

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

INTRODUCTION

On behalf of Iain Alexander and under the care of John Holt Architects, and in accordance with condition 10 of the notice of planning permission, a Construction Traffic Management Plan (CTMP) is required for the proposed residential development at Ivy Bank, Walmersley Old Road, Bury.

Scope

The purpose of this report is to advise and provide confidence to the local planning authority, Bury MBC, regarding construction traffic generated by the site and certain construction operations that may impact upon the public highway.

It aims to demonstrate that this development proposal can be delivered without detriment to highway safety, pedestrian safety and the amenities of the area.

The plan will cover areas of key significance as follows:

- ☐ Existing condition of Walmersley Old Road (dilapidation Survey).
- ☐ the anticipated number, frequency and types of vehicles used during construction
- ☐ the method of access and routing of vehicles during construction
- ☐ the parking of vehicles by site operatives and visitors
- ☐ the loading and unloading of plant, materials and waste
- ☐ the storage of plant and materials used in construction of the development
- ☐ the erection and maintenance of security fencing
- ☐ the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders if required)
- ☐ measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security
- ☐ details of public engagement both prior to and during construction works.

Need for CTMP

The requirement for a CTMP has been requested by Bury MBC as part of the notice of planning permission for the present planning application reference 70409.

The letter dated 25th January 2024 is states as follows:

10. 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.

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Site Location

The site is located off the main cobbled road leading to Nangreaves Village on Walmersley Old Road. It has a small row of cottages to one side with fields on the other. It is used minimally and has a low frequency of traffic usage.

Postcode: BL9 6RU

OSGR: SD 80829 14233

Please refer to the Site Location Plan at Appendix A.

Highway Description

A dilapidation Survey has been carried out and all photos are shown in Appendix B.

The road way still remains as its original granite sett surfacing that leads to the hamlet of Nangreaves. It is an adopted carriageway.

The carriageway shows mainly a sett surface, but where works have been carried out, tarmac reinstatement has been carried out.

There is no defined footway as the full width of the highway consists of sett surfacing.

Proposed Construction Programme

It is anticipated works to commence in September 2024 and will take approximately 40 weeks for both demolition and construction works.

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CONSTRUCTION OPERATIONS

Nature & Frequency of Construction Traffic

The nature and frequency of construction traffic will change during the various stages of the build programme, but the site will be properly managed to ensure that the number of vehicle trips generated will be minimised as far as practicable. Numerous types of delivery vehicles will be used to bring materials to and from the site.

These include:

- ☐ Skip lorries. These will include standard 8/4-yard skips for waste to be stored on new building footprint area where possible. During demolition works, all roll on/roll off skip wagons will be loaded directly onto wagon, wait and load.
- ☐ Ready mix concrete lorries (approx. 8.25m long x 2.45m wide) – pour and wait on site with approved wash off area within footprint of the site.
- ☐ Flatbed delivery vehicles for the delivery of various plant and materials including scaffolding, steelwork, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. 8.5m long x 2.45m wide). Materials will be stored at the builder's merchant yard and called off for agreed delivery to site to minimise material storage requirements on site.

The average projected vehicle movements are between 4-5 per week.

Site Access/Egress

All construction traffic will access/egress the site through the main gate as shown below:



Upon arrival to site, the vehicles will reverse into site, at all times being guided by a banksman. The gates are set back far enough to allow all wagons stated above to achieve turning circle to reverse into the site.

In the event of any pedestrians passing and with the lack of a defined footway, the banksman will guide pedestrians around vehicles as is necessary.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

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Routing of Construction Traffic

All construction traffic will access/egress the site from Walmersley Old Road, which is the only access to site.

All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error

Vehicle Parking

All vehicle parking will be on the adjacent land within the boundary of the site and with separate gated access as shown in yellow arrows below:



Loading/Unloading of Plant & Materials

All plant and materials will be unloaded/loaded within the site boundary where is reasonably practicable.

A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the site, but deliveries will be restricted to one at a time.

Nominated waiting areas for delivery vehicles will be identified in the locality to allow safe waiting where necessary say for example during a concrete pour.

Storage of Plant & Materials

All plant and materials will be stored within the site boundary. No materials will be stored, even temporarily, on the public highway.

To maximise the available working space on the site, storage of plant and materials will be minimised and operated on a just in time basis and as previously stated will be called in from external storage at the builder's merchant.

No hazardous material will be stored on site.

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Fuel/Oil Storage

All fuel for plant will be delivered to site and plant fuelled up with the provision of a fuel spill kit in the event of any spillage.

Site Hoarding/Gates

For public safety and site security, the construction site is secure and with a gated entrance at the site access as shown above.

SITE CONTROLS

Site Cleanliness

The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.

All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.

It is not envisaged that site operations will be sufficient to necessitate dedicated wheel washing facilities on the site, but a portable pressure washer will be used to wash down vehicle tyres before exiting the site if required.

Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

Control of Dust and other emissions

The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised

Water dust suppression will be utilised during demolition works by use of a jet wash as shown in the RAMS.

Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods.

Waste Management

As described and shown in the CPP, the site manager will ensure that all waste generated by the construction operations is dealt with appropriately so as to avoid nuisance and litter.

All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.

During transportation, all waste containers will be covered, wheels will be cleaned prior to leaving site.

No bonfires will be permitted on the site.

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CDM Regulations 2015

In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

Control of Noise

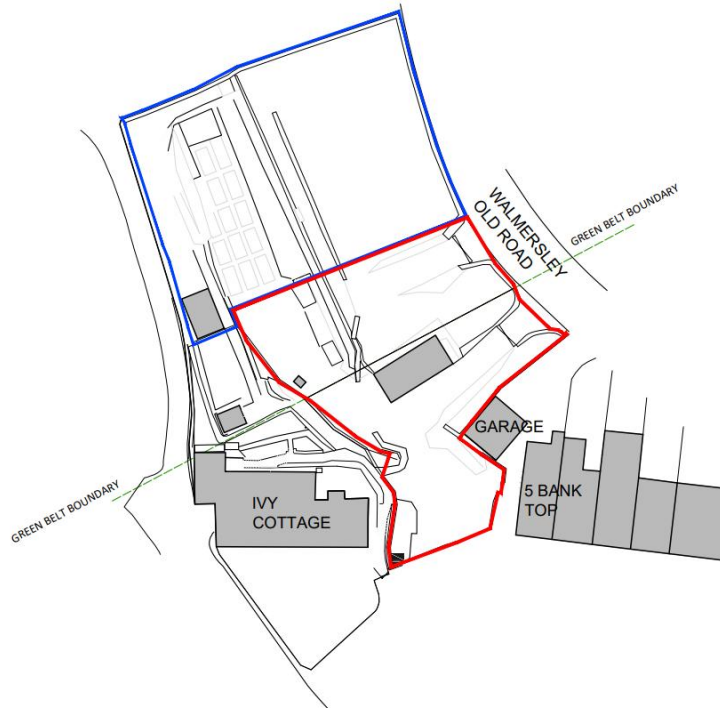
Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:

- ☐ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- ☐ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
- ☐ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
- ☐ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
- ☐ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

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APPENDIX A

Site Location Plan



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

APPENDIX B

Site Dilapidation Survey

Walmersley Old Road Carriageway



Southern view towards Ivy Bank

CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Northern view with Ivy Bank on right hand side



View to the main gates to Ivy Bank