READConstruction

CONSTRUCTION MANAGEMENT PLAN

Project	Hawthorn Medical Centre
Address	Moseley Road, Fallowfield, Manchester, M14 6PE
Planning Ref	144426/FO/2025

0.0 Introduction

This document has been prepared in response to condition 3 of the planning permission awarded by Manchester City Council (MCC). The sections of this document have been aligned with the pre-commencement requirements listed below.

Prior to the commencement of the development, 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:

1. *The routing of construction traffic.*
2. *Detail the vehicular activity associated with the construction including appropriate swept path assessment.*
3. *Details of the location and arrangements for contractor parking.*
4. *The identification of the vehicular access points into the site.*
5. *Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period.*
6. *The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location.*
7. *A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.*
8. *Identify measures to reduce noise emissions.*

This document has been written in consideration of documents and drawings which have previously been submitted as part of the planning application, including:

- Road Safety Audit; J Bartlett Consulting Ltd
- Highways Post-App Technical Note; Curtins Consulting Ltd.
- Design And Access Statement; Giling Dod Associates
- Transport Assessment; Curtins Consulting Ltd
- Travel Plan; Curtins Consulting Ltd
- The Location Plan HMCNMC-GDA-V1-S1-DR-A-9903
- Existing Site Plan HMCNMC-GDA-V1-S1-DR-A-9900
- Proposed Site Plan HMCNMC-GDA-V1-S1-DR-A-9901
- Swept path analysis for construction access HMCNMC-CUR-ZZ-00-DR-C-95010-P02
- Dilapidation Survey; Curtins Consulting Ltd

The contents of this document will be incorporated within our CDM Construction Phase Plan once approved by Manchester City Council.

1.0 Routing of Construction Traffic

1.1 Site Entrance Location

Grid Reference: SJ 86321 93941
XY: 386321, 393941
W3W: ///rocky.areas.month

The site will be located directly off Moseley Road (B5093). See image below which is taken from previously submitted Location Plan HMCNMC-GDA-V1-S1-DR-A-9903.



Image 1: Extract from Location Plan HMCNMC-GDA-V1-S1-DR-A-9903

1.2 Access Routes

All site traffic to access the site travelling east along Moseley Road (B5093) with a left turn onto the property. Strictly no access by turning right when travelling west.

Signs will be placed on the central reserve notifying drivers not to attempt a right turn into the construction site, with one open section of the central reserve to be closed in line with the recommendations of the Highways Post-App Technical Note (Curtains Consulting Ltd) and Road Safety Audit (J Bartlett Consulting Ltd). Both documents have previously been submitted to MCC.

Traffic travelling west past the site entrance will be directed to follow the route shown below to turn around, using Yew Tree Road and Hart Road to return to the site travelling east along Moseley Road.



Image 2: redirecting vehicles to access site travelling eastbound on Moseley Road.

2.0 Vehicular Activity

2.1 Construction Activities

The activities below are taken from the draft construction programme. Activities with foreseeably high number of associated waste or material transport, and activities requiring crane operations have been highlighted.

Hawthorn Medical Centre	506 day
Contract Award	1 day
Standstill Period	10 days
Mobilisation	20 days
Pre-Commencement Planning C	0 days
Site Possession	1 day
Enabling works	**12 days**
Highways Consents - Section	0 days
Footpath diversion/closure	0 days
Secure Site	1 day
Temporary Welfare	1 day
Demolish existing wall at acce	2 days
Tree Protection	2 days
Remove existing tarmac and R	2 days
New Kerbs	3 days
Stone formation	1 day
Hazard warning paving	2 days
Base course tarmac	1 day
Wearing Course to access roa	1 day
Wearing course to footpath	1 day
Highways Sign Off	1 day
Form access on to site & stone u	2 days
Tree Root Protection Works	2 days
Welfare, Site office establishmen	2 days
Tree removal & Topsoil strip & ca	2 days
Substructure	**47 days**
Excavations to Retaining wall	2 days
Massfil Concrete	2 days
Shuttering	2 days
Mesh & Starter Bars	3 days
Concrete to Retaining Wall foo	1 day
Shuttering to one side	2 days
Reinforcing	2 days
Shuttering & stop ends	2 days
Concrete to Retaing wall	1 day
Strip Shuttering	1 day
Temporary works design - seq	0 days
Demolish existing boundary w	8 days
Crush demolished boundary w	4 days
Secure boundary with new ho	8 days
Re-open footpath (Retain partia	0 days
Excavations GL 5-8	2 days
Massfill to footings & pads	2 days
Mesh & Concrete	2 days
Excavations GL 1-5	2 days
Massfill to footings & pads	2 days
Mesh & Concrete	2 days
Steel Column Encasement	5 days
Substructure Masonry	7 days
Incoming Services ducts & dra	3 days
Underslab SW & FW	8 days
Beam & Block Contractor Des	8 wks
Beam & Block Floor	3 days
Frame & Superstructure	**125 day**
Steel Frame	**65 days**
Lead In	8 wks
Steel to steel connections &	0 days
Erection	6 days
Fit roof steelwork	1 day
Netting & Scaffolding	4 days
Studwelding to steel	2 days
Precast slab Contractor Desig	8 wks
Precast Concrete Slabs to Ro	2 days
Open slab cores, fit reinforcing	4 days
Shuttering to perimeter	2 days
Concrete	1 day
SFS to parapet	5 days
SFS Lead In and Procuremen	12 wks
Core drill & Install all roof pen	5 days
Roofing design & procuremen	10 wks
IKO Tapered Insulation & Mem	15 days

Ply & Temporary weathering to	2 days
PV Panels	6 days
SFS	**88 days**
Lead In, incl Contractor Des	12 wks
Installation	**28 days**
GL 2	4 days
GL E	7 days
GL 8	6 days
GL A	7 days
GL 1	2 days
GL B	2 days
External Windows & Doors	**88 days**
Lead In & Contractor Desig	16 wks
Installation	**8 days**
GL 2	1 day
GL E	2 days
GL 8	2 days
GL A	2 days
GL 1	1 day
External Masonry	**40 days**
Adjustments to scaffolding	0 days
Structural wall Ties Contrac	3 wks
Masonry	25 days
PPC Cappings, RWG incl Hop	5 days
Canopy soffit cladding	7 days
Fit Out	**173 day**
Internal Partitions & board o	**17 days**
Zone 1	5 days
Zone 2	5 days
Zone 3	5 days
Patressing	12 days
Screed	**9 days**
Zone 1	3 days
Zone 2	3 days
Zone 3	3 days
Containment support system	5 wks
M&E Contractor Design	12 wks
Ventilation first fix	25 days
M&E Containment & First Fix	25 days
Internal Board & Skim	**36 days**
MF Ceilings	25 days
Zone 1	12 days
Zone 2	12 days
Zone 3	12 days
Firestopping Contractor Desig	5 wks
Firestopping Works Commenc	0 days
Mist Coats Commence	0 days
Suspended Ceiling Grids	20 days
Plantroom Floor Paint	5 days
M&E plant support system de	0 days
Plantroom Fit Out	30 days
M&E second fix	30 days
Internal doors lead in	16 wks
Internal Doorsets & Joinery	25 days
Flooring, incl temp protectio	**29 days**
Entrance & Lobby Doors with a	5 days
Lead in incl access control for e	12 wks
Air Test	1 day
IPS Units design & procurem	10 wks
IPS Units, sanitary & Plumbin	30 days
Whiterock to walls	7 days
Decoration	25 days
M&E final fix	25 days
Accoustic Test	1 day
Fixed Furniture, incl Reception	12 wks
Fixed Furniture	10 days
Reception Desk	5 days
Pendock/boxing	10 days
FF&E	10 days
Wayfinding and Signage Desig	0 days
Wayfinding/Signage	5 days

Test & Commission	**24 days**
Commencement	0 days
Electrical	**17 days**
Power on	0 days
Electrical systems	7 days
Fire alarm	5 days
Nurse call	5 days
Access controls	5 days
CCTV	2 days
Data	2 days
Mechanical	**12 days**
AC	1 day
MVHR	10 days
FCU	5 days
Chilled water	5 days
Vent and heating bala	10 days
BMS	7 days
Chlorination (date to b	1 day
External Works	**111 day**
Cat Ladders	3 days
SW - EX MH1A to SW05	4 days
FW & SW Drainage & form lev	6 days
Lightning Protection	2 days
Plant Compound	5 days
Recycling Store	5 days
FW UU2901 to FW06	8 days
Additional unforeseen drainag	3 wks
SW Attenuation tank	6 days
Stone up levels to carpark	3 days
Ducting & cabling	5 days
Kerbs & Edgings & Gulleys	15 days
Balustrading & Metal Work C	0 days
Boundary walling	15 days
Paving	20 days
Fencing & gates	20 days
Tarmac to building and sectio	3 days
Relocate welfare	2 days
Cycle store	2 days
Tarmac	4 days
Linemarking	2 days
External Furniture	2 days
External Lighting	3 days
Signage	4 days
Planting & Soft Landscaping	10 days
EV Chargers	2 days
Handover	1 day
Aftercare	**241 day**
Initial on-site support	30 days
Extended Aftercare	12 mon
Post Occupancy Evaluation	1 day

Site activities will generally require the following types of vehicles:

- Concrete delivery wagons and pumps
- Skip wagons
- Mobile cranes
- Lorry-mounted cranes
- Curtain-sided delivery wagons
- Low-loaders

2.2 Swept Path Analysis

Swept path analysis have previously been submitted, contained within the Transport Assessment prepared by Curtins Consulting Ltd. The analysis on drawing 087546-CUR-XX-XX-G-TP-05002 contained in the report shows the access and egress of a box van based on the permanent design.

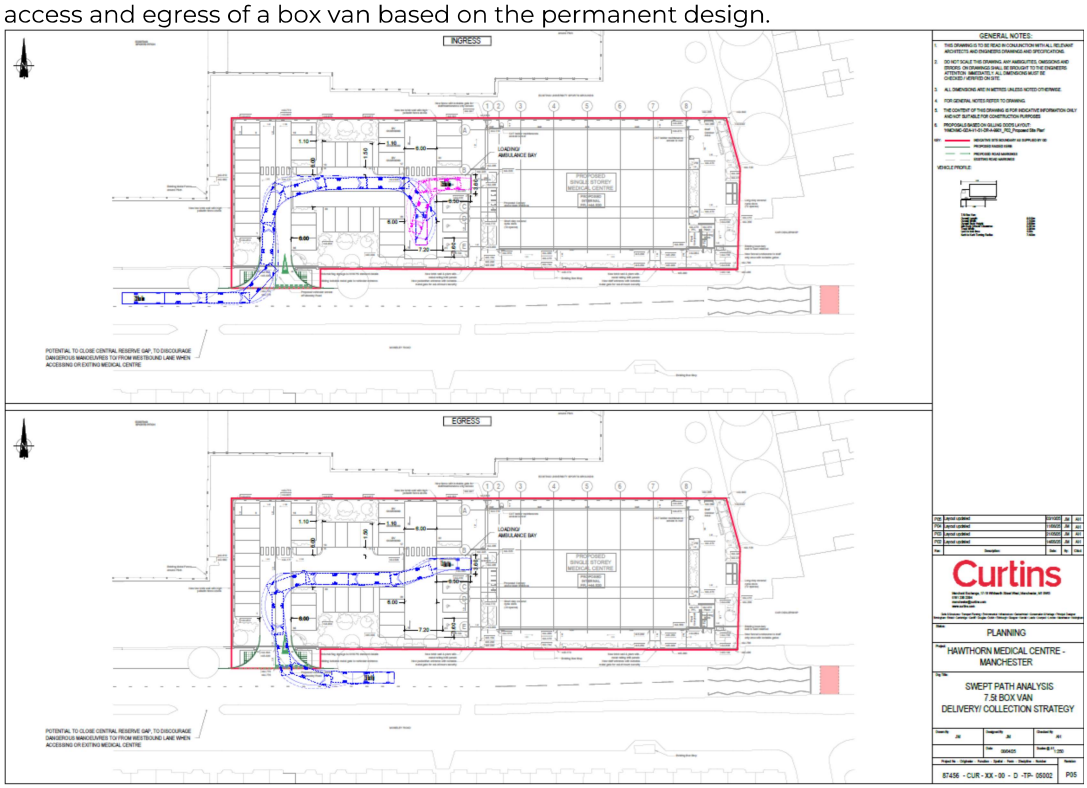


Image 3: Swept path analysis 087546-CUR-XX-XX-G-TP-05002

Curtins Consulting have subsequently provided swept path analysis for an FTA Design Articulated Vehicle (see HMCNMC-CUR-ZZ-00-DR-C-95010-P02 Construction Access in appendix 1) to simulate the access arrangements during the construction phase. Image 4 below highlights the different phases of vehicles pulling into the site off the highway during open hours (blue), before being assisted by a vehicle marshal to reverse on the property (yellow) and leave the site driving forward (red). The site establishment must always allow space for this arrangement.

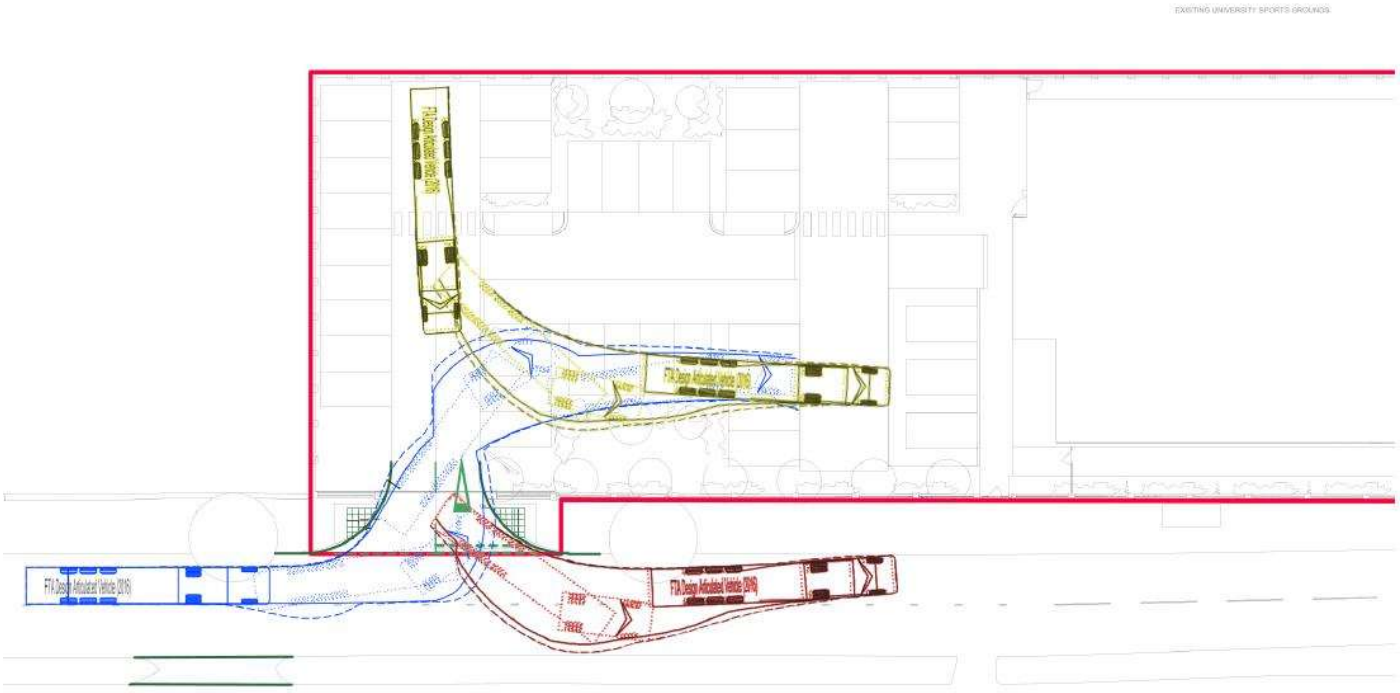


Image 4: Highlighted image based on swept path analysis HMCNMC-CUR-ZZ-00-DR-C-95010-P02 Construction Access

3.0 Contractor Parking

There will be no parking spaces available within the construction site, owing to the constraints caused by site welfare, material/waste storage, access and turnaround for delivery vehicles and the space required for general access around the new structure.

All construction staff will be strongly warned not to park on the highway outside the site, or in the residents' parking spaces on the opposite side of the carriageway.

Staff will initially be directed to park at nearby NCP facilities (shown in image 5 below). Other options include using the Just Park website to reserve local parking, or alternatively use on-street parking further along Moseley Road (highlighted with yellow marker on image 5 below). Short-stay parking is available at local options such as nearby retail park and supermarket; however this will only be suitable for site visitors.

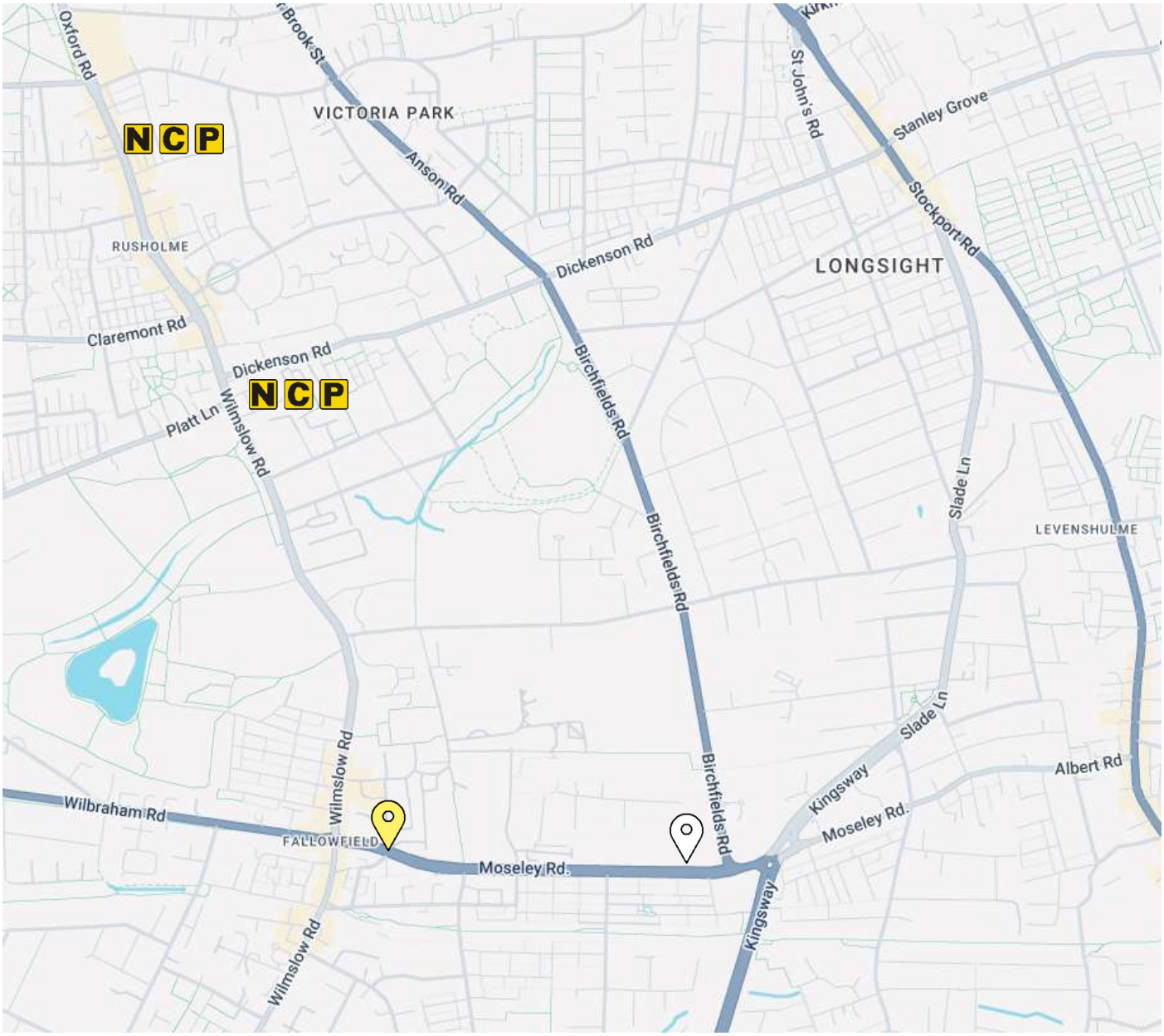


Image 5: Potential off-site parking

4.0 Vehicular Access Point

As outlined in section 2.2 and appendix A of this document, there will be a single point of vehicle entry to the site.

Strictly no access to the site via neighbouring properties.

5.0 Controlling Dust and Mud on the Highway

5.1 Controlling Dust

Groundworks will be supported with water suppression to prevent dust becoming airborne. The site will be dampened down with sprayed water for the duration of excavation works to keep the production of dust to a minimum. A towable bowser will be provided for ease of dampening down hard surfaces.

Stockpiling soil/stone materials will be minimised, in part due to site constraints. Where stockpiles are temporarily in place whilst waiting to be removed/used, the material will be dampened down as necessary.

Delivery vehicles, concrete mixers, and site dumpers must turn off engines immediately upon parking. No idling is permitted near classrooms or play areas to prevent diesel particulate matter accumulation.

No dry mechanical cutting of stone, paving slabs, brickwork, or timber is permitted on site. All saws must be connected to a continuous water-feed attachment and/or on-tool extraction.

Any internal activities which foreseeably cause dust will also be supported with dust extraction equipment. On-tool extraction units will provide LEV in dedicated work areas, with the LEVs subject to regular maintenance and inspection.

Dry sweeping is prohibited. Use wet vacuuming or damp sweeping methods instead.

Waste materials will *not* be treated (e.g. crushed, screened) on site to reduce the risks. Materials will be sorted into waste categories as efficiently as possible, with further segregation of mixed skips off site where required.

Absolutely no burning of waste materials (timber, packaging, clearing debris) is permitted on site under any circumstances.

See also measures for maintaining the highway below.

The Site Manager will be responsible for monitoring activities for dust control throughout the project. Daily inspections of site conditions will include:

- Investigation into visible dust clouds/plumes
- Investigation into mud/dust tracking onto highway
- Supervision of plant/vehicle driving (e.g. idling, revving, speeds)
- Condition of haul road, site access and temporary surface areas
- Condition of waste/materials stockpiles
- Arrangements ahead of high wind speeds and prolonged dry spells
- Supervision of activities where materials are being worked (e.g. cutting, grinding) and ensuring they're located away from residential boundaries as far as reasonably practicable
- Availability and correct use of dust suppression/extraction equipment

Environmental monitoring stations will be positioned on site to provide surveillance during periods of increased risk of dust, noise and vibration. Full outline of the installation still in discussion with monitoring contractor, including potential integration with fire and security systems. Positioning of monitoring stations will be representative of the nearest NSRs.

The Site Manager will be responsible for organising additional bowsers of water for dust suppression ahead of dry conditions or when the need for additional mitigation is identified.

5.2 Mud on the Highway

Read will ensure that adequate equipment is provided to wash down mud/detritus from tyres and tracks of vehicles leaving the site onto the highway.

It is the intention to develop the new hardstanding areas as early as possible to provide a suitable and clean infrastructure to carry out the construction works. Machinery undertaking the reduced level dig of the site will not travel onto the highway. Similarly, wagons will not enter onto the exposed ground areas to collect spoil for cart away; temporary matting will be provided for the wagons to park next to stockpiles for loading.

The suitability and cleanliness of the hardstanding surface will be regularly monitored throughout the project, with jet washing and/or small motorised sweepers on hand to clean the surface.

Read will organise a local road-sweeping service to carry out maintenance to the highway after large quantities stone/soil movements. The Site Manager will be responsible for regularly monitoring the condition of the highway and organising any additional sweeping as necessary.

6 Emergency Contact

Read will maintain approachability throughout the works, to ensure members of the public are able to raise concerns, complaints and feedback to the management team. Contact details will be posted at the site entrance and distributed via appropriate newsletters and social media to the public.

All matters raised by the public will be treated with respect, fairness, promptness and confidentiality.

The team will aim to address all issues amicably and as soon as possible. Where the issue requires further investigation or escalation, the team will provide acknowledgement of the concern/complaint/feedback and respond formally with details of further action within an agreed timeframe.

All concerns, complaints and feedback will be recorded to ensure transparency of the process. Records will be regularly reviewed to ensure actions are complete and identify opportunities for continuous improvement.

Contacts in case of complaints:

- Greg Hurstfield
- 07836 315 190
- greg.hurstfield@readconstruction.co.uk

- Eddy O'Grady (Contracts Manager)
- 07810 552 146
- eddy.ogrady@readconstruction.co.uk

- Dawid Cloete (Construction Director)
- 07771 957 823
- dawid.cloete@readconstruction.co.uk

- Iolo Rhys (SHEQ Manager)
- 07989 708 562
- iolo.rhys@readconstruction.co.uk

Additional details of security company will be displayed on the site entrance (details TBC). The security company will provide 24hr monitoring and response to any public alerts.

7 Highway Dilapidation Survey

A dilapidation survey has been conducted by Curtins Consulting Ltd. Please see report document 087546-CUR-XX-XX-C-C-00001-P01 (issued 27/03/2026) in Appendix 2.

8 Reducing Noise Emissions

To limit impact on Noise Sensitive Receivers (NSRs), noise generating works will be limited to the working hours shown below:

- Monday – Friday: 07:30 until 17:00 (no noisy works before 8am)
- Saturday: 08:30 until 13:00 (as required)
- Sunday & Bank Holidays: No works.

Where there is a requirement for any works to take place outside the above hours, they shall be agreed with the Local Authority Planning team and communicated with the public in advance. Notification will be provided in advance to neighbours of any upcoming noisy works.

To minimise noise levels for NSRs the site compound will be powered by means of a temporary electricity supply therefore generator noise is not envisaged.

Vehicles operating on-site will operate at minimal speed to minimise noise impact, along with safety reasons. All site operatives will be briefed on relevant noise control measures, including best practicable means.

To minimise noise and vibration levels throughout construction of the works, best practicable means should be employed. General measures should include the following as appropriate:

- Careful selection of plant, construction methods and programming. Only plant conforming with relevant national or international standards, directives and recommendations on noise and vibration emissions will be used.
- All construction plant will be maintained in good condition with regard to minimising noise output and workers exposure to harmful noise and vibration.
- Design and use of site hoardings and screens, where practicable and necessary, to provide acoustic screening at the earliest opportunity.
- Construction plant will be located, as far as is reasonably practicable, away from adjacent occupied buildings.
- When plant is not being used it shall be shut down and not left to idle.

Read will ensure operations on site use best practical methods to reduce noise and vibration from the site, by following the guidance and noise levels set out in 'BS5228: Control of Noise and Vibration on Construction and Open Sites'.

The Site Manager will be responsible for monitoring activities for noise control throughout the project. Daily inspections of site conditions will include:

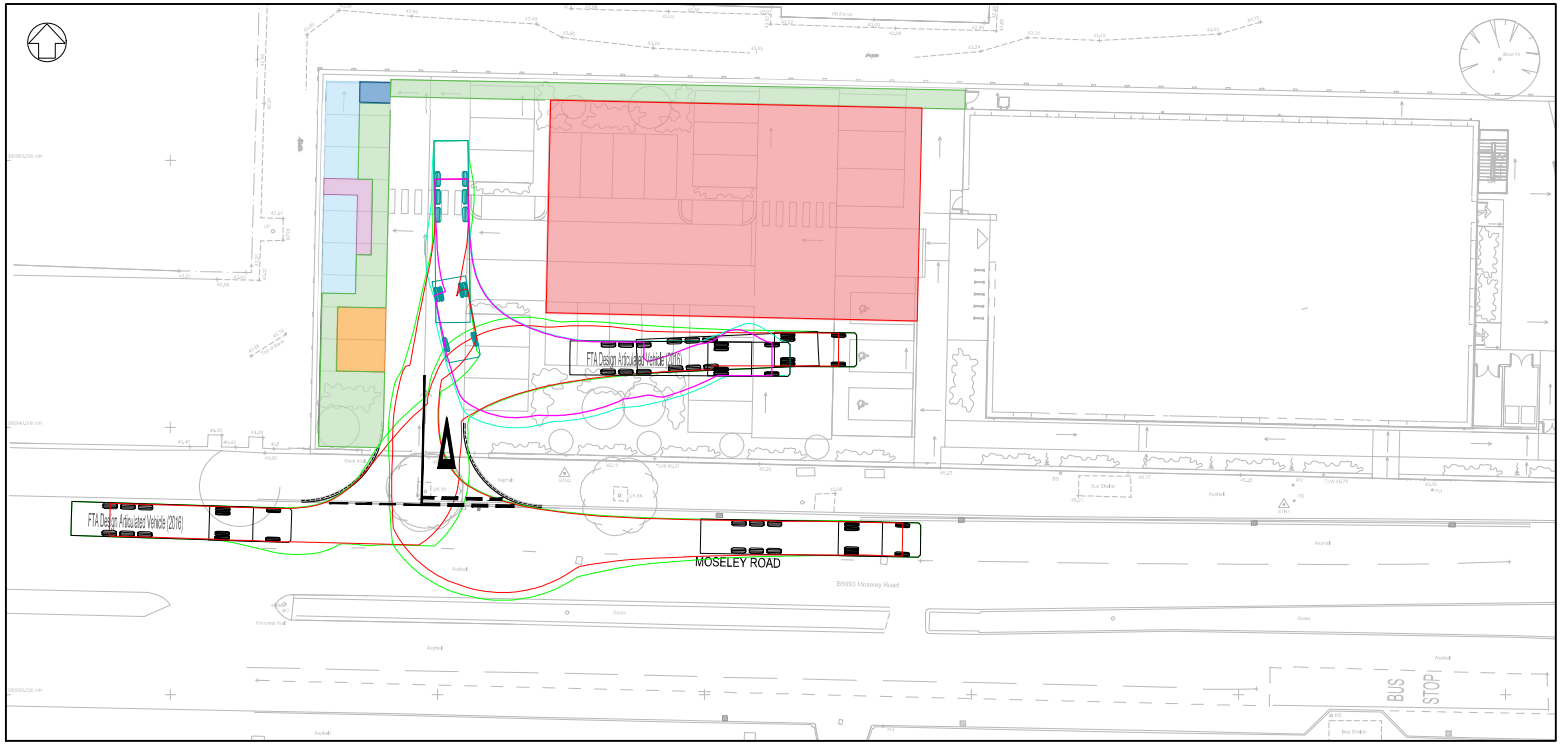
- Supervision of effective plant maintenance
- Supervision of plant/vehicle driving (e.g. idling, revving, speeds)
- Establishing acoustic enclosures/hoarding for noisy plant and operations, and positioning away from NSRs.
- Monitoring activities where materials are being worked (e.g. cutting, grinding)
- Behavioural noise associated with shouting on site and radios (not permitted)

The Site Manager will be provided with a handheld monitor to carry out spot-checks of activities.

Environmental monitoring stations will be positioned on site to provide surveillance during periods of increased risk of dust, noise and vibration. Full outline of the installation still in discussion with monitoring contractor, including potential integration with fire and security systems. Positioning of monitoring stations will be representative of the nearest NSRs.

Appendix 1

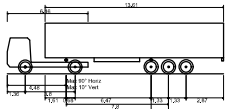
HMCNMC-CUR-ZZ-00-DR-C-95010-P02 Construction Access swept path analysis.



GENERAL ARRANGEMENT / TRACKING

KEY

- DOUBLE STACKED OFFICE, MESS AND MEETING ROOMS
- SITE TOILET BLOCK
- DEDICATED PEDESTRIAN ROUTE
- PARKING
- FIRST FLOOR LANDING AND STAIRS
- STORAGE AND CRANE LOCATION



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

GENERAL NOTES:

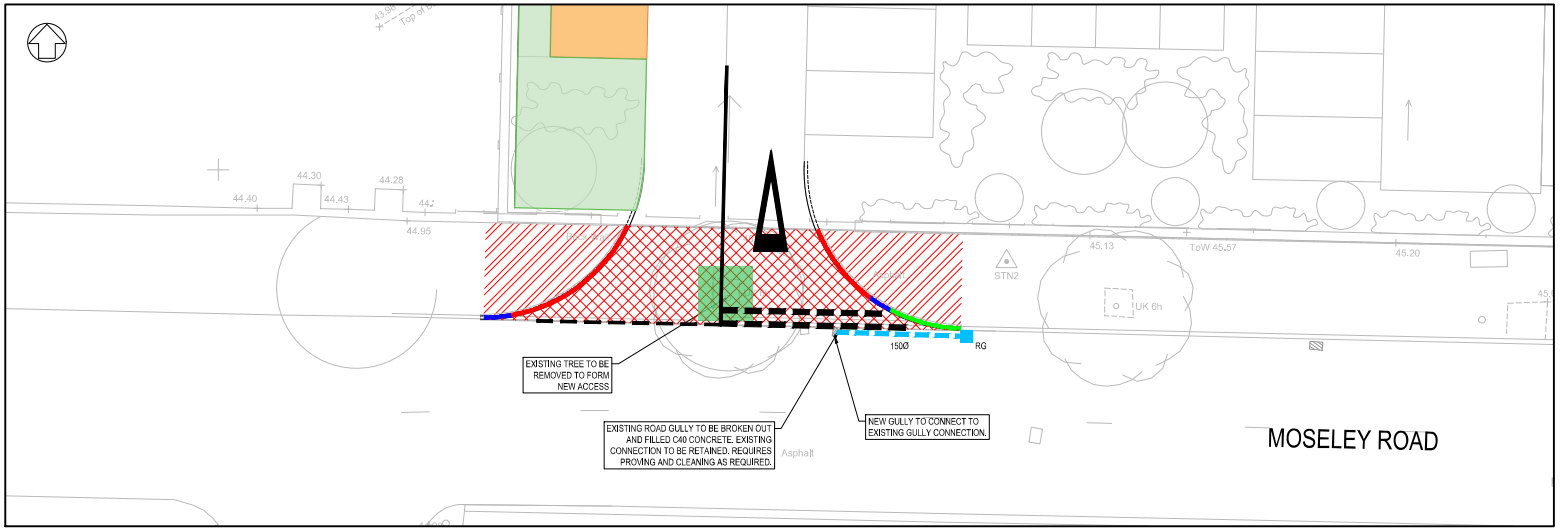
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ALL DETAILS AND DIMENSIONS ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE TOPOGRAPHICAL SURVEY AND UNDERTAKING ADDITIONAL SURVEYS FOR VALIDATION PURPOSES.
5. ALL WORKS TO BE AGREED AND APPROVED BY THE LOCAL AUTHORITY PRIOR TO COMMENCING ON SITE.
6. ANY DAMAGE TO THE EXISTING HIGHWAY DURING CONSTRUCTION TO BE MADE GOOD BY CONTRACTOR.
7. HIGHWAY BOUNDARY EXTENTS TO BE CONFIRMED BY MCC COUNCIL.
8. ROAD SAFETY AUDITED WILL BE REQUIRED TO ASSESS THE PROPOSED WORKS.
9. ALL WORKS PROPOSED TO EXISTING HIGHWAY WILL BE SUBJECT TO A SECTION S278 AGREEMENT WITH OLDHAM COUNCIL AND NO WORKS SHALL START UNTIL FULL TECHNICAL APPROVAL HAS BEEN GRANTED.
10. REFER TO TSRGD 2016 FOR DIAG NUMBERS

DRAWING BASED ON:

TOPOGRAPHICAL SURVEY
- 74193MCUG-01 TOPOGRAPHICAL & GPR SURVEY DATED MARCH 2025

ARCHITECT'S PLANS
- MCNMC-GDA-V1-S1-DR-A-1002 P07 PROPOSED SITE PLAN

TRANSPORT PLANNING
- 87546-CUR-XX-00-D-TP-75001 P05 ACCESS ARRANGEMENT PLAN



CONSTRUCTION DETAILS

CONSTRUCTION KEY

- PROPOSED FOOTWAY OVERRUN CONSTRUCTION
  200mm C40 CONCRETE WITH A393 MESH TOP AND BOTTOM
  150mm GRANULAR SUB-BASE, TYPE 1 TO CLAUSE 803.
- PROPOSED CARRIAGEWAY CONSTRUCTION
  30mm AC10 CLOSE SURF 100/150 TO BE EN 13108-1
  200mm C40 CONCRETE WITH A393 MESH TOP AND BOTTOM
  150mm GRANULAR SUB-BASE, TYPE 1 TO CLAUSE 803.
  ASSUMED MINIMUM FORMATION CBR 5%
- K1 HALF BATTER PCC KERB 125mm KERBFACE TO MANCHESTER STANDARD DETAIL K1 Rev B
- K2 BULLNOSE DROPPED PCC KERB 6mm KERBFACE TO MANCHESTER STANDARD DETAIL K2 Rev B
- TRANSITION KERB FROM HALF BATTER TO BULLNOSE
- ALLOWANCE FOR OVERFILL TO EXCAVATED TREE PIT. TO BE FILLED TO FORMATION LEVEL WITH 6F2 MATERIAL. EXTENT SHOWN IS INDICATIVE AND TO BE CONFIRMED ON SITE.
- RG PROPOSED ROAD GULLY
- PROPOSED GULLY CONNECTION - TO CONNECT TO EXISTING GULLY CONNECTION

Rev.	Description:	Date:	By:	Chkd:
P02	UPDATED TO CLIENT COMMENTS	24/03/26	HS	HS
P01	FIRST ISSUE	24/03/26	HS	HS

Curtins
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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: HAWTHORN MEDICAL CENTRE

Drg Title: CONSTRUCTION ACCESS

Drawn By	Designed By	Checked By
HS	HS	HS
	Date: 24/03/26	Scales @ A1: 1:100

Project No - Originator - Function - Spatial - Form - Discipline - Number: HMCNMC - CUR - ZZ - 00 - DR- C - 95010

Revision: P02

\\nas-1-1\Projects\087561 - 087565\087564 - Hawthorn Medical Centre\04-Project\04-Model\Drawings\C-D\95010

Appendix 2

Dilapidation Survey Report by Curtins Consulting Ltd. 087546-CUR-XX-XX-C-C-00001-P01.

Curtins | Building a better future

Hawthorn Medical Centre

Dilapidation Survey

Curtins Ref: 087546-CUR-XX-XX-C-C-00001
Revision: P01
Issue Date: 27 March 2026

Client Name: NHS Property

Client Address: NHS Property, 99 Gresham Street, London, EC2V 7NG

Site Address: Fallowfield, Manchester, M14 6PD

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First Issue	PB	HS	27/03/26

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Heath Scotchford BEng (Hons) Principal Civil Engineer		27 March 2026

Authorised	Signature	Date
Heath Scotchford BEng (Hons) Principal Civil Engineer		27 March 2026

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Drawings

Drawing HMCNMC-CUR-ZZ-00-DR-C-95100-P01 Dilapidation Survey

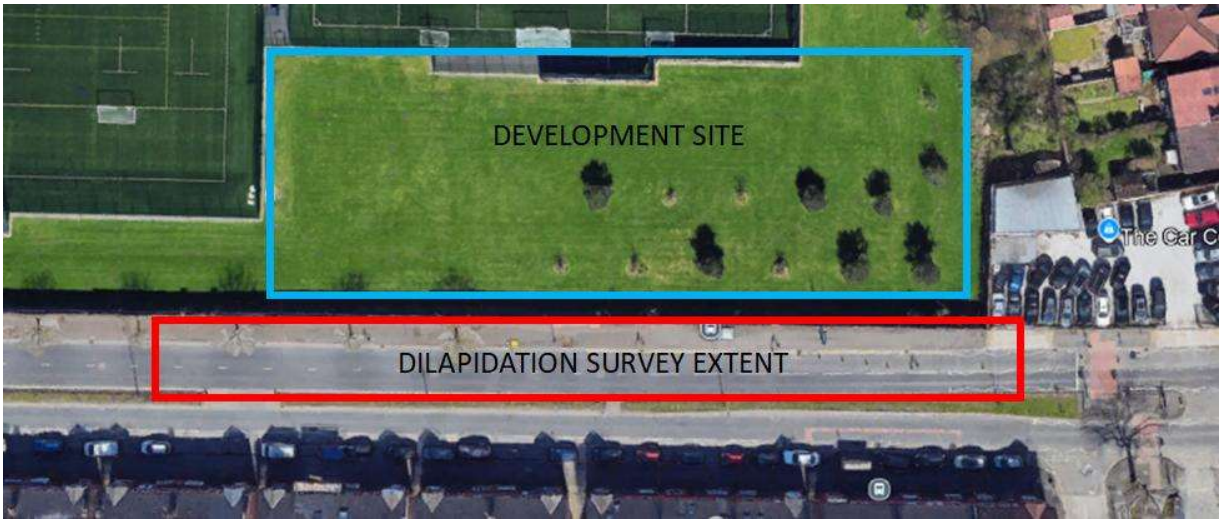
1.0 Introduction

1.1 Purpose of the Report

1.1.1 Curtins has been appointed by NHS Property Ltd to undertake a dilapidation survey in accordance with Planning Condition 3 for the frontage of the development on to Mosely Road.

1.2 Scope of Report

1.2.1 This dilapidation report is limited to the area indicated below, along the frontage of the development site on Moseley Road-



2.0 Dilapidation Survey

2.1 Survey Conditions

2.1.1 The survey was undertaken on Wednesday 25th March 2026 between 9:30am and 11am.

Weather, rain, hail and clear at time

Temperature, 5 degrees

2.2 General Observations

2.2.1 Below are some observations noted during the survey-

- The footway at some point, has had a surface treatment applied
- There is utility trench scar running along the footway up to the cluster of access chamber covers that ends close to the bus shelter
- In general, the footway is holding water in places and un-even
- All the gullies along this stretch of Moseley Road indicate existing repairs around them
- There are instances along Moseley Road of perpendicular cracking within the roadway

2.3 Survey Photographs

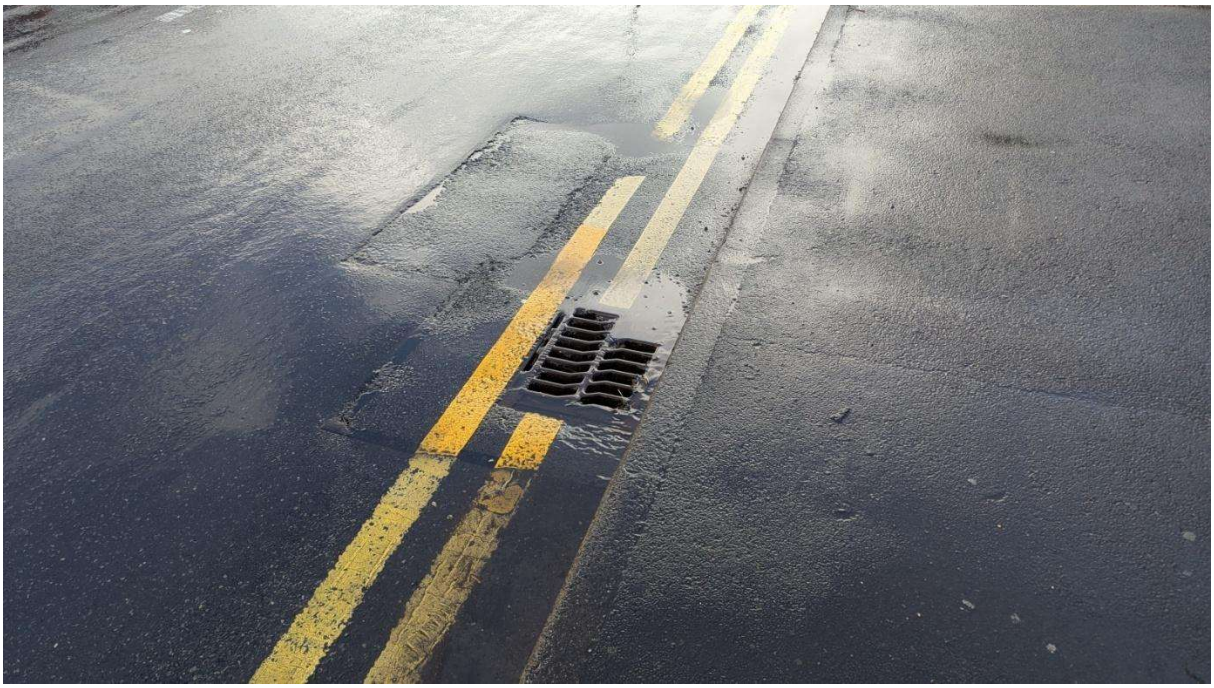
2.3.1 For photograph locations please refer to drawing HMCNMC-CUR-ZZ-00-DR-C-95100-P01.

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Photograph 01-



Photograph 02-



Photograph 03-



Photograph 04-



Photograph 05-



Photograph 06-



 Copyright © 2026 Curtins Consulting Ltd

Photograph 07-



Photograph 08-



Photograph 09-



Photograph 10-



Photograph 11-



Photograph 12-



Photograph 13-



Photograph 14-



Photograph 15-



Photograph 16-



Photograph 17-



Photograph 18-



Photograph 19-



Photograph 20-



Photograph 21-



Photograph 22-



Photograph 23-



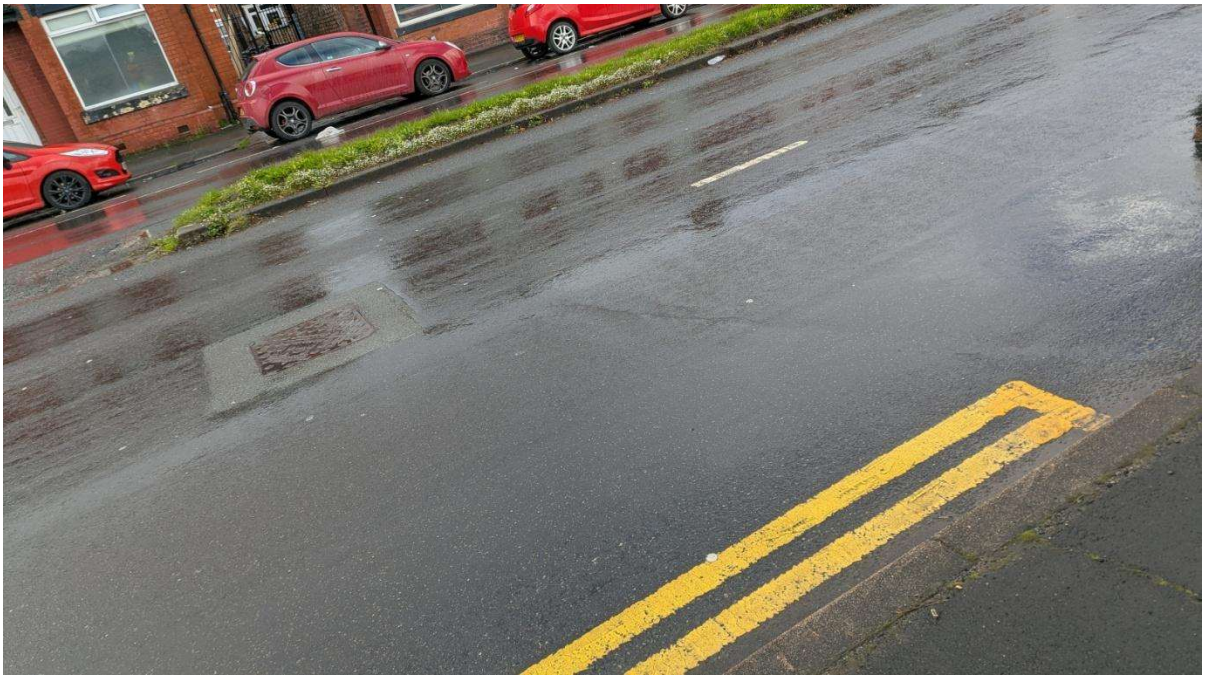
Photograph 24-



Photograph 25-



Photograph 26-



Photograph 27-



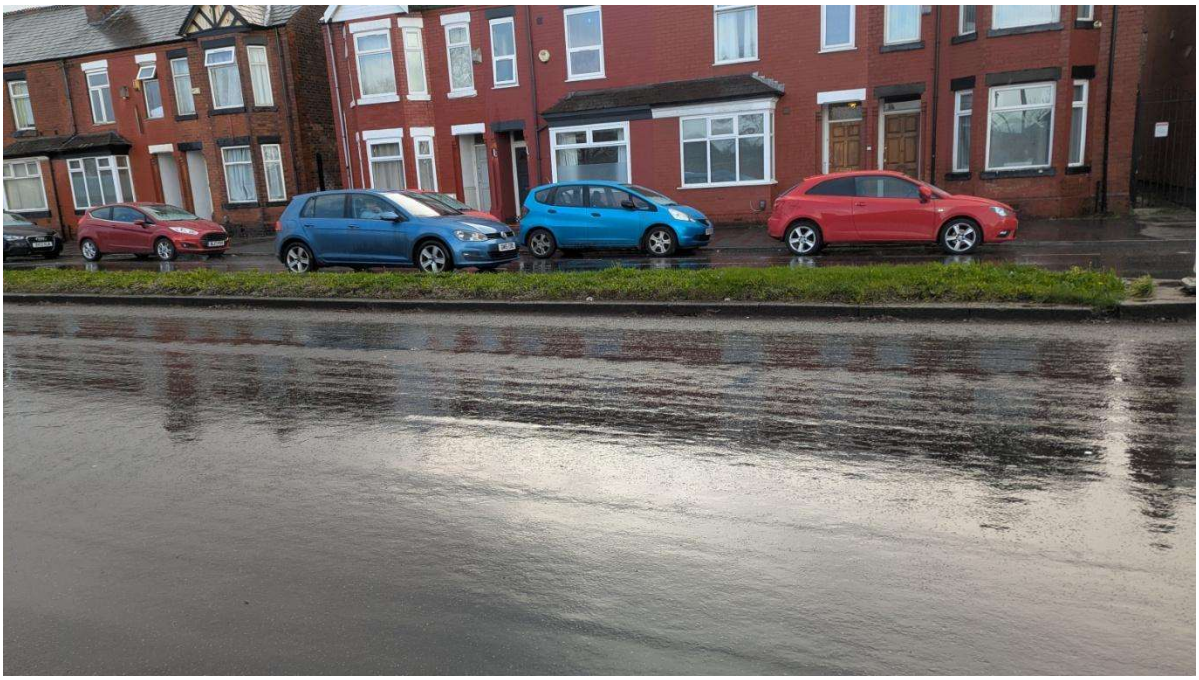
Photograph 28-



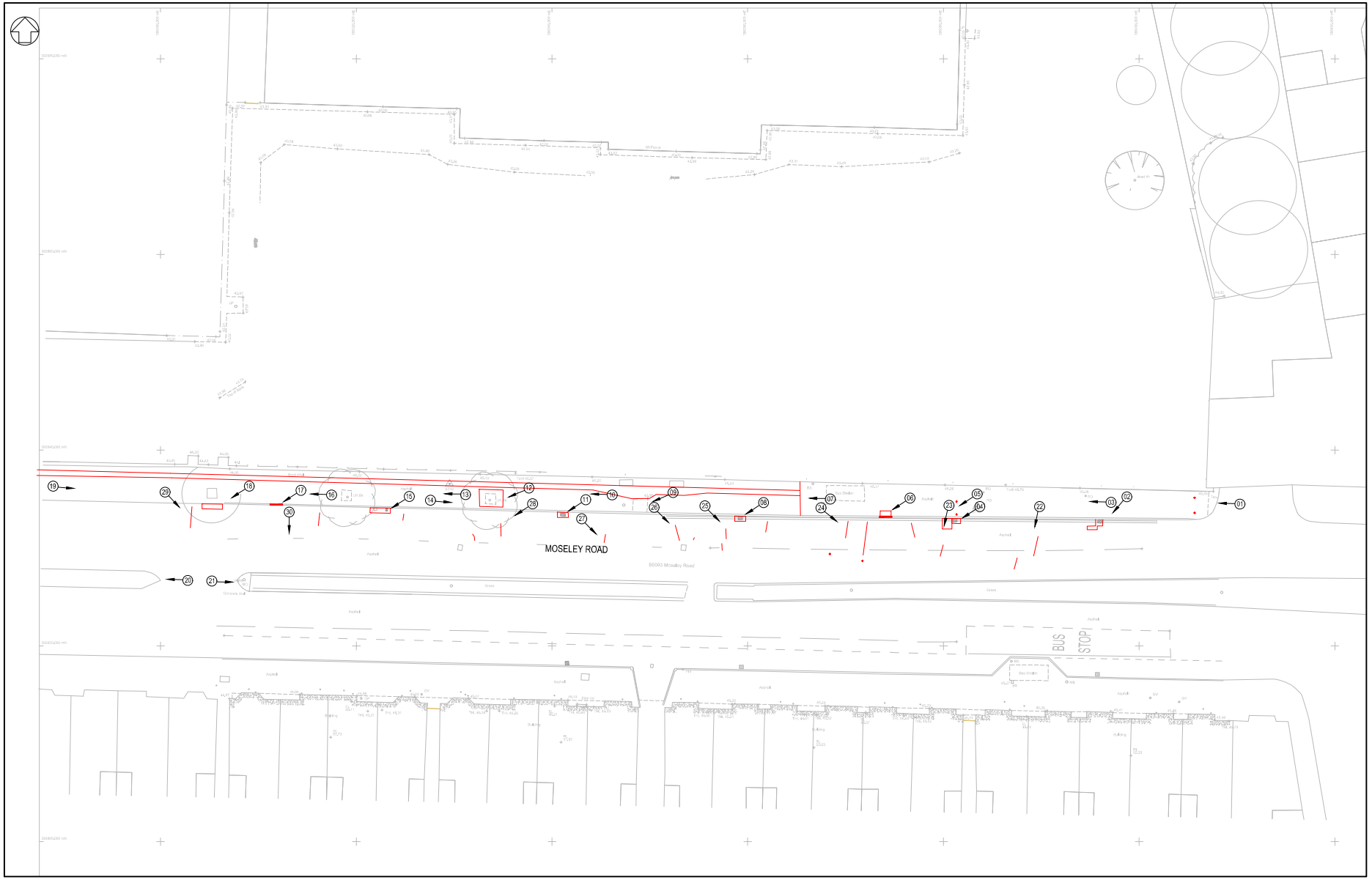
Photograph 29-



Photograph 30-



Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ALL DETAILS AND DIMENSIONS ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE TOPOGRAPHICAL SURVEY AND UNDERTAKING ADDITIONAL SURVEYS FOR VALIDATION PURPOSES.
5. ALL WORKS TO BE AGREED AND APPROVED BY THE LOCAL AUTHORITY PRIOR TO COMMENCING ON SITE.
6. ANY DAMAGE TO THE EXISTING HIGHWAY DURING CONSTRUCTION TO BE MADE GOOD BY CONTRACTOR.
7. HIGHWAY BOUNDARY EXTENTS TO BE CONFIRMED BY MCC COUNCIL.
8. ROAD SAFETY AUDITED WILL BE REQUIRED TO ASSESS THE PROPOSED WORKS.
9. ALL WORKS PROPOSED TO EXISTING HIGHWAY WILL BE SUBJECT TO A SECTION S278 AGREEMENT WITH OLDHAM COUNCIL AND NO WORKS SHALL START UNTIL FULL TECHNICAL APPROVAL HAS BEEN GRANTED.
10. REFER TO TSRGD 2016 FOR DIAG NUMBERS

KEY

DILAPIDATION FEATURE

05 PHOTOGRAPH

DRAWING BASED ON:

TOPOGRAPHICAL SURVEY
- 74193MCUG-01 TOPOGRAPHICAL & GPR SURVEY DATED MARCH 2025

ARCHITECT'S PLANS
- MCNMC-GDA-V1-S1-DR-A-1002 P07 PROPOSED SITE PLAN

TRANSPORT PLANNING
- 87546-CUR-XX-00-D-TP-75001 P05 ACCESS ARRANGEMENT PLAN

Rev.	Description:	Date:	By:	Chkd:
P01	FIRST ISSUE	27/03/26	HS	HS

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Status: SUITABLE FOR INTERNAL REVIEW / COMMENT — S3

Project: HAWTHORN MEDICAL CENTRE

Drg Title: DILAPIDATION SURVEY

Drawn By	Designed By	Checked By
HS	HS	HS
	Date: 27/03/2026	Scales @ A1: 1:200

Project No - Originator - Function - Spatial - Form - Discipline - Number: HMCNMC - CUR - ZZ - 00 - DR- C - 95100

Revision: P01

1:200 0 5m 10m 15m 20m

1:1 0 10 20 30 40 50 60 70 80 90 100

\\nas4\Projects\87561 - 87565\87546 - Hawthorn Medical Centre\04-Project\04-Models-Drawings\C-D\95100

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