

Construction Traffic Management Plan

In support of a Discharge of
Conditions Application at No
305 Middleton Road,
Manchester M8 4NG

October 2022



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Regulated by RTPI

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1 INTRODUCTION

- 1.1 This Construction Traffic Management Plan has been prepared to support the discharge of Condition 6 attached to planning application **Ref 67944** at No. 305 Middleton Road, Manchester M1 6EU. Please refer to the Decision Notice at **Appendix 1**.
- 1.2 The development consists of the demolition of the existing detached two storey dwellinghouse on site and its replacement with a new two storey dwellinghouse.
- 1.3 The Construction Traffic Management Plan (CTMP) is based upon national construction logistic guidance for developers and its main purpose is to identify and reduce the negative impact to the local communities, residents, businesses and environment created by construction transport to ensure there is no danger, obstruction or inconvenience to users of the highway and development throughout the construction process.
- 1.4 As such, the CTMP sets out the principles of how construction traffic will be managed during periods of 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 a distinctly residential area and benefits from both good access to the surrounding strategic road network and a close proximity to a range of public transport services. As such, this CTMP provides an overarching framework which aims to deliver the following objectives which have been identified as of particular importance to this site:
- Minimising the use of private transport to and from the site;
 - Minimise and where possible completely negate any potentially negative impacts from construction works on the amenity of surrounding residents;
 - Strategically identify and coordinate site deliveries so that the overall number is reduced, the capacity of each delivery maximised, and their arrivals coordinated to avoid peak periods wherever possible.

2 SITE AND SURROUNDINGS

- 2.1 The site relates to an existing two storey detached dwellinghouse that benefits from a corner plot location at the junction of Middleton Road (A576) and Sheepfoot Lane (A6044). Vehicular and pedestrian access is currently provided off Middleton Road to the east, with two off road parking spaces currently serving the site. Please refer to the site location plan enclosed to **Appendix 2**.
- 2.2 The site forms part of an established residential area to the south of Heaton Park. Notably surrounding properties within the street scene have been extended substantially and feature a variety of external materials.
- 2.3 Following development the site will continue to be accessed off Middleton Road to the east as per the proposed layout enclosed at **Appendix 3**.

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 advice to ensure operations can continue safely following the COVID-19 pandemic.
- 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 will be undertaken to ensure the site is safe.
- 3.4 A photographic survey has been enclosed here at **Appendix 4** detailing the pre-existing footway/roadway condition in the vicinity of the site to identify any defects and damage that pre-date the commencement of development.

Demolition Phase

- 3.5 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;
 - Demolition of all existing structures and substructures that aren't to be retained and site clearance works.

Construction Phase

- 3.6 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.
- 3.7 Upon completion of all the above a compound will be formed allowing construction works to begin. 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.
- 3.8 Foundations and reinforced concrete structures will be constructed by a specialist groundworks contractor. Substructure brickwork will be constructed and the flooring installed with the assistance of plant as necessary.

- 3.9 An external free standing scaffold will be erected allowing all further masonry works 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.
- 3.10 The scaffold will then be removed and the internal fit out shall be completed.
- 3.11 Soft and hard landscaping shall be completed.
- 3.12 As stated previously all known services will be isolated prior to any works taking place. Temporary water and electric supplies will be installed on site to accommodate the construction works.
- 3.13 Statutory service providers will provide new electricity, water and telecommunication connections on site as coordinated by the lead contractor. These works shall be coordinated and planned in advance to minimise any excavation works and traffic management proposals will be explored.

Access Arrangements

- 3.14 One vehicle access to the site will be provided, qualified plant and traffic marshals/banksmen will always be provided when any vehicles are manoeuvring or entering/leaving the site. One pedestrian access shall also be provided on site all gates will be secured when not in use to prevent unauthorised access to the site.
- 3.15 For clarity, vehicular and pedestrian access will utilise the existing site access and crossover off Middleton Road to the east.
- 3.16 Deliveries and collections shall be made by appointment only with the site manager. Regretfully, due to site restrictions access into the site will be limited. As such, a delivery area outside No. 305 Middleton Road is to be set and agreed with Bury Council as identified at **Appendix 5**. Regardless, all plant and materials will be stored within the site boundaries at all times.
- 3.17 The site benefits from a good location on the strategic road network. Vehicles will be able to avoid all surrounding residential streets on their approach to site. All large delivery vehicles will approach the site the A576 or A6044 and stop at the front of the site in the pre-determined area.
- 3.18 To minimise any disruption to neighbouring properties and the general public all schedulable deliveries will be accommodated between the hours of 09:00-16:00 . Scheduled deliveries that

are made outside these hours will be turned away from site and directed back to the appropriate supplier.

- 3.19 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.
- 3.20 All Construction deliveries will be carefully planned using a booking system with agreed delivery times, 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.
- 3.21 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.
- 3.22 The site benefits from a good level of accessibility to public transport with a GMAL score of 5, close to 6. Furthermore, Bowker Vale Tram and Bus Stop is located just 470 metres away and provides direct access to both Manchester and Bury as well as regional connections throughout Greater Manchester. 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.
- 3.23 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 CTMP will be reviewed by the main site contractor, suppliers, design team, client and local authorities so that any required alterations may be done.
- 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.



Image 1: Skip Lorry

Skip Lorry

- 4.2 Skip lorries will be used from the very beginning of the construction phase until the end of the project and consequent site clearance. We would expect to have one per week during the substructure works and as the works progress on site.
- 4.3 Waste contractors in operation of said lorries will have access to this CTMP 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 6**).
- 4.4 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

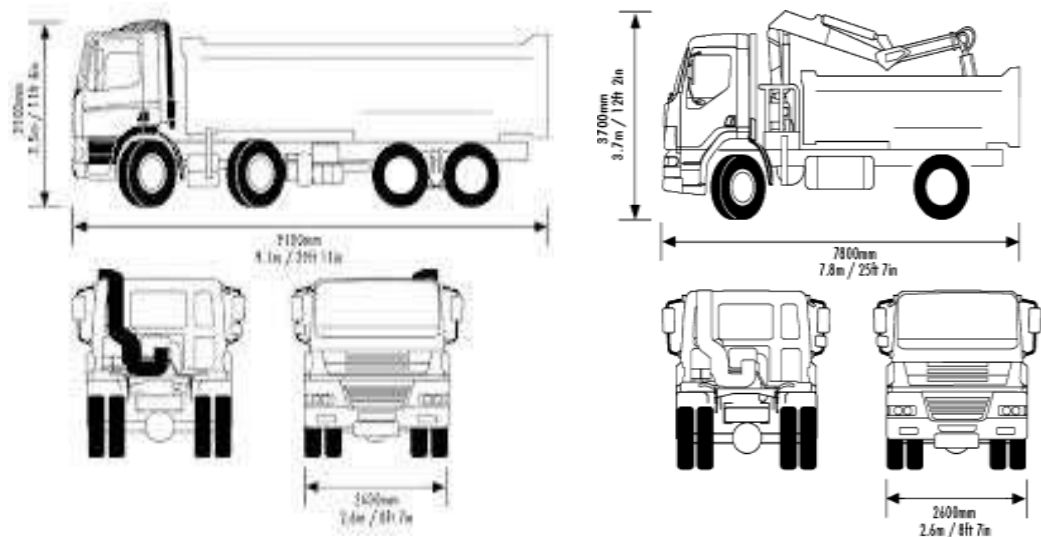


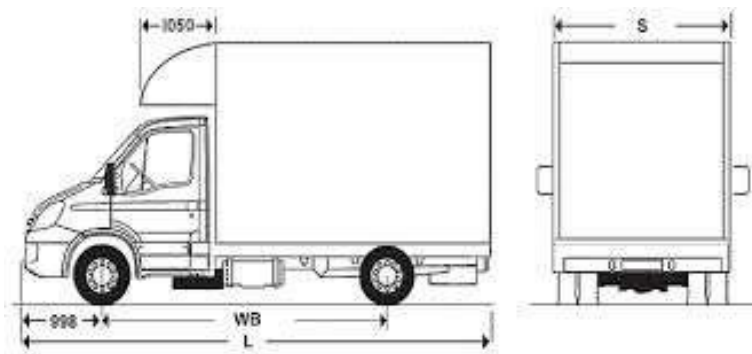
Image 2: Bulk Carrier and Grab Lorry

- 4.5 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. At their peak during earthmoving works up to 2 collections per day may be expected.
- 4.6 Again the haulage company will have access to this CTMP and ongoing revisions in advance, allowing the organisation of deliveries and collections to be based upon the schedule enclosed at **Appendix 6**. 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

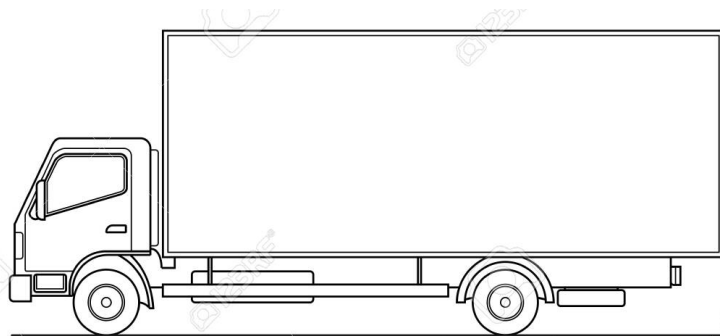
- 4.7 Cement lorries will be used during the substructure and structure works, foundation works and for concrete frames and slab installation. During these works up to 2 deliveries a day may be expected. Cement suppliers will have access to this CTMP and ongoing revisions in advance. This will allow 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 6**) 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.

Delivery Vehicles



Body Length: 4.2m

Image 3: Delivery Van



Body Length: 8m

Image 4: 7.5 ton rigid axle Delivery Lorry

4.8 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;
- Paint and required accessories for finishing works.

4.9 To avoid bottlenecks and congestion deliveries to the site will be limited and monitored by the weekly site deliveries and collection booking schedule (**Appendix 6**). 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.

4.10 All suppliers will have prior access to this CTMP 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.

4.11 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 6**);
- 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 Minimalisation

- 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.

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

5.4 Environmental Issues

5.5 By implementing this CTMP 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 Many of those mitigation measures, already highlighted on this CTMP to reduce the negative impact to the local communities, residents and businesses created by the construction transport will:

- Improve air quality;
- Reduce CO₂ emissions;
- Reduce noise and vibration.

5.7 Measures to improve/reduce environmental issues such as noise, vibration and pollution will include:

- 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 in Rosebery Avenue, 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;
- 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;
- 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;
- All vehicles leaving site will be visually inspected for excess mud and loose material which will be, where possible, removed prior to vehicles leaving site with the use of a dedicated wash-down facility if necessary.
- 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 CTMP 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 CTMP.
- 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 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.
- 6.5 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.

Appendix 1

NOTICE OF PLANNING PERMISSION

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

To:

Mr Johnson
Mialex
Workplace
4th Floor Churchgate House
56 Oxford Street
Manchester
M1 6EU

On Behalf Of:

Sarfraz
71 Wilton Road
Crumpsall
Manchester
M8 4NG

PART 1 - Particulars of Application

Application Number: 67944

Date of Registration: 04/02/2022

Proposal:

Demolition of the existing detached two storey dwellinghouse on site and its replacement with a new two storey dwellinghouse

Location:

305 Middleton Road, Manchester, M8 4LY

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:-

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

- 2 This decision relates to drawings:
Location & Block Plans (Dwg no. 2021/163-10 E)
Proposed Site Plan (Dwg no. 2021/163-08 E)
Proposed Ground Floor Plan (Dwg no. 2021/163-03 E)
Proposed First Floor Plan (Dwg no. 2021/163-04 E)
Proposed Ground Floor Plan (Dwg no. 2021/163-03 E)
Proposed Loft Floor Plan (Dwg no. 2021/163-05 E)
Proposed Elevations (Dwg no. 2021/163-06 E)
Proposed Roof Plan (Dwg no. 2021/163-07 E)
Proposed Street Elevations - A (Dwg no. 2021/163-11 D)
Proposed Street Elevations - B (Dwg no. 2021/163-12 A)

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design

pursuant to the policies of the Bury Unitary Development Plan listed.

- 3 No development comprising the erection of any external walls shall take place until details of the materials to be used in the construction of the external surfaces of the development, including the roof, have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
- 4 No development shall commence unless and until:-
- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.
- Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 5 Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 6 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
- Photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development/boundary treatment and as a result of any statutory undertakers connections to the new dwelling;
 - Access point for demolition/construction traffic from the adopted highway;
 - Site hoardings (if proposed) clear of the adopted highway;
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access;
 - Parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of

demolition/construction materials, including any requisite phasing of the development to accommodate this;

- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the parking of vehicles and storage of demolition/construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied.

Reason. As the information has not been submitted at application stage and to maintain the integrity of the adopted highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent adopted highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 and HT6/2.

- 7 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 8 A biodiversity mitigation and enhancement plan shall be submitted to and approved in writing by the local planning authority, prior to the erection of any external wall. The content of the plan should include elements to mitigate for loss of trees shrubs, bat roosting and bird nesting habitat and shall include the provision of a bat and bird box. The approved plan shall be implemented in accordance with the approved details.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 9 Prior to the occupation of the dwelling hereby approved, one electric vehicle (EV) charging point (minimum 7kW*) shall be installed.
*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced by BS EN 61851-1:2019 on 5 July 2022).
Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 10 The development hereby approved shall be carried out in accordance with a surface water drainage scheme which shall be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the

Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include provision of potential SuDS options for surface water drainage. The drainage scheme shall be implemented prior to first occupation of the dwelling and thereafter maintained.

Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

H2/1	H2/1 - The Form of New Residential Development
H2/2	H2/2 - The Layout of New Residential Development
H1/2	H1/2 - Further Housing Development
HT2/4	HT2/4 - Car Parking and New Development
HT6/2	HT6/2 - Pedestrian/Vehicular Conflict
EN1/2	EN1/2 - Townscape and Built Design
EN1/7	EN1/7 - Throughroutes and Gateways
EN5/1	EN5/1 - New Development and Flood Risk
EN7/3	EN7/3 - Water Pollution
EN7/5	EN7/5 - Waste Water Management
EN8/2	EN8/2 - Woodland and Tree Planting
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
SPD16	Development Control Policy Guidance Note 16 - Design and Layout of New Development in Bury
NPPF	National Planning Policy Framework

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

Location & Block Plans (Dwg no. 2021/163-10 E)
Proposed Site Plan (Dwg no. 2021/163-08 E)
Proposed Ground Floor Plan (Dwg no. 2021/163-03 E)
Proposed First Floor Plan (Dwg no. 2021/163-04 E)
Proposed Ground Floor Plan (Dwg no. 2021/163-03 E)
Proposed Loft Floor Plan (Dwg no. 2021/163-05 E)
Proposed Elevations (Dwg no. 2021/163-06 E)
Proposed Roof Plan (Dwg no. 2021/163-07 E)
Proposed Street Elevations - A (Dwg no. 2021/163-11 D)

NOTES TO APPLICANT

1. **Advice from the Council Environmental Health Officer**

Prior to demolition of the structures on site an asbestos survey is to be carried out by an appropriately qualified contractor and any asbestos identified shall be disposed of in an appropriate manner.

Works carried out in connection with the planning permission shall comply with the above regulations which require the following:

1. All works and ancillary operations which are audible at the boundary of the nearest house or noise receptor, or at such other place as may be agreed with the Council, shall be carried out only between the hours of 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1400 on Saturdays and at no time on Sundays and Bank Holidays.
2. The best practicable means, as defined in section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
3. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturer's instructions.
4. Any emergency deviation from the above (1 – 3) shall be notified to Bury Council without delay.

Any contravention of these requirements will trigger the serving of a Notice under Section 60 of The Control of Noise Regulations 1975.

2. Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

3. **Foul Drainage Connection**

Government guidance contained within the national Planning Practice Guidance (Water supply, wastewater and water quality – considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order:

1. Connection to the public sewer
2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation)
3. Septic Tank

Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2016 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, additional to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or

less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit.

Further advice is available at: Septic tanks and sewage treatment plants: what you need to do: Overview - GOV.UK (www.gov.uk)

4. Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewers for Adoption and United Utilities' Asset Standards'. This is important as drainage design can be a key determining factor of site levels and layout.

The applicant should not presume that the principles outlined within a drainage strategy will meet the detailed requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

WATER AND WASTEWATER SERVICES

If the applicant intends to receive water and/or wastewater services from United Utilities, they should visit our website or contact the Developer Services team for advice. This includes seeking confirmation of the required metering arrangements for the proposed development.

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the arrangements will be suitable for the new proposal.

In some circumstances we may require a compulsory meter is fitted. For detailed guidance on whether the development will require a compulsory meter please visit <https://www.unitedutilities.com/my-account/your-bill/our-household-charges-20212022/> and go to section 7.7 for compulsory metering.

If reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services, and metering arrangements, at the earliest opportunity. Please see 'Contacts' section below.

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. Developer's should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Where United Utilities' assets cross the proposed red line boundary, developers must contact our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles.

Consideration should also be applied to United Utilities assets which may be located outside the applicant's red line boundary. Any construction activities in the vicinity of our assets must comply with our 'Standard Conditions for Works Adjacent to Pipelines' or national building standards.

The applicant or developer should contact our Developer Services team for advice if their proposal is in the vicinity of water or wastewater pipelines and apparatus. It is their responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity. See 'Contacts' section below.

Website

For detailed guidance on water and wastewater services, including application forms and the opportunity to talk to the Developer Services team using the 'Live Chat' function, please visit:

<http://www.unitedutilities.com/builders-developers.aspx>

Email

For advice on water and wastewater services or to discuss proposals near to pipelines, email the Developer Services team as follows:

Water mains and water supply, including metering -

DeveloperServicesWater@uuplc.co.uk

Public sewers and drainage - WastewaterDeveloperServices@uuplc.co.uk

Telephone - 0345 072 6067

Property Searches (for asset maps):

A number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit <https://www.unitedutilities.com/property-searches/>

Water and sewer records can be viewed for free at our Warrington Head Office by calling 0370 751 0101. Appointments must be made in advance. Public sewer records can be viewed at local authority offices. Arrangements should be made directly with the local authority.

The position of the underground apparatus shown on asset maps is approximate only and is given in accordance with the best information currently available. United Utilities Water will not accept liability for any loss or damage caused by the actual position being different from those shown on the map.

Signed:

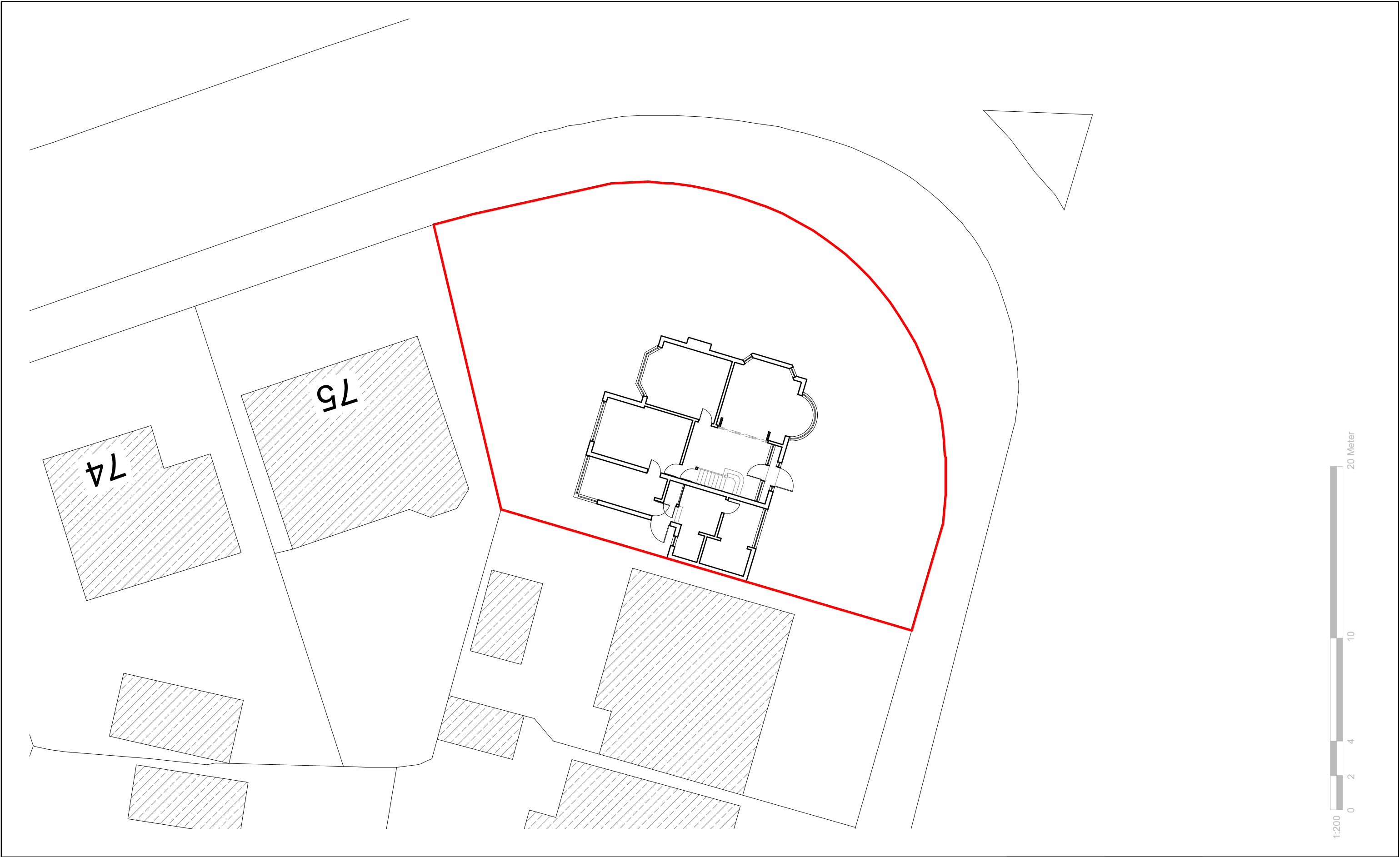
A handwritten signature in black ink, appearing to read 'Paul Harris', is written over a dotted line.

8 of 8

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On behalf of the Council

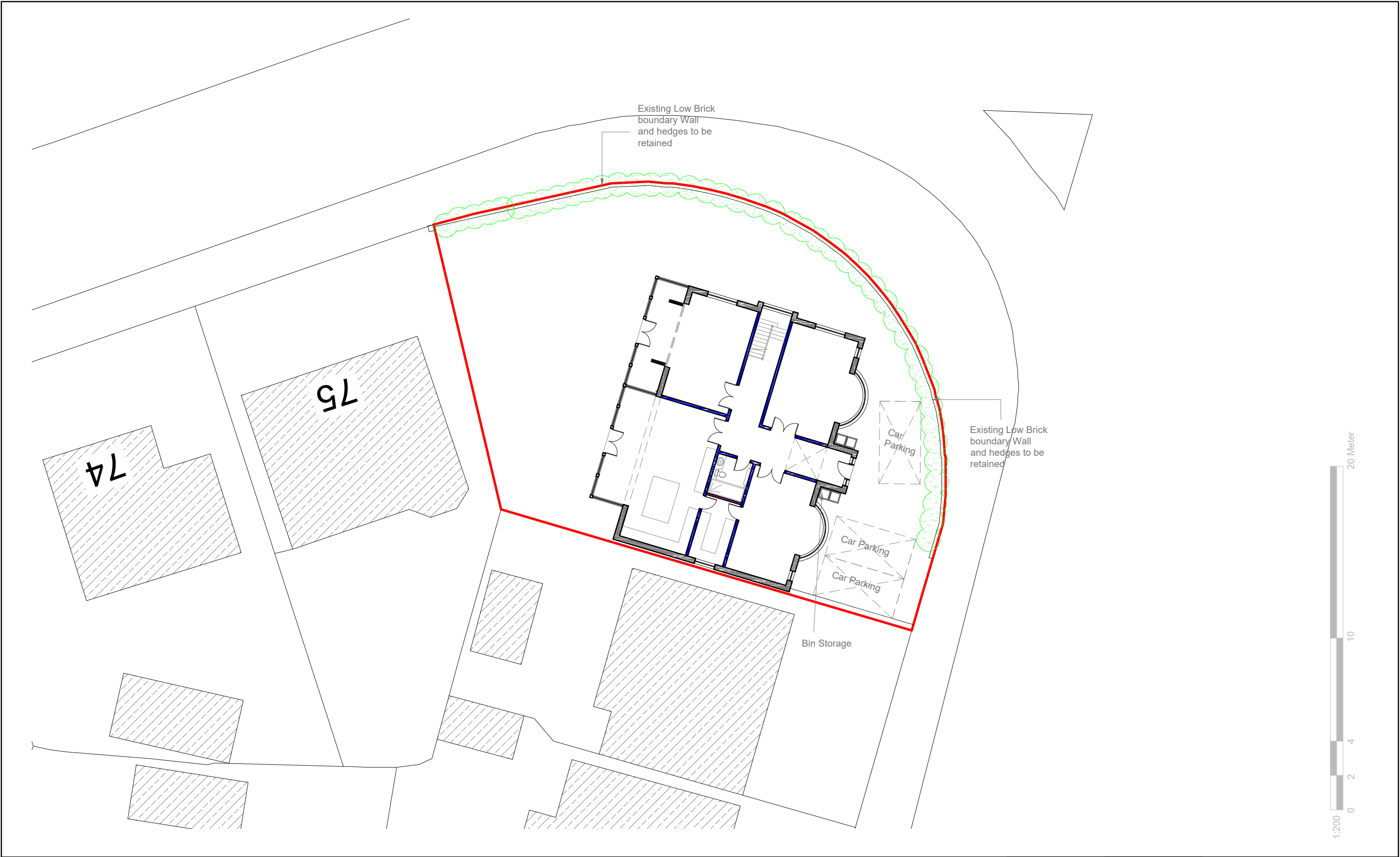
Date of Decision: 09/09/2022

Appendix 2



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: Existing Site Plan	Site Address 305 Middleton Road, Manchester, M8 4LY	Scale: 1:200 @A3	Revision Date:	Faluck Patel
	Date: 05/11/2021				
	Drawing No.: 2021/163 -08				
	Drawn By: DP		e:mail - faluckpatel@yahoo.com (M) +44 (0) 7871 466 254		

Appendix 3



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: Proposed Site Plan	Site Address 305 Middleton Road, Manchester, M8 4LY	Scale: 1:200 @A3		Revision Date:	
			Date: 05/11/2021		B	14-04-2022
			Drawing No.: 2021/163 -08		D	19-04-2022
			Drawn By: DP		E	28-04-2022
					e:mail - faluckpatel@yahoo.com (M) +44 (0) 7871 466 254	



Appendix 4

Photographic Dilapidation Survey

In support of a Construction
Traffic Management Plan at 305
Middleton Road, Manchester
M8 4LY

October 2022

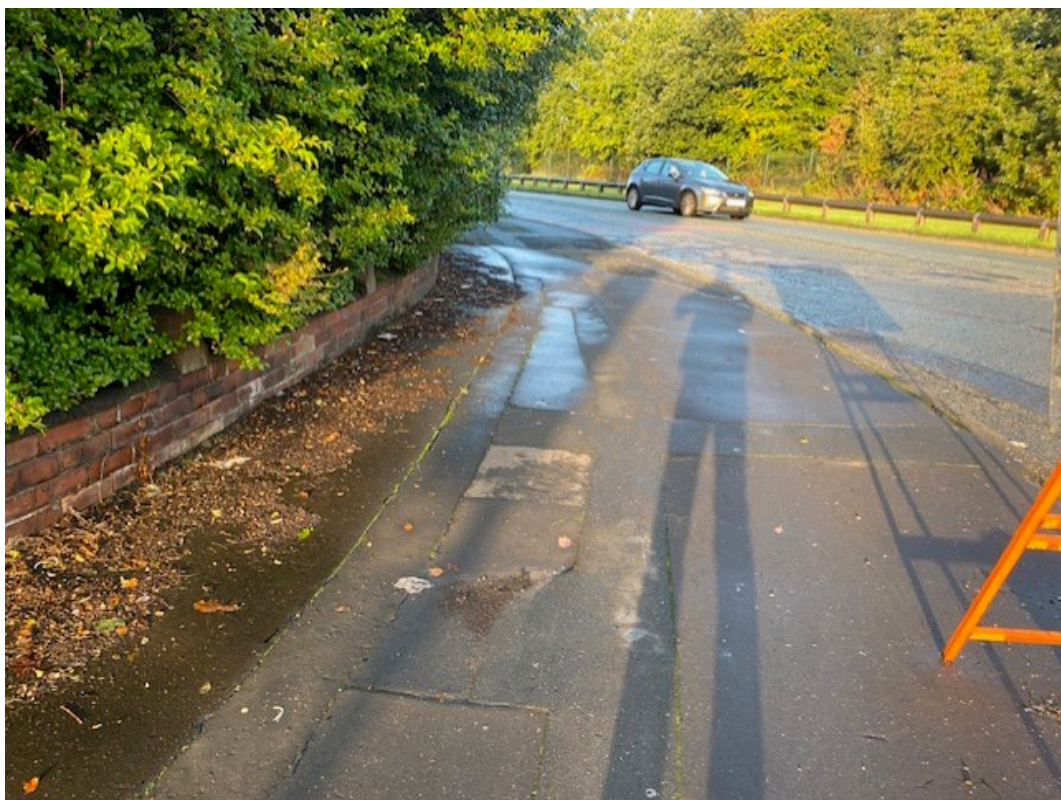


4th Floor
Churchgate House
56 Oxford Street
MANCHESTER M1 6EU
www.mialex.co.uk
Regulated by RTPI

Initial photographic survey completed on the 10th October 2022









Further photographic survey following highway resurfacing works on the 27th October 2022

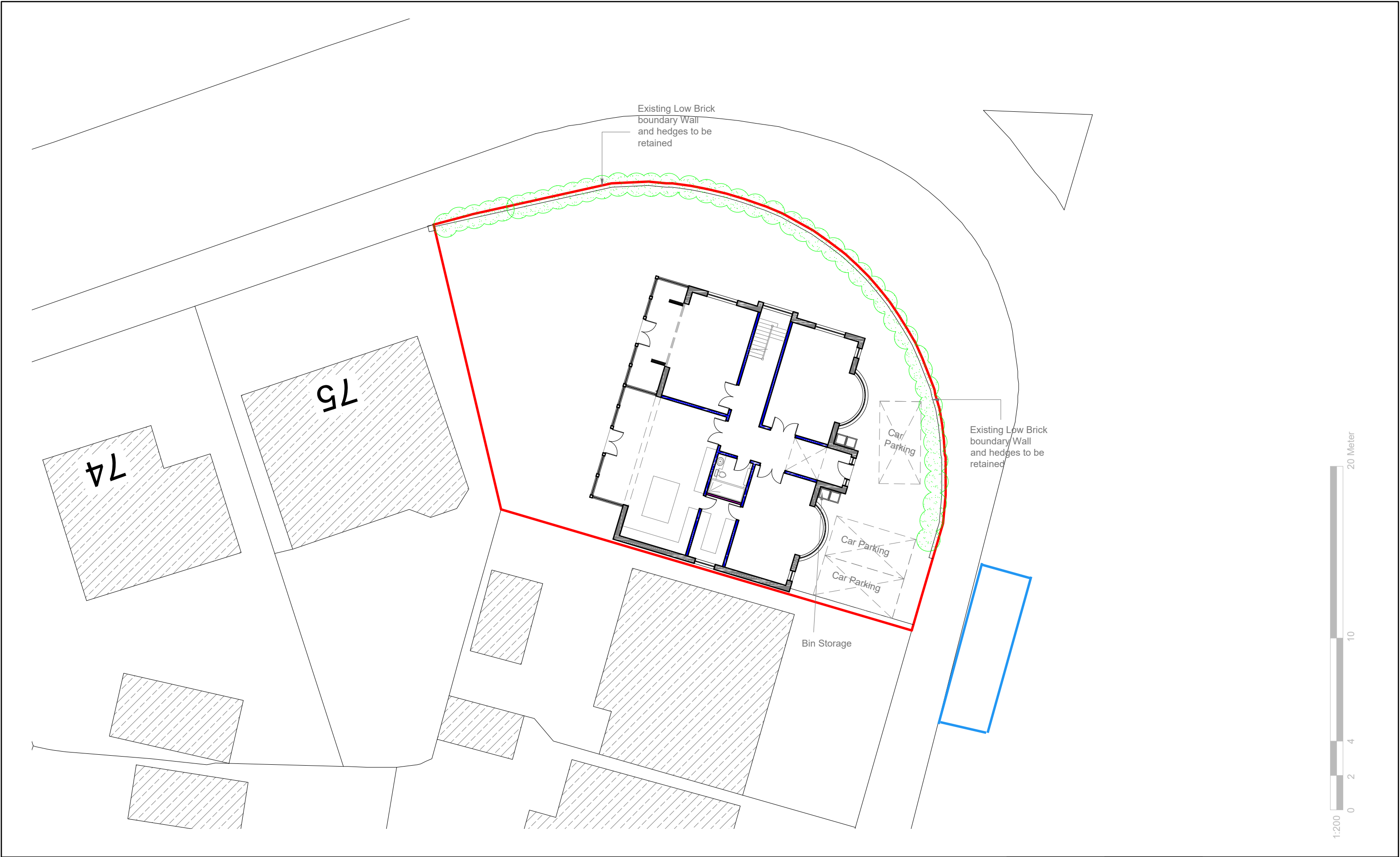








Appendix 5



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: Proposed Delivery Area	Site Address 305 Middleton Road, Manchester, M8 4LY	
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Appendix 6

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										