

Construction Method Statement

**RESIDENTIAL DEVELOPMENT
404 WILBRAHAM ROAD
CHORLTON
MANCHESTER**

31st MARCH 2026



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Introduction

This construction management plan is provided in support of a full planning application at 404 Wilbraham Road, Chorlton relating to the new build construction of a building for 8 flats.

a) Measures to control the generation of noise and vibration during construction to comply with BS5228:2009;

Site welfare and office facilities will be powered by mains supply electric; this eliminates the noise and vibration caused by the use of generators.

Noise levels will be monitored at various times throughout the project and essentially when high noise activities are being carried out.

Consultation with residents will be provided at times where noisy activities may be absolutely necessary.

Machinery and vehicles will not be left running/idling for long periods when not in use. All company owned mobile plant will be serviced and maintained in accordance with manufacturer's instructions to ensure that noise emissions are controlled.

Vibration monitors will be installed at the boundaries of the site when any particular activity that may cause vibration is carried out.

b) Measures to control the emission of dust and dirt during construction;

Control measures will be put into place to eliminate / reduce the generation of dust from particular work activities – i.e. demolition, excavation, concreting, wet cutting etc.

Loose materials likely to cause a dust nuisance will be stored away from the site boundary.

Dampening down of traffic/plant routes will be implemented through a bowser or hose pipe system.

Dusts suppression equipment will be provided (task specific).

Construction traffic will be restricted to defined areas and compliance to a site speed limit of 5mph will be enforced. All traffic entering and exiting the site will be controlled by a banksman, this will include any vehicle that may have abnormal loads and sizes. All deliveries will be planned and a call ahead system will be enforced to minimize any disruption.

c) Location of compound areas;

The compound areas for site welfare, material storage and set down areas are as detailed on the site plan in Appendix A of this plan

d) Details of an emergency contact telephone number;

Emergency contact number will be Mr. Simon James telephone Number 07787 744715

e) Community consultation plan;

The site management plan will be communicated to the work force through site inductions and tool box talks as they are entering the site. Where the neighbours need to be advised of the site operations the site manager will make contact by either personally explaining the issues regarding the site or by a letter being posted.

Contact details for the construction site management will be posted at the access point.

f) Phasing and quantification of vehicular activity;

The construction period is expected to be 12 months

The number of vehicles accessing the site will be a combination of several types of vehicles to service the nature of the works being carried out.

32 tonne grab wagons 3 No per week the total number will depend on the nature of the ground and the construction depths for the foundations and drainage

Concrete mixers wagons and pump

15 tonne flatbed delivery lorries

10 tonne flatbed delivery lorries

Skip Lorries

Transit type vans

We expect there to be a vehicle frequency of around 3 per day for approximately 60% of the project period

Deliveries will be allowed during standard working hours.

If it becomes apparent that there are times where traffic conditions are more sensitive around the access and egress route from the public highway onto site, we will enforce delivery restrictions.

All deliveries will be given site specific instructions with regard to the vehicle types the site will allow, this included all vehicles such as Hi Abs, equipment and plant delivery vehicles. All visitors will be asked to park on nominated safe parking areas away from the site. These being the Morrisons car park and Chorlton Precinct car park

We will implement on-site parking facilities as far as the site allows so as not to cause nuisance on Wilbraham Road or Egerton Road North. Where space is not available site vehicles will drop off materials or equipment and move away to safe parking areas as above. The Principal Contractor will arrange a pick up point and bus in the workforce on a day to day measure

All routes around the site have been surveyed and there are no road restrictions that will affect the delivery traffic or the local areas all deliveries will use the minimum size of vehicles

Safe and suitable site accesses will be constructed prior to the start of main construction works, all vehicles will be safely transported into and off site by trained banksman.

The existing site access off Egerton Road North will be used and all deliveries will be reversed into the site by a banksman to allow the unloading regime.

Loading of materials will be by mechanical means such as telehandler or load trucks and will take place on site. Nothing will be loaded or unloaded outside site boundary. All deliveries will be supervised by a banksman to ensure the safety of all pavement and road users this will include management of vehicles, pedestrians and cyclists. There is not enough space on site to allow vehicles to have two site access and egress from site, without reversing onto Wilbraham Road, therefore the existing access off Egerton Road North, all deliveries will be managed by trained banksmen onto and off site to ensure safety of the public and road users. All materials and plant will be ordered and scheduled in a timely and organized manner to ensure there is sufficient storage space for them on site. We will ensure access arrangements are made so that deliveries can be transported straight onto site and off the public highway.

**No vehicles will queue onto the existing carriageway.
All delivery vehicles will be contactable to delay delivery if required.**

Any abnormal loads will be carefully programmed to ensure the delivery causes the least amount of disruption to the surrounding traffic. Entry to site will be controlled by banksmen and any traffic control systems needed, in accordance with the local authority conditions. At this time, we are not aware of any abnormal loads.

g) Sheeting of construction vehicles

All skip and grab wagons will be sheeted to prevent spillages before they leave the site.

h) Utilities & Sewer Connections

All utilities are to be confirmed by the suppliers all providers will provide traffic management measures and method statements as required and will liaise with the LA.

i) Dilapidation survey

A full dilapidation survey will be carried out on the surrounding roads and pavements on the route of the delivery and site traffic. The survey will include photographs and narrative describing the condition prior to work starting on site. A copy of the survey is held in Appendix B of this plan

APPENDIX 1

SITE PLAN

APPENDIX 2

Pre-Commencement Dilapidation Survey

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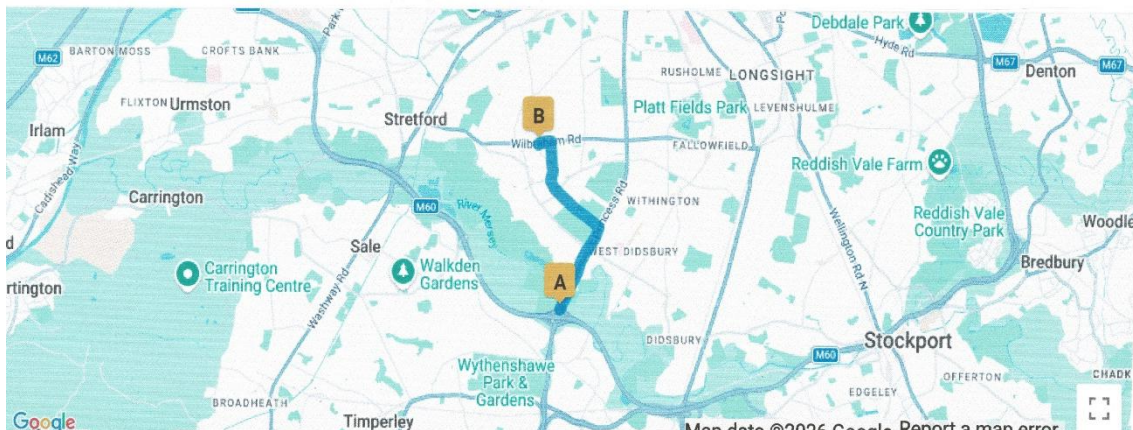
APPENDIX 1 PHOTOGRAPHIC RECORD



1.0 INTRODUCTION

- 1.1 MOA has been commissioned to undertake a Road Condition Survey in the vicinity of 404 Wilbraham Road Chorlton on behalf of Armistead Property Limited prior to the commencement of construction of a residential development of a new apartment development.
- 1.2 The survey is required to “pre” satisfy conditions of the planning approval
- 1.3 It is considered that all construction traffic will be routed from off the M60 at Junction No construction traffic will be routed via the A6131 from Skipton under any circumstances. This informs the scope of this study.
- 1.4 The area to be surveyed and the methodology has been discussed and agreed with NYCC. See Appendix

Figure 1 Primary Construction Traffic Routing Plan





- 1.5 A highway dilapidation survey is a very important record of the condition of the highway used to access the site. The survey is undertaken independently of both developer and Highway Authority. During construction works abnormal traffic will use the local road network and can cause damage beyond normal wear and tear, for which the developer can be asked to put right. Equally, highways are maintainable at public expense by the Highway Authority and whilst the Highway Authority should be maintaining the highway to a reasonable and safe standard this does not mean that it is currently defect free.
- 1.6 If there are defects then the role of this dilapidation survey is to record these pre-existing and latent defects, for which the developer and their contractor should have no responsibilities to put right. On the other hand if damage is caused during the works a post construction inspection will allow the condition of the highway to be reviewed against this dilapidation survey and any new defects, considered to be beyond that which might be expected through normal use wear and tear, highlighted and rectified by the developer and contractor. Therefore this dilapidation survey will help minimize and fairly attribute liabilities.
- 1.7 This dilapidation survey constitutes the 'pre-works' survey undertaken to record the current condition of the public highway and pavements along the survey route before construction commences.
- 1.8 The 'pre-works' survey was undertaken on 15th April 2026 by Michael Oughton Associates, prior to construction work commencing. The weather conditions at the time of the survey were Overcast and wet then dry and bright in the afternoon.
- 1.9 The summary findings are set out in Section 3 and are supported by photographic record by MOA
- 1.10 The survey has been undertaken using Detailed Visual Inspection (DVI) method which included digital photographs to log any existing defects. The area of the inspection was on Egerton Road North for one block moving South to the junction with Wilbraham Road and moving East and West along Wilbraham Road



2.0 ROUTE DESCRIPTION

- 2.1 The length of the route is approximately 350m. The extent of the survey area, is shown in **Figure 2.1** below and can be described as:

Figure 2.1- Extent of Survey



- 2.2 The route is currently used by Heavy Commercial Vehicles (HCVs serving the wider town and town centre and routes into the city centre and agricultural vehicles.

Egerton Road North

- 2.3 Egerton Road North is a single carriageway road which runs on a generally North to South alignment in the vicinity of the site. Locally, The Egerton Road North provides vehicle access between Wilbraham Road A6010 and Brantingham Road which lead towards Chorlton town centre and Manchester City centre the road provides access to a number of residential areas to both sides of the carriageway.



- 2.4 In the vicinity of the site Egerton Road North is a single carriageway road of approximately 10m width. There is a speed restrictor along the road travelling North as it passes to the frontage of the site which provide residential vehicle access.
- 2.5 Across the site frontage and continuing east for approximately 300m The Bailey is simply a single carriageway road whereupon it forms the minor approach to a priority junction with The A65.
- 2.6 The road is lit and is subject to 20 MPH speed limit speed limit as it passes along the frontage of the site from the South as Egerton Road North approaches Wilbraham Road. There are pavements present along either side of the carriageway across the site frontage and form a drop kerb access into the site.

Wilbraham Road

- 2.7 Wilbraham Road is a single carriageway road which runs on a generally West to East alignment in the vicinity of the site. Locally, The road has road markings delineating cycle lanes to both lanes. The road provides vehicle access from Wilbraham Road A6010 which lead towards Chorlton town centre travelling East and Manchester City centre travelling West the road provides access to a number of residential areas to both sides of the carriageway.
- 2.8 There are pedestrian refuges sited at the junction with Egerton Road North and South.



3.0 OBSERVATIONS

Egerton Road North

- 3.1 No major pre-existing defects were identified during the survey. The carriageway is in a generally reasonable worn condition with evidence of previous trenching work running across the road and it is considered that no remedial works are required prior to works starting. The centre line road marking in the vicinity of the site is worn and requires repainting. The road is a heavily utilised route and is used by HGV's, therefore it is considered that additional HGV impact generated by these site works will be hard to determine. Photographs of the road's general condition are included later in this report.
- 3.2 Damaged was noted at the junction of Wilbraham Road where the road has worn away forming a sump for rainwater
- 3.3 It was noted that the speed indicator signs were not aligned in the right direction and the speed sign on the lamppost was also not vertical and mis-aligned
- 3.4 The pavements were generally in reasonable condition, with the exception of the areas around the trees set in the pavement which have deformed the pavement and also pushed the kerbs out of alignment.

Wilbraham Road

- 3.1 No major pre-existing defects were identified during the survey. The carriageway is in a generally reasonable worn condition with evidence of previous trenching work running across the road and it is considered that no remedial works are required prior to works starting. The centre refuges was intact. The road is a heavily utilised route and is used by HGV's, therefore it is considered that additional HGV impact generated by these site works will be hard to determine. Photographs of the road's general condition are included later in this report.
- 3.2 The survey showed that kerbs and carriageway were in an acceptable condition along the A6010 with exception of where the trees have deformed the pavements and kerb alignment, it not considered that these are so severe as to require remedial works prior to works starting.
- 3.3 Table 3.1 details the observed defects and side of the road,



Table 3.1- DVI Survey findings

Area of Survey	Photo Ref	Defect/ Comment
Egerton Road North	1	Edge deterioration at junction with Wilbraham Road
Egerton Road North	2	Edge deterioration at junction with Wilbraham Road
Egerton Road North	3	Speed restrictor worn markings
Egerton Road North	4	Speed sign
Egerton Road North	5	Give way sign
Egerton Road North	6	Deformed pavement and kerb adjacent trees
Wilbraham Road	7	Damage & cracking to carriageway
Wilbraham Road	8	Continuation of cracking in carriageeay
Wilbraham Road	9	Damage around manhole and kerbs adjacent to gulley
Wilbraham Road	10	Pavement crossing damage
Wilbraham Road	11	Damage to pavement & kerbs adjacent trees
Wilbraham Road	12	Ponding on road
Wilbraham Road	13	Pedestrian refuge West Bound
Wilbraham Road	14	Pedestrian refuge East Bound

Summary Notes and Comments

Weather conditions during observations 15th April 2026 overcast and wet.

General Conditions The overall ad General Condition - The overall adopted highway is in an acceptable condition with some surface wear, and evidence of edge deterioration along the length of the survey route.

Carriageway - Carriageway condition is acceptable along the survey route

Pavement - In general the Pavement conditions are good on all roads assessed. Damage was noted around trees

Kerbing – Kerbing is in a generally good condition on all roads assessed Damage was noted around trees with minor open joints in some areas.



Drainage – Gullies within the study area appear to be largely unblocked and visually appear to be in working order and free from obstruc



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo14

APPENDIX 1

Full Survey Photographs

