

Date of Issue: 27 February 2023

Site Address (proposed site address):

117 Park Lane
Whitefield
Greater Manchester
M45 7GT

Planning Permission Reference Number:

68351

Proposal:

1 no. new dwelling in land adjacent to no 115 Park Lane. Will comprise of a new, 3 storey, end terraced house. Will comprise of 4 bedrooms and off road parking.

Plans:

Please see plans attached.

Person responsible for this form:

Mr Shaun Boyle (Director) on behalf of;
Pro Build (NW) Ltd
5 Wentworth Avenue
Whitefield
M45 7GQ
07891630571
probuildnw@mail.com

Neighbour Consultation:

Immediate neighbouring properties or properties neighbouring the adjacent street have been notified through a hand posted letter to draw their attention to the proposed works and to give them notice of the proposed start date.

We will endeavour to make personal (face to face) contact where possible prior to the start date in the event any neighbour wants to add thought or suggestion to the build process and its impact on the surrounding area.

At present no written or verbal feedback/concerns have been received from neighbours.

Construction Traffic Hours:

Deliveries and collections are restricted to between 9.30am and 4.30pm Monday to Friday.

There is no school on the delivery route so there is no need for restrictive hours to the above during term time.

Construction traffic will be between 8.00am and 4.30pm Monday to Friday.

Site Access & Management:

- Please see attached drawing "Site Access & Management" (document plan attached) and management that denotes the following;

- 1) All points of site access (vehicular and pedestrian),
- 2) Position where materials and skips will be stored,
- 3) Position of heras fencing,
- 4) Position where construction vehicles would wait to load/unload
- 5) A declaration that a minimum of 1.2m clear footway width to be retained at all times,
- 6) A declaration that a minimum of 3m clear carriageway width to ensure that development activity does not block the road.

Clear Carriageway

We can confirm that a minimum of 3m clear roadway width will be maintained at all times to prevent the road becoming blocked.

In the unavoidable event it is not possible to maintain 3m clear roadway width and there is no alternative to the street becoming blocked during scheduled deliveries, then the following steps will be carefully adhered to;

- Pedestrian passage is maintained at all times.
- Vehicular access to adjacent properties is maintained at all times.
- Emergency Access is maintained at all times.
- Domestic and commercial waste collections are not disrupted.
- Motorists are adequately forewarned of the blockage with appropriate signage on the approaches in conformance with Chapter 8 of the current TSRGD (Traffic Signs Regulations and General Directions).
- Trees do not become damaged.
- Vehicles will not drive on the footway other than at dedicated access points.

Vehicular Site Access

There is no room or access for vehicular to be positioned during the development within the site boundaries.

Spoil Removal

All spoil to be put into skips located within the site boundary as marked on the "Site access and Management" map.

Concrete Delivery

A barrow mix company will be used at entrance point "E2" as marked on the "Site access and Management" map.

Scheduling

We can confirm that no more than a single delivery vehicle associated with the development will be positioned on the highway in the vicinity of the site at any given time.

Points of Interest

We do not intend to close footways or highways at any given point in the construction works

We do not intend to store materials or skips on footway or carriageway at any given point during the construction works

We do not intend on using any crane lifts during the construction works.

ITEM 5 in the notice of planning permission as follows:

“The development hereby approved shall not be first occupied unless and until the car parking and bin storage arrangements indicated on approved drawing number 2 B, incorporating the provision of a new footway crossing with flush edgings at the back of the footway to demarcate the limits of the adopted highway, new hardstanding a minimum of 5.0m in length in a porous/permeable material and/or measures to prevent the discharge of surface water onto the adopted highway and all associated footway remedial works that may be required to reinstate the footway to its former condition, have been implemented in full to a specification to be agreed in writing with the local planning authority prior to the erection of any external walls. Reason. To ensure good highway design, allow adequate space to maintain a vehicle clear of the highway and maintain the integrity of the adopted highway in the interests of highway safety, pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.”

The above information in **ITEM 5** is noted and acknowledged. We understand our responsibility in this item and will carry out the request in full.

Mud / Spoil Management

- As there are no planned access to the site confinements for vehicles, mud and detritus will be at a minimum on carriageways.
- Overspill from the site via foot traffic onto the pathways will be swept daily. With all loose matter being swept and placed in the skip first to avoid such material being washed into the public highway drainage system.
- Under no circumstances should concrete residue or other detritus be washed into the drainage system. Appropriate measures will be taken to prevent concrete and other detritus from being washed into the public highway drainage system.
- The Council will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs.
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar.

Many thanks

Shaun Boyle
Director
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