

g) measures for coordinating construction activities with any ongoing or planned construction works in the surrounding area; and

h) measures to minimise disruption to highway users and protect the safety of pedestrians and cyclists.

The approved Construction Management Plan shall be implemented in full throughout the construction period of the development.

Reason: To ensure the safe and efficient operation of the local highway network and to protect highway safety during the construction phase of the development pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone."

Following dialogue with the Planning Case Officer, it was confirmed that a Construction Management Plan could be lodged in advance of determination of this application, and if signed off and supported by the highway authority in advance of the decision date, that the matter could be addressed during the life of the planning application, as opposed to being dealt with as part of a compliance with conditions application in due course.

This statement therefore seeks to address the requirements of the draft condition proposed by the highway authority in full, such that the Plan can be added as a compliance condition to any future approval on site, negating the need for a future discharge of condition application in advance of works commencing on implementing the approval.

Site Working Hours

All works are to be carried out during the following hours:

08:00 – 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.

No works will be undertaken on Sundays or bank holidays to ensure minimal disruption. Works are expected to take no more than 4 weeks to complete, and are scheduled to commence the week commencing 12th October, if the consent is issued as expected in advance of the target determination date.

Vehicle movements associated with the overall works will be very limited (1) as a result of the fact that the proposed storage container is simply to be relocated within the site boundary, and (2) given the limited scope of development proposed. In that regard vehicle movements to and from the site associated with the works are expected to be in the order of 2 trips per day.

Construction Traffic Routes, Including provision for access to site

Whilst there will be works on site to deliver the scheme as approved, the level of site traffic will in reality, as set out above be very limited. The site is very well located in relation to the main highway network. The site's location will allow ease of access for vehicles for both works and deliveries, with a level vehicle access provided on the site frontage. All vehicles attending site will be encouraged to secure access from the north via Floats Road, where possible, to minimise transport disruption to the residential areas to the south of the site, and to benefit from the better location for accessing major highways. This will be achieved by either making available an electronic route map for contractors, or by simply providing written or verbal directions to delivery drivers and contractors in advance of attending site.

All construction workers will be expected to use the main entrance/exit, with some limited parking provided on site adjacent to the outdoor play space to minimise disruption to the day to day activities on site, and to minimise risk between contractor vehicles, staff, students and visitors. Parking provision is likely to be limited to just one or two spaces per day, ensuring that there will be no greater harm on parking space provision during the works on site, and the ability for all vehicles to continue to enter and exit the site in a forward gear.

The site is also well located for access to local bus and tram services with stops available within walking distance of the application site to further assist in reducing traffic demands during construction works on site.

Peak traffic times will be avoided for the delivery of goods and construction materials, with deliveries aiming to arrive between mid-morning and mid-afternoon only, to avoid rush hour and potential conflict and congestion during school pick up and drop off times.

Schedule for deliveries and Details of loading/unloading of materials

As set out above deliveries will be scheduled to be made between the hours of 10:00 to 14:00 Monday to Friday, to further help to limit the impact of deliveries on the wider highway network.

Deliveries and collections will be scheduled by the site manager to ensure that there will be no requirements for vehicles to stand or wait on the public highway at any time. A member of on site staff will always be available on site at the pre agreed time to accept and direct the loading/unloading of goods/materials.

Storage of materials, plant and equipment

All deliveries are to be made at the site entrance and within the site boundary. All deliveries are to be offloaded and relocated into the main site on arrival, with no materials, plant or equipment being stored on the highway. Loading and unloading of goods will take place within the existing car park of the site, but given such operations will take place at set out hours, there are no expected conflicts with on site parking, or potential impacts on wider congestion and highway safety.

Materials and equipment will be delivered to the site on a 'just in time' approach, meaning the storage of materials will be focussed within the site itself. Where supplies will need to be securely stored externally (likely to be limited to the commencement of the project) they will be safely located in the rear of the application site within the area where the development is to take place. The area is fenced and gated and secured by lock, and there remains sufficient space within this portion of the site for the storage of materials and for works to take place, negating the need for the loss of outdoor play space, or the loss of parking areas to facilitate the works on site or the storage of goods or materials.

Construction staff welfare facilities will also be sited to the rear of the site where the development is to take place. There is no expectation for skips to be located on site during the construction works given the nature of the proposals. However, any waste generated by the development will be removed from site on daily basis by the appointed contractor, and disposed of in accordance with relevant licences etc.

Measures to protect vulnerable road users (Pedestrians and Cyclists) and adjoining Properties/Development

Given that all works and deliveries can take place wholly within the site boundaries we are not aware of any requirements for measures to coordinate construction activities with other construction works in the surrounding area.

The development of the site and its associated activities can be housed entirely within the agreed red line boundary. There should be no requirement to block or interfere with other road users. However, the site manager or other agreed on site staff will always be available for deliveries and the loading/unloading of goods/materials and will be responsible for ensuring that such activities do not pose a risk to other road users or pedestrians, and do not interfere with the operation of the highway or access to neighbouring properties. Visual checks will also be carried out in the immediate vicinity in advance of vehicles manoeuvring into or within the site as an additional safety measure.