

Construction Management Plan

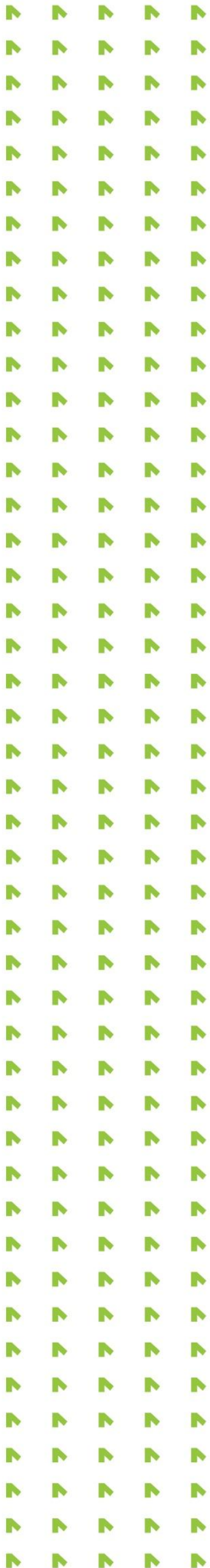
On behalf of Sunmeet Singh Vig

**14 Wilton Road, Crumpsall,
Manchester, M8 4WQ**

Regulated by RTPI

October
2025

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1 INTRODUCTION

- 1.1 This Construction Management Plan has been prepared to support the discharge of Condition 6 attached to planning application **Ref 140962/FO/2024** at 14 Wilton Road, Crumpsall, Manchester, M8 4WQ. Please refer to the Decision Notice at **Appendix 1**.
- 1.2 The development consists of the construction of two semi-detached (two storey) dwellings with rear dormers following demolition of an existing dwelling including landscaping and car parking.
- 1.3 The Construction Management Plan (CMP) is based upon national construction guidance for developers and its main purpose is to identify and reduce the negative impact to the local communities, residents, businesses and environment during the course of demolition and construction to ensure there is no danger, obstruction or inconvenience throughout the construction process.
- 1.4 As such the CMP sets out the principles of how the construction site and associated traffic will be managed during periods of demolition and construction and aims to reduce the impact of construction activities on the surrounding environment through good site working practices.
- 1.5 The site is located in an established residential area of Crumpsall and benefits from good access to the surrounding highways key route network and close proximity to a range of public transport infrastructure. As such, this CMP provides an overarching framework which aims to deliver the following objectives which have been identified as of particular important to this site:
- 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;
 - Highways dilapidation survey;
 - Sheeting over of construction vehicles;
 - Loading and unloading of plant and materials;
 - Storage of plant and materials;
 - Site hoardings, and
 - Scaffolding and acoustic fencing.

2 SITE AND SURROUNDINGS

- 2.1 Located in a corner plot at the junction of Wilton Road and Holland Road, the site currently exhibits a vacant single storey building that has historically been occupied in residential use as a single bungalow.
- 2.2 The site falls within a residential area characterised by detached dwellings of two storeys with habitable roof space. Immediately to the south of the site is the detached two storey property of No. 56 Holland Road whilst to the east lies the semi-detached two storey properties of Nos. 16 and 18 Wilton Road. To the west and north lie Holland Road and Wilton Road respectively. As such, the site benefits from a prominent corner site location.
- 2.3 Regarding public transport, the site is served by the Wilton Road bus stop 100 metres to the west. This provides services across Greater Manchester between Oldham Mumps, Middleton, Sale and the City Centre. Additionally, Bowker Vale Metrolink tram station also lies just 360 metres to the north; this provides frequent services across the Greater Manchester region and connects to national rail services at Manchester Victoria and Manchester Piccadilly train stations. Consequently, the site is considered highly accessible by public transport.
- 2.4 Please refer to the location plan extract below and the proposed site plan enclosed at **Appendix 2**.



Image 1: Extract of Site Location Plan.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1 All works will be carried out in accordance with the Construction Leadership Council's latest guidance on operating procedures. All method statements and risk assessments for subcontractors and material suppliers will reflect the latest Council guidance to ensure operations be carried out efficiently and safely.
- 3.2 Development will be undertaken in two distinct phases, the demolition phase and the construction phase.
- 3.3 Before either phase commences, service diversion work (and tree protection where necessary) will be undertaken to ensure retained features are protected and the site is safe.

Demolition Phase

- 3.4 A demolition specialist will be appointed on site to commence the following works:
- Erection of temporary fencing/hoardings/scaffolding;
 - Establishment of a site administration and welfare facilities;
 - Provision of first aid equipment and firefighting equipment;
 - Confirmation of any asbestos on site and its prior removal by a qualified specialist before demolition works; and
 - Demolition of all existing structures and substructures that aren't to be retained and site clearance works.

Construction Phase

- 3.5 A main contractor will be appointed by the client who will provide site specific method statements, risk assessments and a management plan where necessary that will be available on site.
- 3.6 Upon completion of all of the above, a compound will be formed. All known services will be isolated prior to any works taking place. New drainage and service ducts will be installed and the hardstanding base to the site will be constructed. The sub base will be designed to support construction vehicle and mobile loads that will need to be imposed for the duration of site works.
- 3.7 Foundations and reinforced concrete structures where required will be constructed by a specialist groundworks contractor. Substructure brickwork will be constructed and the flooring installed with the assistance of an excavator/forklift as necessary.
- 3.8 An external free standing scaffold will be erected where necessary allowing all external alterations to be completed. Scaffolding work will be carried out by a recognised specialist and in accordance with all current codes of practice. No person will interfere or modify the scaffolding following erection other than the aforementioned recognised specialist who will also carry out regular inspections of the scaffolding. Following this roof coverings shall be installed and windows fitted where required.

- 3.9 The demolition of the single storey bungalow will then commence.
- 3.10 Soft and hard landscaping shall be completed.
- 3.11 Statutory service providers will provide new electricity, water and telecommunication connections on site as coordinated by the main site contractor. These works shall be coordinated and planned in advance to minimise any excavation works and traffic management proposals will be explored.

Access Arrangements

- 3.12 One primary access to the site will be provided at the existing car park entrance off Wilton Road (at the front of the property). Qualified plant and traffic marshals/banksman will always be provided when any vehicles are not manoeuvring or entering/leaving the vicinity of the site. Two pedestrian access points shall also be provided on site via existing nodes on Wilton Road and Holland Road; all gates will be secured when not in use to prevent unauthorised access to the site.
- 3.13 Deliveries and collections shall be made by appointment only with the site manager. As per the enclosed drawing which supports this submission at **Appendix 3**, an allocated site delivery area has been identified on Wilton Road just north of the site. As set out above, qualified traffic marshals and banksman will be present at all times to escort vehicles to and from the site. All plant and materials will be stored within the allocated material storage area within the site which has been purposefully located away from site boundaries to prevent criminal and anti-social behaviour. Meanwhile a site welfare area will be provided onsite.
- 3.14 The site benefits from a good location close to the key route network. As demonstrated within **Appendix 4**, vehicles will approach the site from a minimal number of surrounding residential streets on both their entry and exit from site. For the avoidance of any doubt all large delivery vehicles will approach the site via Ardern Road and Belhaven Road before stopping in the pre-determined vehicle unloading area on Wilton Road, they will then return to the key route network via Wilton Road exiting onto Middleton Road as illustrated within **Appendix 4**.
- 3.15 To minimise any disruption to neighbouring properties and the general public, all schedulable deliveries will be accommodated between the hours of 09:00-17:00. Scheduled deliveries that are made outside these hours will be turned away from site and directed back to the appropriate supplier.
- 3.16 All delivery drivers shall call ahead 30 minutes before their arrival to allow the necessary access arrangements to be made. A banksman will then bank in and out all construction traffic from the site. No vehicles will be allowed to approach or leave site without being directed by a banksman.
- 3.17 All construction deliveries will be carefully planned using a booking system with agreed delivery times as enclosed at **Appendix 5**. This information will be available on site and to all suppliers regulating journeys to ensure all vehicles that approach the site are at capacity and therefore the number of deliveries are minimised whilst also avoiding bottlenecks. As all deliveries are to be scheduled no holding area is considered necessary for development.
- 3.18 Materials delivered to site will be shrink wrapped and palletised as far as reasonable to be unloaded and stored in an efficient and safe way. Materials such as aggregates and rubbish skips shall be completely covered with tarpaulins, sprayed with fixatives or planted up. Due to site restrictions

materials shall be unloaded with care, manually where necessary and will be placed in designated locations within the site compound. All waste materials will be collected and stored in suitable receptacles before they are taken off site by an appropriate waste contractor. Off-site parking will be strictly prohibited.

- 3.19 The site benefits from a good level of accessibility to public transport with Bowker Vale Metrolink tram station 360 metres to the north and the Wilton Road bus stop 100 metres to the west. Local bus and tram routes provide frequent and far-reaching regional transport connections. As such, where at all possible, workers will be requested to travel to and from site via public transport. Where absolutely necessary, private vehicles will form part of a car share scheme to minimise the number of vehicles on site.
- 3.20 Any crossover works that are required on site including enabling works, S278 works and providing temporary site access will be discussed with the Council prior to commencement of development.

4 TRAFFIC MANAGEMENT

- 4.1 Before any works start on site, this CMP will be reviewed by the main site contractor, suppliers, design team, client and local authorities so that any required alterations may be completed.
- 4.2 A site meeting shall be done between the main contractor and representative from the local authorities to discuss this project in detail with a view to minimising construction traffic to and from the site.
- 4.3 The vehicles necessary for each phase of development are further identified below.

Skip Lorry

- 4.4 Skip lorries will be used from the very beginning of the construction phase until the end of the project and consequent site clearance.
- 4.5 Waste contractors in operation of said lorries will have access to this CMP and ongoing revisions in advance that will allow them to organise deliveries and collections based on the site deliveries/collection booking schedule that will be available on site (as enclosed at **Appendix 5**).
- 4.6 If for any reason alterations to the deliveries or collection schedule are required, the waste contractor shall contact the site or main office in advance so that a new date can be established in line with the schedule. Any skip lorry coming to site without a booking will be turned away from the site.

Bulk Carrier and Grab Lorry

- 4.7 Bulk carrier and grab lorries will be used at the very beginning of the construction phase, during earth moving operations, site levelling and foundation works/excavations.
- 4.8 Again, the haulage company will have access to this CMP and ongoing revisions in advance, allowing the organisation of deliveries and collections to be based upon the schedule enclosed at **Appendix 5**. If for any reason amendments are required to the collection schedule, the site or contractors' main office shall be contacted in advance so that a new date may be established. Any bulk or grab lorry coming to site without a pre-arranged booking will be turned away from site.

Cement Lorry

- 4.9 Cement lorries will be used during the substructure and structure works, foundation works and for concrete frames and slab installation. Cement suppliers will have access to this CMP and ongoing revisions in advance. This will allow them to organise their deliveries and collections to the site. If for any reason alterations are necessary to the pre-determined booking schedule (please refer to **Appendix 5**), the site or contractors' main office will be contacted in advance so that a new date may be agreed. Any cement lorries coming to site without a booking agreed will be turned away from site.
- 4.10 Delivery vans and rigid back lorries (7.5 ton) will be used to deliver a range of materials to site including but not limited to:

- Steel beams and columns for the superstructure;

- Bricks, blocks and insulation for external wall construction;
- Roofing materials;
- Timber, doors, architraves, skirting board etc. for general carpentry works;
- Electrical wire, gas pipe, boilers and accessories for mechanical and electrical works;
- Timber floors, wall and floor tiles for finishing works;
- External glazed windows, door and glass for balconies;
- Kitchen units, appliances and sanitaryware; and
- Paint and required accessories for finishing works.

4.11 It is not anticipated that any abnormal loads will be required for construction. If at any stage this matter should change, the Local Highways Authority will be notified by the site contractor at the earliest opportunity.

4.12 To avoid bottlenecks and congestion deliveries to the site will be limited and monitored by the weekly site deliveries and collection booking schedule (**Appendix 5**). Deliveries will be coordinated between the site, main office and suppliers to ensure capacity within delivery vehicles is maximised and no unnecessary journeys are made.

4.13 All suppliers will have prior access to this CMP and ongoing revisions. If for any reason alterations to the collection schedule are required, the site or main office shall be contacted in advance so that a new date may be established. All suppliers coming to site without a pre-determined booking shall be turned away from site.

4.14 All vehicles listed above must, wherever reasonable, comply with the following rules:

- Provide adequate sheeting when carrying waste materials;
- Always be operated by a driver holding the appropriate license for the vehicle;
- Any vehicles weighing 7.5 tons or above will hold FORS silver accreditation;
- Follow the designated vehicles routes;
- Call site at least 30 minutes before arriving to site;
- Never go to site to deliver materials unless being on the deliveries and collection booking schedule (**Appendix 5**); and
- Always arrive and leave the designated parking area whilst being banked by a banksman.

5 DEVELOPING AND USING POLICIES TO REDUCE IMPACTS

- 5.1 During the construction period, the main contractor will be responsible to put in place policies and procedures to deal with waste minimisation and environmental issues.
- 5.2 An appointed person will be designated by the main contractor to implement and oversee these policies. Along with other tasks, the appointed person will ensure the instruction of the workforce, the implementation and overseeing of the policies and routine site visits to monitor the effectiveness and accuracy.

Waste Minimisation

- 5.3 All persons involved in the pre-planning, programming design and specification of the project are and will be engaged to optimise materials and reduce and minimise waste produced throughout the period of works.
- 5.4 It is intended to reduce and manage site waste by:
- Using the most efficient technical solutions;
 - Estimating well concrete required and producing it off site instead of in situ to avoid surplus concrete;
 - Estimating well and producing mortar for brickwork and block work off site to avoid surplus production and the contamination of soils;
 - Estimating well and producing screed off site to avoid surplus production and the contamination of soils;
 - Where possible using reusable metal formwork to avoid and reduce the amount of timber used in traditional formworks;
 - Specialised sub-contractors to do specified works and ensure the reduction of waste such as reinforced concrete, timber frame, roof work, electrics work, plumbing and drainage, painting and decorating etc.;
 - Alternative materials will be chosen when practicable to keep wastage levels to a minimum;
 - Setting waste reduction targets along with on-site inductions of appropriate separation, handling, recycling and reuse to the workforce;
 - Ongoing coordination with suppliers and subcontractors to minimise surplus material delivered to site;
 - Working with suppliers to ensure only the minimum necessary packaging is used;
 - Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised; and

- The use of raw materials as per manufacturer's instructions.

Environmental Issues

- 5.5 By implementing this CMP, the Developer and Main Contractor will not just identify appropriate mitigation measures to reduce the construction transport to and from site; they will at the same time offset any environmental issues caused by it.
- 5.6 To reduce the negative impact on the local communities, residents and businesses created by the construction transport, many mitigation measures (already highlighted in this CMP) will:
- Improve air quality;
 - Reduce CO₂ emissions; and
 - Reduce noise and vibration.
- 5.7 Measures to improve/reduce environmental issues such as noise, vibration and pollution will include:
- Any construction works that may cause noise to be audible outside of the site will be restricted to the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. No construction works will take place on Sundays or Bank Holidays.
 - Less construction traffic going to site by reducing the frequency of deliveries as well as employees and subcontractors using public transportation, walking to site etc.
 - Vehicle warning horns to be used only when absolutely necessary;
 - The project team and any associated visitors will not be allowed to park on Middleton Road; public transport connections are considered to be very good to the site and persons will be encouraged to utilise this;
 - All construction vehicles are required to comply with relevant European standards, most notably Euro VI emissions standard;
 - Switching off vehicles engines when stationary to prevent noise and exhaust emissions;
 - All mobile plant on site to have upwards exiting exhausts;
 - No waiting on or near site before unloading;
 - All vehicles used by contractors must have a valid MOT to demonstrate they comply with relevant emission standards at all times;
 - Pedestrian access routes will be kept clean and tidy and not blocked by any materials or equipment;

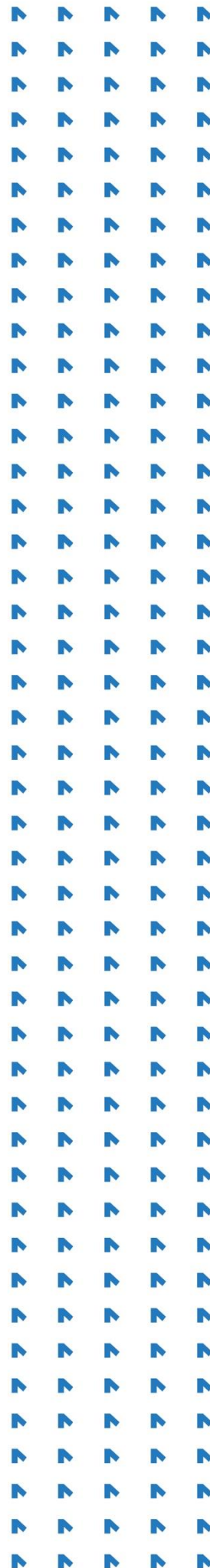
- A dedicated 'wash down' facility will be provided to remove excess mud and surface deposits from all vehicles (wheels, chassis and bodywork) before leaving the site to enter the public highway, this will be utilised every time a vehicle leaves the site;
- In addition, a water supply will be provided to ensure that dust and dirt can be dampened down throughout the site as necessary;
- The roads and pavement to be swept on a daily basis to prevent the accumulation of waste;
- Skips to be covered to prevent any spillage;
- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- Neighbouring properties will be notified in advance by the site manager of any activities or deliveries that may have the potential to cause unavoidable noise or other disturbance, so as to manage the expectations of all parties. Contact details including an emergency telephone number will be provided in all communications, and
- Site team to be responsible for keeping the surrounding road and paths clean at all times.

6 MONITORING, COMPLIANCE, REPORTING AND REVIEW

- 6.1 The responsibility for monitoring the implementation of the CMP will be carried out by an appointed person on behalf of the main site contractor. They will be responsible for carrying out all monitoring programmes to check on suppliers, sub-contractors, employees, performance and compliance with the plan and associated regulatory requirements. This will result in a monthly report identifying any issues and proposed actions for the main contractor.
- 6.2 Ongoing site monitoring will be undertaken by site personal on a regular basis to ensure the compliance and performance of everyone working on site as well as the suitability of this CMP.
- 6.3 It is the responsibility of the site management team to ensure all documentation and evidence required for audit purposes is kept up to date and freely available for inspection at all times.
- 6.4 A Highway Dilapidation Survey (enclosed here at **Appendix 6**) has been completed in support of this CMP including photographs and commentary illustrating the current, pre-development highway condition. Regular inspections of the highway will be undertaken by site personnel and referenced back to this document to ensure that there is no degradation as a result of development.
- 6.5 Documents such as the weekly deliveries and collections booking schedule will be sent to site in advance and it will be the responsibility of the site management team to liaise directly with suppliers and sub-contractors to confirm the compliance of such scheduling. Any alteration to the deliveries and collection schedule must be immediately communicated between the site and head office.
- 6.6 The site manager will be responsible for any complaints from local residents and businesses. The site managers contact details will be displayed on the site hoarding in accordance with the considerate contractor's scheme in case of any complaints or emergencies on site.



Appendix 1



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

Sunmeet Singh Vig
14 Wilton Road
Manchester
M8 4WQ

Agent (if used)

Mr Harry Johnson
Mialex
Work.Life
Core
Brown Street
Manchester
M2 1DH

Part 1 – Particulars of the application/development

Proposal: Erection of two no. 2 bed two storey dwellings with rear dormers following demolition of existing dwelling including landscaping and car parking

Location: 14 Wilton Road, Manchester, M8 4WQ

Date of application: 23 October 2024

Application number: 140962/FO/2024

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The application has been approved in accordance with both national and local policies.

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:

- o 2023/045-03 Rev A: Proposed Ground Floor Plan (Dated 09/05/2024)
- o 2023/045-04 Rev A: Proposed First Floor Plan (Dated 09/05/2024)
- o 2023/045-05 Rev A: Proposed Loft Plan (Dated 09/05/2024)
- o 2023/045-06 Rev A: Proposed Elevations (Dated 09/05/2024)
- o 2023/045-07 Rev A: Proposed Roof Plan (Dated 09/05/2024)
- o 2023/045-08 Rev A: Proposed Site Plan (Dated 09/05/2024)
- o Preliminary Bat Roost Assessment (Prepared by Gritstone Ecology; Dated 04/12/2024; Received 16/01/2025)
- o Biodiversity Net Gain Assessment: Summary Report (Prepared by Gritstone Ecology; Dated March 2025; Received 26/03/2025)
- o Biodiversity Metric (Dated 14/03/2025; Received 26/03/2025)
- o Biodiversity Net Gain Condition Assessment (Received 26/03/2025)
- o Email specifying proposed materials from agent (dated and received 03/06/25 at 09:37am)

Stamped as received by the City Council as Local Planning Authority on 09/09/2024 unless specified otherwise.

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) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been 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 and DM1 of the Core Strategy for the City of Manchester.

4) 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 HMOs 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 the provision of accommodation that is suitable for people living as families pursuant to paragraph 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 Core Strategy for the City of Manchester.

5) Prior to the first occupation of the development hereby approved, the windows in the first and second floors of both the eastern and western (side) elevations of the properties 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 residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

6) Prior to the commencement of the development hereby approved, a detailed demolition & 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;
- II. Details of wheel washing;
- III. Compound locations where relevant;
- IV. Location, removal and recycling of waste;
- V. Routing strategy and swept path analysis;
- VI. Parking of construction vehicles and staff;
- VII. Sheeting over of construction vehicles.
- VIII. Parking of construction vehicles and staff;
- IX. Measures to control noise and vibration;

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

7) a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) 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 EN19 and DM1 of the Manchester Core Strategy.

8) The car parking indicated on drawing referenced 2023/045-08 Rev A: Proposed Site Plan shall be surfaced, demarcated and made available for use before the development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The car parking spaces shall then be available at all times whilst the dwellings are occupied.

Reason- To ensure that there is adequate parking for the development proposed when the buildings are occupied, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

9) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- o Evidence of drainage hierarchy adherence.
- o Finalised surface water drainage layout including all components, levels and connectivity.
- o Evidence of connection approval in principle.
- o Maintenance and management plan.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN14 and EN17 of the core strategy.

10) Before the commencement of above ground construction works, details of highways works to Wilton Road that are required as part of the implementation of the development, for the avoidance of doubt, including:

Footway reinstatement on Wilton Road and installation of dropped kerbs for driveway access from Wilton Road.

Shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

11) a) Prior to commencement of the development, a scheme for electric vehicle charging shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to the first occupation of the development hereby approved, 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: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

12) Prior to the first occupation of the development hereby approved, details of the siting and appearance of arrangements for the storage of cycles shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented before occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

13) a) Before commencement of the development hereby approved, 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 the 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. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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 EN18 of the Core Strategy.

14) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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 EN18 of the Core Strategy.

15) Before the commencement of above ground construction works, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

16) Notwithstanding details shown on approved drawing referenced 2023/045-08 Rev A (Proposed site plan) as received by the City Council as Local Planning Authority on 9th September 2024, prior to the first occupation of the development hereby approved, a plan indicating the positions, elevations, design, materials and type of boundary treatment/gates to be erected or retained shall be submitted to and approved in writing by the local planning authority. The boundary treatment/gates shall be completed before the dwellinghouses hereby approved are 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

17) Prior to the first occupation of the development hereby approved, details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority and once approved shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

18) Prior to any site clearance or earthworks, a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

19) Prior to the first occupation 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).

20) Prior to above ground works 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. The development shall only be implemented in accordance with the agreed measures.

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

21) No removal of or works to any hedgerows, trees or shrubs shall take place between 1st March and 31st 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 the local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy EN9 and EN15 of the Manchester Core Strategy.

22) All trees, shrubs and hedges within the development and / or trees whose root structure may extend within the development which are to be retained shall be fenced off in accordance with British Standard 5837 (1991) before any building or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

Reason- In order to avoid damage to trees/ shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to policy EN9 of the Manchester Core Strategy.

23) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Wilton Road and the trams 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.

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. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- o Bedrooms (night-time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 10 times)
- o Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- o Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

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 verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units 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 policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

24) 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, additional fenestration, roof alterations, porches or outbuildings 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 Mining Remediation Authority.

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. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species.

Application for off-site highways works condition (10) discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:
https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

The proforma/ Waste Management Strategy for condition (7) must include the following information:

- o Estimated volumes and types of waste produced by the development;
- o Details of internal and external stores for both waste and recycling, including any plans and designs;
- o Location of the proposed collection point and details of the route the collection vehicle will take;
- o Details of how waste will be transferred between stores and to the collection location;
- o Details of number and capacity of bins proposed and collection frequency.

Other details as per 'Waste Proforma v1.0' - refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Date: 10 July 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.



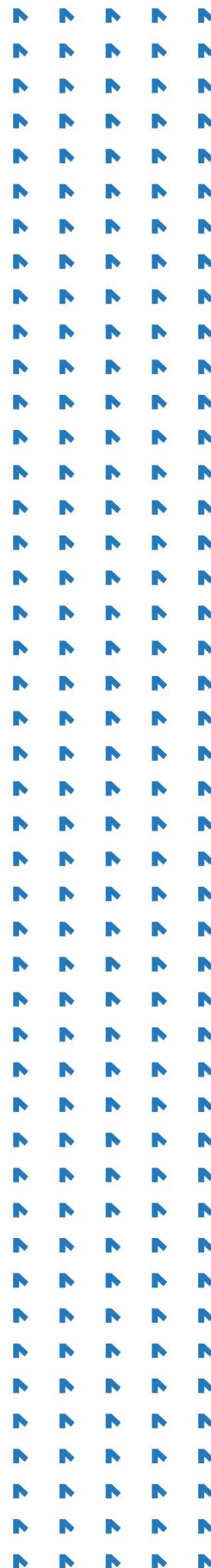
STANDING ADVICE - DEVELOPMENT LOW RISK AREA

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.

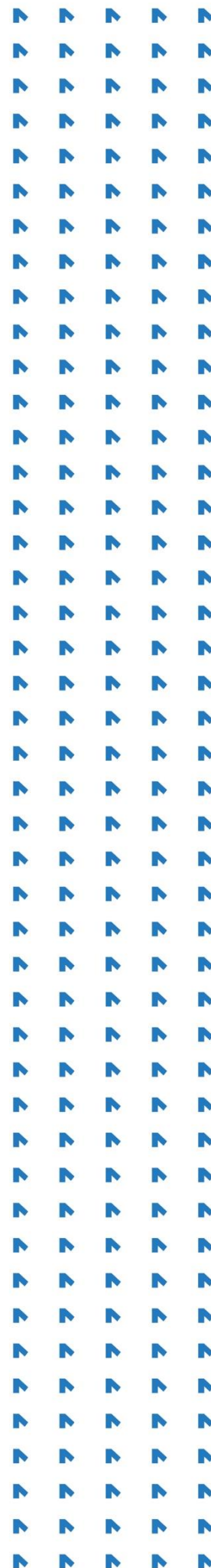
Further information is also available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](https://www.mra.gov.uk)

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

Appendix 2

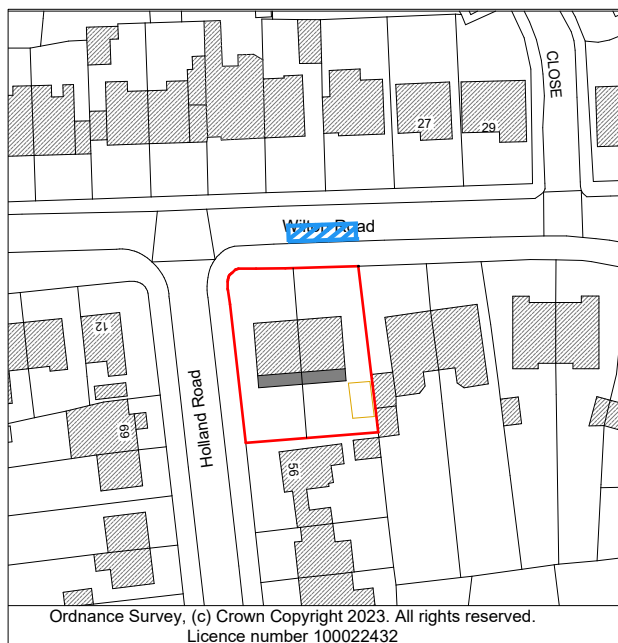


Appendix 3

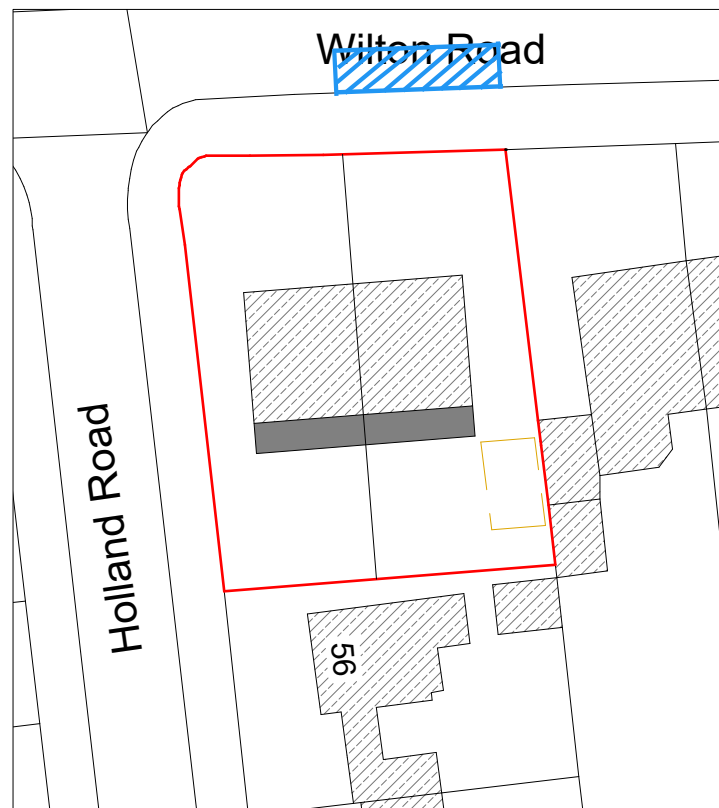




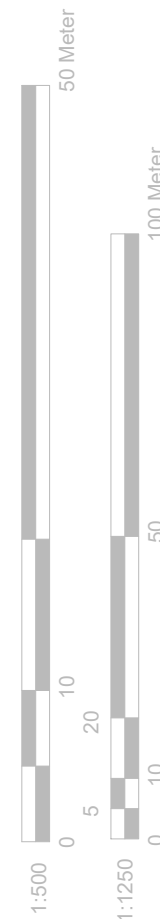
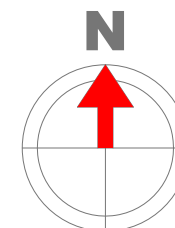
Site Delivery Area



Location Plan
Scale 1:1250



Block Plan
Scale 1:500



GENERAL NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETER.
2. VERIFY ALL DIMENSIONS AND CONDITIONS BEFORE BUILDING OR STARTING CONSTRUCTION. NOTIFY THE DESIGNER IMMEDIATELY OF ANY DISCREPANCY OR VARIATION.
3. ALL WORK TO COMPLY WITH CURRENT BUILDING REGULATIONS AND CODES OF PRACTICE

Title:

**Location &
Block Plans**



Site Address

45 Wilton Road,
Crumpsall.
Manchester.
M8 4WQ

Scale: 1:1250/500@A4

Date: 30/02/2023

Drawing No.:
2023/045 -12

Drawn By:
RO

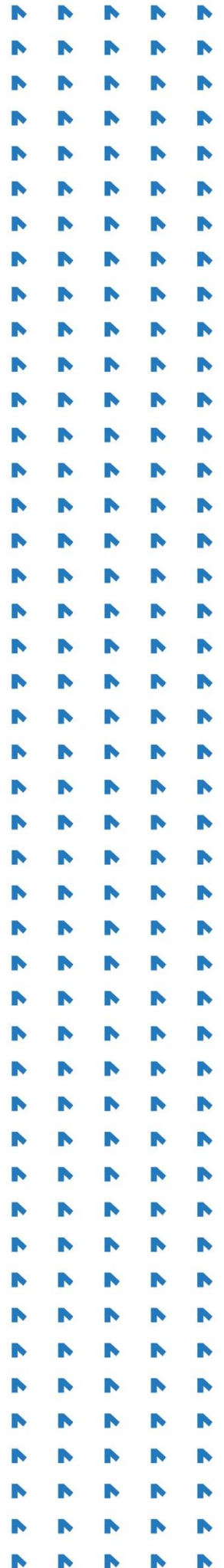
Revision Date:

A 09-05-2024

e.mail -
faluckpatel@yahoo.com
(M) +44 (0) 7871 466 254

**Faluck
Patel**

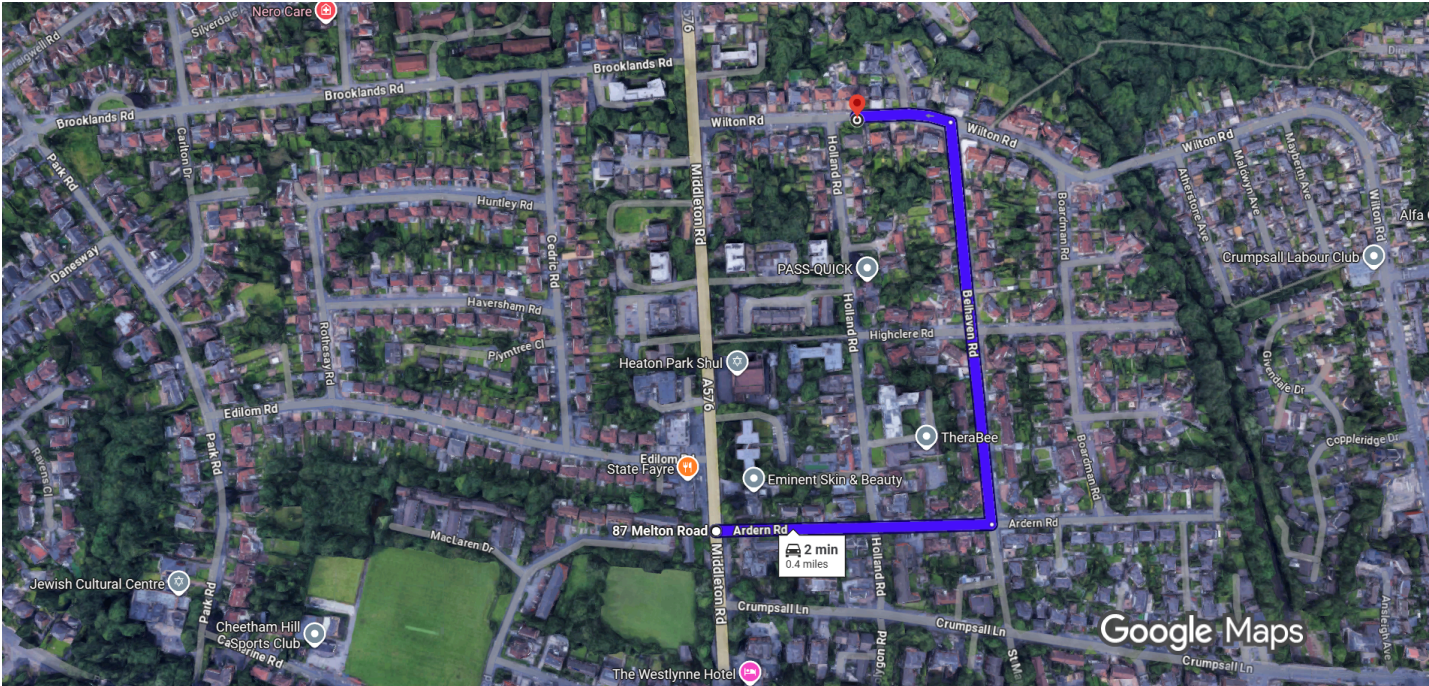
Appendix 4



87 Melton Rd, Crumpsall, Manchester M8 Drive 0.4 mile, 2 min
4HR to 14 Wilton Rd, Crumpsall, Manchester M8 4WQ



Key Route Network - Site



Imagery ©2026 Google, Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026 50 m

87 Melton Rd
Crumpsall, Manchester M8 4HR

- ↑ 1. Head towards Holland Rd
_____ 0.1 mi
- ↶ 2. Turn left onto Belhaven Rd
_____ 0.2 mi
- ↶ 3. Turn left onto Wilton Rd
 📍 Destination will be on the left
_____ 259 ft

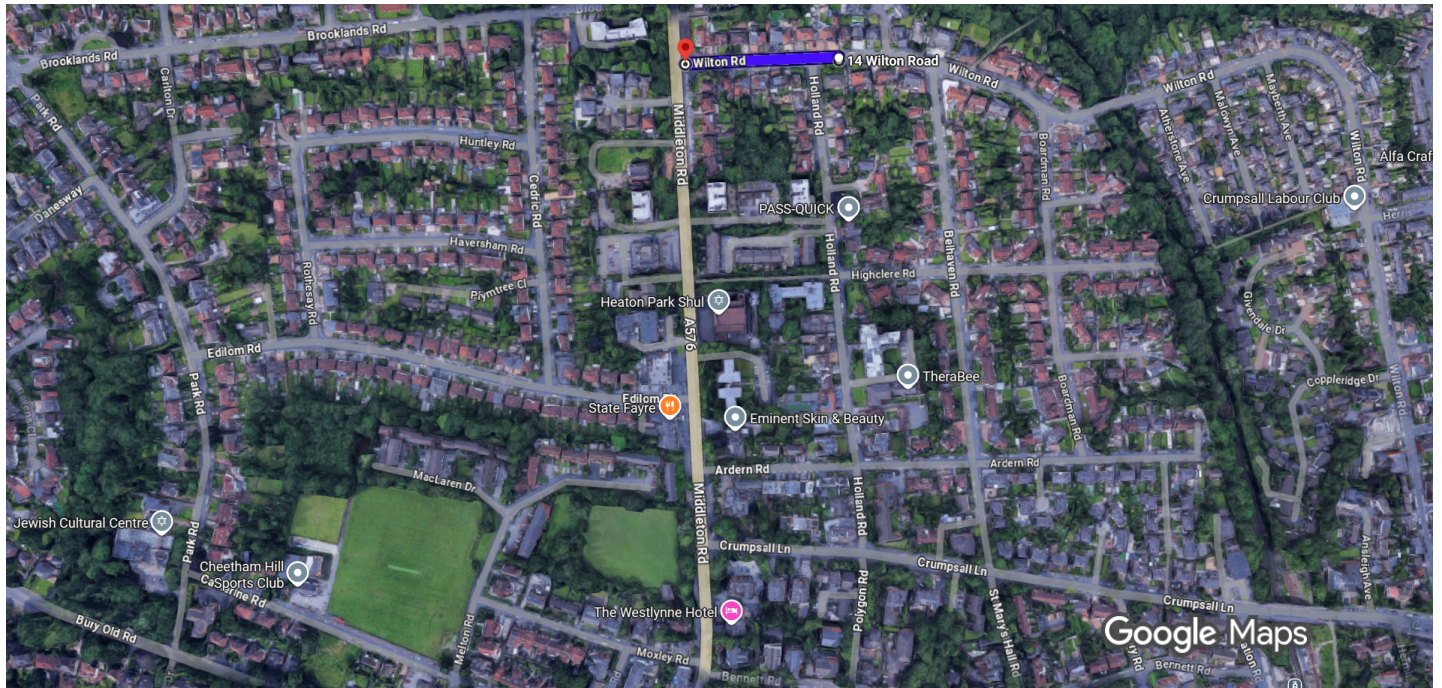
14 Wilton Rd
Crumpsall, Manchester M8 4WQ

14 Wilton Rd, Crumpsall, Manchester M8 4WQ
to 2 Wilton Rd, Crumpsall, Manchester M8 4WQ

Drive 420 ft, 1 min



Site - Key Route Network



Imagery ©2026 Google, Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026 50 m

14 Wilton Rd

Crumpsall, Manchester M8 4WQ

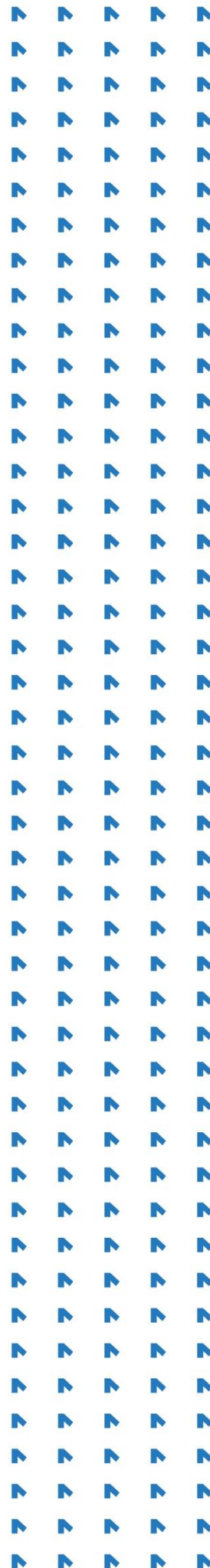
↑ 1. Head towards Holland Rd

420 ft

2 Wilton Rd

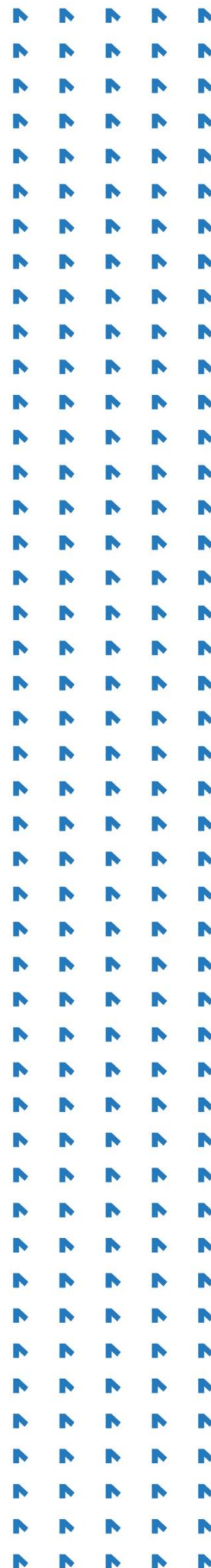
Crumpsall, Manchester M8 4WQ

Appendix 5



Monday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM
Company										
Load										
Tuesday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM
Company										
Load										
Wednesday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM
Company										
Load										
Thursday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM
Company										
Load										
Friday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	01:00PM	02:00PM	03:00PM	04:00PM	05:00PM
Company										
Load										
Saturday, __/__/__	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM					
Company										
Load										

Appendix 6



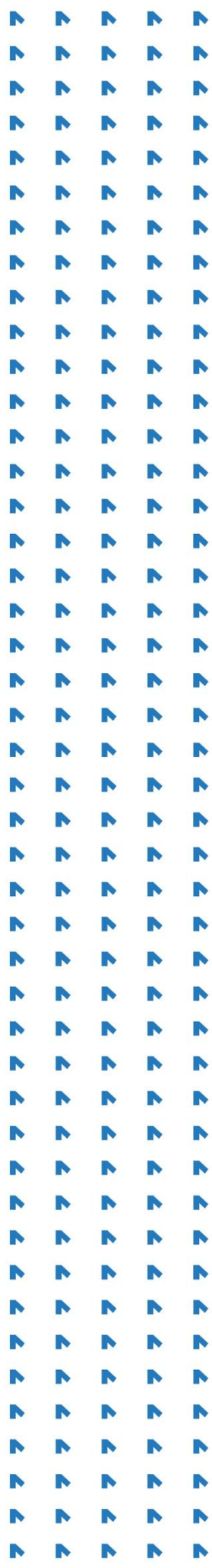
Highway Dilapidation Survey

**In support of a Discharge of Conditions
Application**

Regulated by RTPI

October
2025

M MIALEX



**Mialex is a bespoke planning
and development consultancy
established in 2017.**

We specialise in securing planning
permission on a wide range of
developments across the UK and
have a strong track record of success.

Please click below for details of our current
projects.

ALL PROJECTS →

M MIALEX

Contents

1. Introduction
2. Condition Wording
3. Photographic Evidence
4. Conclusions

1 INTRODUCTION

- 1.1 Planning Permission (**Ref 140962/FO/2024**) was approved on 10th July 2025 and provides for the following development:

“Erection of two no. 2 bed two storey dwellings with rear dormers following demolition of existing dwelling including landscaping and car parking.”

- 1.2 The application was approved subject to a total of 24 planning conditions. This dilapidation survey has been completed to enable the discharge of Condition 6 (Demolition and Construction Management Plan).
- 1.3 The dilapidation survey was completed on 7th January 2026 by Harry Johnson of Mialex and included Wilton Road and Holland Road.
- 1.4 The photographic evidence of the existing footpaths and carriageways are presented in section 3.

2 CONDITION WORDING

Condition 6

2.1 *Prior to the commencement of the development hereby approved, a detailed demolition & 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;*
- II. Details of wheel washing;*
- III. Compound locations where relevant;*
- IV. Location, removal and recycling of waste;*
- V. Routing strategy and swept path analysis;*
- VI. Parking of construction vehicles and staff;*
- VII. Sheeting over of construction vehicles.*
- VIII. Parking of construction vehicles and staff;*
- IX. Measures to control noise and vibration;*

*It is also requested the applicant provides a **dilapidation survey** as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.*

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason

2.2 *To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.*

3 PHOTOGRAPHIC EVIDENCE



Figure 1: Pavement adjacent to Wilton Road, facing south-west.



Figure 2: Pavement adjacent to Wilton Road, facing west.



Figure 3: Pavement adjacent to Wilton Road, facing west. This shows a rectangular section of pavement (utility patch) which has been relaid.



Figure 4: Pavement adjacent to Wilton Road, facing east. This shows that a large irregularly shaped section of the pavement has been relaid.



Figure 5: Wilton Road, facing east. This illustrates the existing staining of the kerbstones.



Figure 6: Pavement adjacent to Holland Road, facing south.



Figure 7: Junction between Wilton Road and Holland Road, facing east.



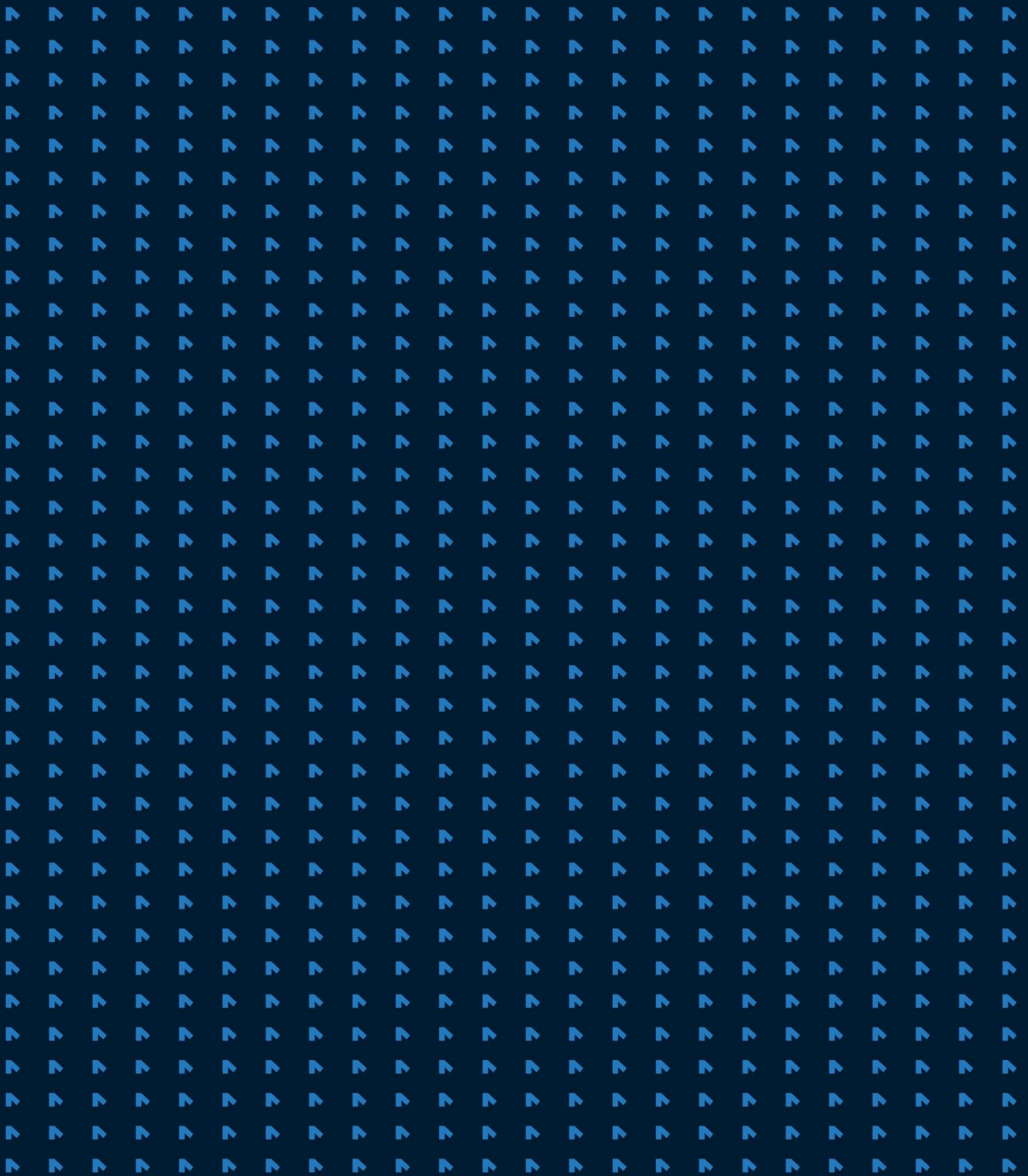
Figure 8: Junction between Wilton Road and Holland Road, facing south-east. This pictures the existing trench reinstatement on Wilton Road.



Figure 9: Pavement adjacent to Holland Road, facing north. This portrays the existing moss growth on the pavement.

4 CONCLUSION

- 4.1 Against this background, the application for the proposed discharge of condition 6 deemed to be in accordance with relevant planning policy and considered acceptable in planning terms.
- 4.2 As such, we look forward to confirmation of early validation and determination of the application.



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info@mialex.co.uk

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