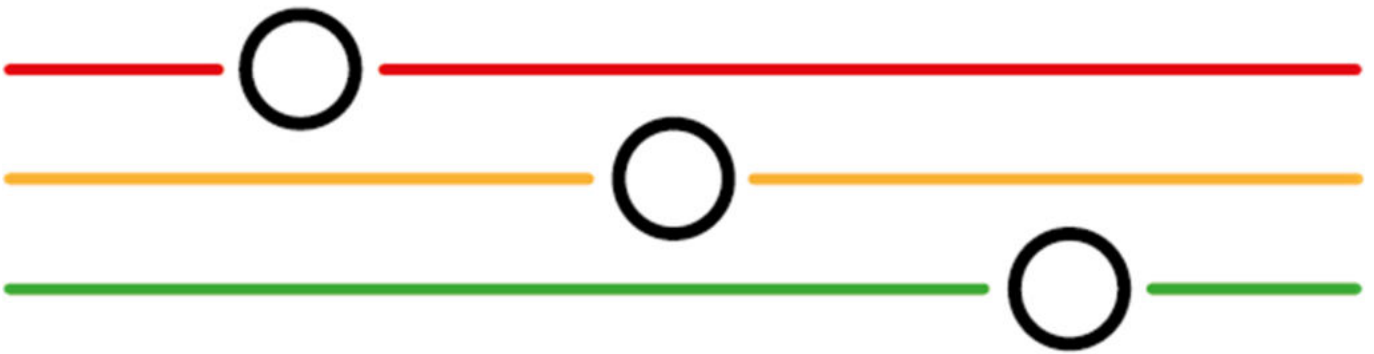




Pearl Forecourts Ltd

Proposed Mixed-Use Development,
B6222 Bell Lane, Bury

Construction Traffic Management Plan

3705125



JULY 2025

Report Details

Report Number:	DTP-3705125-CTMP
Report Title:	Construction Traffic Management Plan, Proposed Mixed-Use Development, B6222 Bell Lane, Bury
Client:	Pearl Forecourts Ltd
Date:	02 July 2025
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Pearl Forecourts Ltd to prepare a Construction Traffic Management Plan (CTMP) for a proposed mixed-use development at the site of an existing used car dealership, situated off B6222 Bell Lane, Bury.

The site was subject to a planning application submitted in November 2023 for the demolition of existing used car sales building and the redevelopment of the site for a new Petrol Filling Station (PFS) with associated facilities alongside a drive-thru unit and a detached block of two, food-to-go convenience pods.

The application was approved by Bury Metropolitan Borough Council (BMBC) on 15th March 2024, (Application Reference: 70253). The planning approval for the site was subject to several pre-commencement conditions. Condition 9 states that:

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 leading to and abutting the site access in the event that subsequent remedial works are required following demolition works and construction of, and any statutory undertakers connections to, the development;*
- *Access route for vehicles from the Key Route Network;*
- *Access point to the site from Bridge Street, including any temporary works and measures required to protect highway users and facilitate vehicular access;*
- *Hours of operation and number of vehicle movements;*
- *Proposed site hoarding/gate positions, if proposed, clear of appropriate visibility splays onto the adopted highway and all adjacent junctions;*
- *A scheme of appropriate warning/speed limit signage in the vicinity of the demolition/construction site access;*
- *Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;*
- *Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;*

- *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.*

Therefore, the purpose of this CTMP is to demonstrate how construction work traffic for the proposed site will be managed during the demolition of the existing site and the construction of the approved industrial units and associated works. This CTMP has been prepared to supplement the approved highways Transport Statement (TS).

A photographic dilapidation survey has been undertaken of the B6222 and Bridge Street, within the vicinity of the site, including the footway and carriageway, as shown at **Appendix 1** of this report.

Whilst this version of the live document has been prepared by DTP, it is the responsibility of the appointed contractors undertaking the works to ensure that the measures and arrangements illustrated within this CTMP are implemented and/or are updated and maintained during the construction period.

Any subsequent amendments or revised CTMP prepared during the future works by the appointed contractor for the works will be submitted to BMBC for approval and complied with thereafter.

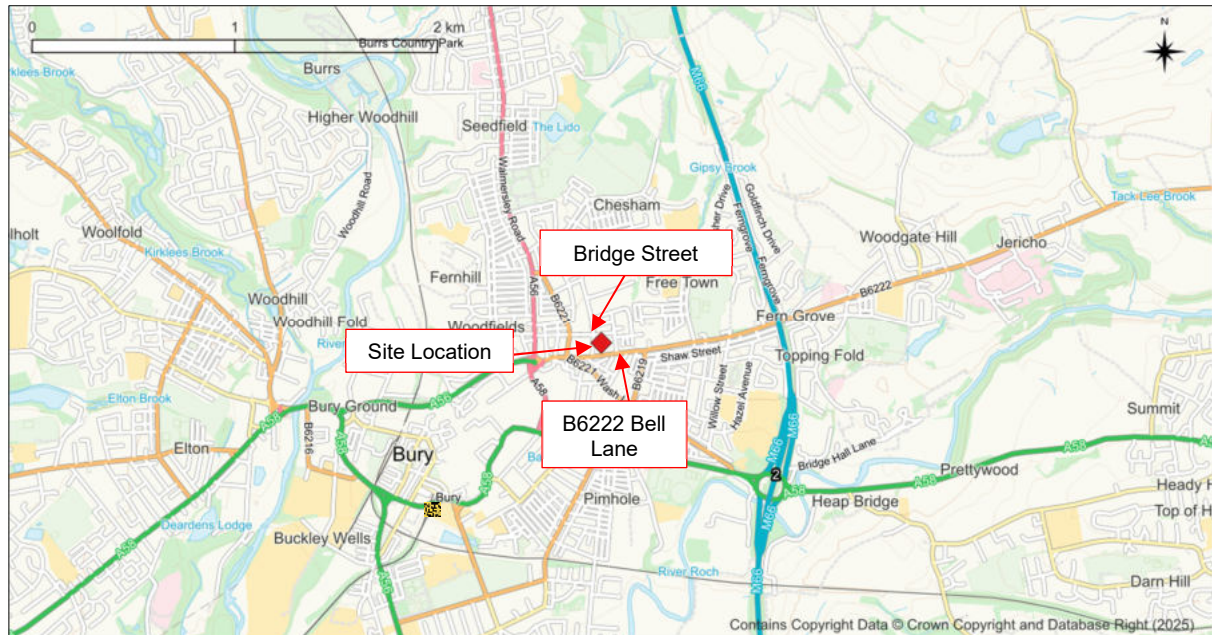
2 Site Location

2.1 General

The application site is located approximately 900m north-east of Bury Town Centre, 1km north-west of M66 J2 and around 10km north-east of Bolton City Centre.

The location of the proposed development site can be seen in **Figure 2.1**.

Figure 2.1 – Site Location Plan



Cobden Street, B6222 Bell Lane and Bridge Street bound the site to the north, south and west, respectively. Several commercial units are located to the east of the site.

The site is accessed via an existing priority-controlled junction along the western boundary of the site. The approved site plan is shown at **Appendix 2**.

3 Construction Programme of Works

3.1 General

This CTMP relates to the works related with the approved redevelopment of a former car sales unit, off Bridge Street. The proposals for the redevelopment are further detailed in the TS produced by DTP submitted as part of the approved application at the site.

Following consultation with the developer, it is understood that the proposed works will take around six months to complete from commencement on-site.

The construction of the redevelopment is expected to commence in late-2025, subject to the discharge of related planning conditions and progress of detailed design works. It is anticipated that works on the site will operate from 07:00 – 19:00 weekdays and 07:00 – 14:00 on Saturdays. It is not anticipated that any works will be undertaken on Sundays and Bank Holidays.

3.2 Programme of Works

The proposed programme of works will be broken down into the following stages.

- Site Set-up and Enabling Works;
- Demolition / Site Clearance Works;
- Building Works;
- Mains Service Works;
- Commissioning Works; and
- Completion and De-mobilising Works.

The final detailed programme of works would be attached to the construction site file.

3.3 Health and Safety

The CDM regulations are designed to promote a systematic approach to the management of health and safety to reduce the incidence of accidents and occupational ill-health arising from construction work.

The applicant understands the importance and key role it has to play in order to ensure that the work carried out is conducted with proper regard to health and safety of workers and others who may be affected by such works.

The appointed contractor will manage all construction work in accordance with all relevant statutory regulations including the CDM regulations and to discharge its duty as the principal contractor in accordance with the prescribed duties, and with all duties relating to safety on construction sites, and also in the spirit of the regulations with the general principles of prevention being applied.

Site safety will be discussed daily and will be an agenda item at all site meetings. The contractor will communicate all site management directives, to all operatives during the site meeting and/or noticeboard, including:

- Site safety will be discussed at all site meetings;
- Noticeboard displays;
- Displayed site rules;
- Toolbox talks as and when required;
- Safety signs and notices; and
- Emergency procedures in the plan (emergency contact numbers).

3.4 Hazardous Substance Management

Construction works will involve potentially polluting materials being brought onto the site, including fuel and hydraulic fluids.

The following industry best practice measures will be implemented to avoid spills:

- No fuel storage on-site such that a spill could run into the site drainage;
- No overfilling of fuel tanks;
- Keep an inventory of all hazardous substances in a COSHH register;
- All storage tanks containing liquids to be within bunded areas to ensure that no spillage into a water course is possible; and
- Use of plant with an up-to-date maintenance record, especially with respect to hydraulics.

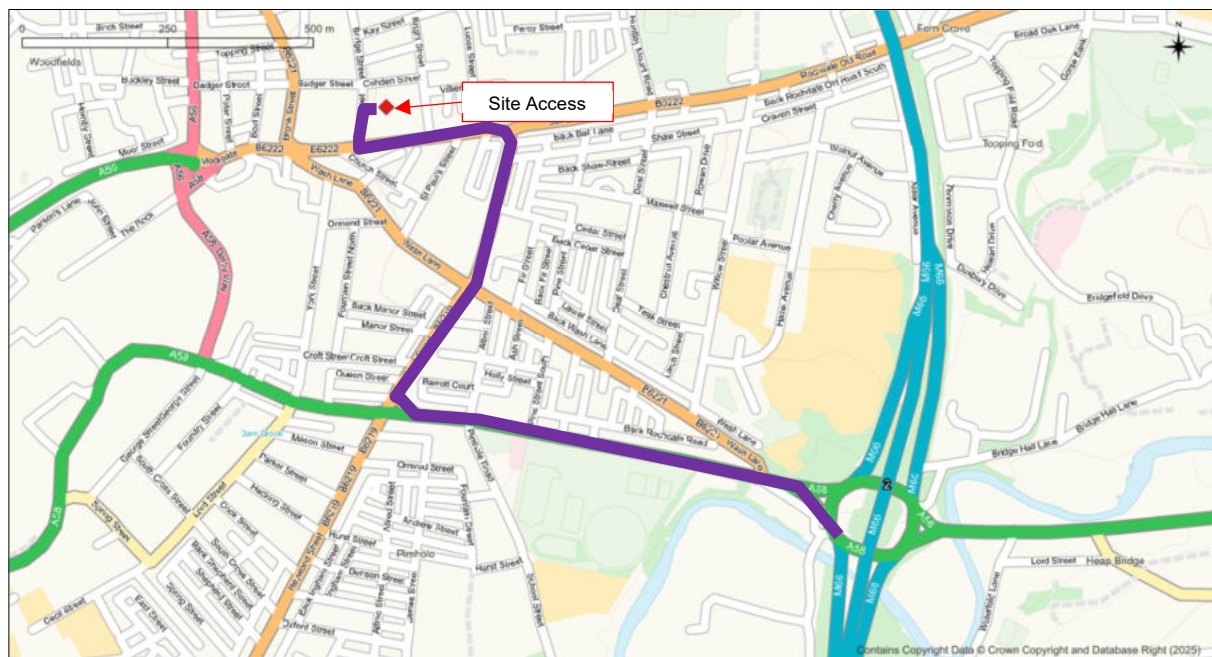
4 Construction Traffic Management on Site

4.1 Site Access and Expected Delivery Routes

It is proposed that the material and plant deliveries to the site will originate from the M66 J2 'Heap Bridge Interchange', with vehicles continuing towards the site via the A58, B6219 Bond Street and the B6222 Bell Lane, as shown in **Figure 4.1**.

The below routes have been suggested to ensure material and plant deliveries make use of more direct routes, limiting the number of vehicles passing through residential areas and utilising smaller roads.

Figure 4.1 – Anticipated Vehicular Routes to and from the Site



At this stage construction worker routes to the site are unknown, and will be determined by the appointed contractor, however it is anticipated that construction worker access may also be taken along this route, with local staff potentially routing along the B622, A56 and other main routes within the vicinity of the site.

All vehicle access and egress of the site will be taken via the existing main access point off Bridge Street to the west of the site, where internal access routes will be constructed through the site to allow movement of large vehicles and infrastructure in all weathers. A banksman will be employed by the contractor to ensure the safe access and egress of construction vehicles to the site.

4.2 Site Arrangements

A plot of land within the site will serve as the site compound for the works. This will be used for the storage of machinery and plant for the duration of construction. The appointed contractor will confirm arrangements for the site compound and parking of plant machinery.

A temporary car park will be provided within the site compound, where it is envisaged that parking will be confined within the site and no unnecessary parking will occur on the local highway.

The developer will ensure that the contractor confirms that all materials, storage facilities, welfare facilities, waste skips and plant will be stored off the highway.

Deliveries of materials and plant to the site will be coordinated and supervised over by the appointed Site Manager. This supervision will include establishing estimated time of arrivals for deliveries to ensure access is available for delivery vehicles.

The contact details of the Site Manager will be prominently displayed around site for all staff, contractors and visitors to see and be included in the construction site file. The name of the Site Manager is yet to be confirmed at this stage but will be finalised before construction on-site commences.

It is understood that there will be attempts made on site to ensure that deliveries do not overlap to allow for clear delivery slots and mitigate the chance of multiple deliveries arriving to site at any one time.

In the event of multiple deliveries to site it is proposed that deliveries and vehicles will be held within a proposed delivery holding area within the site ensuring vehicles do not impede the highway.

All deliveries will be overlooked by the Site Manager and a suitably appointed banksman will be available at all times to monitor construction traffic movements to and from the site.

Wheel wash facilities will also be provided which will consist of a jet wash with bowser, stored on site, to be operated by personnel appointed by the Site Manager.

4.3 Expected Construction Vehicles

Full details of the anticipated construction vehicle fleet that will operate on site are not yet available as confirmation of the final build programme is yet to be signed off. At this stage, it is anticipated that during the construction works the following types of plant will be present on site in addition to construction worker vehicles and the provision of:

Anticipated Types of On-Site Plant Equipment

- 20 Tonne 360 Degree Tracked Excavator;
- 13 Tonne Excavator;
- 6 Tonne Excavator;
- 120 Bowmag Roller;

- 5 Tonne Roller;
- Pilling rig; and
- Crane(s).

Off-Site Plant – Deliveries and Removal

- Tipper lorries;
- Low-loader type articulated lorries; and
- Various other delivery vehicles.

All deliveries will be overseen by Banksman at all times upon arrival at site. Deliveries would be timed to arrive during working hours, typically outside of peak times on the highway network. The swept path analysis shown within the accompanying TS demonstrates that the largest anticipated vehicle can be accommodated within the site.

In the event of any abnormal loads requiring access to the site, a standard procedure would be followed. The arrival of these types of plant would be planned in conjunction with BMBC and would be appropriately marked and escorted to/from site.

The development will seek to utilise a local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local highway network and parked on-site.

The appointed contractor will be expected to provide details of estimated construction vehicle trip generation for plant, deliveries and staff in advance of construction.

4.4 Traffic Management

Prior to the construction starting traffic signage will be put in place at the site access for the following:

- Caution signs warning of works access ahead on Bridge Street;
- Signage denoting the construction traffic access to ensure deliveries do not arrive at or obstruct neighbouring properties.

The signage will remain in place for the duration of the construction period.

Notifications prior to the commencement of works will be displayed at/adjacent to the site, in the vicinity of the access, advising neighbours in advance of works taking place.

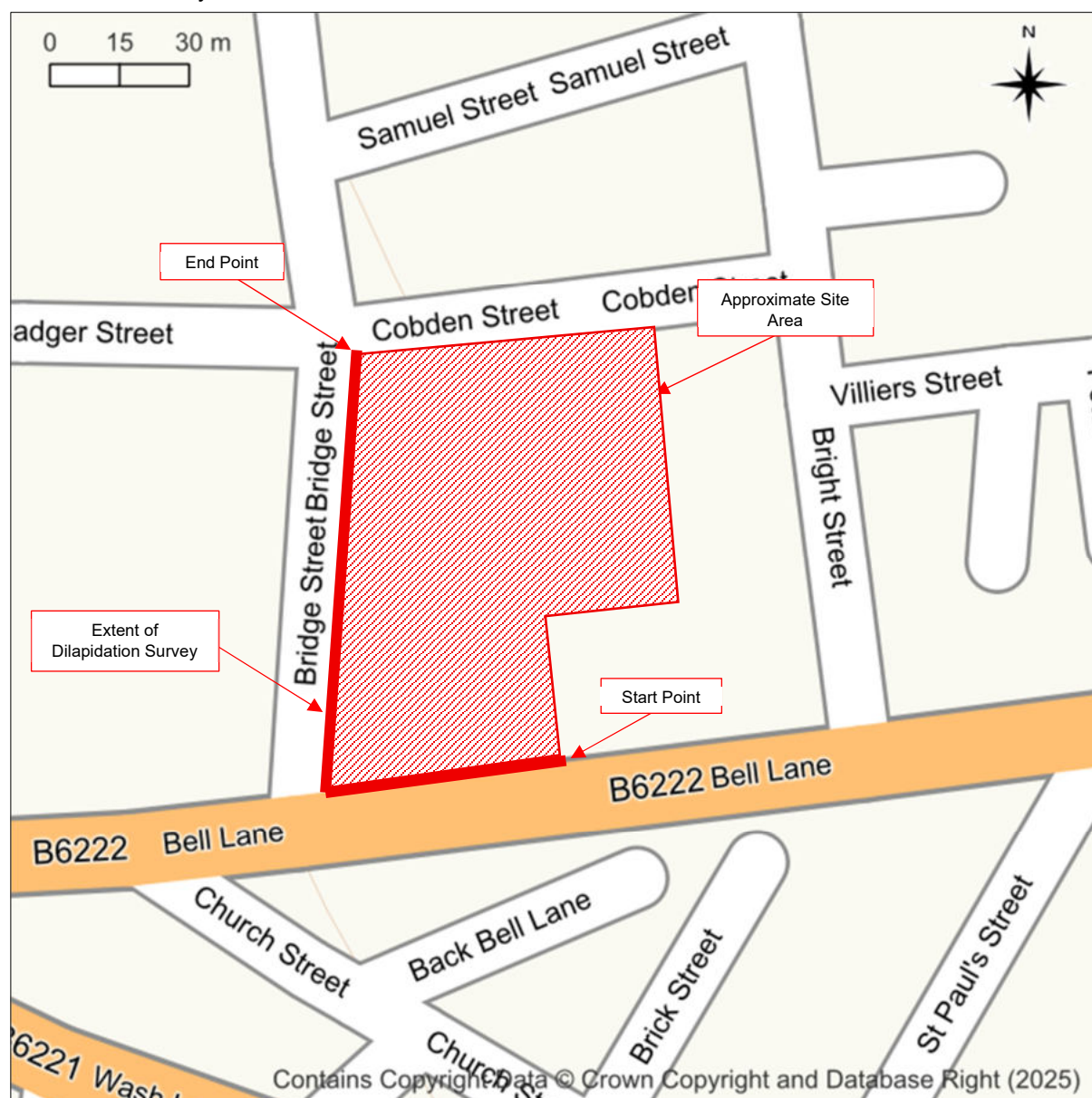
Appendix 1

Photographic Dilapidation Survey

Construction Traffic Management Plan

Site Dilapidation Survey

Bell Lane – Survey Extent



All dimensions were recorded from the eastern extent of the site, along the B6222 Bell Lane.

The overall condition of the footway and carriageway surveyed along the B6222 Bell Lane was observed to be generally satisfactory, with some cracking and worn double-yellow line markings. The carriageway along Bridge Street, including the junction with Bell Lane, however, was observed to be worn, cracked, with various instances of reinstatements and potholes at the existing site access junction.

0m – Some reinstatement at the access, small potholes in the footway. Worn double yellow line markings.



0m – Cracked concrete and vegetation growth observed on land adjacent to site.



18m – Gulley blocked in carriageway



21m – Cracked carriageway and worn double yellow lines



33m – Cracking and worn double yellow lines in carriageway. Utilities cover and lighting column in footway.



49m – Cracked carriageway and very worn double yellow lines. Blocked gulley in carriageway.



51m – Cracked tactile paving



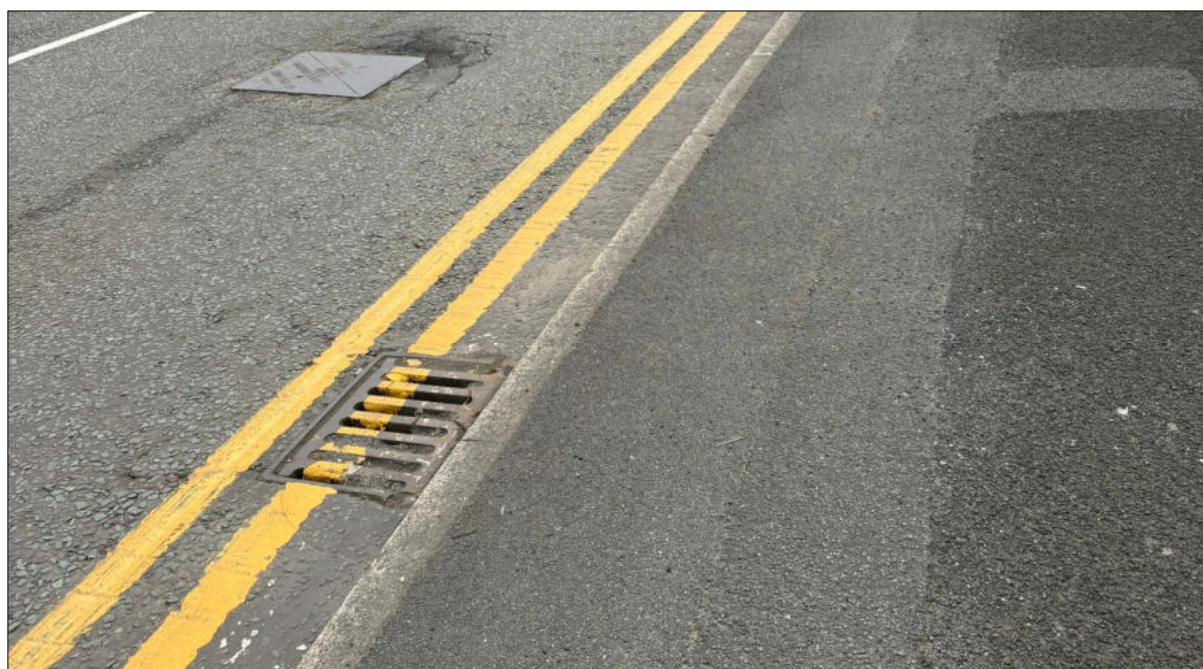
51m – Poor/worn reinstatement in carriageway at access. Worn give-way markings



59m – Footway condition worn



72m – Part blocked gully
74m – Failed service cover



95m – Multiple poor reinstatements in carriageway and footway. Worn double yellow lines.



110m – Poor carriageway reinstatement at the access



115m – Kerbs in poor condition. Worn double yellow lines.



122m – Failed utility cover



180m – End of survey, reinstatements in worn condition.



Appendix 2

Approved Site Layout

NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



AREA SCHEDULE

Site Area	1,44a
Gross Internal Area	PFS
Gross Internal Area	Retail Unit
Gross Internal Area	Retail Unit

PARKING SCHEDULE

Parking Spaces	44
Staff Spaces	06
Accessible	07
EV	07

The Site

Bell Lane
Bury
BL9 6BB

Legend	
	Brushed Concrete Finish
	Tarmac pavement
	Tarmac
	Whitelineing
	Existing Levels to be retained
	Existing Levels
	Proposed Levels - Refer to Engineer's Drawings
Proposed Levels to be confirmed by Drainage Engineer	
	Existing Boundary Wall to be retained
	Proposed Boundary Fence
	Proposed Internal Fence
	Proposed Lamp Post
	Proposed Canopy Lights - TBC by the client
	Visibility Splays



PEARL FORECOURTS LTD
CLIENT

BELL LANE, BURY
PROJECT

PROPOSED SITE PLAN
TITLE

2489.F.104.C
DRAWING NO.

1:250
SCALE@A1

SW/ADS
DRAWN