

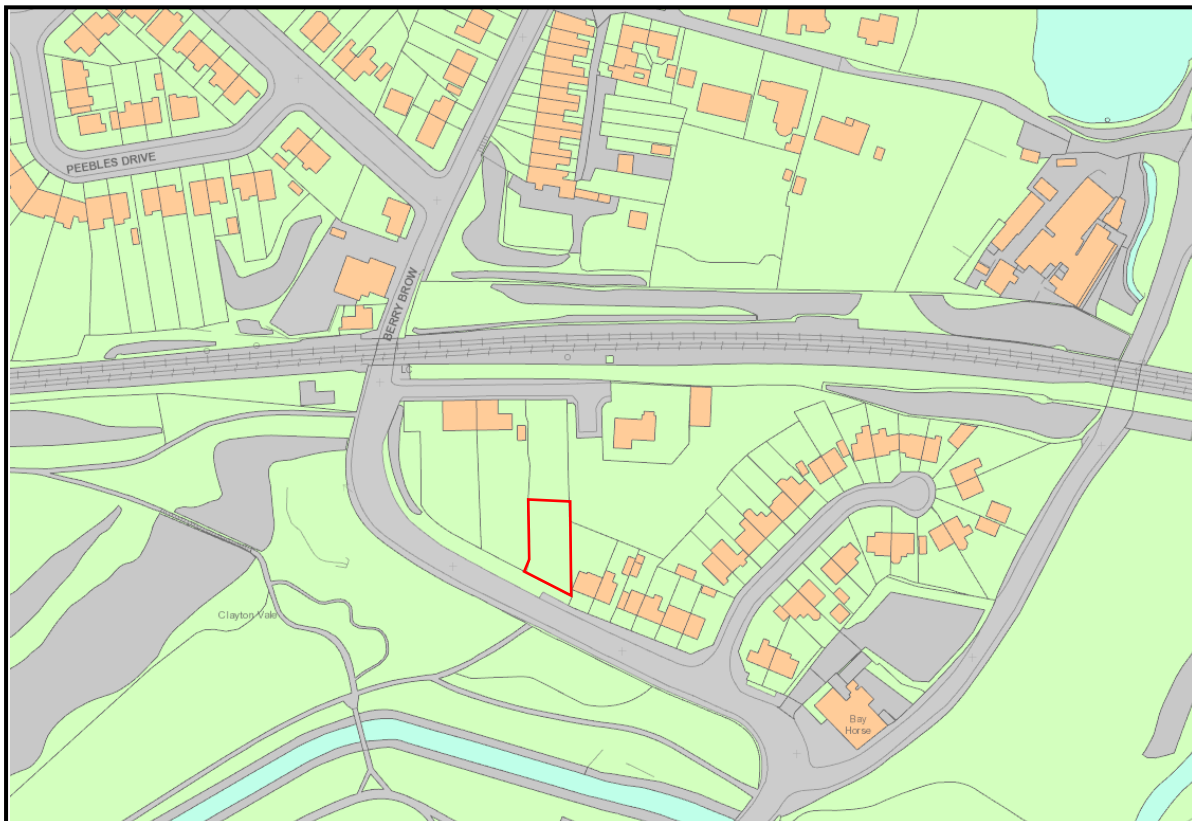


CONSTRUCTION MANAGEMENT PLAN

Site Location: Land To The Rear Of 29 Berry Brow, Manchester, M40 1GR

Proposal: Erection of two storey, detached dwellinghouse (Class C3) with parking, landscaping and boundary treatment

Planning Application Ref: 125555/FO/2019



Prepared on behalf of

Gerard Stelfox of GS Construction (NW) Ltd, 29 Berry Brow, Manchester, M40 1GR

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Introduction

The purpose of the Construction Management Plan is to outline the approach of Mr Gerard Stelfox of GS Construction (NW) Limited (Site Owner and Developer) to managing the erection of a two storey detached dwellinghouse with parking, landscaping and boundary treatment on land to the Rear Of 29 Berry Brow, Manchester, M40 1GR.

Full planning permission (Ref. 125555/FO/2019) was granted by the Council on 11th August 2020 subject to 23 conditions. A Copy of this permission is included in Appendix E.

Condition No.7 on the permission requires the developer, prior to commencing any works on the site, to submit to the Local Planning Authority (Council) for approval a Construction Management / Demolition Plan outlining the working practices that are to be undertaken during the construction of the development.

The Construction Management Plan prepared covers the requirements of Condition 7 and the other construction site related matters detailed in the list below, and these measures will be adhered to throughout the construction process:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. site compound set-up including the storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding / fencing protecting the site
- v. wheel washing facilities, including measures for keeping the highway clean
- vi. measures to control the emission of dust, dirt, noise and vibrations during construction
- vii. a scheme for recycling / disposing of waste resulting from demolition and construction works.

- viii. hours of construction activity.
- ix. Emergency Contact details for the site.

This document includes specific comment on site establishment, logistics and the process of managing the overall environment surrounding the site. This is a relatively small and challenging development due to the sloping nature and contours of the site, and the developer will endeavour to ensure that the works cause the minimum disruption to the adjacent residents by achieving a safe working and living environment. Particular attention will be paid to ensure that the neighbours are kept informed of progress and future works on the project.

This plan will be constantly reviewed and any changes and or improvements will be added and agreed with the Council and the plan revised and re-issued.

1.0 **Scope of Works / Phasing**

- 1.1 The scheme involves the construction of a two-storey detached dwelling house with parking, landscaping and boundary treatment on land to the rear of 29 Berry Brow, Manchester, M40 1GR. The site location and proposed plans for the development are included in Appendices A and B of this document for reference.
- 1.2 The health, safety and welfare of the site will be managed in accordance with The Construction (Design and Management) Regulations 2015 (CDM 2015).
- 1.3 The first phase of the development will involve the clearance of the site which is currently overgrown with self-sewn trees, wild plants, weeds and other vegetation. Some of the trees on the site are being retained as per the approved landscape details and they will be suitably identified and protected in

accordance with BS5837-2012 requirements as detailed in Section 8. The second phase will involve the commencement of the construction works on the new dwelling house and the associated works.

2.0 **Enabling Works / Formation of Site Perimeter**

2.1 At commencement of the site clearance / development works, the whole of the perimeter boundary of the site will be established and securely protected with a solid 2.0 metre high hoarding fence (as per photograph example below). A gate will be inserted in the hoarding at the site entrance / exit point to facilitate the necessary access. This will secure the construction site and prevent any unauthorised access from the general public. The hoarding will be kept in a clean and tidy condition throughout the duration of the works. Suitable care and attention will be taken when erecting the hoarding and associated post fixings not to damage any trees or their roots located within the vicinity. As mentioned earlier, the trees to be retained on the site will be protected in accordance with BS5837-2012 requirements as detailed in Section 8. All necessary site signage will be erected and displayed in accordance with HSE requirements.



Hoarding Fence Example



2.2 The lower and more level section of the site is to be stoned up with clean MOT crushed stone to provide a hardstanding and working area to facilitate the construction of the new dwelling. Suitable space will also be provided to accommodate delivery vehicles, skips and for the storage of construction materials. Temporary power and water will be arranged via the necessary local utility providers to serve the site.

3.0 **Site Parking and Storage of Plant and Materials**

3.1 This is a self-build project and the developer lives directly behind the application site at 29 Berry Brow. He is proposing to use his existing home as the main site office / mess facility for himself and any site operatives that are engaged to assist with the construction related works, and also to provide secure storage for some of his tools and equipment. The developer also has a storage facility in the local area for his construction business and he will utilise this and obtain, plant, machinery, tools and other equipment for the project as and when required and return them when finished with.

3.1 All contractors' vehicles will park at the developer (Mr Stelfox's) property at 29 Berry Brow. This is a small development site and it is envisaged that there will be no more than four operatives (maximum) working on site at any one time. All operatives will be encouraged to vehicle share, use public transport or use sustainable transport options such as bicycles or to walk to work where possible. Mr Stelfox's property can if required comfortably accommodate additional in curtilage parking without causing any adverse affect to Berry Brow or any of the neighbouring properties. There will be no contractor parking on the section of Berry Brow directly outside the site or on other highways in the vicinity. Again, as this is a small construction site, there will be no capacity to provide a dedicated space for any visitors.

3.2 All construction related materials and plant will be stored within the fenced site area. Materials such as cement, fuels, oils, and any other hazardous type substances will be stored in a secure site cabin.

4.0 **Management of Vehicle Access / Egress and Deliveries**

4.1 Access to the site will be taken directly off Berry Brow via the existing engineered vehicle drop crossing that is in place (see attached photograph on the following page).

4.2 The existing shrubbery to the side of the access point will be cut back and removed to provide additional width and visibility and improve the overall safety and access situation for the site.



- 4.3 Berry Brow is an adopted highway maintainable at public expense i.e. properly constructed tarmacked roadway and footways, so this will provide a clean and solid surface to and from the development site for contractors' vehicles, delivery vehicles and other construction related traffic. A dedicated parking area / hardstanding will be provided on the site and kept clear for delivery vehicles to utilise, so they are able to be un-loaded off the public highway (See Appendix D).
- 4.4 To minimise disruption to the neighbours on Berry Brow and other residents on nearby highways, deliveries will be scheduled to avoid the rush hour and school drop off periods of 8 – 9.15am and 3.00 – 4pm.
- 4.5 Deliveries will be managed on a 'just-in-time' basis. Deliveries will be carefully planned, pre- booked and managed on site to ensure no back up of vehicles on Berry Brow or the adjacent roads and timed to minimise disruption to neighbours. The proposed hardstanding area formed on-site will be utilised for the delivery, storage and offloading of vehicles.

- 4.6 Delivery / tipper vehicles will be met at the site entrance and accompanied onto the site by a banksman who will be in advance of the wagons at all times.
- 4.7. Construction traffic routes will be kept a safe distance from any trench works at all times.
- 4.8 With regard to members of the public using the adjacent roads and footpaths a banksman will be in place to control traffic accessing and leaving the site. Signals and signage used to control vehicles and pedestrians shall comply with the requirements of the Health and Safety (Safety Signs and Signals) Regulations 1996 (when required).

5.0 **Wheel Wash Facility**

- 5.1 Prior to leaving the site, all construction vehicles will be inspected and the wheels will be washed on the designated hard standing area using a power / jet washer to ensure that no mud or other waste is deposited on to the public highway. The designated wheel wash area will at the site entrance / exit and it is clearly shown on the accompanying site plan (Appendix D). The site operative in charge of wheel cleaning will be given strict instructions to manage this procedure and to stop any vehicle entering the public highway if it is not clean.
- 5.2 The contractor will manage the risk of any road contamination by regular monitoring. Should the highway become contaminated any debris will be removed manually by a site operative with a spade and jet wash.

5.3 The power / jet washer will be checked before every shift to ensure that it is in good working order. If the equipment is faulty in anyway the washers will be immediately replaced.

5.4 It is not considered necessary to employ the services of a road sweeping company to sweep Berry Brow and adjoining highways on a regular basis; however, the established emergency call procedure in place can and will enable the site manager to instruct this periodically, should the need arise.

6.0 **Management of Dirt and Dust**

6.1 If dust emissions are generated in dry condition periods the contractor will use water spray to wet the material and suppress the dust.

6.2 The site manager will take account of weather conditions and prevailing wind directions when organising construction related operations to prevent and minimise dust nuisance to neighbouring properties. All cutting operations will be dampened down. Operatives will wear dust masks when cutting blocks, etc.

6.3 All site staff will be trained and be made fully aware of the Dust Management Strategy.

6.4 The service and loading / unloading area within the site is to be stoned up to provide a good clean working platform and prevent highway contamination.

6.5 All site staff will have appropriate PPE to protect them from the effects of dust.

6.6 All skips on site will be securely covered

6.7 All loads delivered to or collected from the site will be covered where appropriate.

6.8 There will no on-site bonfires.

6.9 In the event of a complaint being received from a neighbouring property in respect of dust nuisance then their concerns will be fully considered and action will be taken (where appropriate and justified) to prevent any future occurrence.

7.0 **Excavation and Groundworks**

7.1 **Location of underground services**

- Prior to commencing excavations, the site area will be checked for overhead and underground services.
- Service plans will be obtained from Utility providers and the site area will be checked using a locating device.
- Once identified, service routes will be clearly marked on the site. Markings will be maintained throughout the duration of the construction works.
- Works will be undertaken in accordance with the HSE Guidance Document – Avoiding danger from underground services.

7.2 **Excavations**

- Trenches with a depth exceeding 1 metre will be either battered back or suitably shored and the shoring maintained.
- Trenches will be regularly inspected and any excess groundwater will be pumped out during poor weather conditions.
- Vehicle plant and machinery will be kept a safe working distance from any trenches on site to prevent potential collapse.
- No site operatives will work below an excavator or similar plant / machinery.

8.0 **Protection of any retained trees**

8.1 Protection will be provided to all trees required to be retained as part of the development (where applicable). Any such tree protection measures will be undertaken in accordance with BS5837-2012 requirements (Trees in relation to design, demolition and construction). Heras fencing will be sited around the trees to prevent any site operations from impacting / affecting the root system at a minimum distance of half the height of the tree or to the extent of the canopy of the tree, whichever is greater. The tree protection measures will be maintained for the duration of the construction works.

9.0 **Waste and Material Management**

9.1 All waste materials will be removed from site by a licensed waste contractor, using skips or lorries. All waste from this site will be dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991 (b).

9.2 Materials will be handled efficiently and waste managed appropriately. We aim to minimise waste and to recycle as much material as possible.

- The Site Manager will be responsible for identifying and segregating waste on site.
- Resultant hard core will be re-used where possible in the substructure.
- Re-useable materials will be identified on site and removed for storage and re-sale.
- Recyclable materials will be removed from site for processing in licensed facilities.

10.0 **Noise Control**

- 10.1 The works shall be undertaken in accordance with the recommendations in BS.5228-1 Clause 9.3, the Code of Practice for Noise Control on Construction and Demolition Sites, to minimize noise levels during the execution of the construction works.
- 10.2 The close proximity of residential housing has been noted and there will be no operation of heavy plant or machinery etc taking place on site outside of the proposed construction working hours for the site which are detailed in Section 11.
- 10.3 All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order. Operators of noisy machinery will wear ear defenders.
- 10.4 Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum.
- 10.5 Any vibratory type equipment shall be used in a mode which minimises the incident vibration at nearby residential and other sensitive properties.
- 10.6 In the event of a complaint being received from a neighbouring property in respect of noise or vibration related nuisance then their concerns will be fully considered and action will be taken (where appropriate and justified) to prevent any future occurrence.

11 Working Hours

11.1 The working hours for the site will be 08.00 – 16.30 Monday to Friday, and 09.00 – 13.00 Saturdays. There will be no working on Sundays and Bank Holidays. These restrictions will also include vehicle and plant movements, loading and unloading.

11.2 However, should the need arise to undertake any emergency out of hours works at the site, then developer will liaise directly with the Council's Planning and Environmental Health Services about this and provide the necessary prior notification.

12 Emergency Procedures

12.1 The Contact name and telephone number for the developer and main contractor will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed at the site entrance.

The developer and main contractor is:

Mr Gerard Stelfox

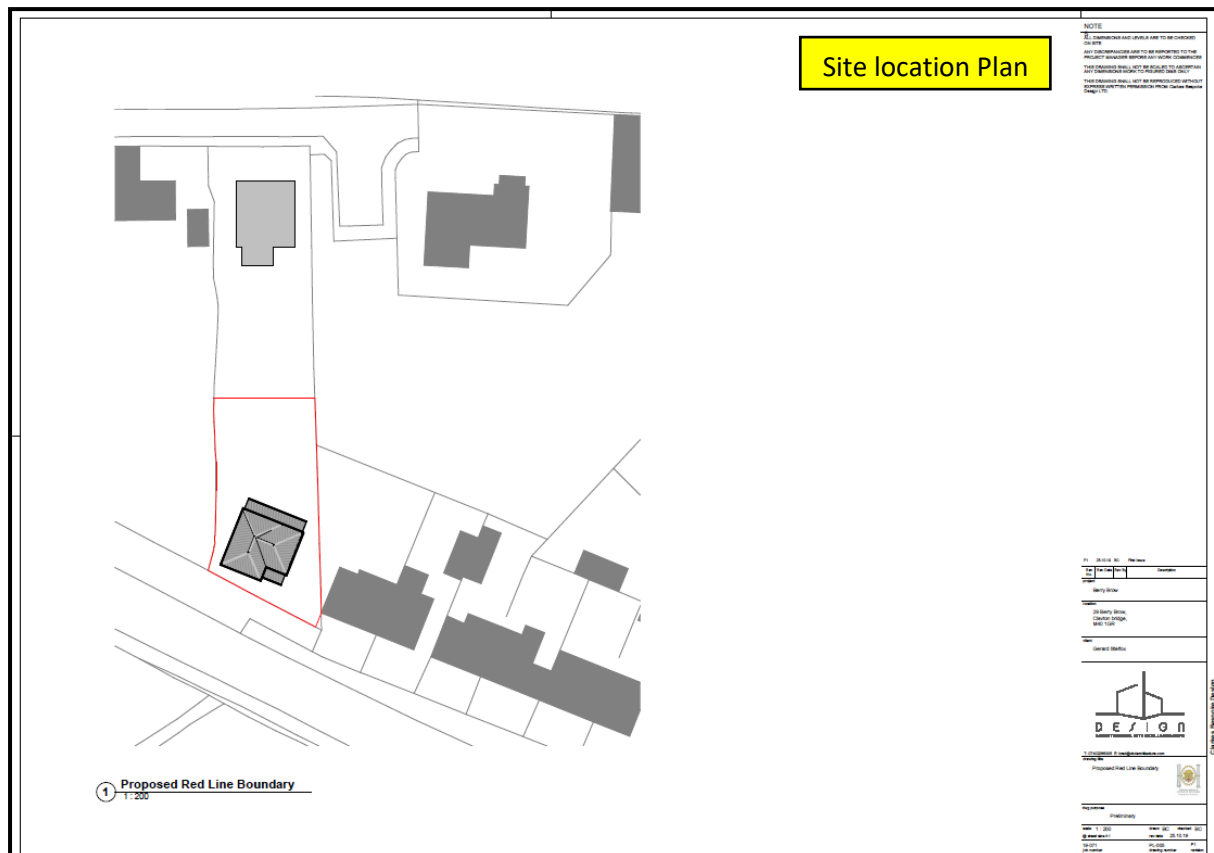
GS Construction (NW) Limited, 29 Berry Brow, Manchester, M40 1GR

Tel. 0161 915 8625 / 07916 308961

Registered address of GS Construction (NW) Ltd

28-30, Wilbraham Rd, Fallowfield, Manchester, United Kingdom, M14 7DW

APPENDIX A – Site location plan and aerial photograph



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APPENDIX C - Typical Tree Protection Detail

BRITISH STANDARD

BS 5837:2012

6.2 Barriers and ground protection

6.2.1 General

6.2.1.1 All trees that are being retained on site should be protected by barriers and/or ground protection (see 5.5) before any materials or machinery are brought onto the site, and before any demolition, development or stripping of soil commences. Where all activity can be excluded from the RPA, vertical barriers should be erected to create a construction exclusion zone. Where, due to site constraints, construction activity cannot be fully or permanently excluded in this manner from all or part of a tree's RPA, appropriate ground protection should be installed (see 6.2.3).

6.2.1.2 Areas of retained structural planting, or designated for new structural planting, should be similarly protected, based on the extent of the soft landscaping shown on the approved drawings.

6.2.1.3 The protected area should be regarded as sacrosanct, and, once installed, barriers and ground protection should not be removed or altered without prior recommendation by the project arboriculturist and, where necessary, approval from the local planning authority.

6.2.1.4 Where required, pre-development tree work may be undertaken before the installation of tree protection measures, with the agreement of the project arboriculturist or local planning authority if appropriate (see also 8.8.1).

6.2.1.5 It should be confirmed by the project arboriculturist that the barriers and ground protection have been correctly set out on site, prior to the commencement of any other operations.

6.2.2 Barriers

6.2.2.1 Barriers should be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained tree(s). Barriers should be maintained to ensure that they remain rigid and complete.

6.2.2.2 The default specification should consist of a vertical and horizontal scaffold framework, well braced to resist impacts, as illustrated in Figure 2. The vertical tubes should be spaced at a maximum interval of 3 m and driven securely into the ground. Onto this framework, welded mesh panels should be securely fixed. Care should be exercised when locating the vertical poles to avoid underground services and, in the case of the bracing poles, also to avoid contact with structural roots. If the presence of underground services precludes the use of driven poles, an alternative specification should be prepared in conjunction with the project arboriculturist that provides an equal level of protection. Such alternatives could include the attachment of the panels to a free-standing scaffold support framework.

6.2.2.3 Where the site circumstances and associated risk of damaging incursion into the RPA do not necessitate the default level of protection, an alternative specification should be prepared by the project arboriculturist and, where relevant, agreed with the local planning authority. For example, 2 m tall welded mesh panels on rubber or concrete feet might provide an adequate level of protection from cars, vans, pedestrians and manually operated plant. In such cases, the fence panels should be joined together using a minimum of two anti-tamper couplers, installed so that they can only be removed from inside the fence. The distance between the fence couplers should be at least 1 m and should be uniform throughout the fence. The panels should be supported on the inner side by stabilizer struts, which should normally be attached to a base plate secured with ground pins (Figure 3a). Where the fencing is to be erected

on retained hard surfacing or it is otherwise unfeasible to use ground pins, e.g. due to the presence of underground services, the stabilizer struts should be mounted on a block tray (Figure 3b).

NOTE 1 Examples of configurations for steel mesh perimeter fencing systems are given in BS 1722-18.

NOTE 2 It might be feasible on some sites to use temporary site office buildings as components of the tree protection barriers, provided these can be installed and removed without damaging the retained trees or their rooting environment.

6.2.2.4 All-weather notices should be attached to the barrier with words such as: "CONSTRUCTION EXCLUSION ZONE – NO ACCESS".

Figure 2 Default specification for protective barrier

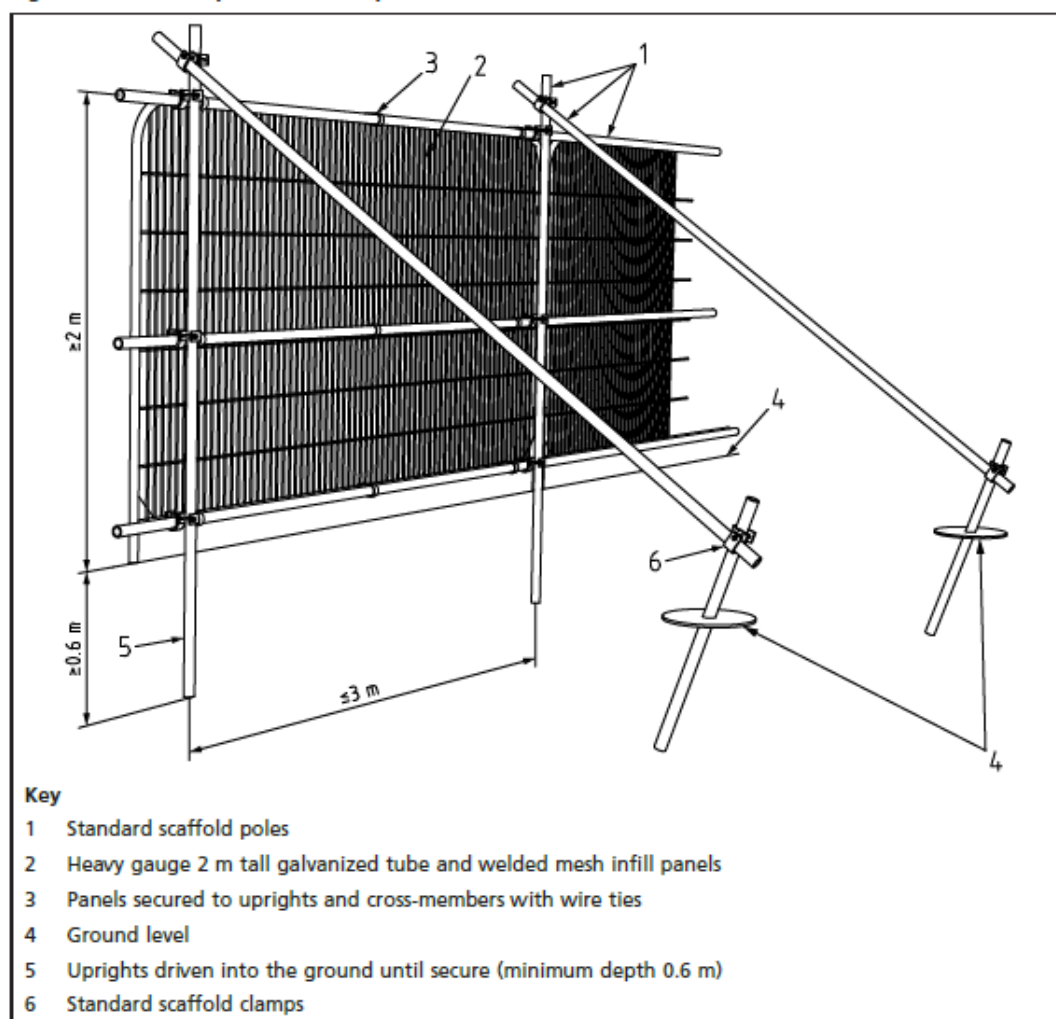
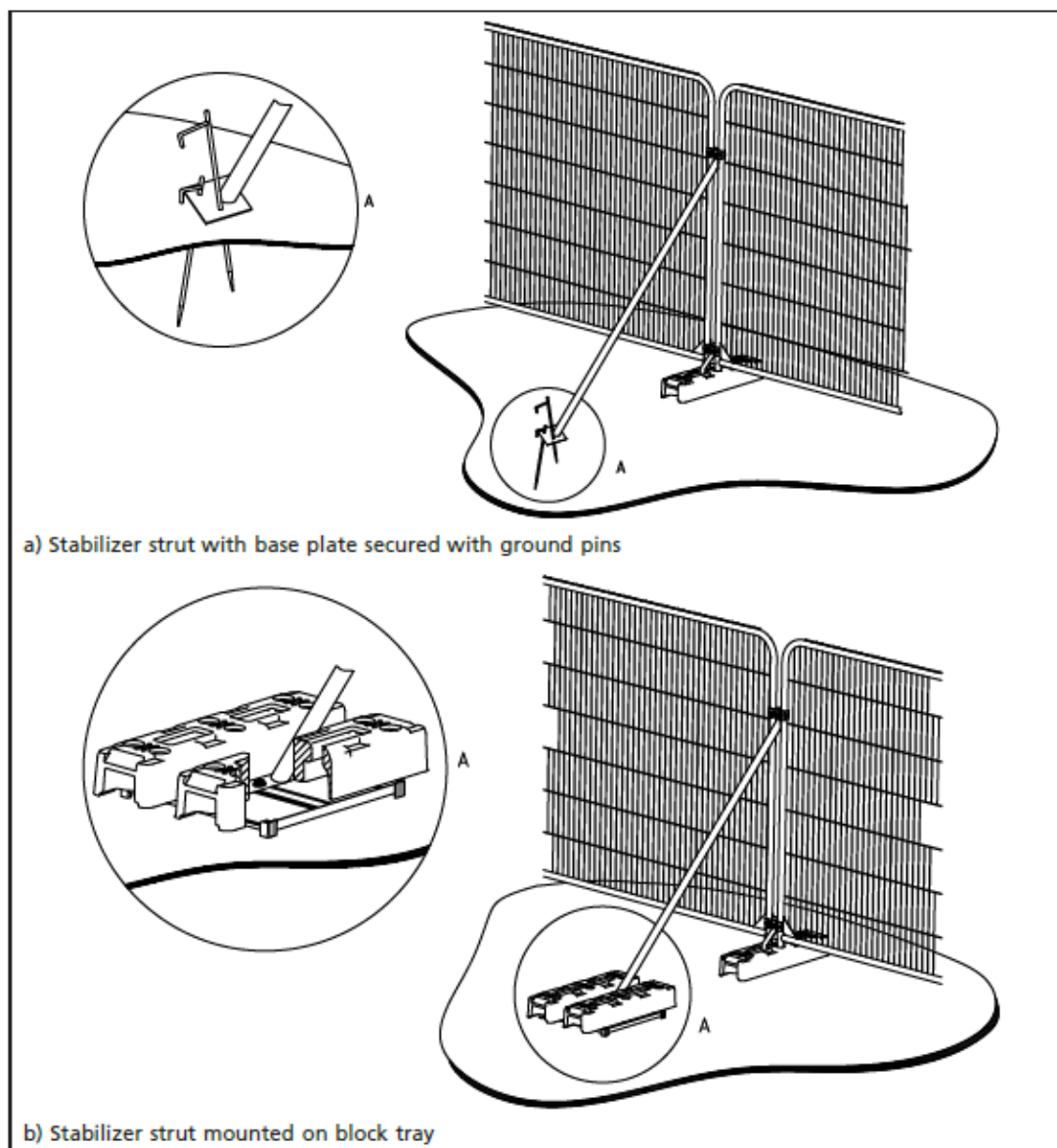


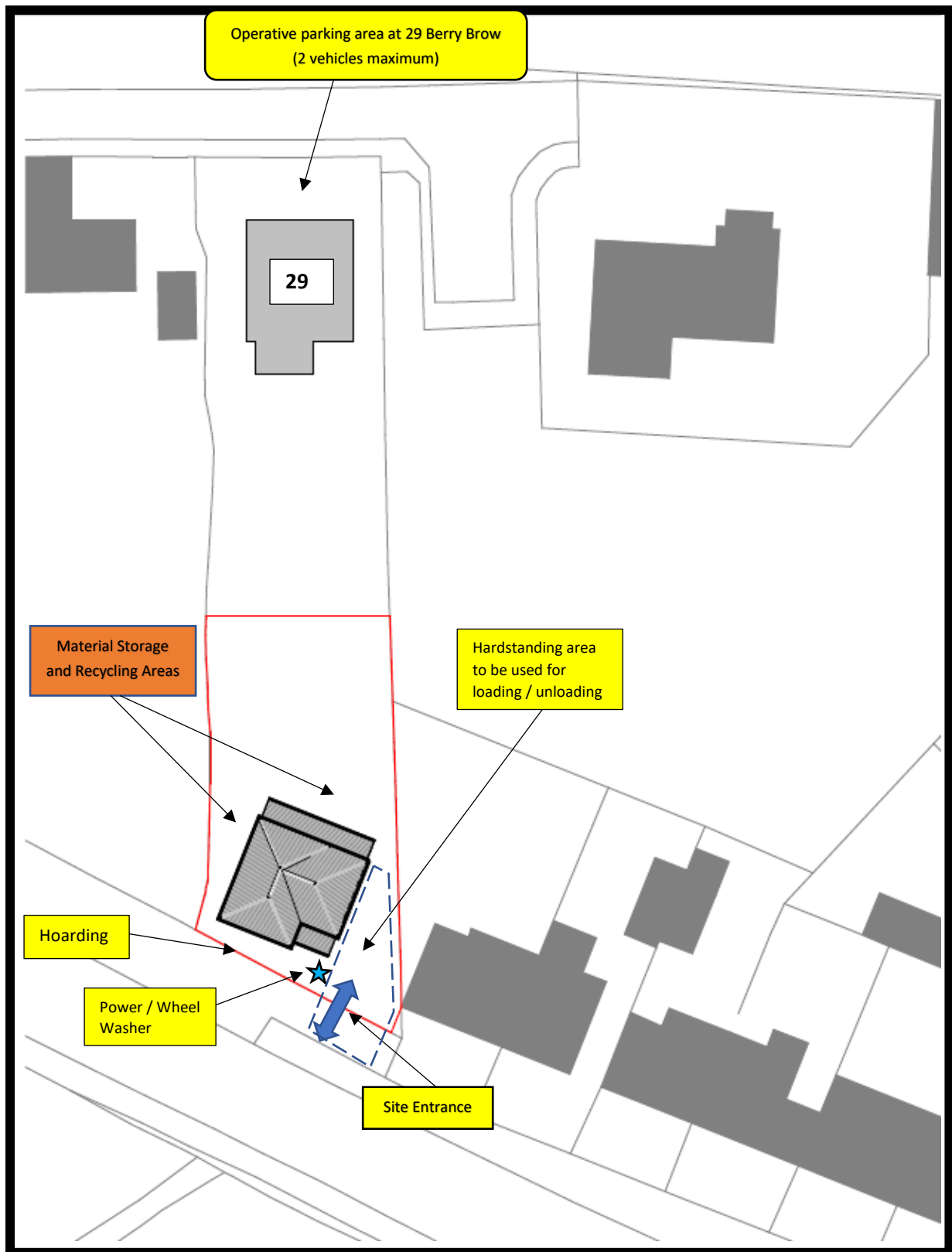
Figure 3 Examples of above-ground stabilizing systems



6.2.3 Ground protection during demolition and construction

6.2.3.1 Where construction working space or temporary construction access is justified within the RPA, this should be facilitated by a set-back in the alignment of the tree protection barrier. In such areas, suitable existing hard surfacing that is not proposed for re-use as part of the finished design should be retained to act as temporary ground protection during construction, rather than being removed during demolition. The suitability of such surfacing for this purpose should be evaluated by the project arboriculturist and an engineer as appropriate.

APPENDIX D - Plan showing the site set-up including operative car parking, wheel wash location, vehicle loading / unloading area and storage areas.



APPENDIX E – Copy of planning permission**Town & Country Planning Act 1990 (as amended)****Planning Permission****Applicant**

Mr Gerard Stelfox
29 Berry Brow
Manchester
M40 1GR

Agent (if used)

Mr Bradley Clarke
Clarks Bespoke Design Ltd
12 Hawke Street
Stalybridge
SK15 2PQ

Part 1 – Particulars of the application/development

Proposal: Erection of two storey, detached dwellinghouse (Class C3) with parking, landscaping and boundary treatment

Location: Land To The Rear Of 29 Berry Brow, Manchester, M40 1GR

Date of application: 17 February 2020

Application number: 125555/FO/2019

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration**Condition(s) attached to this decision**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

PL-003-P8
PL-004-P8
PL-001-P8
PL-002-P8, stamped as received on the 20 July 2020

6297.01 Rev A and the Design and Access Statement, stamped as received on the 8 July 2020.

The Arboriculturist Statement from Cheshire Woodlands, The Ecology Report from Rachel Hacking and The Environmental Desk Top Study from RGS, stamped as received on the 17 February 2020.

The Waste Management proforma, stamped as received on the 4 December 2020.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the

development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to DM1 and EN18 of the Core Strategy.

5) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the train crossing and passing trains shall be submitted for approval in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before the first occupation of the development hereby approved.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq Gardens and terraces (daytime) 55 dB LAeq

Upon completion of the development and before first occupation of the development, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

6) Notwithstanding the car parking layout, as indicated on drawing number, PL-001 Rev P8, received electronically on the 20 July 2020, by the City Council as Local Planning Authority. Prior to the occupation of the development details of the dimension of the car parking layout, including the dimensioned visibility splay (allowing for any proposed boundary treatment) for vehicles emerging in a forward gear from the proposed site, shall be provided and made available. The car parking layout shall be retain and maintained for as long as the development remains in use.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8) The waste management arrangements shall be carried out in accordance with Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020. The approved scheme shall be implemented prior to the first occupation of the building and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

9) Prior to any above ground works a surface water drainage layout, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and remain in place for as long as the development remains in use.

Reason - To ensure that adequate drainage arrangements are put in place for the development pursuant to policy EN17 of the Manchester Core Strategy (2012).

10) Prior to any above ground works, the development shall be carried out in accordance with the following;

- The site must be drained on a separate system combining just prior to the connection to the public combined sewerage system;

Details demonstrating the above shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and remain in place for as long as the development remains in use.

Reason - To ensure that adequate drainage arrangements are put in place for the development pursuant to policy EN17 of the Manchester Core Strategy (2012).

11) Prior to the first use of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

12) Prior to the commencement of the development hereby approved, a method statement for the inspection of the ivy covered sycamore tree as identified within the Ecology Report, stamped as received on the 17 February 2020, for bat roost potential, shall be submitted for approval to the City Council, as Local Planning Authority. If no bat roosts are found within the tree, it can be felled under this method statement. Once the method statement is approved by the City Council, as Local Planning Authority, it should be undertaken in full.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for Manchester.

13) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority, prior to any works being undertaken

Reason - To ensure the protection of wildlife habitats in the locality , pursuant to policy EN15 of the Core Strategy for Manchester.

14) Prior to the first use of the use of the development, 1 no. electric car charging point shall be installed within the site, in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason - In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

15) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and

(b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

16) Prior to first use of the premises, details of the security measures to be incorporated into the development, which, shall be to secured by design specification, shall be submitted for approval in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details and shall be implemented prior to first use.

Reason - To reduce the risk of crime and safeguard the security of residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

17) The development shall be undertaken in accordance with the landscaping details shown on drawing numbered 6297.01, stamped and received by the City Council as Local Planning Authority on the 8 July 2020, before the occupation of the approved development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to ensure satisfactory landscaping for the development which respects the character and visual amenities of the area pursuant to policy SP1 and DM1 of Manchester's Local Development Framework: The Manchester Core Strategy.

18) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of Manchester's Core Strategy and the National Planning Policy Framework.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order

with or without modification) no windows or doors shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawings PL-003-P8, PL-004-P8, PL-001-P8, PL-002-P8, stamped as received on the 20 July 2020.

Reason - In the interests of residential amenity pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy policy SP1 and DM1 Core Strategy for the City of Manchester.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

21) Before first occupation the ground floor wc and the first floor bathroom windows as shown on 'Proposed Elevations drawing no PL-003 P8, stamped and received by the City Council as Local Planning Authority on 20 July 2020, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

22) Notwithstanding the submitted details, the development hereby approved shall not be occupied until a plan indicating the positions, design, materials and type of all boundary treatment (including gates) to be erected, has been submitted to and approved in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed before the dwellinghouse hereby approved is first occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Core Strategy.

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, roof dormers, porches or outbuildings and boundary treatment, including fencing and walls, shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

The habitat on the site could potentially support nesting birds, and the active nests of all wild birds are protected under the Wildlife and Countryside Act, 1981 (as amended). Therefore, work on site should be timed to avoid the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active birds nests are present.

Works planned by any developer within the precautionary area of a level crossing must be advised to Network Rail's Asset Protection Engineer at least one month in advance (further in advance if possible) of serving the initial notice, permit application or provisional advance authorisation where a permit scheme is in force. Extreme care must be taken to avoid stationary traffic tailing back across a railway level crossing when street works or road works are being carried out at or near a crossing. Particular attention must be paid to situations where works might cause traffic to tail back over the crossing as a result of long traffic delays, even though they could be a considerable distance from the crossing.

Date: 11 August 2020

Signed:



Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA