

Elea Solutions (UK) Ltd.

Regent Street

Construction Management Plan

February 2026

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Important note about the report:

The sole purpose of this report and the associated services performed by is to develop and present the Construction Management Plan in accordance with the scope of services set out in the Contract between The Consultant and the Client. That scope of services, as described in this report, has been developed with the Client.

In preparing this report, The Consultant has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, The Consultant has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that observations and conclusions as expressed in this report may change.

The Consultant has derived the data and assessments in this report from information sourced from the Client, produced in house and/or available in the public domain at the time of reporting. The passage of time, changes to either design or construction details by either the Client, Designer or Contractor, changes in the Clients requirements, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent re- evaluation of the data, findings, observations and conclusions expressed in this report. The Consultant has prepared this report in accordance with the usual care and thoroughness of a consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by The Consultant for use of any part of this report in any other context.

The report is based on the available information provided to date and subject to agreement with the relevant Regulators. This report has been prepared on behalf of, and for the exclusive use of the Client, and is subject to, and issued in accordance with, the provisions of the contract between The Consultant and the Client.

The Consultant accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any Third Party. A fee may be levied against such arrangements.

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1.0 Introduction

1.1 Preliminary Information

The Consultant has been commissioned to produce the Construction Management Plan (CMP) for the development works at Rear of 221-225 Droylsden Road, Regent Street, Droylsden, Manchester, M40 1NY.

This Construction Management Plan has been prepared in relation to planning condition 4, scheduled in Table 1 below. A copy of the decision notice is presented in Appendix A for reference.

Table 1.1 – Document Requirements and Reference Sections

Condition Ref.	Requirement	Section Addressed
4. Construction Management Plan	<i>Prior to the commencement of the development hereby approved, a detailed Construction Management 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:</i>	
	- Display of an emergency contact number;	3.3
	- Hours of working;	3.2
	- Dust suppression measures;	3.5.2
	- Compound locations where relevant;	3.6
	- Location, removal and recycling of waste;	4.4
	- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway;	3.5.4
	- Routing strategy of construction vehicles;	3.1.2
	- Parking of construction vehicles and staff;	3.5.1
	Development shall be carried out in accordance with the approved construction management plan.	
	Reason: To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.	

1.2 Report Objectives

The objectives of this report are to:

- Address the LPA comments detailed in Table 1.1 and ensure suitable actions are developed throughout the report, facilitating the discharge of the aforementioned condition;
- Develop a suitable construction management plan to cover all stages of the development works, including demolition, groundworks and construction works; and,
- Ensure the site is developed safely with regards to construction and environmental risks, and nearby receptors.

1.3 Development Works

The scope of the development shall comprise the following works:

- Establishment of a temporary construction access from Regent Street via the existing rear access arrangement, with vehicles accessing the site in a controlled manner in accordance with the approved plans and this CMP;
- Erection of temporary site fencing to define the construction area, secure the site and segregate works from neighbouring land and the public highway;
- Hand demolition and removal of the existing disused storage structure and boundary wall, with follow on clearance of hardstanding and low-level vegetation within the site boundary;
- Formation of the proposed driveway, dropped kerb access, bin storage area and cycle storage in accordance with the approved site layout;
- Localised excavation and groundworks using micro- and mini-plant to facilitate foundation construction, service connections and drainage, with arisings removed from site or reused where appropriate;
- Construction of foundations and substructure, followed by erection of the superstructure to form the proposed dwelling, including external walls, floors and roof structure;
- Installation of external finishes to match the approved drawings, together with windows, doors and rooflights;
- Installation of below-ground and above-ground services, including foul and surface water drainage, utilities and the electric vehicle charging point;
- Completion of internal fit-out works and associated building services installation; and,
- Final reinstatement and external works, including completion of hardstanding, paths, planting beds and making good any areas affected by construction activities, followed by removal of temporary site facilities and construction controls.

The works are to be undertaken using conventional construction methods appropriate to the scale and nature of the development, with all activities managed in accordance with the measures set out within this CMP.

1.4 Confidentiality

The Consultant has prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from The Consultant a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular, centred on national grid reference SD 88598 00320 and encompasses an area of circa 300m². Figure 2.1 below shows the site area with the proposed development. The full drawing is presented in Appendix B.

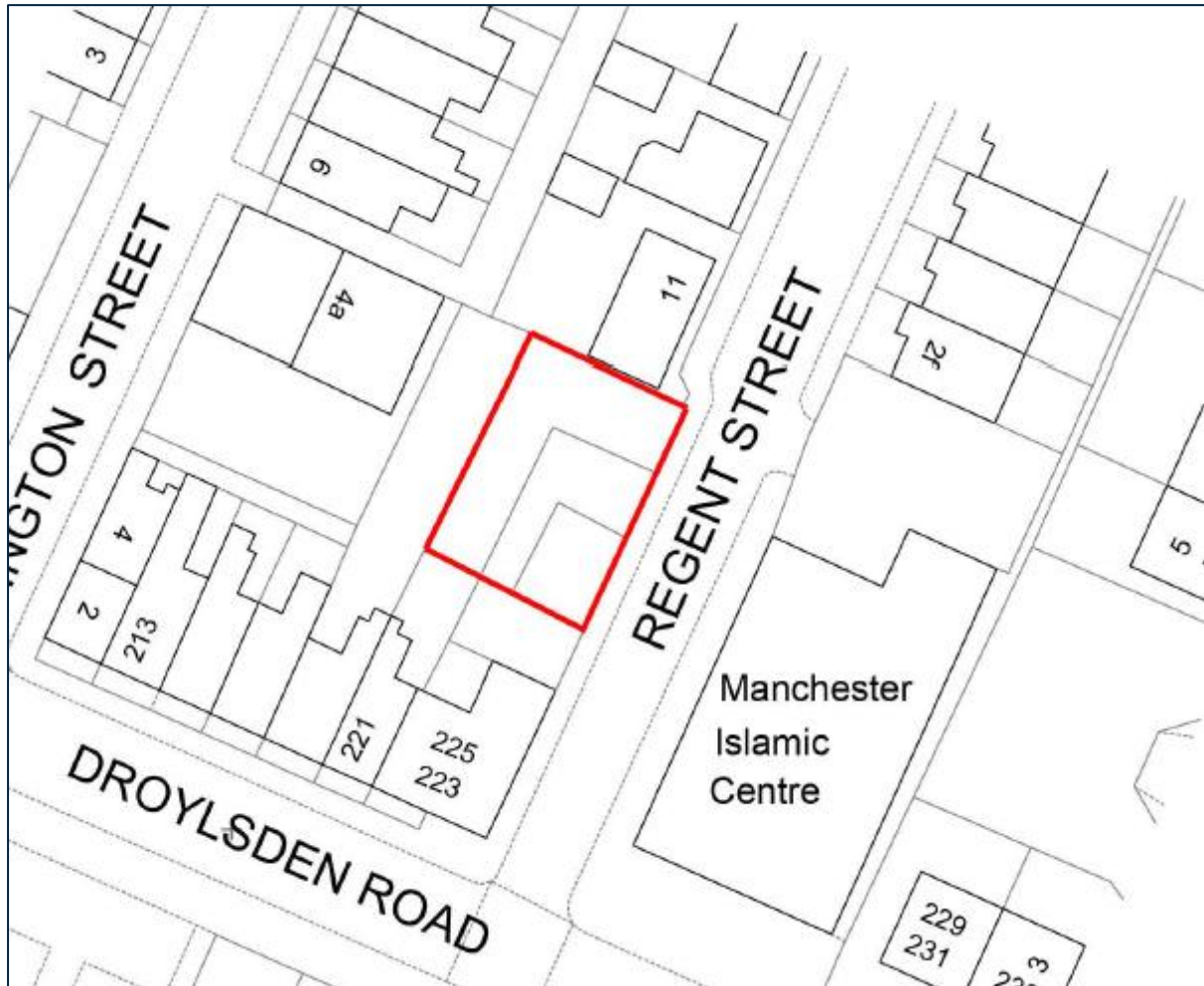


Figure 2.1 – site area.

The site comprises a relatively narrow, rectangular parcel of land measuring approximately 14 metres in width by 25 metres in length, located to the rear of existing residential properties fronting Droylsden Road and accessed from Regent Street.

The plot is situated within a fully urbanised residential area and is enclosed by a combination of brick boundary walls, close-boarded fencing and gated access, as shown on the existing site layout. The ground is generally level and currently comprises a mix of informal hardstanding, including areas of gravel and brick paving, together with limited low-level vegetation. A small disused storage structure is present within the site footprint and shall be removed as part of the initial construction works.

Vehicular and pedestrian access to the site is taken from Regent Street via an existing gated opening along the northern boundary. Regent Street is a relatively narrow residential street serving rear

accesses and on street parking, and forms the sole access route for construction traffic. The proposed development includes the formation of a new dropped kerb and formalised vehicular access in accordance with the approved plans. These works are anticipated to require Section 278 highway works, comprising the lowering of the existing kerb line and localised adjustments to the footway to facilitate safe and controlled access to the site. All Section 278 works shall be undertaken under agreement with the Local Highway Authority, designed and implemented in accordance with the authority's standards, and completed either prior to or as part of the early construction phase, as agreed.

No other off-site highway alterations are proposed, and all access works shall be limited to those necessary to deliver the approved development in a safe and proportionate manner.

Relevant drawings are presented in Appendix B, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.



Figure 2.2 – Site in context (red).

3.0 Construction Management

3.1 Site Access

3.1.1 Access from the Highway Network

Swept path analysis is provided at Appendix B for the largest construction vehicle anticipated to regularly access the site, being a small rigid goods vehicle in accordance with Freight Transport

Association (FTA) guidance (2006). This vehicle size represents the maximum practicable vehicle capable of safely negotiating the Regent Street/ Droylsden Road junction geometry. No larger vehicles shall be permitted to access the site.

To access the site, construction vehicles shall pull up adjacent to the site frontage and shall be loaded or off-loaded manually or by HIAB, as appropriate. The frontage is noted to be generally clear from parking through most of the day, however, the Contractor may apply for a Temporary Traffic Regulation Order (TTRO) or Temporary Traffic Order (TRO) to facilitate the exclusive use of the frontage should the requirement arise.

A suitably trained banksman shall be present at all times to manage interactions with sensitive road users, including pedestrians and cyclists, as well as other vehicular traffic. All other highway users shall retain right of way over construction traffic at all times.

Following unloading, smaller construction vehicles shall turn within the Regent Street carriageway under banksman supervision and shall exit the area in a forward gear, returning to the strategic road network via the agreed route (see Section 3.1.2).

The largest vehicles (small rigids as modelled within the swept path analysis) shall egress the site by reversing into Droylsden Road under full banksman supervision. Where required to facilitate this manoeuvre safely, temporary "STOP/ WORKS" signage shall be deployed. Any temporary traffic stoppages shall be strictly limited to no more than two minutes within any fifteen minute period.

The overall volume of small rigid vehicle movements is anticipated to be low, reflecting the relatively modest scale of the proposed construction works.

Given the sensitivity of the egress manoeuvre for the largest vehicles, deliveries involving small rigid goods vehicles shall be restricted to between 10:00 and 14:00 hours, corresponding with the least traffic-intensive periods of the day. Where acceptable to the Local Highway Authority, such deliveries may alternatively take place outside standard daytime hours.

3.1.2 Routing to the Site

Construction traffic shall access the site from the Strategic Road Network via the A62 (Oldham Road), before proceeding southbound towards Droylsden. Vehicles shall then route onto Droylsden Road, which forms a principal local distributor road serving the surrounding residential area. From Droylsden Road, construction vehicles shall turn onto Regent Street, which provides direct rear access to the site.

On departure, construction vehicles shall exit the site onto Regent Street and return to Droylsden Road, before rejoining the wider highway network via the A62 (Oldham Road).

No bridge height, weight or width restrictions affecting construction traffic have been identified along the approved route, and no abnormal routing constraints are anticipated.

Regent Street

This routing strategy has been selected to utilise the most appropriate roads within the local highway hierarchy, minimise the use of minor residential streets, and reduce potential impacts on neighbouring receptors.

All drivers attending the site shall be briefed in advance on the approved access and egress route, and adherence to the routing strategy shall be monitored by the Site Manager for the duration of the construction phase.

The routing strategy is presented as Figure 3.1 below.

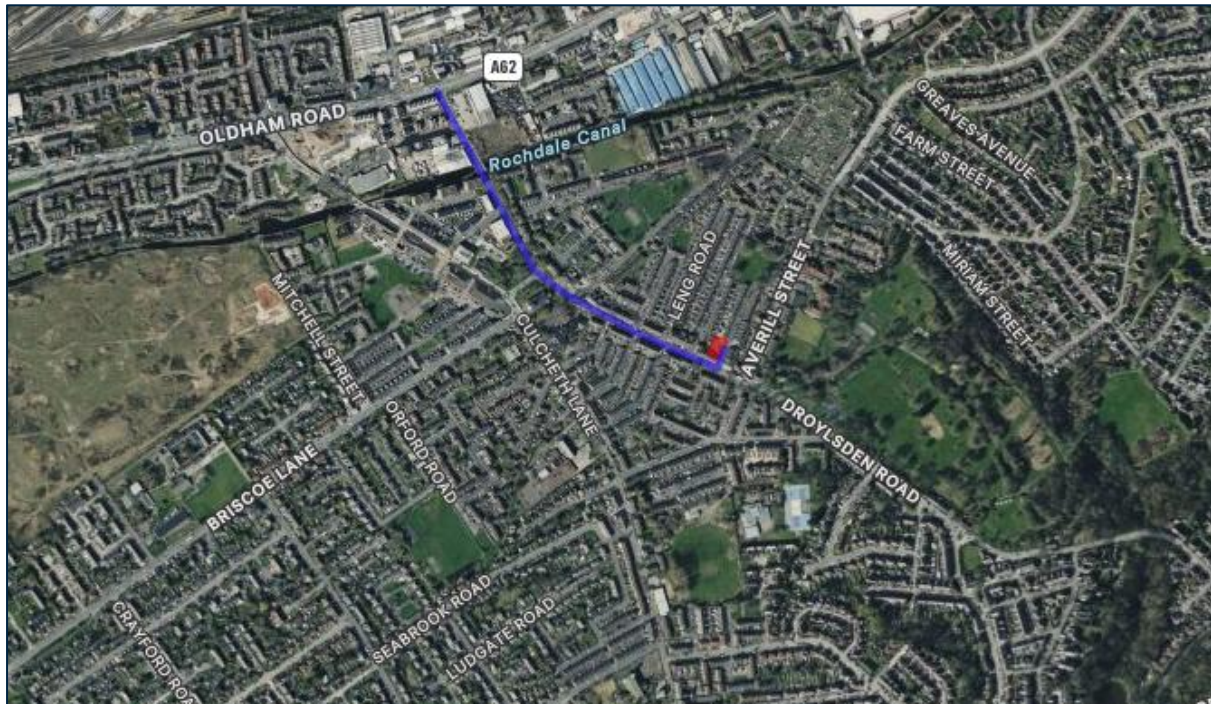


Figure 3.1 – routing path to and from the site from the Strategic Road Network (Blue – access & egress).

3.2 Site Hours of Operation

The site hours of operation shall strictly be 0800 – 1800 Monday to Friday. Saturday working hours shall be 0800 – 1300. No working shall be permitted on Sundays or bank holidays.

Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Authority before any such works take place. Any exceptional activities, including night-time working, shall be discussed and agreed with the Local Authority in advance. It is the Contractors responsibility to manage this process and to maintain all necessary liaison with the Local Authority, although it is noted that out of hours working is not anticipated during the works.

3.3 Public Communications

Prior to works commencement, the Contractor shall, as a minimum, conduct a letter drop exercise to local residents and businesses, including, but not limited to, the following information:

Regent Street

- Summary of the works and the development;
- Mitigation measures employed to ensure minimal nuisance from the site;
- Summarised programme of works; and,
- Name and contact details (phone number and email address) of a dedicated person to be on site full time during the operational hours for local stakeholders to contact should the need arise.

The recommended minimum letter drop area is shown in Figure 3.2 below.



Figure 3.2 – proposed letter drop area to local residents. Red – approximate site area. Green – proposed letter drop recipients.

Properties selected as the closest to the site and most likely to experience potential disruption from environmental or logistical related impacts. Other receptors considered appropriately screened by distance, other structures or both.

The Contractor shall put signs on the boundary stating an emergency contact, including name, direct telephone number & email address should any local residents, businesses or passers-by need to contact the management team either within or out of hours.

Complaints will be responded to by a formal email/ letter no later than 24 hours after the complaint is received. A record of complaints shall be kept by the Contractor electronically and in paper format in the site office. The complaints record shall be made available to the LPA upon request.

3.4 Highway Defect Monitoring

The Contractor shall undertake a photographic dilapidation survey of the adjacent highway and access points prior to commencement of the Works. A copy of this survey shall be retained on site for the duration of the project and made available to the LHA upon request.

The Contractor shall also undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.

3.5 Site Related Vehicles

3.5.1 Parking

Construction operatives, staff and visitors shall park safely and legally within the surrounding highway network, in accordance with existing parking controls and restrictions.

All site personnel shall take care not to obstruct the public highway, footways, private accesses or neighbouring properties, and shall park in a considerate manner to minimise any potential inconvenience to local residents. Parking shall not take place directly outside neighbouring accesses or in locations that would compromise highway safety.

The proposed site working hours coincide with periods when on-street parking demand within the surrounding residential area is generally lower, as residents are typically away from the area during daytime hours. On this basis, construction-related parking is not anticipated to give rise to nuisance or highway safety concerns.

Where reasonably practicable, the Contractor shall prioritise the use of a local workforce to minimise journey distances and to encourage sustainable modes of travel, including walking, cycling and public transport. For operatives travelling from outside the local area, car sharing shall be actively encouraged to reduce the number of vehicle movements and associated parking demand on the local highway network.

3.5.2 Sheeting of Construction Vehicles

Construction vehicles entering and leaving the site shall be appropriately sheeted to ensure that dust from any materials contained within is secured and is not liberated into the local atmosphere.

3.5.3 Loading and Unloading of Plant and Materials

Loading and unloading of plant, materials and equipment shall be undertaken within the site boundary wherever practicable. Where this is not practicable due to site constraints, loading and unloading shall take place from Regent Street immediately adjacent to the site frontage for short durations only and under direct banksman supervision.

Pedestrians, cyclists and other vulnerable road users shall retain right of way at all times where it is safe to do so. Where an activity is temporarily unsafe to allow passage, works shall cease, the area shall be made safe, and affected users shall be allowed to proceed before construction activities recommence. At no time shall construction operations compromise pedestrian or cyclist safety.

Under no circumstances shall loading or unloading take place outside the agreed controlled area adjacent to the site, nor in a manner that obstructs the public highway, pedestrian routes or neighbouring accesses. All construction vehicles shall be attended at all times during loading and unloading activities.

Where lifting operations are required, these shall be planned and executed in full compliance with the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER), using competent personnel, certified lifting equipment and task-specific lift plans proportionate to the scale and nature of the works.

A delivery booking system shall be implemented and managed by the Site Manager to control the timing, sequencing and duration of deliveries. Only one delivery vehicle shall attend the site at any given time, with arrivals strictly staggered to prevent congestion. Vehicles arriving without a confirmed booking or outside their allocated time slot shall be instructed to leave the area and return at an agreed time. No construction vehicle waiting or queuing shall take place on Regent Street or the surrounding residential road network.

Deliveries involving the largest construction vehicles (small rigid goods vehicles, as defined within the swept path analysis) shall be restricted to between 10:00 and 14:00 hours, corresponding with the least traffic-intensive periods of the day. Where acceptable to the Local Highway Authority, such deliveries may alternatively take place outside standard daytime hours.

All materials shall be stored securely within the site boundary wherever practicable. Where short-term positioning of materials adjacent to the site frontage is unavoidable, this shall be limited to the minimum duration necessary, managed under banksman supervision, and shall not obstruct the public highway or compromise the safety of pedestrians, cyclists or other road users.

3.5.4 Vehicle Types and Frequencies

The anticipated number, frequency and types of vehicles used during construction is presented as Table 3.1 below.

Table 3.1 – Anticipated Construction Vehicles

Construction activity	Vehicle type	Maximum vehicle size	Anticipated frequency	Estimated total movements (in/ out)	Notes
Site mobilisation, welfare set-up, fencing and signage	Vans / 3.5T LGVs	Up to 3.5T	Daily over c. 2–3 days	8–12	Site management, fencing, signage and general set-up.
Localised excavation and formation works	Small rigid tipper	Up to 7.17 m rigid	Intermittent over 2–4 days	2-4	Includes limited muck-away and redistribution of soils.
Import of aggregate / sub-base materials	Small rigid tipper	Up to 7.17 m rigid	Intermittent over 1–3 days	4–8	Quantities limited by small compound footprint.
Concrete pours	Mini-mix concrete wagons	Restricted to vehicles ≤ 7.17 m	Concentrated over 1–2 pour days	4-8	Deliveries programmed to avoid queuing; no artic mixers permitted.
Delivery of building materials and ancillary items	Vans and small rigid wagons	Vans + up to 7.17 m rigid	Intermittent over 2–5 days	6–10	Delivered in staged, manageable loads.
Skips and waste removal	Skip wagon	Up to 7.17 m rigid	As required	2-4	Typically one skip on site, exchanged as needed.
Supervisory visits and inspections	Cars / vans	Cars and vans	Intermittent	6–12	Client, subcontractors and inspections.

3.6 Welfare Arrangements

Given the limited scale and duration of the construction works, site welfare facilities shall be provided via a road-legal welfare van. The welfare van shall be positioned within the site boundary where practicable. Where this is not feasible, it shall be parked legally on the public highway in accordance with prevailing parking restrictions and without obstruction to the carriageway, footway or neighbouring accesses.

The welfare provision shall be maintained in a clean, safe and hygienic condition at all times and shall be adequate for the number of operatives present on site, in accordance with the requirements of the Construction (Design and Management) Regulations 2015.

Once the works have progressed to a stage where the building is weather-tight and permanent utilities are connected, welfare facilities shall be relocated within the structure. This transition shall be managed to ensure continuous provision of compliant welfare throughout the construction phase.

4.0 Environmental Control Measures

4.1 Dust Liberation Assessment & Control Measures

The site has been assessed in accordance with IAQM Guidance on Assessment of Dust from Demolition and Construction V1.1. A summary of the assessment is provided in Table 4.1.

Table 4.1 – Overall Dust Risk in Accordance with IAQM Guidance			
Development Phase	Dust Emission Magnitude	Sensitivity of Area	Overall Risk
Demolition	Small	High	Low
Earthworks/ Civils	Small		Low
Construction	Small		Low
Trackout	Small		Low

Given the limited scale and nature of the proposed development, the overall dust risk is assessed as Low in accordance with IAQM guidance. Demolition activities are confined to the small-scale removal of an existing storage structure by hand, with no mechanical demolition of buildings proposed. Earthworks are limited in extent and duration and relate solely to shallow excavations required for foundations and service connections for a single dwelling. Construction activities are similarly small in scale, with a low volume of materials handled and no bulk earthworks or large-scale stockpiling proposed.

Trackout risk is also considered low due to the short internal haul distances, the predominance of bound or hardstanding surfaces, and the implementation of standard good-practice measures, including controlled access, careful material handling and routine site housekeeping. Construction vehicle movements are limited in number and frequency, further reducing the potential for dust generation and dispersal.

On this basis, and having regard to the sensitivity of the surrounding area, the residual risk of dust effects arising from demolition, earthworks, construction and trackout activities is considered low. Standard IAQM good-practice dust control measures (as scheduled below) are therefore considered sufficient, and no additional mitigation or quantitative dust monitoring is required.

Equipment used to cut or break concrete, paving, duct covers or other hard materials shall be operated with appropriate water suppression or integrated dust filters.

Delivery activities, plant operations, stockpiled materials and any other actions with the potential for dust generation shall be positioned as far from the site boundaries and neighbouring properties as reasonably practicable. Stockpiles of friable material shall be minimised and, where present, shall be dampened, covered with tarpaulin or otherwise contained to prevent dust uplift.

Handling of soils and aggregates shall be undertaken carefully, with drop heights kept to a minimum. Fine water misting shall be used where necessary to control dust during loading or handling operations. Skips, chutes and conveyors (if used) shall be covered or enclosed to prevent the escape of dust.

Weather conditions shall be monitored throughout the works to identify extended dry or windy periods. The Contractor shall ensure that adequate equipment is in place to manage increased dust risk during such conditions, including the availability of hoses or mobile water bowsers.

Vehicles carrying dusty materials to or from the site shall be securely sheeted. Water suppression shall be applied in dry conditions.

4.2 Noise Mitigation Measures

A schedule of plant and equipment on site and their typical noise levels is provided below in Table 4.2.

Table 4.2 – Typical Plant Noise Levels		
Plant / Equipment	Typical Noise Level (L _A max at 10m; (dB A)	Notes
Mini-excavator (≤3.5T)	70-78	Includes limited use of breaker attachment for short-duration works only.
Skip wagon (wait and load)	72-78	Includes low-speed manoeuvring and loading operations.
Mini-mix Concrete Wagons	70-75	Continuous pumping tone but moderate level.
Stihl saw / cut-off saw	85-100	Very short duration cuts only.
Small tools (wacker plate)	80-88	Short bursts only.

Given the constrained nature of the site, construction activities shall be undertaken using small-scale plant only, appropriate to the construction of a single dwelling within a tight backland plot. The use of large plant, including 14-tonne excavators, dumpers or muck-away HGVs, is not proposed and would not be practicable within the site constraints.

Excavation works shall be carried out using a mini excavator, with a breaker attachment used only where necessary and for very limited durations. Excavated material shall be removed using a wait-and-load skip arrangement, thereby avoiding the need for heavy goods vehicles to attend the site. Concrete deliveries shall be limited to mini-mix wagons, with no pumped concrete operations proposed.

On this basis, and having regard to the short duration of higher-noise activities, the limited scale of works, and the application of standard best-practice noise control measures, construction noise is not expected to give rise to significant adverse effects. Quantitative noise monitoring is therefore not considered necessary.

All plant, machinery and vehicles shall be fitted with effective exhaust silencers and shall be maintained in good working order for the duration of the works. Where reasonably practicable, electrically powered or battery-operated tools and equipment shall be used in preference to diesel or petrol-powered alternatives. Any pneumatic tools required shall be fitted with manufacturer-recommended mufflers or silencers.

Plant and machinery in intermittent use shall be switched off when not in use, and unnecessary engine idling shall be avoided. The start-up of multiple items of plant shall be staggered where practicable to prevent avoidable peak noise events. Activities with the potential to generate higher noise levels, such as excavation works, concrete pours or use of cut-off saws, shall be confined to standard working hours and programmed to minimise duration.

Material handling shall be undertaken carefully to reduce noise generation, including avoiding unnecessary dropping of materials or impact loading. No radios, music systems or other amplified devices shall be audible beyond the site boundary. Where reversing alarms are required for safety purposes, these shall be of the broadband or “white noise” type wherever reasonably practicable. Vehicle movements shall be planned and controlled to minimise reversing, queuing, or revving on Regent Street and the surrounding residential streets.

The Contractor shall remain alert to noise levels arising from site activities and to any concerns raised by local residents. Should any unforeseen noise issues arise, the working methods shall be reviewed promptly and adjusted as necessary, with additional mitigation implemented where appropriate to ensure impacts remain controlled and proportionate to the nature of the development.

4.3 Mud Control

The Contractor shall implement appropriate mud and debris control measures for the duration of the works. A jet-wash unit shall be installed within the site, positioned along the internal access route so that all vehicles pass through it prior to exiting onto Regent Street. This arrangement shall ensure that vehicle wheels and bodywork are cleaned before entering the public highway, thereby minimising the risk of mud or debris being tracked onto the surrounding road network.

All vehicles exiting the site shall use the jet-wash facility as required. The Contractor shall ensure that no mud, dust or debris arising from site activities is deposited on Regent Street or the surrounding streets. In the event that any tracking or soiling of the highway occurs, immediate remedial measures shall be implemented, including manual clearance and, where necessary, the use of a road-sweeping vehicle, to maintain the highway in a clean and safe condition at all times.

4.4 Waste Materials: Management and Disposal

The Contractor shall ensure that any waste materials stored on site are adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and beyond its boundaries. In the event that the waste is dispersed, the Contractor shall be responsible for the recovery of this waste through a waste collection/ litter picking exercise.

The burning of waste on site shall be strictly prohibited.

All waste generated during the construction works shall be stored securely within the site boundary at all times. Under no circumstances shall waste be placed, stored or accumulated on the public highway or outside the site boundary.

Waste shall be segregated at source where reasonably practicable and removed from site at appropriate intervals by suitably licensed waste carriers to appropriately licensed waste management facilities. Recycling and recovery shall be prioritised in accordance with the waste hierarchy, with materials such as inert arisings, timber, metals and packaging separated where practicable.

In accordance with the DoW:CoP, the Waste (England and Wales) Regulations 2011 & the Environmental Protection Act 1990, the waste producer is responsible for ensuring the legally compliant disposal of waste generated from site activities. In this scenario, the waste producer is typically the Main Contractor, who holds overall responsibility, while any appointed sub-Contractors, from whose work waste is generated, may be considered waste holders but remain accountable to the Main Contractors waste management plan (if produced) or their subsequent actions to comply with their waste duty of care, the waste hierarchy and relevant waste legislation.

The relevant Contractors working on site shall dispose of their waste via suitably licenced waste hauliers to suitably licenced waste facilities. Accurate waste assessments in accordance with the requirements of WM3 shall be conducted by the relevant parties involved or a suitably qualified and experienced Third Party, where required.

In accordance with the Waste (England and Wales) Regulations 2011, it is the legal responsibility of the waste holder to confirm that the waste has been handled and disposed of (or recovered) appropriately.

A blank duty of care: waste transfer note has been provided in Appendix C1. These shall be completed by the relevant Contractor for every type of inert or non-hazardous waste disposed off site, every different haulier and every different waste acceptor. This form shall be completed prior to the disposal of materials off site. Example situations for document requirements are provided below for reference:

- If there is one source of inert or other non-hazardous waste, two hauliers and one waste acceptance facility, two completed forms will be required to cover the two different hauliers;

- If there is two sources of inert or other non-hazardous waste (e.g non-hazardous soils and oversized concrete), going by three hauliers to three waste acceptance facilities (separately), the Contractor will require 6 forms to be complete to cover the two types of waste and the three routes it is taking to the three waste receivers.

The non-hazardous forms can be used as a 'season ticket' where the waste type, haulier and receiver remain the same. These can be used for up to 1 year.

A blank hazardous waste consignment note has been provided in Appendix C2. This form will need to be completed and received by the waste acceptor prior to the disposal of hazardous waste off site and for every load or batch of hazardous material disposed, with a separate ticket reference for each new load. Advice from a suitably experienced waste specialist may need to be sought if the Contractor cannot complete the form appropriately. In some instances, the Technically Competent Manager (CoTC/ WAMITAB Level 4 Holder) of the waste facility may be able to assist the Contractor with the form completion.

All waste disposal tickets, including the overarching, signed duty of care documents shall be retained by the Contractor and provided to the Client, Local Authority and Environment Agency on request.

The Contractor shall ensure they apply the principles of the waste hierarchy to ensure project sustainability.

4.5 Environmental Pollution Incident Emergency Response Measures

Common types of pollution incidents that may occur on construction sites include, but are not limited to:

- Fuel or oil spills;
- Concrete or cement washout water;
- Silt-laden runoff entering watercourses; and,
- Leaks of chemicals or hazardous materials.

The Contractor shall ensure that all hazardous materials and environmental risks on site are recorded within their Construction Phase Plan, along with all relevant COSHH information. They shall also ensure that control measures to manage the risk of hazardous material leakages & environmental pollution hazards are present on site throughout the duration of the works.

In the event of a pollution incident, the following measures shall be taken by the Contractor & the Contractors operators:

- All work in the affected area shall cease immediately;
- The source of the pollution shall be immediately isolated (for example, fuel pumping apparatus switched off);

- The site manager will be informed & situation will be assessed to identify the source, type, and extent of the pollution;
- Containment measures will be deployed promptly using on-site spill kits or other containment materials, such as absorbent pads for oil spills or sandbags for sediment runoff;
- The affected area will be isolated and remediated to minimise risks to personnel and ecological receptors, as appropriate;
- If required, a geoenvironmental engineer or similar may need to observe the remediation methods and liaise with the Environment Agency/ Local Authority Environmental Health team to ensure that the measures taken to contain & remediate the pollution incident are appropriate.

To minimise risks proactively, all fuel and oil storage tanks on-site will comply with secondary containment requirements, such as bunding to 110% capacity. Concrete washout will only occur in impermeable designated areas, with proper disposal of waste. Surface water management measures, including silt traps and temporary drainage systems, will be installed where necessary to control runoff effectively.

5.0 Conclusion

This Construction Management Plan has been prepared by The Consultant on behalf of Alan Doherty (architect/agent) to support the implementation of the proposed development and to address the requirements of Planning Condition 4.

The CMP establishes a proportionate framework for the management of construction activities, with particular emphasis on highway safety, site access arrangements, construction traffic movements, loading and unloading procedures, site security, and the protection of residential amenity. The measures set out within this document have been developed having regard to the constrained nature of the site, the characteristics of Regent Street and the surrounding residential highway network, and the small scale and short duration of the proposed works.

The assessment demonstrates that, subject to the implementation of the measures described, construction activities can be undertaken in a controlled manner without giving rise to unacceptable impacts on the public highway or neighbouring receptors. Clear responsibilities for implementation and compliance are identified, while sufficient flexibility is retained to allow detailed arrangements to be agreed with the Local Highway Authority where necessary.

The construction works shall be carried out in full accordance with this approved Construction Management Plan, unless otherwise agreed in writing by the Local Planning Authority. On this basis, the CMP is considered sufficient to discharge the requirements of Planning Condition 4.

Regent Street

End of Report

APPENDIX A – Planning Decision Notice

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Mr Y Mehmood
223-225 Droylsden Road
Manchester
M40 1NY

Agent (if used)

Mr Alan Doherty
47 Dovecote Lane
Lees
Oldham
OL4 4SN

Part 1 – Particulars of the application/development

Proposal: Erection of a two storey three bed dwelling with associated parking and landscaping.

Location: Land On Regent Street To The Rear Of 221-225 Droylsden Road, Manchester, M40 1NY

Date of application: 29 May 2025

Application number: 142426/FO/2025

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

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiations took place in relation to the standard of accommodation, BNG and highways matters. The applicant has also been advised of a number of pre-development conditions which have been agreed.

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:

Site location plan, stamped as received by the City Council, as Local Planning Authority on 14 March 2025.

Design and Access Statement dated April 2025

Award Energy Report dated May 2025

Waste Management Strategy dated 7 April 2025

All stamped as received by the City Council, as Local Planning Authority on 29 May 2025.

Biodiversity Gain Plan and JCA Biodiversity Accounting Assessment Report, stamped as received by the City Council, as Local Planning Authority on 18 August 2025.

Drawings numbered 130.5 rev B and 0130.7, stamped as received by the City Council, as Local Planning Authority on 8 October 2025.

Drawing numbered 130.6 rev C, stamped as received by the City Council, as Local Planning Authority on 27 October 2025.

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

3) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure, samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

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 Manchester Core Strategy

4) Prior to the commencement of the development hereby approved, a detailed construction management 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;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

5) 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 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 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 prior to occupation 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 policies DM1 and SP1 of the Manchester Core Strategy.

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Droylsden Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the Manchester Islamic Centre.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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

b) Prior to first occupation of the residential units, a verification report shall 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 have 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 and to reduce the potential for overheating, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

7) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

8) a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: In the interests of the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

9) The development shall be carried out in accordance with the Waste Management Strategy stamped as received by the City Council, as Local Planning Authority on 29 May 2025, and indicated on drawing numbered 130.5 rev B, stamped as received by the City Council, as Local Planning Authority on 8 October 2025. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) a) The development hereby approved shall be completed in accordance with the scheme for the provision of space for bicycle storage as shown on drawing numbered 130.5 rev B, stamped as received by the City Council, as Local Planning Authority on 8 October 2025.

b) Prior to the occupation of the dwellinghouses, finalised details of the type of secure and sheltered cycle parking unit to be installed shall be submitted to and approved in writing by the local planning authority. The approved space and facilities shall then be permanently retained.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

11) The car parking spaces indicated on the approved plans shall be surfaced and made available for use prior to the building hereby approved being occupied. The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

12) Notwithstanding the details indicated in the approved plans and documents, prior to any above ground works commencing on site 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, which shall be implemented in the construction of the approved development. Prior to occupation of the house a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

13) Before the occupation of the development a scheme shall have been submitted to and approved by the City Council as local planning authority demonstrating inclusive access to the main entrance to the house including route widths, levels and gradients. The agreed scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - To ensure that inclusive access is provided pursuant to policy DM1 of the Core Strategy for the City of Manchester.

14) 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, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - To allow assessment of any future proposals and in the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

15) 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 openings, including windows and doors, shall be inserted within the elevations of the building, other than those shown on the approved drawing numbered 130.6 rev A, stamped as received by the City Council, as Local Planning Authority on 1 July 2025.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

16) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

17) The proposed upper floor landing and bathroom windows in the rear elevation of the proposed house (i.e. facing the common boundary with no.219 Droylsden Road) shall be fitted with obscure glazing, and fixed shut at least up to a level of 1.7 metres above floor level. The windows shall thereafter be maintained in that condition.

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 Manchester Core Strategy.

18) Prior to above ground works a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.

B) Descriptions of the management operations necessary to achieving aims and objectives.

C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.

- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

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 Mining Remediation Authority.

United Utilities' Property, Assets and Infrastructure

It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

It is recommended that the applicant visits the United Utilities website for further information on how to investigate the existence of water and wastewater pipelines and what to do next if a pipeline crosses or is close to their red line boundary: Working near United Utilities pipes.

United Utilities will not allow building over or in close proximity to a water main.

United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline.

Any construction activities in the vicinity of United Utilities' pipelines, including pipelines that may be outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, their 'Standard Conditions for Works Adjacent to Pipelines' which can also be found on their website: [standard-conditions-for-works-adjacent-to-pipelines-issued-july-2015.pdf](#) ([unitedutilities.com](#))

The level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense.

Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts the Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

United Utilities strongly encourage all developments to include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish. We request that Local Planning Authorities and applicants do all they can to avoid surface water entering the public sewer. The flows that come from this surface water are very large when compared with the foul water that comes from toilets, showers, baths, washing machines, etc. It is the surface water that uses up a lot of capacity in our sewers and results in the unnecessary pumping and treatment of surface water at our pumping stations and treatment works. If new developments can manage flows through sustainable drainage systems that discharge to an alternative to the public sewer, it will help to minimise the likelihood of sewers spilling into watercourses and the flooding of homes and businesses.

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) advise that surface water from new developments should be investigated and delivered in the following order of priority:

into the ground (infiltration);

to a surface water body;

to a surface water sewer, highway drain, or another drainage system;

to a combined sewer.

The applicant should consider their drainage plans in accordance with the drainage hierarchy outlined above.

In the event that the applicant, or any subsequent developer, approaches United Utilities regarding a connection for surface water to the public sewer, it is likely that they will request evidence that the drainage hierarchy has been fully investigated and why more sustainable options are not achievable. This will be managed through either our 'S106 Sewer Connections' or 'S104 Adoptions' processes.

All new homes are required to meet the mandatory national standard of 125 litres of water used per person per day as set out in Building Regulations Approved Document G.

Contact details

Drainage / wastewater infrastructure: SewerAdoptions@uuplc.co.uk
Water supply / water infrastructure: DeveloperServicesWater@uuplc.co.uk

The block paved drive is recommended to be installed with a dropped kerb access from the adopted highway. Such access will need to be built in accordance with MCC construction standards under a Section 184 vehicle crossing agreement, following discussion and agreement with the council's Highways Applications and Network Resilience teams. This can be done online through Apply | Apply for a dropped kerb, Manchester City Council, or via Contact Manchester on 0161 234 5004.

The new pedestrian access will need to be tied into the existing footway levels with all works on the public footway carried out to the satisfaction of the Council.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Work that will impact on habitats where nesting birds may be present (for example demolition of a building or works to trees and other vegetation including undergrowth like bramble), should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

Date: 3 November 2025

Signed:



Julie Roscoe
Director of Planning, Building Control & Licensing

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

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.



STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](https://www.mra.gov.uk)

Standing Advice valid from 1st January 2025 until 31st December 2026

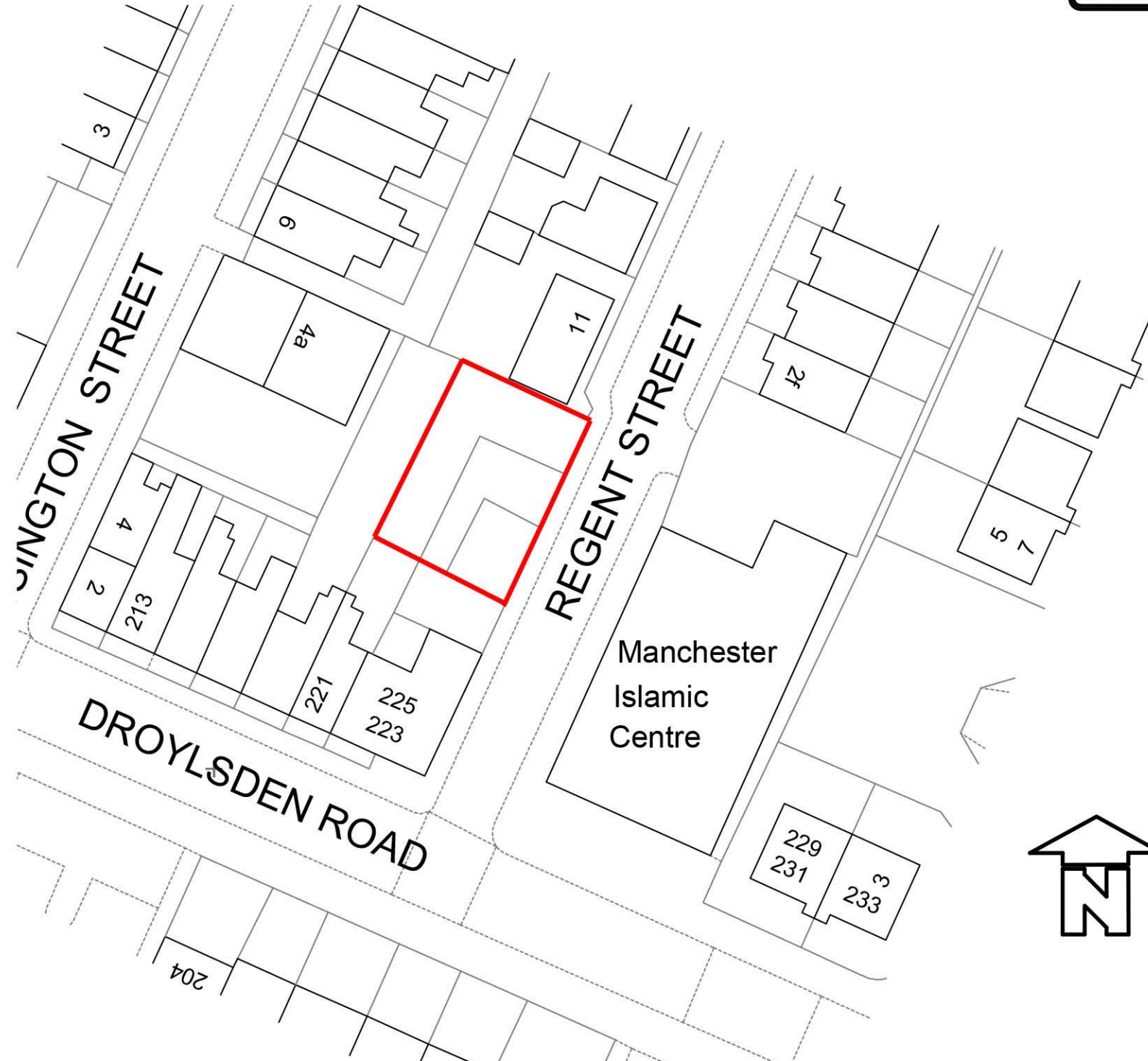
APPENDIX B – Drawings

DRAWING TITLE

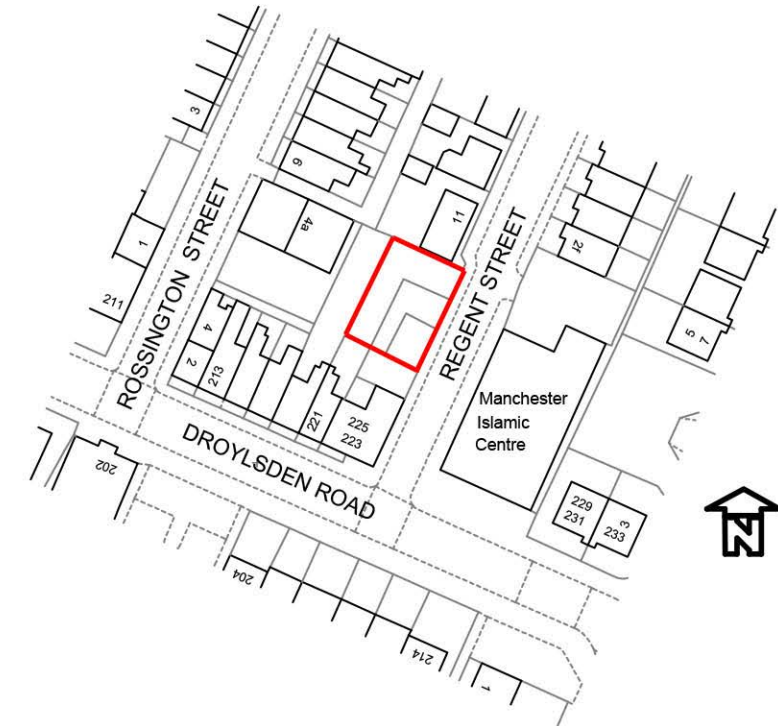
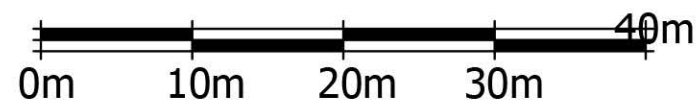
site plans

SCALE

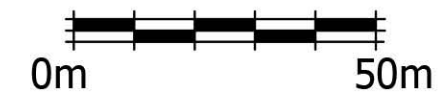
as shown @ A3



SITE PLAN - 1:500



LOCATION PLAN - 1:1250

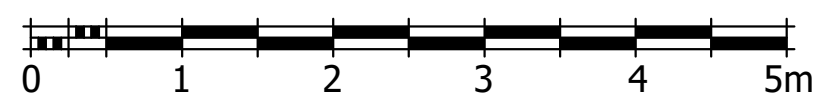


PROJECT
Land to rear of
221-225 Droylsden Rd
Manchester M40 1NY

DATE March 25
DRAWN AD
REVISION

NUMBER
0130.3

AS EXISTING



S C A L E 1 : 5 0

NOTES

All dimensions to be checked on site and any discrepancies notified prior to commencement of work.

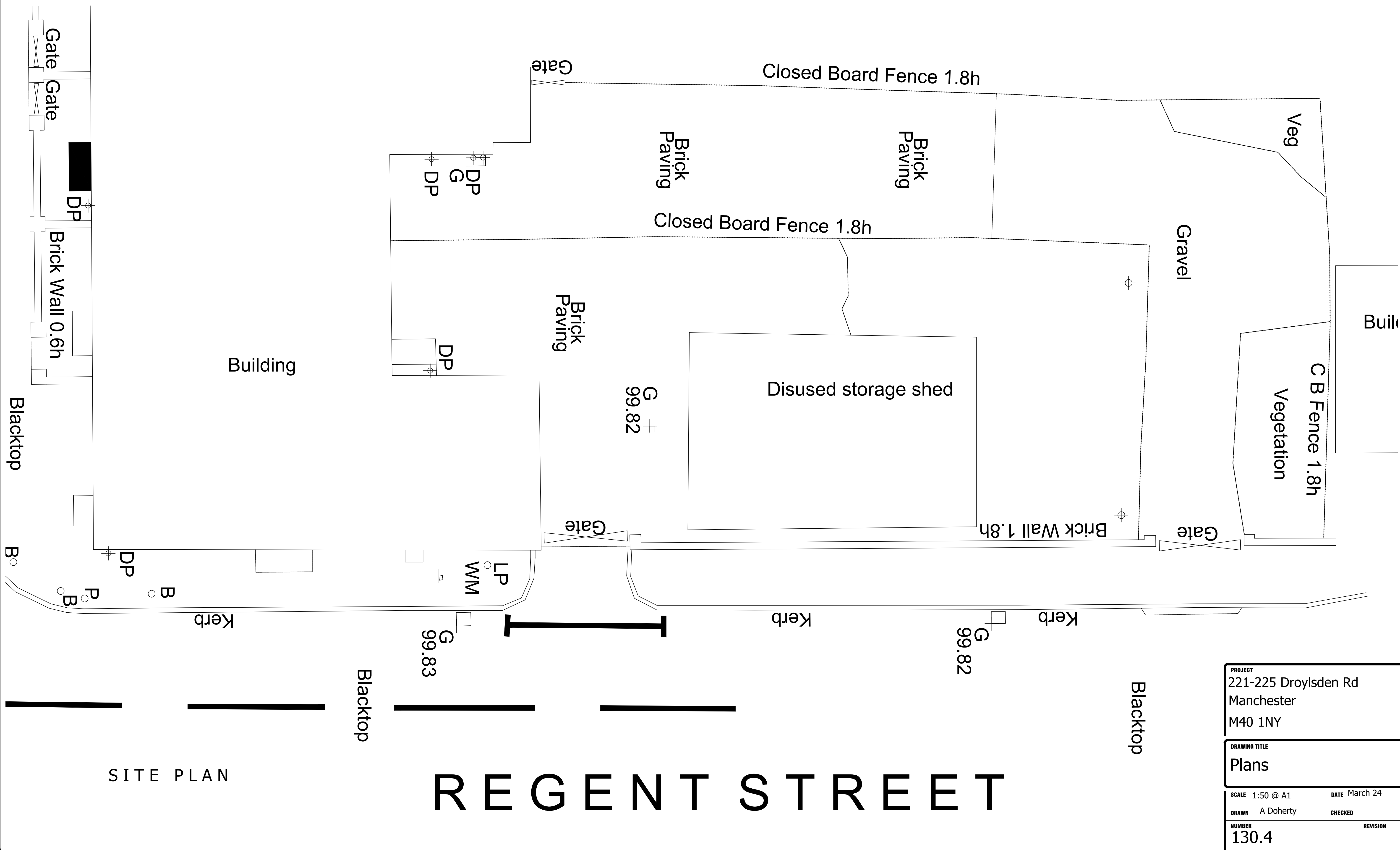
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REVISIONS

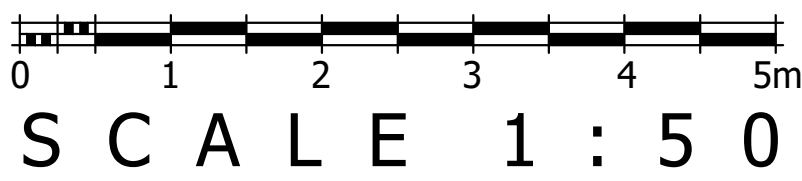
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Ref.

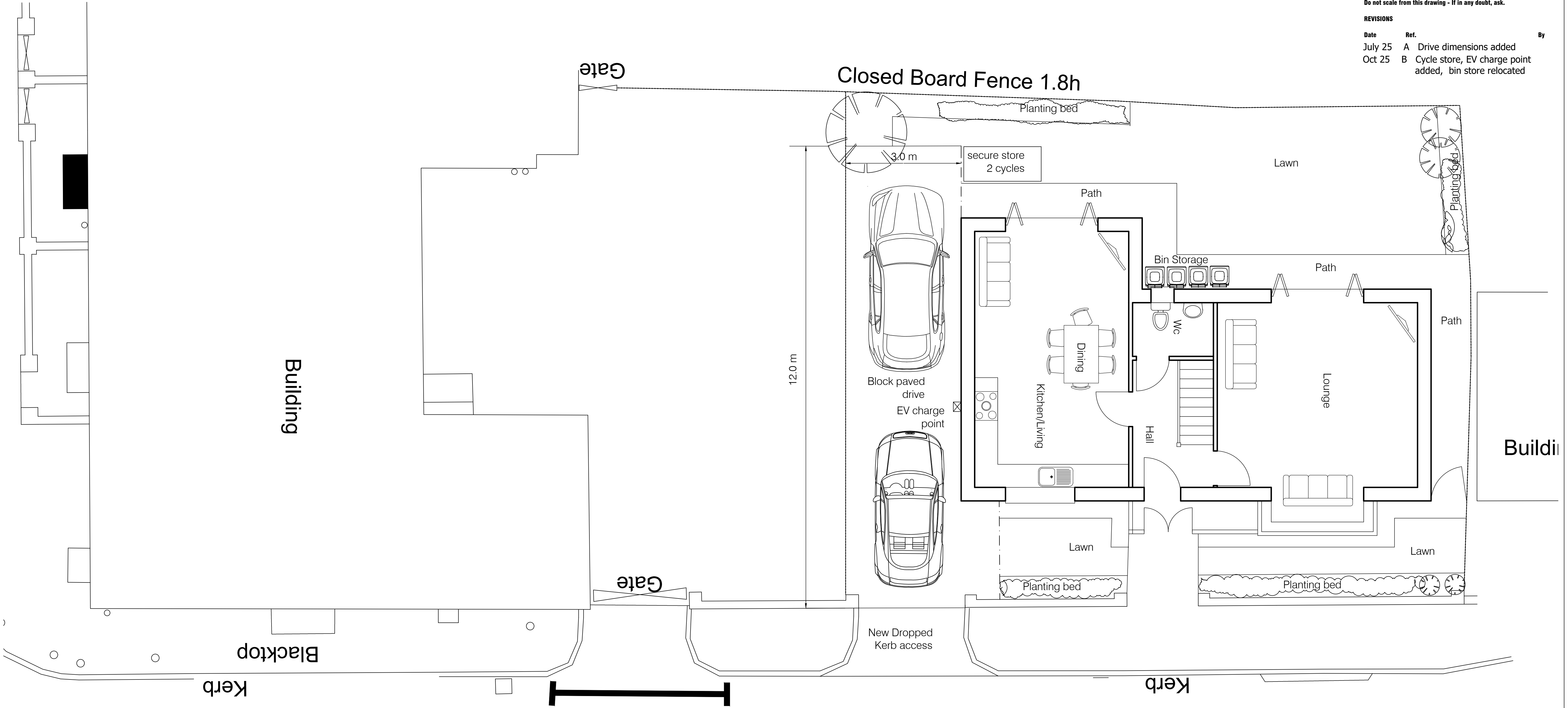
By



AS PROPOSED



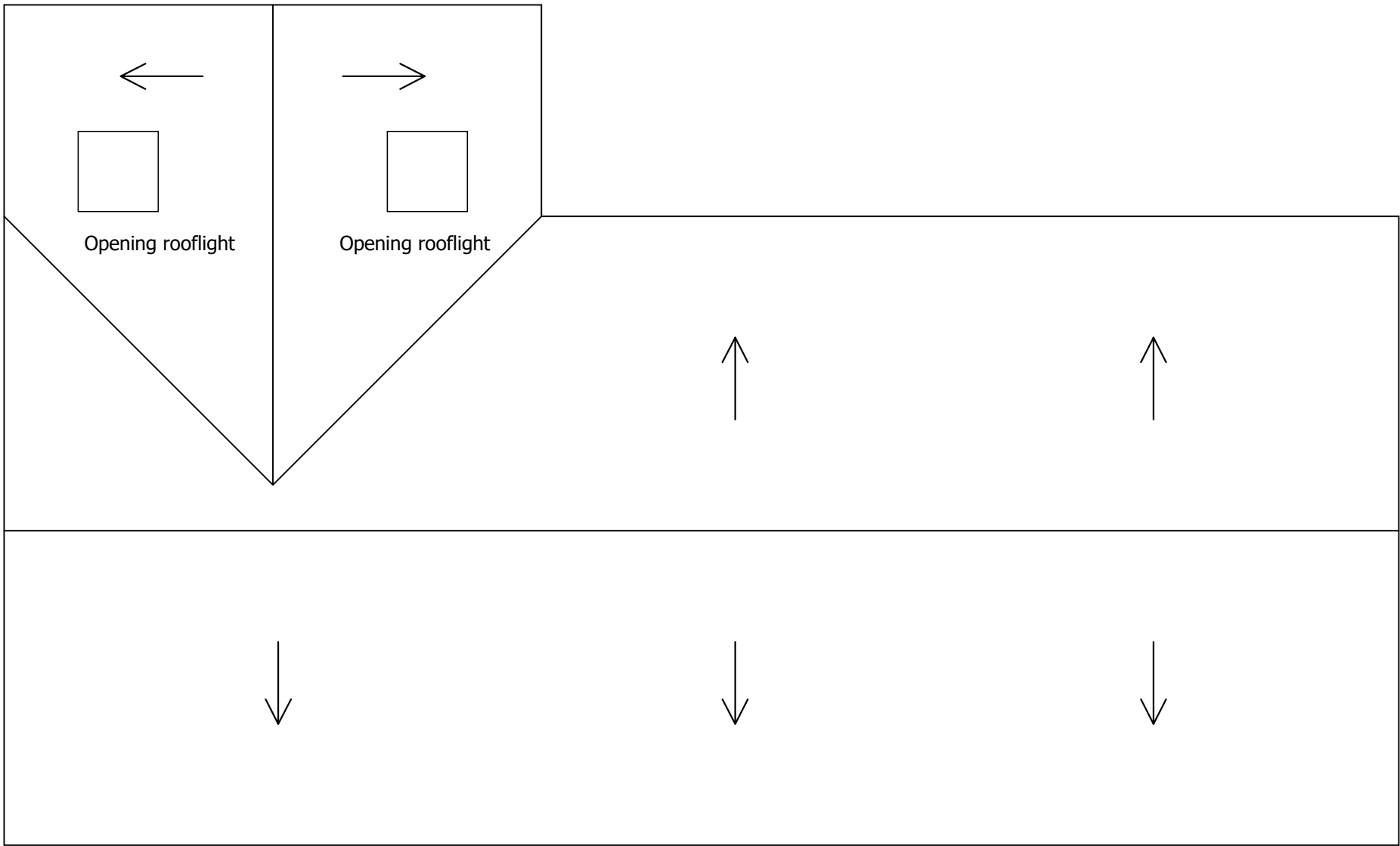
- NOTES
- All dimensions to be checked on site and any discrepancies notified prior to commencement of work.
- Do not scale from this drawing - If in any doubt, ask.
- REVISIONS
- | Date | Ref. | By |
|---------|------|---|
| July 25 | A | Drive dimensions added |
| Oct 25 | B | Cycle store, EV charge point added, bin store relocated |



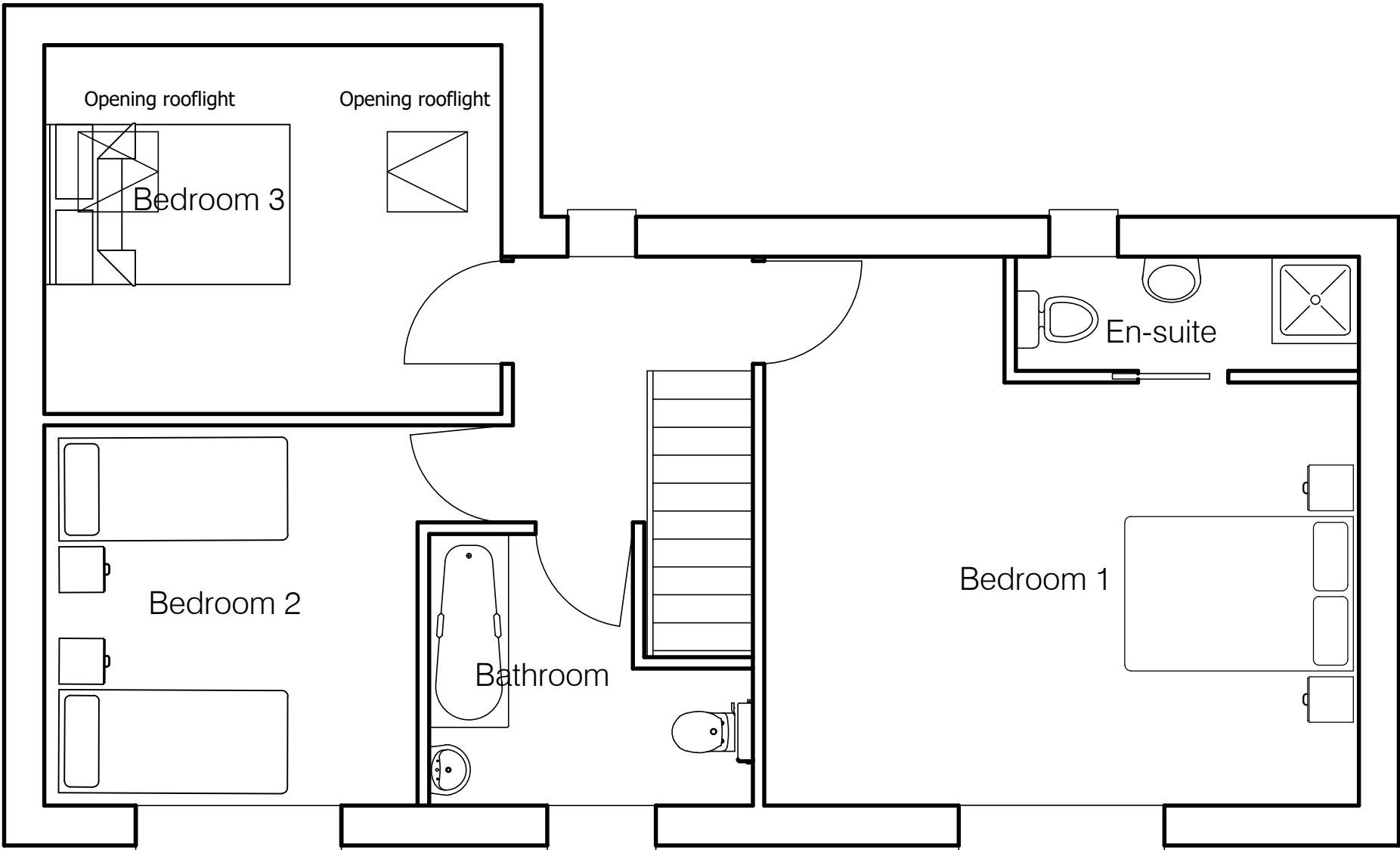
SITE PLAN

REGENT STREET

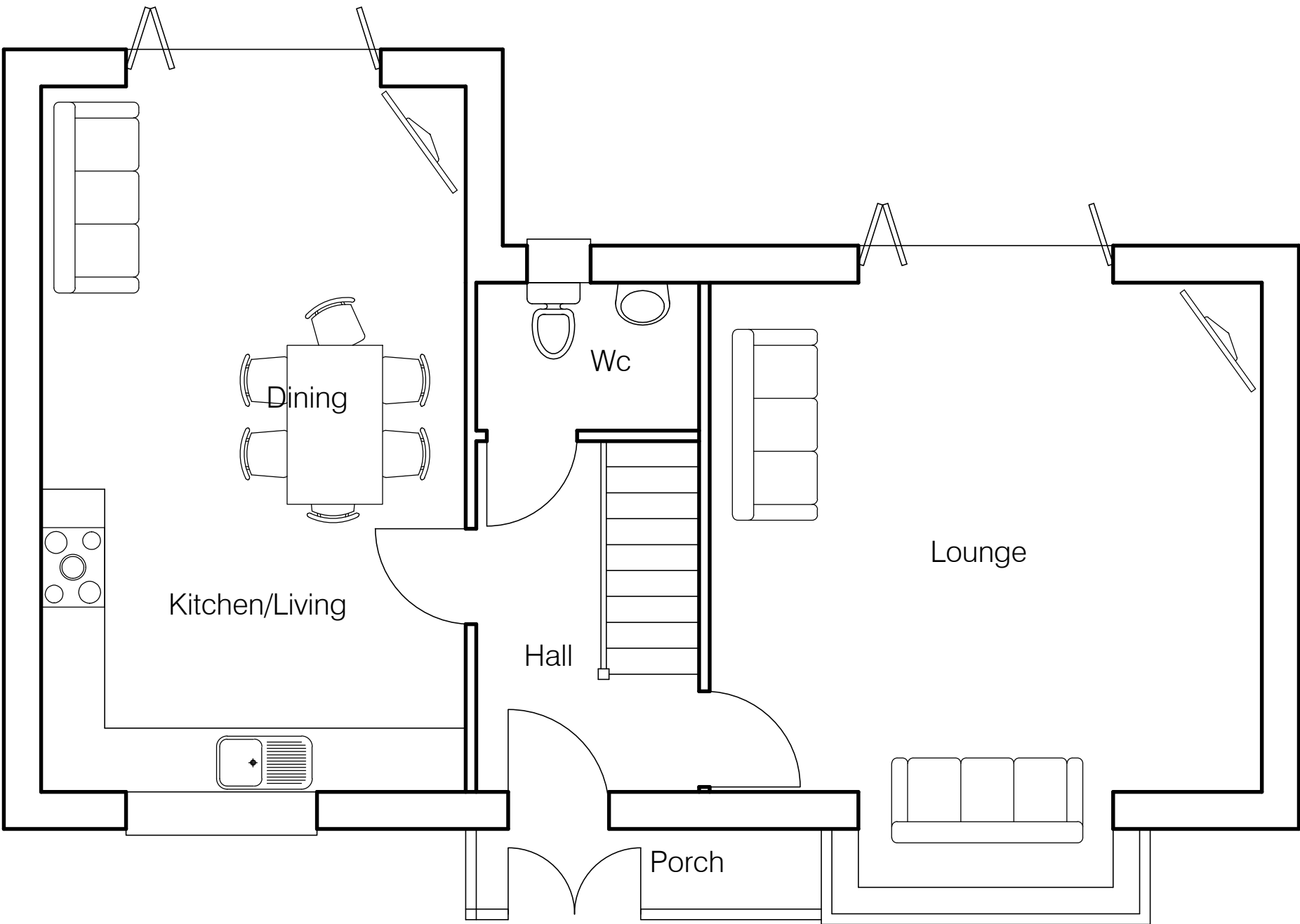
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DRAWING TITLE Proposed Site Plan			
SCALE	1:50 @ A1	DATE	March 25
DRAWN	A Doherty	CHECKED	
NUMBER	130.5	REVISION	B



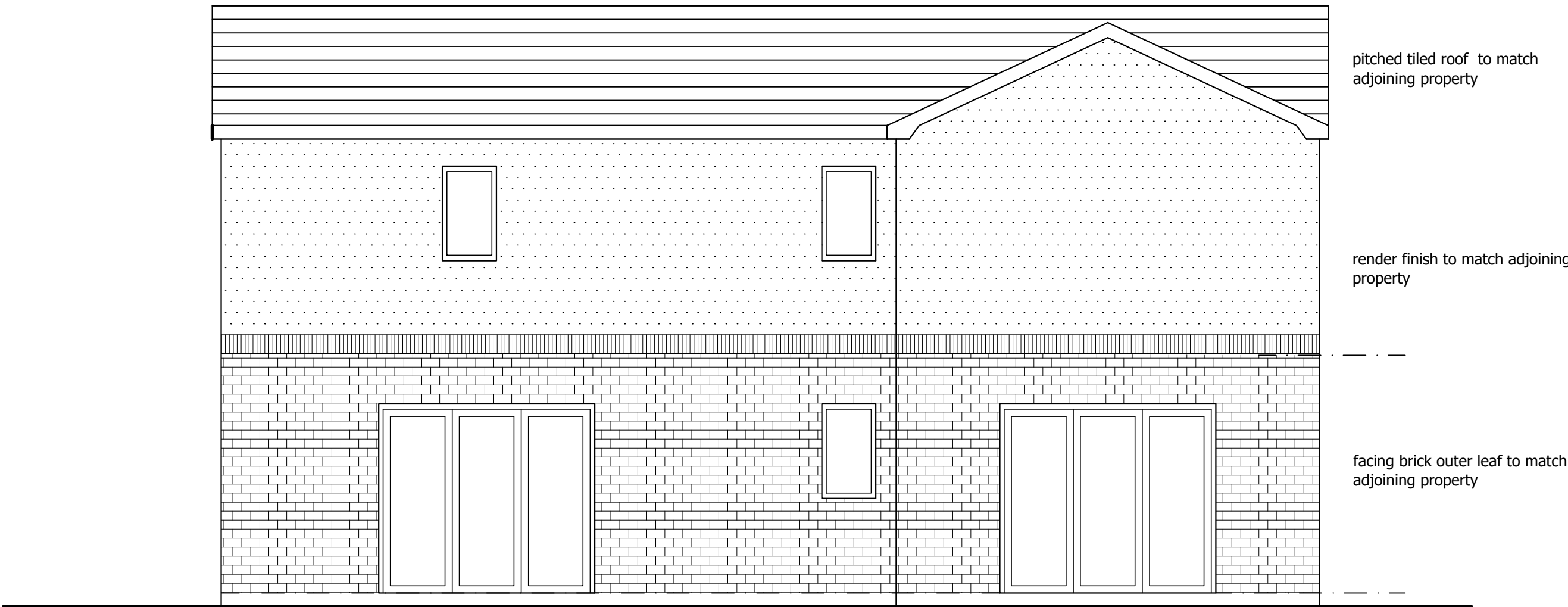
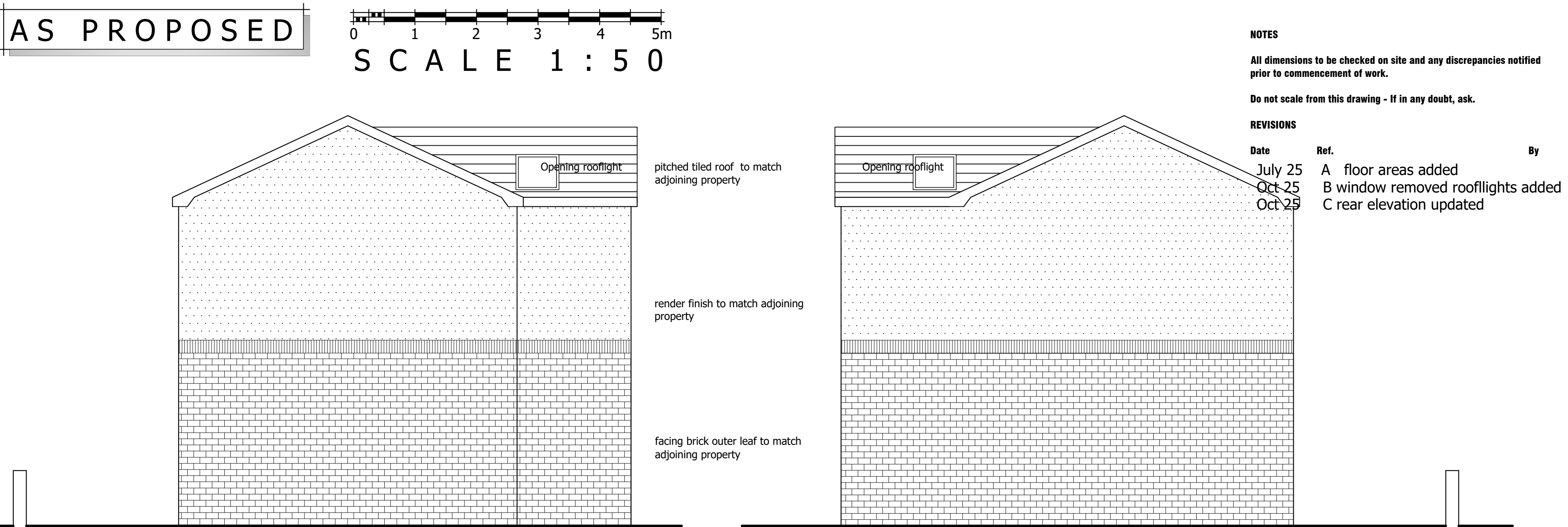
ROOF PLAN



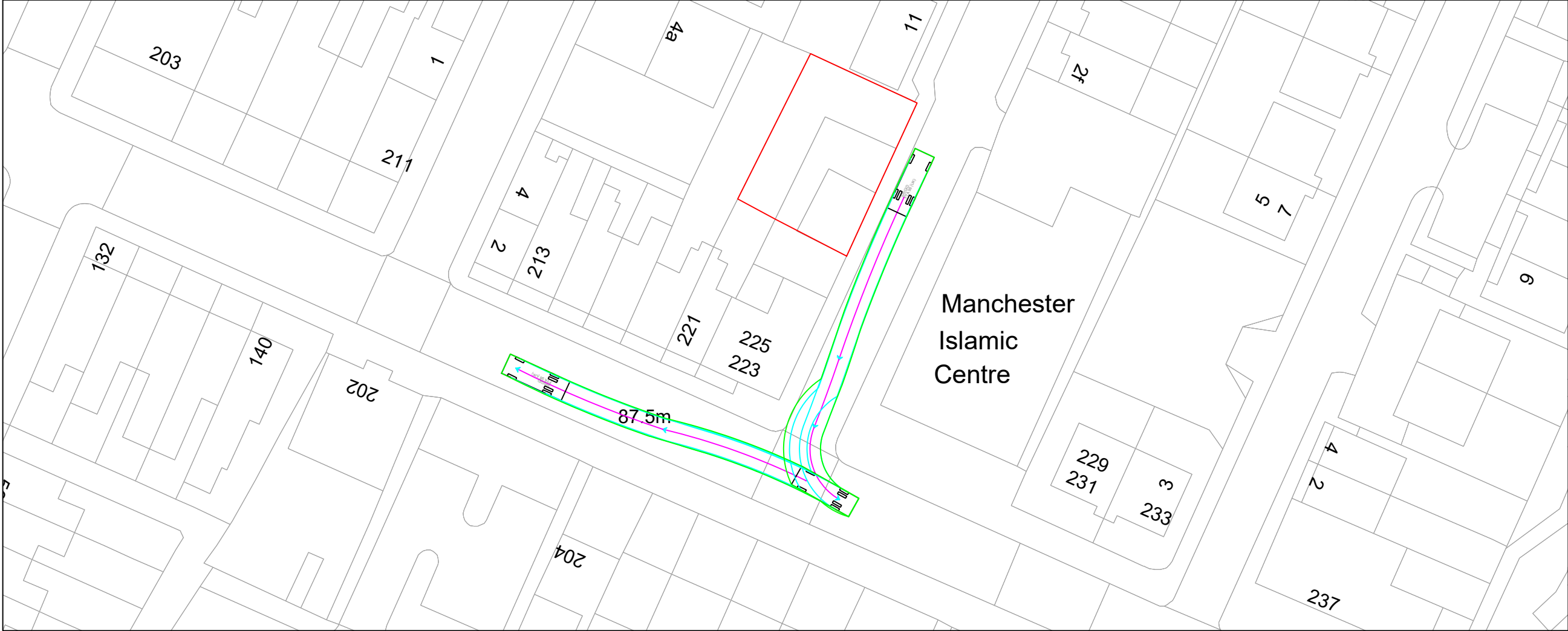
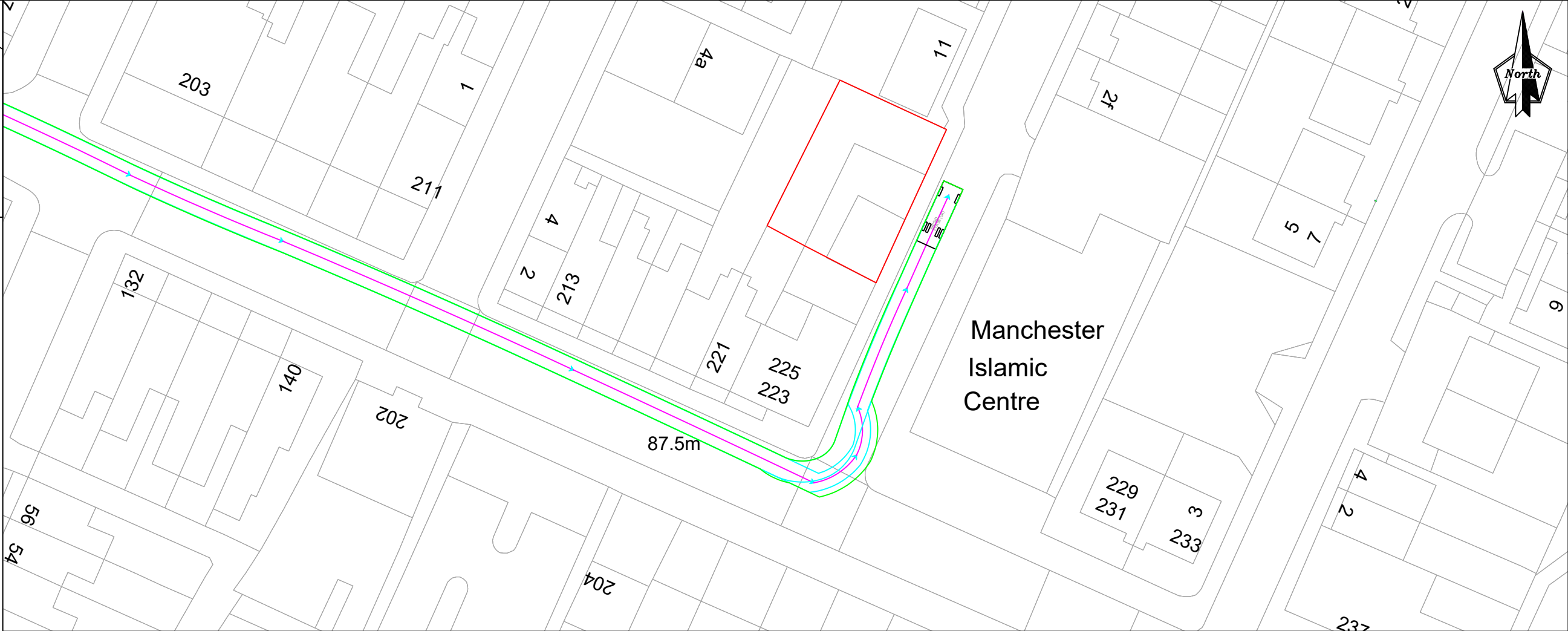
FIRST FLOOR PLAN - floor area 62m²



GROUND FLOOR PLAN - floor area 64m²



PROJECT		
Rear Of 221-225 Droylsden Rd Manchester M40 1NY		
DRAWING TITLE		
Proposed Plans and Elevations		
SCALE	1:50 @ A1	DATE March 25
DRAWN	A Doherty	CHECKED
NUMBER	130.6	REVISION C



Job Title
Regent Street
Location
Manchester M40
Client
Alan Doherty
architect/agent

Key

Approximate site boundary

Vehicle Body

Vehicle modeled:

SRIGID

Width

Track

Lock to Lock Time

Steering Angle

Meters

: 2.30

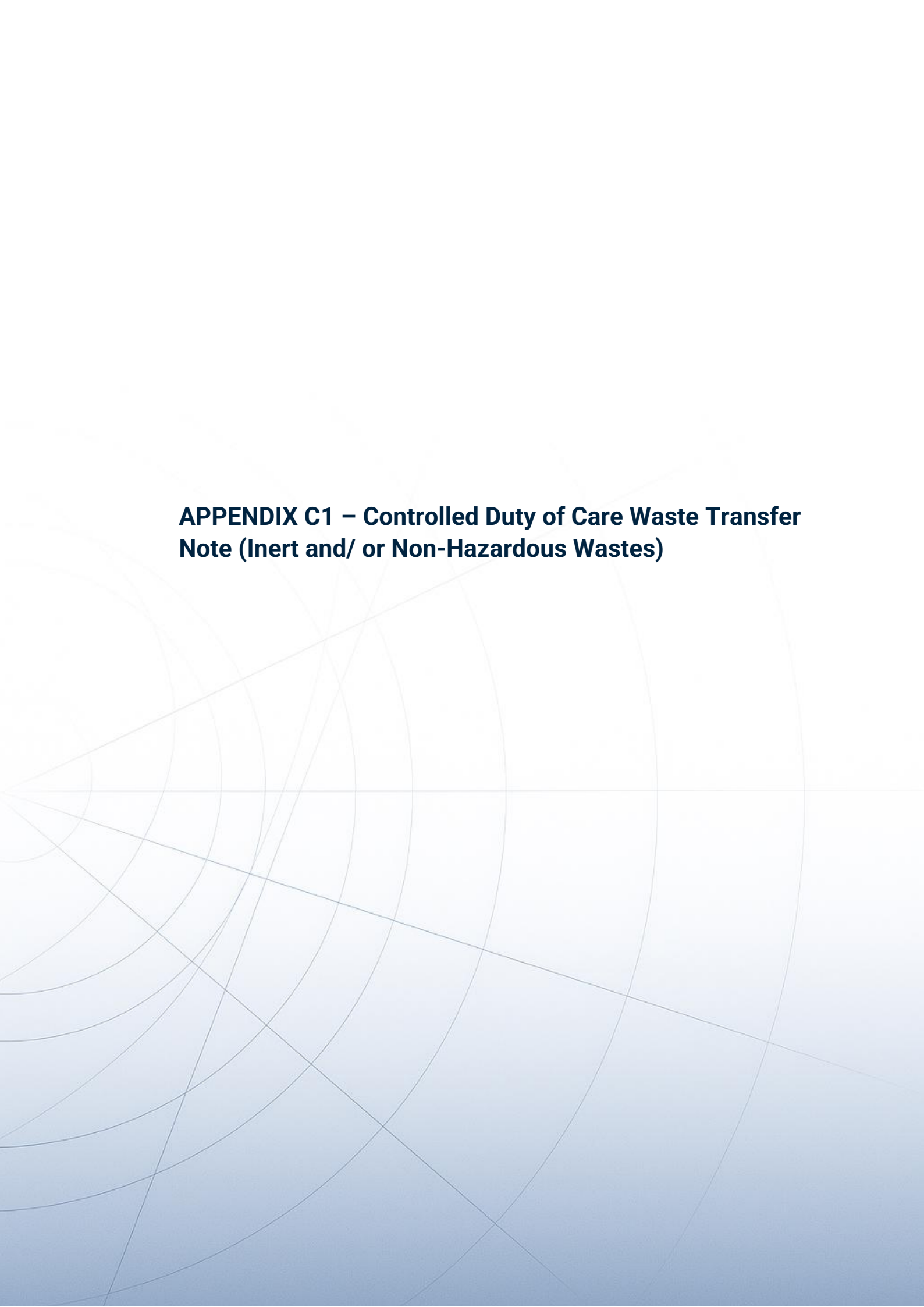
: 2.30

: 6.00 s

: 43.20 deg

Rev	Date	Description
A	02/02/26	Information
Drawing Status		
Information		
Drawing Title		
Swept Path Analysis		
Largest Regularly Anticipated Vehicle		
Project Code	367	Scale
		1:500
		Date Drawn
		02/02/26
		Drawn By
		TM
		Reviewed By
		CH
		Original Size
		A3
Drawing Number		Rev
367-SPA-001		A

APPENDIX C – Waste Documentation

The background of the page features a series of concentric circles and intersecting straight lines, creating a grid-like pattern that resembles a technical drawing or a map. The lines are thin and light blue, set against a white background that transitions into a light blue gradient at the bottom.

APPENDIX C1 – Controlled Duty of Care Waste Transfer Note (Inert and/ or Non-Hazardous Wastes)

Duty of care: waste transfer note

Keep this page and copy it for future use. Please write as clearly as possible.

Section A – Description of waste

A1 Description of the waste being transferred

List of Waste Regulations code(s)

A2 How is the waste contained?

Loose ☐ Sacks ☐ Skip ☐ Drum ☐

Other ☐ _____

A3 How much waste? For example, number of sacks, weight

Section B – Current holder of the waste – Transferor

By signing in Section D below I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011 Yes ☐

B1 Full name

Company name and address

Postcode _____ SIC code (2007) _____

B2 Name of your unitary authority or council

B3 Are you:

The producer of the waste? ☐

The importer of the waste? ☐

The local authority? ☐

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section C – Person collecting the waste – Transferee

C1 Full name

Company name and address

Postcode _____

C2 Are you:

The local authority? ☐

C3 Are you:

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section D – The transfer

D1 Address of transfer or collection point

Postcode _____

Date of transfer (DD/MM/YYYY) _____

D2 Broker or dealer who arranged this transfer (if applicable)

Postcode _____

Registration number _____

Time(s) _____

Transferor's signature

Name

Representing

Transferee's signature

Name

Representing

APPENDIX C2 – Hazardous Waste Consignment Note

CARRIER'S COPY

4 The waste producer was (if different from 2) (name, address, postcode, telephone, e-mail, facsimile):

If continuation sheet used, tick here ☐

2 SIC (2007) for the process giving rise to the waste: . /

[illegible]

EWC code								UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART D Consignor's certificate

Date Time

Date Time

 Environment
Agency
CONSIGNEE'S COPY

4 The waste producer was (if different from 2) (name, address, postcode, telephone, e-mail, facsimile):

If continuation sheet used, tick here ☐

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components in the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			

EWC code							UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

Date Time

Date Time

The Hazardous Waste Regulations 2005: Consignment Note

CARRIERS'S COPY Continuation sheet of Continuation sheet for consignment note code: **PART B Description of the waste**

3 WASTE DETAILS (for all waste types collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components of the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			

The information given below is to be completed for each EWC identified above

EWC code	UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART E Consignee's certificate (all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

