



Land adjacent to 23 Meadway, Bury

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

For Residential Development
On behalf of SAC Property Developments

2024/8289/CTMP01

June 2025

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is instructed by SAC Property Developments to provide highway and transport planning advice in relation to a recently consented residential development at Land adjacent to 23 Meadway, Bury, BL9 9TY.
- 1.1.2 The site was recently granted planning permission by Bury Council (Application Number: 68709) which was granted consent on 27th September 2023.
- 1.1.3 This Construction Traffic Management Plan has been prepared by RGP to discharge items ii) – x) of Condition 16, which states:

Condition 16: Notwithstanding the submitted 'Construction Traffic Management Plan' (CTMP), no development shall commence unless and until a CTMP has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- i. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;*
- ii. Access route for all construction vehicles to the site from the Key Route Network;*
- iii. Access point/arrangements for construction traffic from the shared private access/Meadway and all temporary works required to facilitate access for construction vehicles;*
- iv. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;*
- v. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;*
- vi. Confirmation of hours of operation, delivery and construction vehicle sizes that can be accommodated on the shared private access that serves the site and number of vehicle movements;*
- vii. Arrangements for the turning and manoeuvring of vehicles within the curtilage on the site and measures to control/manage delivery vehicle manoeuvres;*
- viii. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;*
- ix. 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.*
- x. 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.*

Reason. Information not submitted at the application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and 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 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 1.1.4 This Construction Traffic Management Plan (CTMP) has been prepared to satisfy criterion ii) – x) of the above condition. It should be noted that a separate Highway Condition Survey has been prepared by RGP to discharge item i) associated with planning condition 16 and it is therefore recommended that that these reports are read in conjunction with one another.
- 1.1.5 A CTMP provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against.
- 1.1.6 The consented planning application was accompanied by a draft CTMP which was approved by Bury Council. The key principles of this CTMP are consistent with the draft CTMP.

2 SITE DETAILS

2.1 Site Location and Local Highway Network

- 2.1.1 The site is located at the northern end of Meadway in Bury and currently comprises an area of vacant land between a cul-de-sac of residential dwellings. The northern section of Meadway provides a private access road.
- 2.1.2 Meadway serves residential dwellings along its length and adjoins Hamson Mill Lane at its southern extent which in turn meets the A56 via a priority junction, approximately 500 metres to the south of the site.

2.2 Considerations and Challenges

- 2.2.1 There are some notable constraints associated with the construction works at the site. The following considerations and challenges are noted for the site:
- (i) The residential nature of Meadway;
 - (ii) Unrestricted parking on Meadway;
 - (iii) Access constraints at northern end of Meadway for large vehicles.
- 2.2.2 Noting the above constraints, the applicant is committed to carrying out these works in the most practicably sustainable manner. Given the site's location, the need to minimise the impact associated with the construction works is fully recognised and the proposed construction works have been considered on this basis within this CTMP.
- 2.2.3 The appointed Main Contractor will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of the neighbouring uses, as well as passing vehicles, pedestrians and cyclists at all times.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Construction Programme

- 3.1.1 The construction works are proposed to commence in Summer 2025. The schedule of construction activity is expected to be broadly as follows:
- (i) Site setup and clearance;
 - (ii) Excavation and foundations;
 - (iii) Superstructure;
 - (iv) Services, fit-out and commissioning;
 - (v) External works / landscaping.
- 3.1.2 The contact details for the Main Contractor and the appointed Construction Manager (an individual appointed under the appointed Contractor) shall be clearly detailed at the front of the sites for the duration of the development.
- 3.1.3 The above programme would be updated further if there are any fundamental changes in the programme as works progress.
- 3.1.4 The proposed works are for the construction of two residential dwellings which would not generate a material level of construction delivery traffic, with perhaps 2-3 deliveries per day during peak periods of activity ranging from larger tipper lorries to smaller transit vans.
- 3.1.5 All construction arrivals and departures would be managed closely by the Construction Manager and assisted by Traffic Marshals to prevent excessive impact on the local highway network. Further details regarding the management of construction traffic are provided later in this report.

3.2 Proposed Working Hours

- 3.2.1 Construction works on the site will typically commence and finish at the following times:
- (i) Monday to Friday 8.00am - 6.00pm
 - (ii) Saturday 8.00am - 1.00pm
 - (iii) No Sunday, bank holiday or public holiday working
- 3.2.2 Under no circumstances would works, including construction deliveries, be undertaken outside of these times and hours, unless otherwise agreed in advance with the Council.
- 3.2.3 These restrictions would be adhered to throughout the programme and enforced by the Main Contractor.

4 VEHICLE ACCESS AND ROUTING

4.1 Site Setup

- 4.1.1 Prior to any construction works commencing, the proposed delivery vehicle access arrangements would be set up and security hoarding installed along the site frontage to maintain safe access into the site for legitimate staff and deliveries only as well as ensuring the safe passage of residents on the public highway.
- 4.1.2 Appropriate signage will also be erected around the curtilage of the site and will give clear instruction for safe routes of passage by both cars and pedestrians which will be continually adapted to suit any varied stages of construction.
- 4.1.3 Temporary lighting would also be provided across the site, as necessary, particularly during the winter months.
- 4.1.4 The site would be designed appropriately to ensure that there is no requirement for skips or vehicles to be located on the public highway as far as reasonably possible and no transfer of materials occurs off site.
- 4.1.5 Any necessary licences required would be applied for by the Main Contractor in advance.
- 4.1.6 Monitoring of these elements will be undertaken by the appointed Construction Manager throughout the programme of works to ensure the safety of all those staff associated with the works and users of the public highway, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

4.2 Types of Vehicles

- 4.2.1 The following list provides an indication of the types of vehicles anticipated during the construction process. The Main Contractor would seek to utilise smaller delivery vehicles where possible due to the access constraints onto the site at the northern end of Meadway.
- 4.2.2 No larger vehicles than those outlined below would be used due to the constraints along Meadway.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Large Tipper Lorries	Transporting loose material to/from the site.	Length: 10.2m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Concrete lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 2.9m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m Height: 3.0m

Transit Vans	It is anticipated that these will be used for the majority of hand held tools, equipment, finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m
Box Vans	Transport Materials, hand held tools, equipment, finishing materials and sanitary ware	Length: 7.5m Width: 2.0m Height: 3.5m

Figure 4.1: Types of Construction Vehicles

4.3 Construction Vehicle Access

- 4.3.1 **Drawing 2024/8289/002** attached illustrates the construction site setup plan for the site.
- 4.3.2 As shown, the site is currently vacant and therefore all construction deliveries can be safely received on the site. The attached drawing demonstrates that a large construction vehicle can safely turn around on the site and egress in a forward gear.
- 4.3.3 The above loading arrangement is consistent with the draft CTMP prepared to support the planning application which was acceptable to Bury Council.
- 4.3.4 All vehicle manoeuvres into/out of the site and loading/unloading activity on the site would be assisted by traffic marshals at all times.
- 4.3.5 These proposed construction access arrangements represent the best case with regard to highway, cyclist and pedestrian safety in the locality, without causing excessive impact on the adjacent highway and to other road users.
- 4.3.6 Throughout the construction programme, all construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time, wherever possible. Through the use of a delivery schedule and specified working hours, the number of construction deliveries each day would be restricted and controlled in order to minimise impact on the adjacent highway network.

4.4 Routing Strategy

- 4.4.1 **Figure 4.2** below illustrates the construction vehicle routing plan for the site, full details are shown at **Appendix A**. All construction vehicles would approach the site via the strategic road network in the form of the A56 to the south-west of the site. The A56 in turn connects users towards Junction 17 of the M60 to the south.



Figure 4.2: Construction Routing Plan

- 4.4.2 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time in order to ensure vehicles adhere to the agreed routes and access arrangements set out in this report.

4.5 Pedestrians and Cyclists

- 4.5.1 All footways in the vicinity of the site would remain open throughout the construction programme and no other pedestrian or cycle diversions are considered necessary.
- 4.5.2 Traffic marshals would be on hand to assist with delivery arrivals during scheduled delivery times and assist with any pedestrians/cyclists using the public highway network, as illustrated on the attached drawing.
- 4.5.3 Appropriate signage would also be displayed around the construction works to enhance pedestrian safety and to raise awareness.

4.6 Storage of Plant and Materials

- 4.6.1 All plant and materials would be stored within designated storage areas on the site, as illustrated on the attached drawing.
- 4.6.2 Safe and adequate access will be provided to all parts of the site, and the site must be kept tidy. When the work has stopped for the day, the site will be secured, all ladders and access removed, the plant must be immobilised, and all hazardous materials will be safely stored.
- 4.6.3 There will be no storage of goods or waste on the local highway. All plant and materials will be stored on the site at all times.

5 CONSTRUCTION TRAFFIC MANAGEMENT PROCEDURES

5.1 Traffic Management

5.1.1 The appointed Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies highlighted within this CTMP. In order to minimise congestion on local roads and inconvenience to third parties the following principles are proposed:

- (i) All deliveries would be undertaken within the dedicated areas identified within this CTMP, away from the local highway network.
- (ii) Deliveries will only be permitted within the specified working hours set out in this document (Section 3.2) to minimise impact on the local highway network.
- (iii) Any vehicle attempting to deliver outside these hours will be turned away and will only be permitted to return to site within the hours noted above.
- (iv) All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.
- (v) A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated to ensure the necessary steps can be put into place.
- (vi) The Main Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.
- (vii) Traffic Marshals will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.
- (viii) All construction vehicles would adhere to the vehicle routing strategy detailed in this document.
- (ix) All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified hours outlined in this document.
- (x) Any deliveries not booked in may be turned away at the Contractor's expense.
- (xi) All deliveries will be supported by traffic marshals, as appropriate, to ensure the safe passage of materials to and from the site, without impacting on highway safety and users of the School.
- (xii) Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.
- (xiii) The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period.
- (xiv) A wheel washing will be provided to minimise dirt and dust deposits on the local highway, as shown on the appended drawing.
- (xv) Deliveries are not to be made outside the site perimeter onto public footpaths or at other locations on the highway, unless safe provision for pedestrians has been made and agreed in advance with BC Highways department.
- (xvi) The Main Contractor is committed to ensuring all staff and sub-contractor vehicles arriving at site comply with the FORS accreditation, Considerate

Constructors Programme and the Construction Logistics and Community Safety (CLOCS).

- 5.1.2 The Main Contractor will be responsible for implementing the measures within this CTMP and managing the logistics during construction.
- 5.1.3 The Main Contractor will make every effort to plan such that construction deliveries could be reduced, re-timed or consolidated with respect to any other construction works coming forward in the locality to minimise impact on the local highway and adjacent uses.

5.2 Staff Travel Plan

- 5.2.1 Parking for site operatives would be provided within the site extent. However, there are opportunities for construction staff to travel to / from the site by sustainable modes. In order to encourage the use of sustainable travel and reduce reliance upon single private car use by staff where possible, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:
 - (i) Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;
 - (ii) Use of local labour / operatives who are more likely to reside within the local area and therefore travel by active or sustainable modes, as far as reasonably possible;
 - (iii) The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient for staff. This could be provided by way of a dedicated area within the construction storage/welfare area;
 - (iv) An induction programme for all staff, making them aware of the parking available.
 - (v) Car sharing would be encouraged as a suitable alternative.

6 MANAGEMENT, REPORTING AND REVIEW

6.1 Overview

Main Contractor – TBC.
Construction Manager – TBC.

6.1.1 The appointed Construction Manager (an individual appointed by the Main Contractor) will own and manage the implementation of this document. Their job description will include keeping data on:

- (i) Number of vehicle movements on site - collected through the delivery booking system;
- (ii) Types of vehicles on site – to minimise the number of large construction vehicles wherever possible;
- (iii) Time spent on site;
- (iv) Delivery accuracy compared to schedule;
- (v) Vehicle routing, unacceptable queuing or parking;
- (vi) FORS accreditation;
- (vii) Staff travel modes to site;
- (viii) Driver inductions and briefings including accreditation/qualification checks where required.
- (ix) Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report.

6.1.2 The Construction Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Construction Manager.

6.1.3 All records will be held on file, onsite, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.

6.2 Breaches and Complaints

6.2.1 The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.

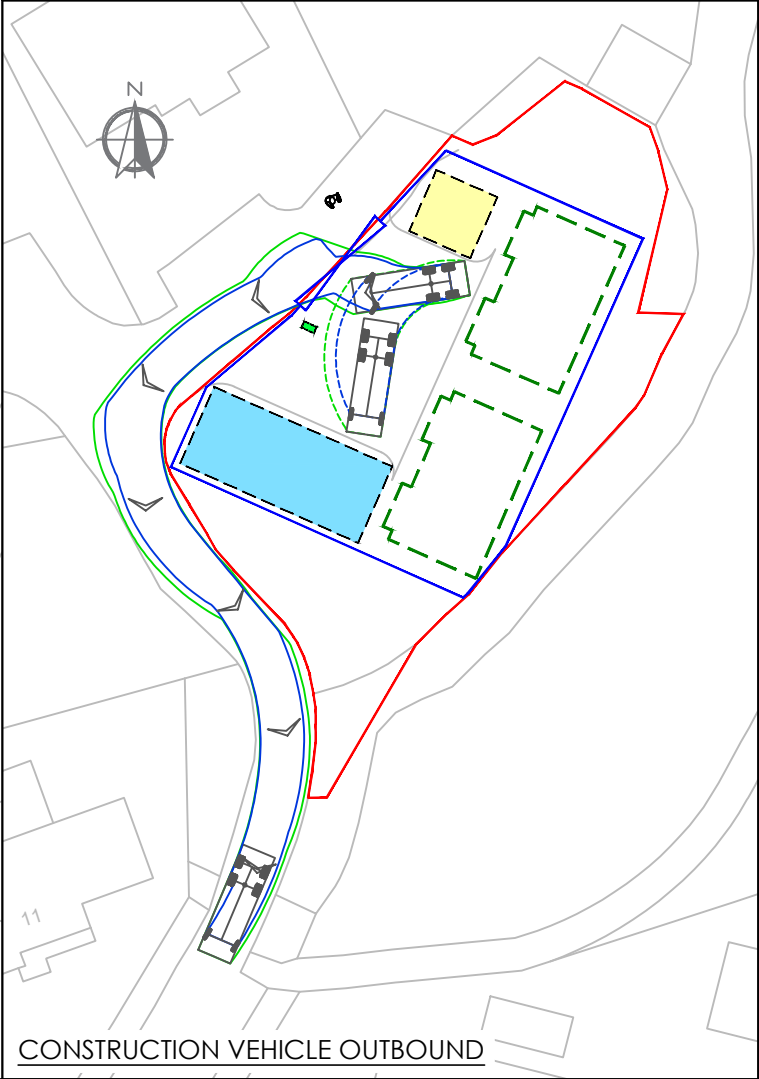
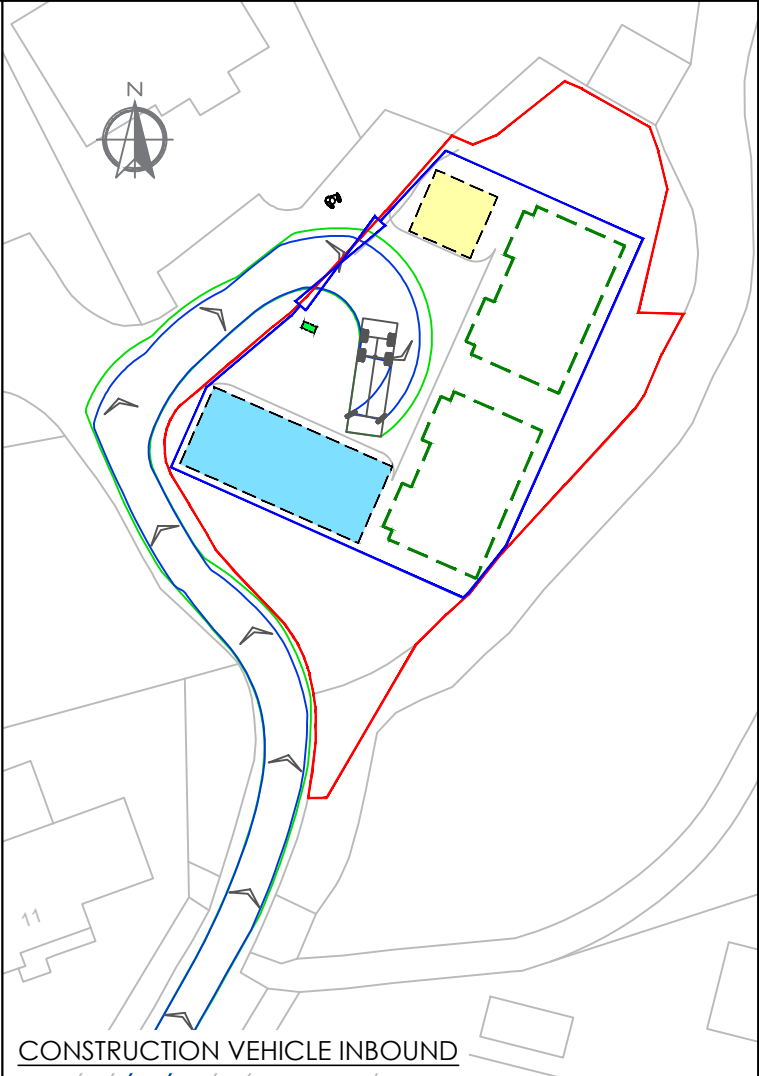
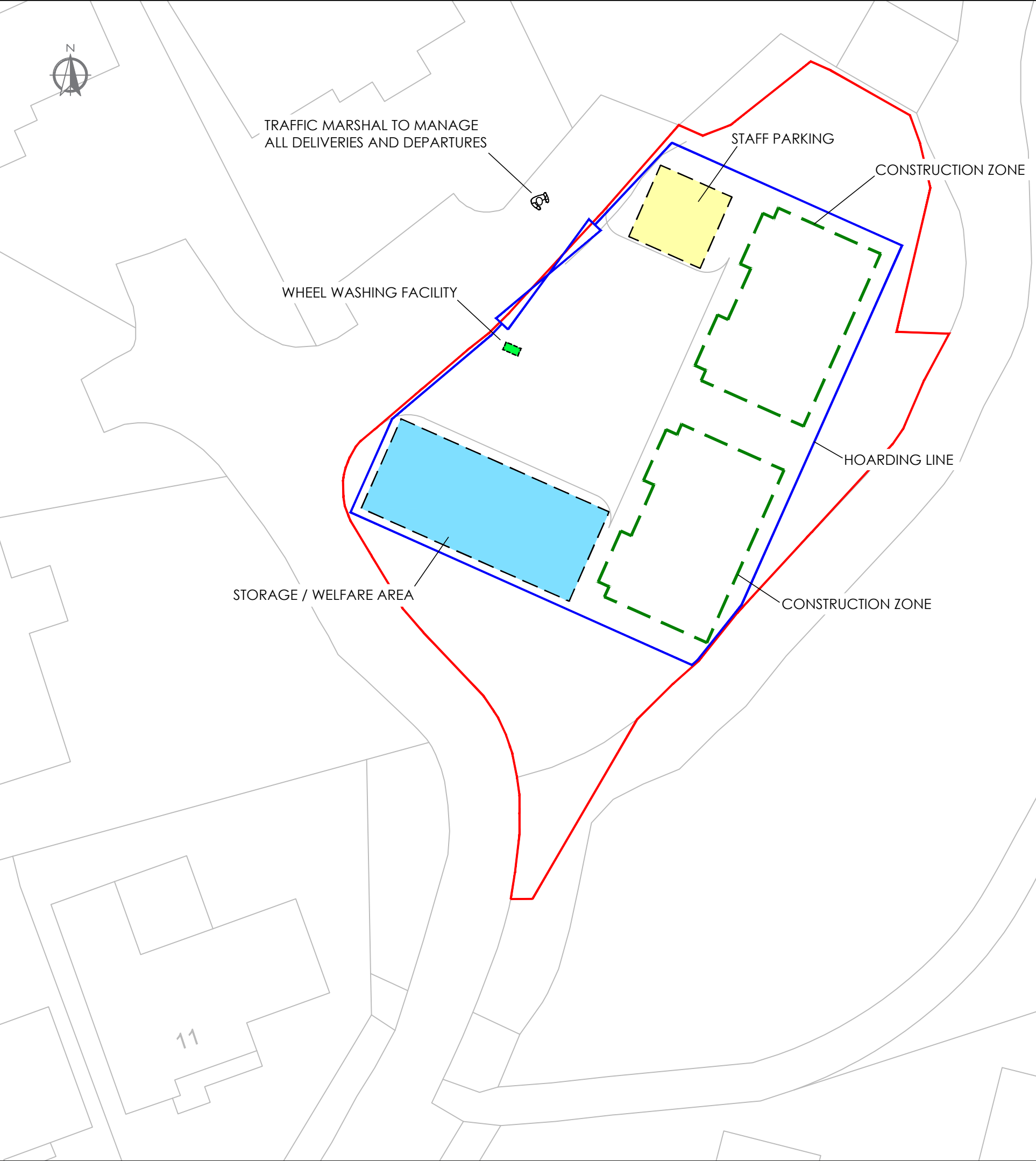
6.2.2 As outlined in this document, it is a requirement for vehicles and contractors to adhere to the FORS initiative, as well as other vehicle management schemes and initiatives. Any contractors who are in breach of these schemes and requirements shall be notified and any disciplinary issues dealt with as appropriate.

6.2.3 The Construction Manager will be expected to develop a constructive relationship with those residents in the immediate vicinity of the development. Feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site, where appropriate.

6.3 Safety

- 6.3.1 Anyone entering the site will be required to undergo a site induction. The induction will include access routes, parking, deliveries and emergency procedures.
- 6.3.2 All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Contractor, if not available. Any persons not wearing suitable PPE may be asked to leave the site. This would be particularly important at the present time in light of the Covid-19 pandemic.
- 6.3.3 The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Construction Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise.
- 6.3.4 All records of logistic-related and staff-related incidents or injuries will be held on file onsite at all times.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- HOARDING
- CONSTRUCTION ZONE
- STORAGE/WELFARE AREA
- STAFF PARKING
- WHEEL WASHING FACILITY
- TRAFFIC MARSHAL

Medium Tipper	
Overall Length	8.230m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.337m
Track Width	2.450m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

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Project
Land Adjacent To
23 Meadway, Bury

Drawing title
Construciton Setup Plan

Drawing No. 2024/8289/002	Rev. P2		
Scale 1:250	Drawn By DH	Checked By WT	A3

APPENDIX A





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