

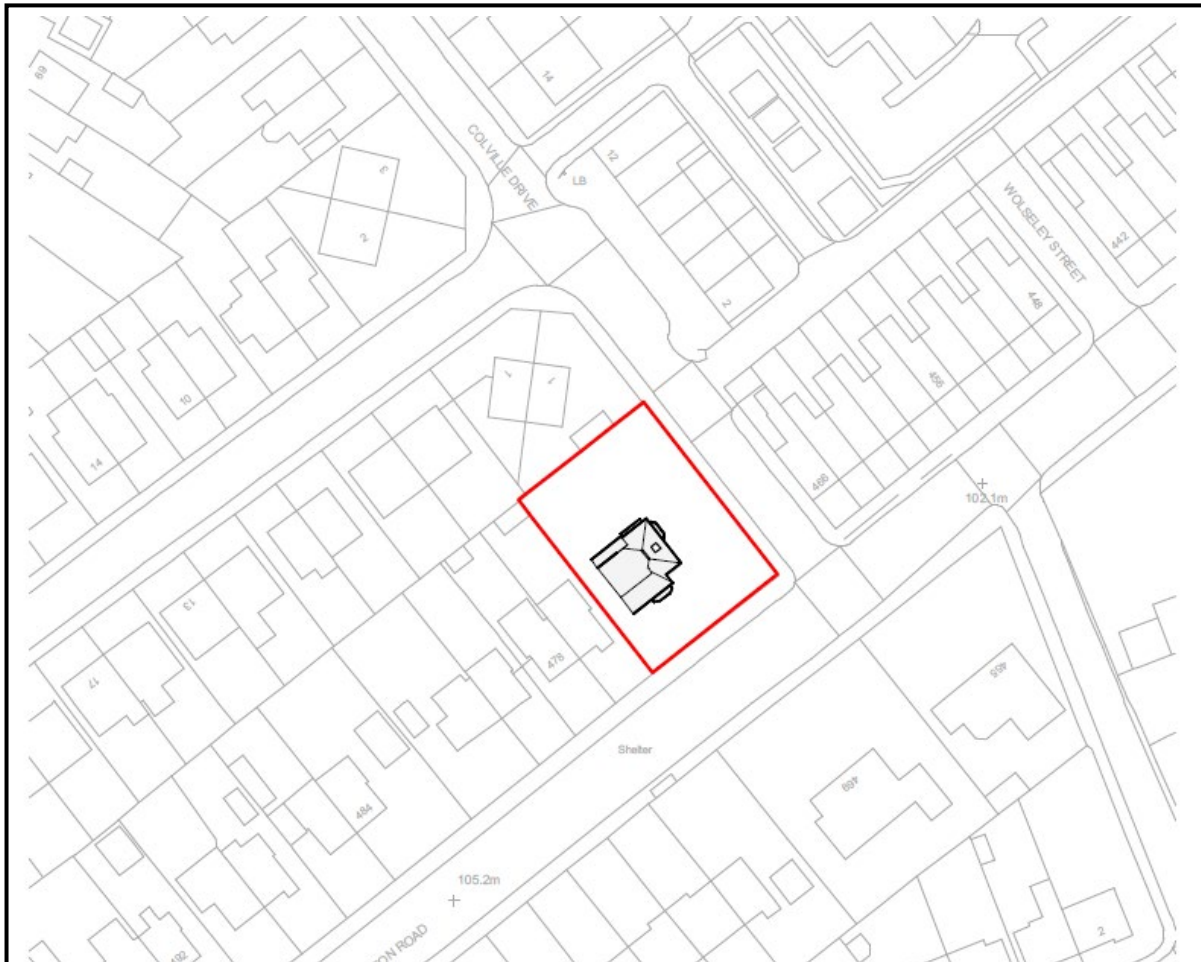


CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Site: 474 Bolton Road, Bury, BL8 2DU

Proposal: Demolition of existing dwelling and erection of replacement dwelling

Bury MBC Planning Application Ref: 67580



Prepared on behalf of

Mr Rashad Nazir, 474 Bolton Road, Bury, BL8 2DU

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Introduction

The purpose of the Construction Traffic Management Plan is to outline the approach of Mr Rashad Nazir (Site Owner) to managing the demolition of the existing dwelling house and erection of a replacement dwelling house on land at 474 Bolton Road, Bury, BL8 2DU.

Full planning permission (Ref. 67580) was granted by the Council on 20th July 2022 subject to 11 attached conditions. A copy of the permission decision notice is included in Appendix E.

Condition No.9 on the permission requires the developer, prior to commencing any works on the site, to submit to the Local Planning Authority (Council) for approval a Construction Traffic Management Plan (CTMP) outlining the working practices that are to be undertaken during the demolition and construction phases of the development.

The CTMP prepared covers the requirements of Condition No.9 and some other construction site related matters detailed in the list below, and these measures will be adhered to throughout the construction process:

- i. Access point for demolition/construction traffic from the adopted highway
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials
- iv. site compound set-up including the storage of plant and materials used in constructing the development
- v. the erection and maintenance of security hoarding / fencing protecting the site
- vi. wheel washing facilities, including measures for keeping the highway clean

- vii. a scheme of appropriate warning / construction traffic signage in the vicinity of the site and its access
- viii. measures to control the emission of dust, dirt, noise and vibrations during construction
- ix. a scheme for recycling / disposing of waste resulting from demolition and construction works.
- x. hours of construction activity
- xi. Emergency Contact details for the site
- xii. 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 and as a result of any statutory undertakers connections to the new dwelling

This document includes specific comment on site establishment, logistics and the process of managing the overall environment surrounding the site. This is a relatively small development site, and the developer will endeavour to ensure that the works cause the minimum disruption to the adjacent residents by achieving a safe working and living environment. Particular attention will be paid to ensure that the neighbours are kept informed of progress and future works on the project.

This plan will be constantly reviewed and any changes and or improvements will be added and agreed with the Council and the plan revised and re-issued.

1.0 **Scope of Works / Phasing**

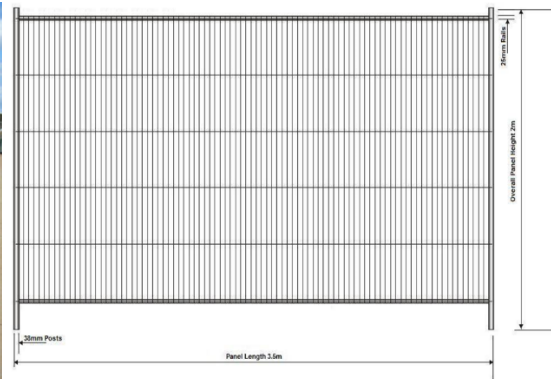
- 1.1 The scheme involves the partial demolition of the existing dwelling house and erection of a replacement dwelling house on land at 474 Bolton Road, Bury. The site location and proposed plans for the development are included in Appendices A and B of this document for reference.
- 1.2 The health, safety and welfare of the site will be managed in accordance with The Construction (Design and Management) Regulations 2015 (CDM 2015).
- 1.3 The first phase of the development will involve the partial demolition of the existing dwelling house and the clearance of the associated waste materials from the land. The roof of the existing house and approximately 30% of the walls are to be removed as part of the demolition works. The demolition / construction site will be suitably formed as fully detailed in Section 2 of this CTMP.
- 1.4 The demolition works are being undertaken by Luxe Design Build Limited (main contractor) and the requisite notices under Section 80-83 of The Building Act 1984 will be obtained from the Council and complied with. It is estimated that the demolition and clearance works will take approximately two weeks to complete. The contractor will produce a Method Statement for the demolition works that will be submitted to the Council's Building Control Service. The applicant will endeavour where possible to recycle some of the demolition materials for use in the construction of the new dwelling house.
- 1.5 There are some existing mature trees / hedging present on the eastern boundary of the site that are being retained as per the approved planning

drawings and they will be suitably identified and protected in accordance with BS5837-2012 requirements as detailed in Section 8.

- 1.6 The second phase of the project will involve the commencement of the construction works on the new dwelling house and the associated works, and these will also be undertaken by Luxe Design Build Limited. It is estimated that the construction phase will take around 30-32 weeks to complete.

2.0 **Enabling Works / Formation of Site Perimeter**

- 2.1 At commencement of the demolition / site clearance / development works, the perimeter boundary of the site will be established and securely protected with a quality 2.0 metre high metal Heras type security fence to HSE – HSG151 Standard (as per photograph examples on the following page). A temporary gate opening will be inserted in the fencing at the site entrance / exit point to facilitate the necessary access. This will secure the demolition / construction site and prevent any unauthorised access from the general public. Netting will also be fixed to the security fencing to assist in controlling the spread of any dust from the site. The security fencing will be kept in a clean and tidy condition throughout the duration of the works.
- 2.2 Suitable care and attention will be taken when erecting the fencing and any associated fixings not to damage any trees or their roots located within the vicinity. As mentioned earlier, the trees / hedges that are being retained on the site will be protected in accordance with BS5837-2012 requirements as detailed in Section 8. All necessary site signage will be erected and displayed in accordance with HSE requirements (see Appendix D).



- 2.3 This is a flat / level development site, and the majority of the front section is already fully covered with concrete flagging providing a clean hardstanding and working area to facilitate the demolition works and the construction of the new dwelling. Suitable space will also be provided to accommodate some delivery vehicles, contractors vehicles, a site cabin, skips and the storage of construction materials. Temporary power and water will be arranged via the necessary local utility providers to serve the site.
- 2.4 It is proposed that there will be 1 cabin placed on the site and this will be the site office / mess facility for site operatives and a general storage cabin / container for tools, equipment and materials. (See Appendix D). A temporary portaloo (single portable toilet) will also be sited for operatives to use for toileting purposes. The substantially completed dwelling house will be utilised as a site office as the development progresses and space on site is reduced.

3.0 **Site Parking and Storage of Plant and Materials**

3.1 This is a small development site and all contractors' will be requested to park on the site or directly outside it as shown on the accompanying plan (Appendix D). It is envisaged that there will be no more five operatives (maximum) working on site at any one time. All operatives are encouraged to vehicle share, use public transport, or use sustainable transport options such as bicycles or to walk to work where possible. Therefore, this will likely only involve the use and parking of two vehicles at the site. Contractors will be instructed not to park outside neighbouring houses where possible to avoid any complaints or conflict. This site is located on a corner plot at the junction of Colville Drive, so it does benefit from having some unrestricted parking space available at the side of the property, which could be utilised on occasions (if required).

3.2 As the development evolves and progresses, the number of contractors on the site will likely gradually reduce and room on the site frontage will become more available for off street parking.

3.3 All construction related materials and plant will be stored within the fenced site area. Materials such as cement, fuels, oils, and any other hazardous type substances will be stored in the secure site cabin.

4.0 **Management of Vehicle Access / Egress and Deliveries**

4.1 Access to the site will be taken directly off Bolton Road via the existing engineered vehicle drop crossing that is in place (see attached photograph on the following page). The existing vehicular access point in the front boundary wall is to be temporarily widened slightly during the demolition and construction

phases to provide improved access and egress to / from the site. The right-hand side section of the wall (as facing) will be widened by approximately 2 metres making the opening nearly 5 metres in width which will be a sufficient size and increase the means of accessibility for most construction related vehicles.

- 4.2 The existing boundary wall along the site frontage is relatively low in height and there is no hedging / shrubbery in place in this area, so the applicant is able to provide a good access facility with the associated visibility requirements on each side to ensure safe access and egress can be achieved. The temporary heras mesh security fencing that will be installed behind is 'transparent' even with the dust netting attached, so this will not adversely affect visibility. The photographs below and on the following page show the existing situation and the wider street scene environment adjacent to the development site.





- 4.3 Bolton Road (A58) is a classified road / adopted highway that is maintainable at public expense meaning that it has been properly constructed and contains a wide surfaced carriageway and footways on each side. This will provide very good access and a clean and solid surface to and from the development site

for contractors' vehicles, delivery vehicles and other construction related traffic.

The dedicated parking / hardstanding area on the site frontage will be kept clear for delivery vehicles to utilise, so they are able to be un-loaded off the public highway where possible (See Appendix D).

- 4.4 To try and minimise disruption to the neighbours on Bolton Road and other residents on nearby highways, deliveries will be scheduled to avoid the rush hour and school drop off periods of 8 – 9.15am and 3.00 – 4pm.
- 4.5 Deliveries will be managed on a 'just-in-time' basis. They will be carefully planned, pre- booked and managed on site to ensure no back up of vehicles on Bolton Road or the adjacent roads and timed to minimise disruption to neighbours. It is envisaged that there will be no more than two deliveries per week associated with the build.
- 4.6 Delivery / tipper vehicles will be met at the site entrance and accompanied onto the site by a banksman who will be in advance of the wagons at all times.
- 4.7. Construction traffic routes will be kept a safe distance from any excavations / trench works at all times.
- 4.8 With regard to members of the public using the adjacent roads and footpaths a banksman will be in place to control traffic accessing and leaving the site. Signals and signage used to control vehicles and pedestrians shall comply with the requirements of the Health and Safety (Safety Signs and Signals) Regulations 1996 (when required).

5.0 **Wheel Wash Facility**

- 5.1 Prior to leaving the site, all construction vehicles will be inspected, and if required, the wheels will be washed on the designated hard standing area using a power / jet washer to ensure that no mud or other waste is deposited on to the public highway. The designated wheel wash area will at the site entrance / exit and it is clearly shown on the accompanying site plan (Appendix D). The site operative in charge of wheel cleaning will be given strict instructions to manage this procedure and to stop any vehicle entering the public highway if it is not clean.
- 5.2 The contractor will manage the risk of any road contamination by regular monitoring. Should the highway become contaminated any debris will be removed manually by a site operative with a spade, hard brush, and jet wash.
- 5.3 The power / jet washer will be checked before every shift to ensure that it is in good working order. If the equipment is faulty in anyway the washers will be immediately replaced.
- 5.4 It is not considered necessary to employ the services of a road sweeping company to sweep Bolton Road and adjoining highways on a regular basis; however, the established emergency call procedure in place can and will enable the site supervisor to instruct this periodically, should the need arise.

6.0 **Management of Dirt and Dust**

- 6.1 If dust emissions are generated in dry condition periods the contractor will use water spray to wet the material and suppress the dust.

- 6.2 The site supervisor will take account of weather conditions and prevailing wind directions when organising construction related operations to prevent and minimise dust nuisance to neighbouring properties. All cutting operations will be dampened down. Operatives will wear dust masks when cutting blocks, etc.
- 6.3 All site staff will be trained and be made fully aware of the Dust Management Strategy.
- 6.4 The service and loading / unloading area within the site is already hard paved to provide a good clean working platform and prevent highway contamination. Should the developer require any additional areas to be formed on the site, then any stone or similar hard surface type treatment will be rolled into the surface to ensure that it is compact and does not get dragged out of the site onto the public highway.
- 6.5 All site staff will have appropriate PPE to protect them from the effects of dust.
- 6.6 Heras security fencing will contain dust netting.
- 6.7 All skips on site will be securely covered.
- 6.8 All loads delivered to or collected from the site will be covered where appropriate.
- 6.9 There will no on-site bonfires.
- 6.10 In the event of a complaint being received from a neighbouring property in respect of dust nuisance then their concerns will be fully considered, and action will be taken (where appropriate and justified) to prevent any future occurrence.

7.0 **Excavation and Groundworks**

7.1 **Location of underground services**

- Prior to commencing excavations, the site area will be checked for overhead and underground services.
- Service plans will be obtained from Utility providers and the site area will be checked using a locating device.
- Once identified, service routes will be clearly marked on the site. Markings will be maintained throughout the duration of the construction works.
- Works will be undertaken in accordance with the HSE Guidance Document – Avoiding danger from underground services.

7.2 **Excavations**

- Trenches / excavations with a depth exceeding 1 metre will be either battered back or suitably shored and the shoring maintained.
- Trenches / excavations will be regularly inspected and any excess groundwater will be pumped out during poor weather conditions.
- Vehicle plant and machinery will be kept a safe working distance from any trenches / excavations on site to prevent potential collapse.
- No site operatives will work below an excavator or similar plant / machinery.

8.0 **Protection of any retained trees**

- ### 8.1
- Protection will be provided to all trees required to be retained as part of the development (where applicable). Any such tree protection measures will be undertaken in accordance with BS5837-2012 requirements (Trees in relation to design, demolition and construction). Heras fencing will be sited around the

trees to prevent any site operations from impacting / affecting the root system at a minimum distance of half the height of the tree or to the extent of the canopy of the tree, whichever is greater. The tree protection measures will be maintained for the duration of the construction works.

9.0 **Waste and Material Management**

9.1 All waste materials will be removed from site by a licensed waste contractor, using skips or lorries. All waste from this site will be dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection (Duty of Care) Regulations 1991 (b).

9.2 Materials will be handled efficiently and waste managed appropriately. We aim to minimise waste and to recycle as much material as possible.

- The Site Manager will be responsible for identifying and segregating waste on site.
- Resultant hard core will be re-used where possible in the substructure.
- Re-useable materials will be identified on site and removed for storage and re-sale.
- Recyclable materials will be removed from site for processing in licensed facilities.

10.0 **Noise Control**

10.1 The works shall be undertaken in accordance with the recommendations in BS.5228-1 Clause 9.3, the Code of Practice for Noise Control on Construction and Demolition Sites, to minimize noise levels during the execution of the construction works.

- 10.2 The close proximity of residential housing has been noted and there will be no operation of heavy plant or machinery etc taking place on site outside of the proposed construction working hours for the site which are detailed in Section 11.
- 10.3 All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order. Operators of noisy machinery will wear ear defenders.
- 10.4 Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum.
- 10.5 Any vibratory type equipment shall be used in a mode which minimises the incident vibration at nearby residential and other sensitive properties.
- 10.6 In the event of a complaint being received from a neighbouring property in respect of noise or vibration related nuisance then their concerns will be fully considered, and action will be taken (where appropriate and justified) to prevent any future occurrence.

11 **Working Hours**

- 11.1 The working hours for the site will be 08.00 – 17.30 Monday to Friday, and 09.00 – 13.00 Saturdays. There will be no working on Sundays and Bank Holidays. These restrictions will also include vehicle and plant movements, loading and unloading.
- 11.2 However, should the need arise to undertake any emergency out of hours works at the site, then developer will liaise directly with the Council's Planning

and Environmental Health Services about this and provide the necessary prior notification.

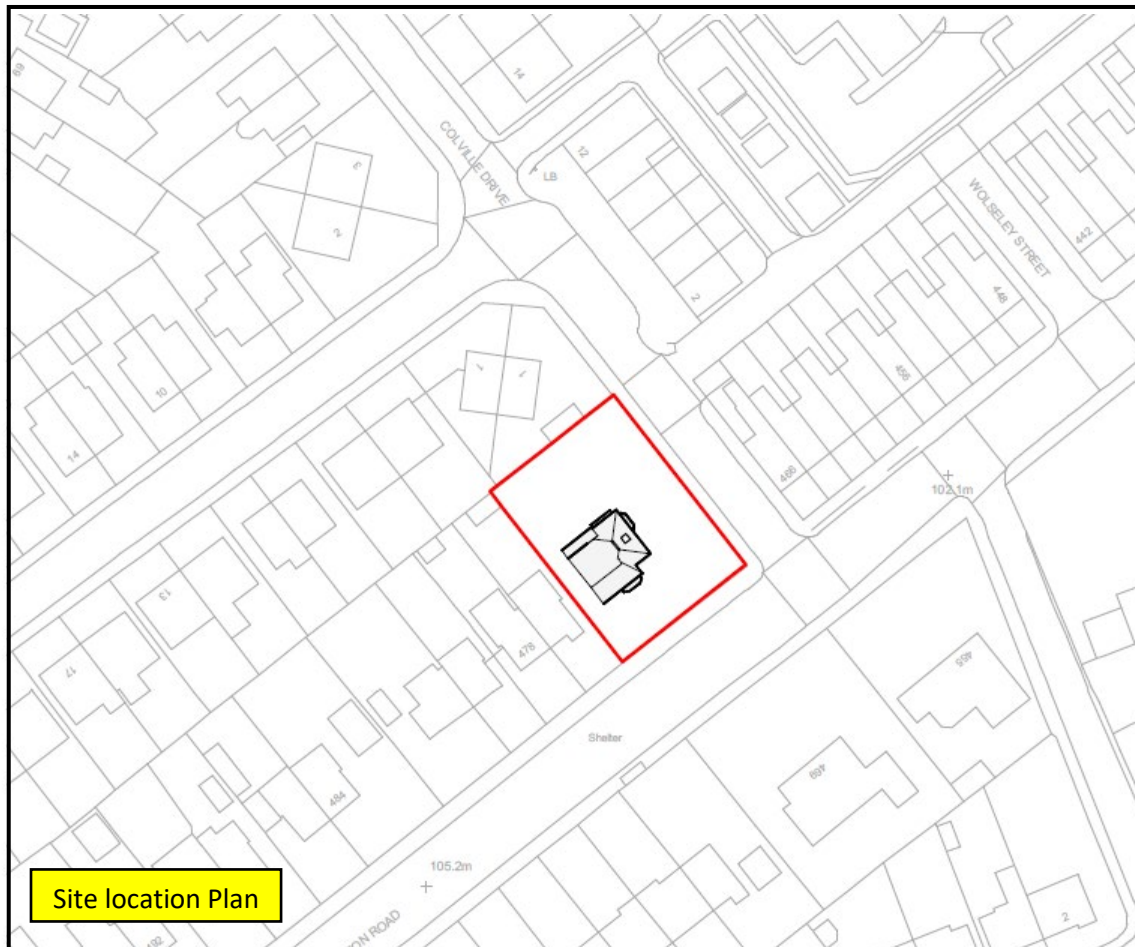
12 **Emergency Procedures**

- 12.1 The Contact name and telephone number for the developer and main contractor will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed at the site entrance.

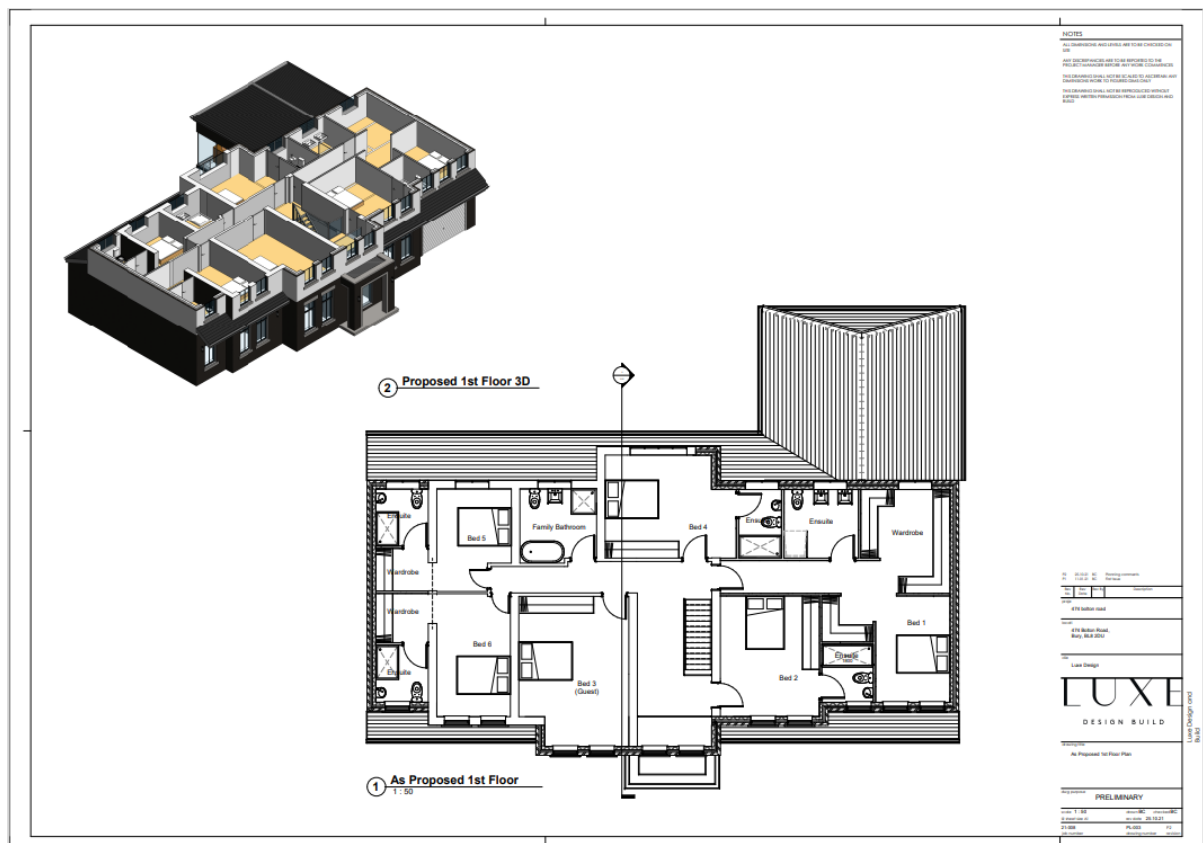
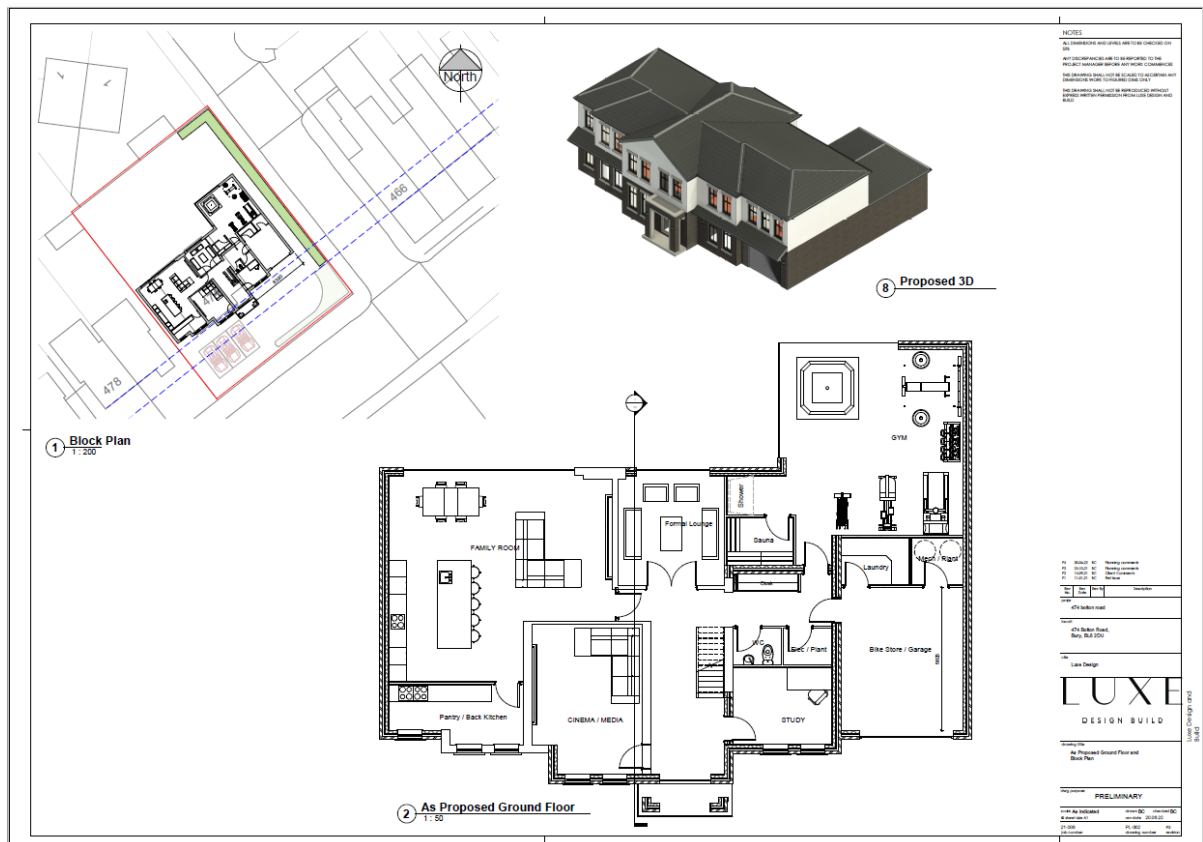
The developer and main contractor is:

Mr Vincent Braine – Luxe Design Build Limited

Email: vinniebraine@luxedesignbuild.co.uk

APPENDIX A – Site location plan and aerial photograph

APPENDIX B – Approved planning drawings showing proposed site layout, floor plans, elevations and street scene





APPENDIX C - Typical Tree Protection Detail**BRITISH STANDARD****BS 5837:2012****6.2 Barriers and ground protection****6.2.1 General**

6.2.1.1 All trees that are being retained on site should be protected by barriers and/or ground protection (see 5.5) before any materials or machinery are brought onto the site, and before any demolition, development or stripping of soil commences. Where all activity can be excluded from the RPA, vertical barriers should be erected to create a construction exclusion zone. Where, due to site constraints, construction activity cannot be fully or permanently excluded in this manner from all or part of a tree's RPA, appropriate ground protection should be installed (see 6.2.3).

6.2.1.2 Areas of retained structural planting, or designated for new structural planting, should be similarly protected, based on the extent of the soft landscaping shown on the approved drawings.

6.2.1.3 The protected area should be regarded as sacrosanct, and, once installed, barriers and ground protection should not be removed or altered without prior recommendation by the project arboriculturist and, where necessary, approval from the local planning authority.

6.2.1.4 Where required, pre-development tree work may be undertaken before the installation of tree protection measures, with the agreement of the project arboriculturist or local planning authority if appropriate (see also 8.8.1).

6.2.1.5 It should be confirmed by the project arboriculturist that the barriers and ground protection have been correctly set out on site, prior to the commencement of any other operations.

6.2.2 Barriers

6.2.2.1 Barriers should be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained tree(s). Barriers should be maintained to ensure that they remain rigid and complete.

6.2.2.2 The default specification should consist of a vertical and horizontal scaffold framework, well braced to resist impacts, as illustrated in Figure 2. The vertical tubes should be spaced at a maximum interval of 3 m and driven securely into the ground. Onto this framework, welded mesh panels should be securely fixed. Care should be exercised when locating the vertical poles to avoid underground services and, in the case of the bracing poles, also to avoid contact with structural roots. If the presence of underground services precludes the use of driven poles, an alternative specification should be prepared in conjunction with the project arboriculturist that provides an equal level of protection. Such alternatives could include the attachment of the panels to a free-standing scaffold support framework.

6.2.2.3 Where the site circumstances and associated risk of damaging incursion into the RPA do not necessitate the default level of protection, an alternative specification should be prepared by the project arboriculturist and, where relevant, agreed with the local planning authority. For example, 2 m tall welded mesh panels on rubber or concrete feet might provide an adequate level of protection from cars, vans, pedestrians and manually operated plant. In such cases, the fence panels should be joined together using a minimum of two anti-tamper couplers, installed so that they can only be removed from inside the fence. The distance between the fence couplers should be at least 1 m and should be uniform throughout the fence. The panels should be supported on the inner side by stabilizer struts, which should normally be attached to a base plate secured with ground pins (Figure 3a). Where the fencing is to be erected

on retained hard surfacing or it is otherwise unfeasible to use ground pins, e.g. due to the presence of underground services, the stabilizer struts should be mounted on a block tray (Figure 3b).

NOTE 1 Examples of configurations for steel mesh perimeter fencing systems are given in BS 1722-18.

NOTE 2 It might be feasible on some sites to use temporary site office buildings as components of the tree protection barriers, provided these can be installed and removed without damaging the retained trees or their rooting environment.

6.2.2.4 All-weather notices should be attached to the barrier with words such as: "CONSTRUCTION EXCLUSION ZONE – NO ACCESS".

Figure 2 Default specification for protective barrier

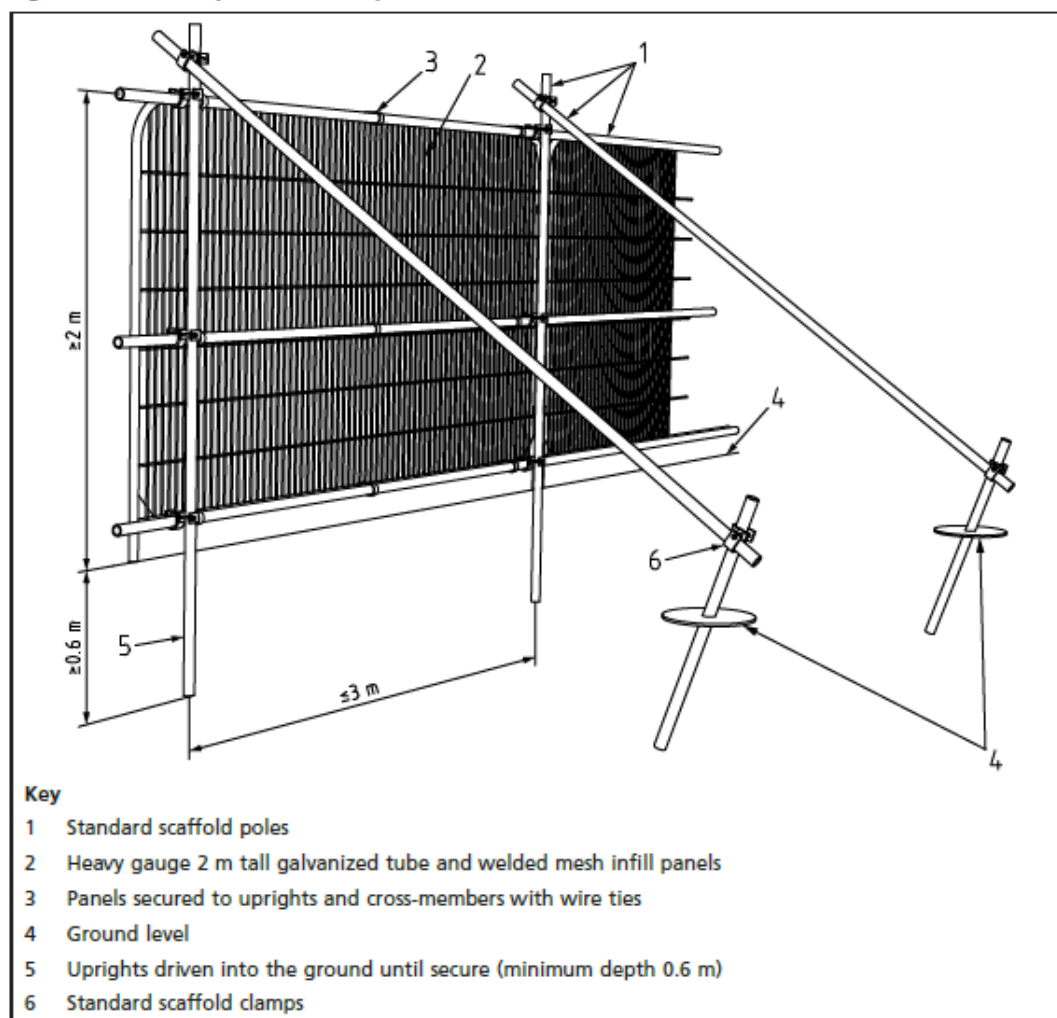
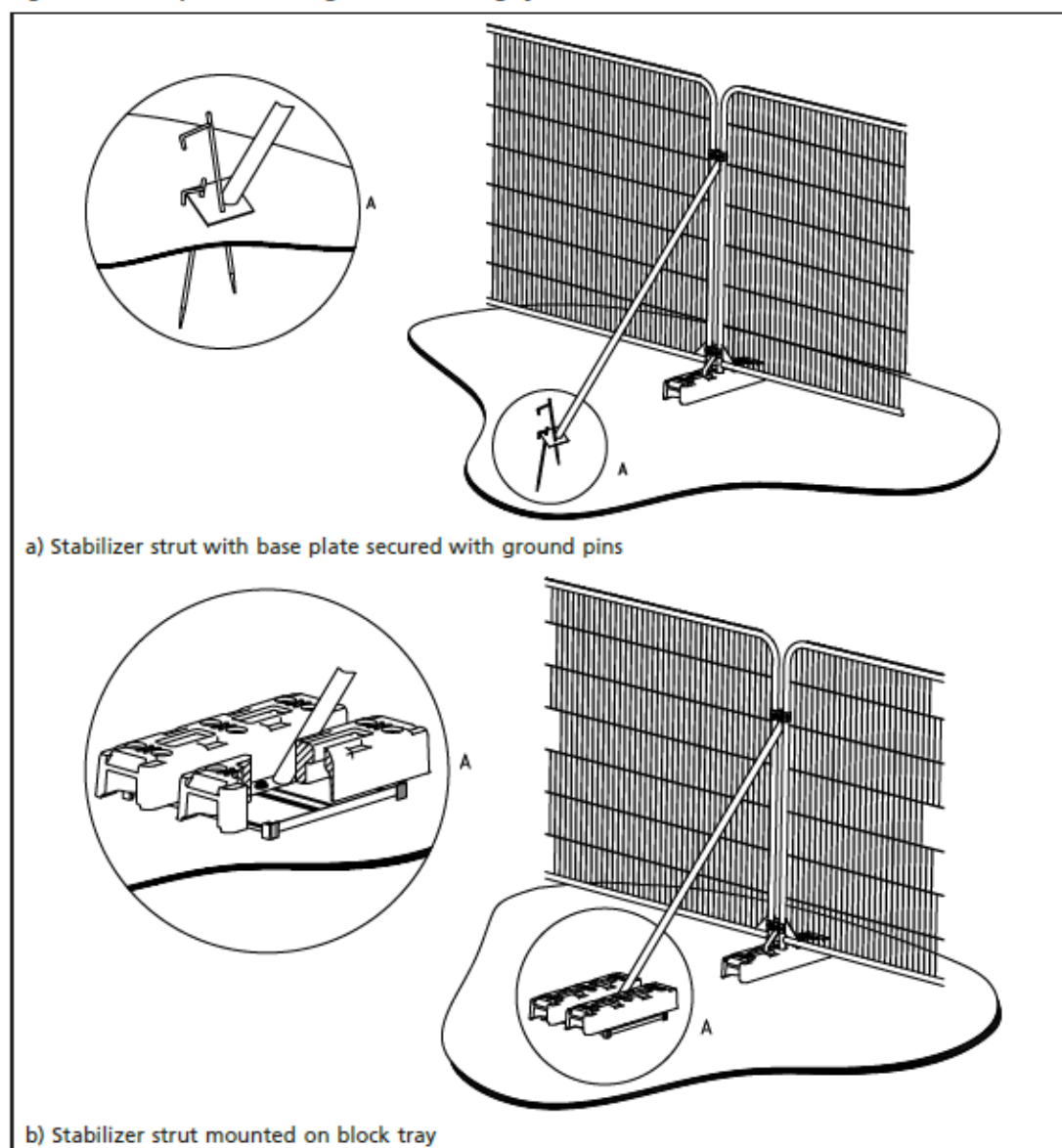


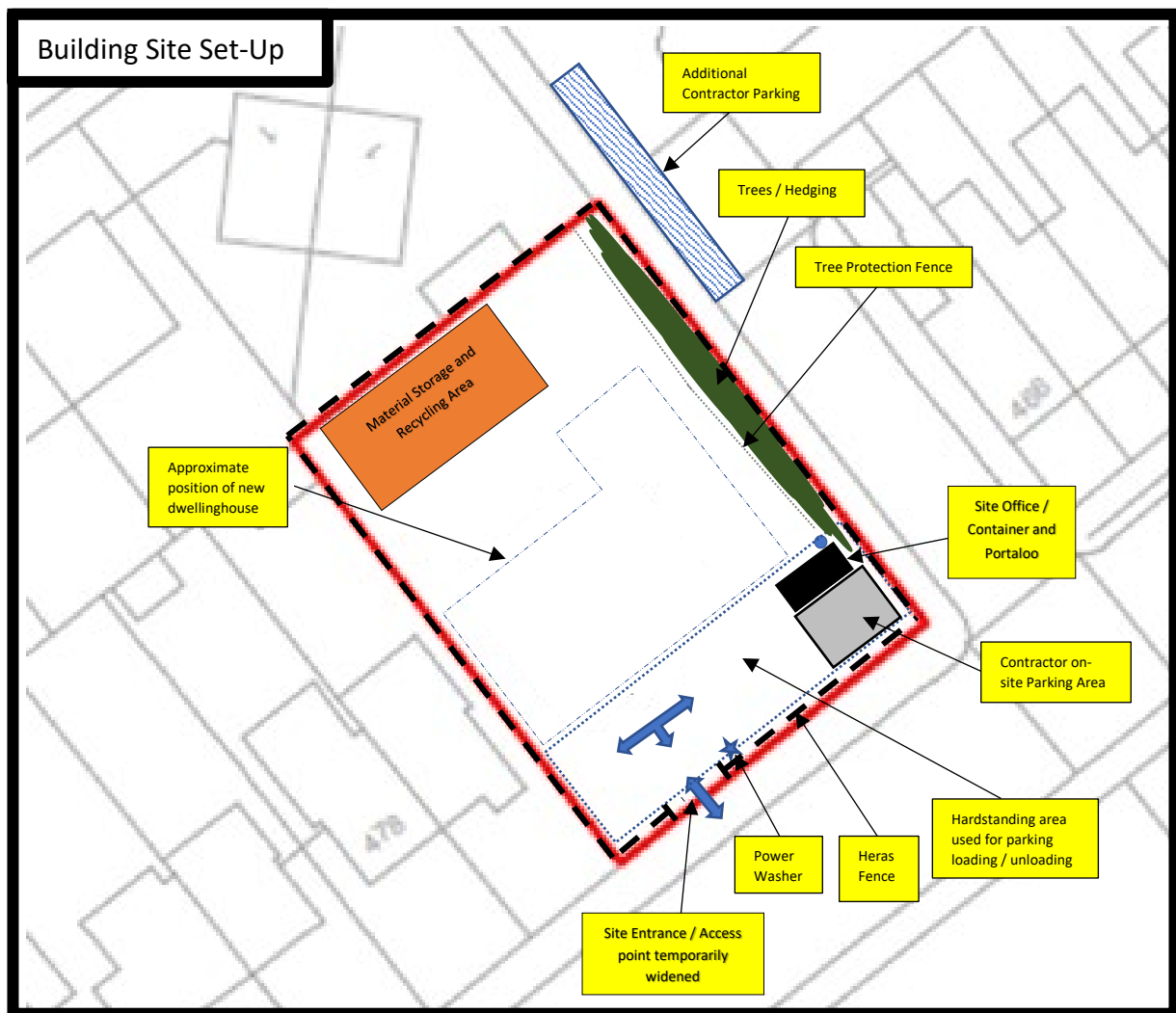
Figure 3 Examples of above-ground stabilizing systems



6.2.3 Ground protection during demolition and construction

6.2.3.1 Where construction working space or temporary construction access is justified within the RPA, this should be facilitated by a set-back in the alignment of the tree protection barrier. In such areas, suitable existing hard surfacing that is not proposed for re-use as part of the finished design should be retained to act as temporary ground protection during construction, rather than being removed during demolition. The suitability of such surfacing for this purpose should be evaluated by the project arboriculturist and an engineer as appropriate.

APPENDIX D - Plan showing the building site set-up including site access, operative car parking, wheel wash location, vehicle loading / unloading area and storage areas.



Safety Signage to be displayed on the wall and heras fencing at the site entrance

APPENDIX E – Copy of the Planning Permission for the development – Application Ref. 67580.

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NOTICE OF PLANNING PERMISSION

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

To:
Bradley Clarke
Clarks Bespoke Design Ltd
83 Ducie Street
Manchester
M1 2JQ

On Behalf Of:
Mr Rashid Nazir
474 Bolton Road
Bury
BL8 2DU

PART 1 - Particulars of Application**Application Number:** 67580**Date of Registration:** 23/05/2022

Proposal:
Demolition of existing dwelling and erection
of replacement dwelling

Location:
474 Bolton Road, Bury, BL8 2DU

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 numbered PL-001 P2, PL-002 Rev P5, PL-003 Rev P2, and PL-004 Rev P3, 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 The external finishing materials for the proposal hereby approved shall match those of the drawing PL-004 Rev P3 and the material schedule as submitted on 21/12/2021.

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
- 4 Before the first occupation of the extension hereby permitted the toilet/bathroom windows shall be fitted with obscured glazing and shall be permanently retained in

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that condition thereafter.

Reason. To protect the privacy of adjoining occupiers and to accord with Policy H2/3 - Extensions and Alterations of the Bury Unitary Development Plan and Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.

- 5 No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must 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 assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. 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.

- 6 A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting and the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building is first occupied or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

- 7 Air quality and electric vehicle charging point
Prior to occupation the applicant shall provide electric vehicle (EV) charging points for each residential unit. EV chargepoints shall be chosen for the Electric Vehicle Homecharge Scheme approved chargepoint model list. The approved scheme shall be available for use prior to first occupation and retained in situ thereafter.

Reason. In accordance with the principles of the NPPF, 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.

- 8 The development hereby approved shall not be first occupied unless and until the car parking and driveway alterations indicated on approved plan reference PL-005 Revision P5, incorporating the retention of the existing access position/footway

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crossing and boundary treatment shown, hardstanding in a permeable/porous material and/or measures to prevent the discharge of surface water onto the adjacent adopted highway and all associated footway remedial works to reinstate the footway to its former condition prior to commencement of the development, have been implemented in full to an agreed specification and to the written satisfaction of the Local Planning Authority.

Reason: To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan..

- 9 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 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: 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, and to ensure a satisfactory development pursuant to Bury Unitary Development Plan Policies HT6/2 -

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Pedestrian/Vehicular Conflict, HT2/4 - Car Parking and New Development, and SPD 11 - Parking standards in Bury.

- 10 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.

- 11 Following the provisions of Condition 10 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.

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:

NPPF	National Planning Policy Framework
EN1/2	EN1/2 - Townscape and Built Design
EN1	EN1 - Built Environment
EN1/3	EN1/3 - Landscaping Provision
EN1/5	EN1/5 - Crime Prevention
H2	H2 - Housing Environment and Design
H2/3	H2/3 - Extensions and Alterations
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential

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Properties.
HT2/4 HT2/4 - Car Parking and New Development
SPD11 Development Control Policy Guidance Note 11 - Parking Standards in Bury

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 Plan & Existing Plans (dwg no.PL-001 P2)
Proposed Elevations (dwg no.PL-004 Rev P3)
Proposed 1st Floor Plan (dwg no.PL-003 Rev P2)
NEW - Proposed Ground Floor and Block Plan (dwg no.PL-002 Rev P5)
NEW - Existing & Proposed Block Plans (dwg no.PL-005 Rev P5)

NOTES TO APPLICANT

1. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
2. The applicant's attention is drawn to the need to consult the Department of Operations regarding the specification for and implementation of the any necessary footway remedial works. The cost of the works will be the responsibility of the developer.
3. The applicant's attention is drawn to Section 80 of the Building Act 1984 and the need to give six weeks prior written notice to the Department for Business Growth and Infrastructure detailing any proposed demolition works in connection with the proposed development.
4. The Council currently operates a curtilage system of refuse collection. The applicant is advised to liaise with Waste Management, Bradley Fold Depot on 0161 253 6621/7010, regarding the operation of this system.
5. The council strongly encourages supporting Sustainable Development and the applicant should consider the inclusion of modern techniques to reduce the impact on the environment including EV car charging points, heat pumps, and solar panels.
6. **INFORMATIVE - The Control of Noise Regulations 1975, Section 60. Control of Noise on Construction Sites**
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

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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.

7. Any contravention of these requirements will trigger the serving of a Notice under Section 60 of The Control of Noise Regulations 1975.
8. The applicant's attention is drawn to the need to consult the Department for Operations in order to obtain a hoarding permit prior to works affecting the adopted highway commencing. The cost of permit and any necessary works/measures will be the responsibility of the developer.
9. Asbestos - Prior to demolition of the structures on site an asbestos survey is to be carried out by an appropriately qualified contractor. Any asbestos identified shall be disposed of in an appropriate manner.
Reason: This is to secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to the Environment Act 1990.

Signed:



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On behalf of the Council

Date of Decision: 20/07/2022

APPENDIX F- Highway Dilapidation Survey – Photos taken on 09/09/2022













