



REFERENCE: TBCT/23/1/GS/26BNR

CLIENT: GOLD SKETCH STUDIOS

ADDRESS: 26 BURY NEW ROAD, PRESTWICH, M25 0LD

DEVELOPMENT DETAILS: SINGLE STOREY REAR EXTENSION TO PROVIDE A USE CLASS E UNIT; SINGLE STOREY SIDE EXTENSION FOR NEW EXTERNAL STAIR TO ACCESS THE BASEMENT; CHANGE OF USE OF BASEMENT STORE TO USE CLASS E UNIT; CHANGE OF WINDOW AND DOOR FENESTRATION TO SIDE ELEVATION

DATE: 1/2/2023

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1.1 Scope and Background to the Construction Traffic Management Plan (CTMP)

A planning application (App Ref:68028) was granted by Bury Council for the Single storey rear extension to provide a Use Class E unit; Single storey side extension for new external stair to access the basement; Change of use of basement store to Use Class E unit; Change of window and door fenestration to side elevation at the land adjacent to 26 Bury New Road, Prestwich, Manchester, M25 0LD.

In the particulars of the decision dated 18th February 2022, a list of conditions were issued in relation to the planning decision for the development.

Condition 5 of the proposed approval stated

No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- ☐ **Hours of operation and number of vehicle movements;**
- ☐ **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 carried on the wheels and chassis of any vehicles leaving the site and measures to minimize dust nuisance caused by the operations**

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at 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.

This Construction Traffic Management Plan will seek to identify the issues set out above and to alleviate any concerns that the Council have in regard to the impact this development will have in regards to both Traffic on and the condition of the highway abutting the development site.



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2.1 Introduction to the Development and the Site Location

The development is the erection of a single storey rear extension to provide a Use Class E unit; Single storey side extension for new external stair to access the basement; Change of use of basement store to Use Class E unit; Change of window and door fenestration to side elevation at the land adjacent to 26 Bury New Road, Prestwich, M25 0LD.

Although the site address is 26 Bury New Road, Prestwich, Manchester, M25 0LD, the development activity will take place to the rear of the property which flanks Richmond Avenue and all access to the site will take place from this approach. Please see the image below demarking the site in blue with the development area hatched in yellow.



Image 1 – Site Boundary and Development area within site

Demolition and Construction at the development will take place over 4 phases.

Phase 1 will be the removal of the current outbuilding and site clearance in preparation for the work, including site set out and delivery of site facilities, as well as the erection of Heras style fencing around the development site.

Phase 2 will involve the excavation works and formation of the foundations of the new rear extension as well as the preparation of the area for the designated new stairwell to serve the basement of the existing building.

Phase 3 is the creation of the superstructure and associated works for the extension of the building and the formation of the single storey extension for the stairwell to the basement.

Phase 4 covers the internal plumbing, electrical, joinery works etc related to turning the superstructure into a useable space.



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3.1 Hours of operation and number of vehicle movements

The normal site working hours as permitted by Bury of Council are:

08.00 – 18.00 hours (Monday – Friday)

09.00 – 14.00 hours (Saturday)

Not permitted (Sunday)

No works will take place outside these hours.

During phase 1 of the development of the site, it is anticipated that there will be 2-3 collections and deliveries which will cover the collection of the demolished outbuilding, the delivery of the site facilities and the Heras style fencing.

Phase 2 will involve the collection of the excavated earth from site as well as the concrete delivery for the foundations. An anticipated 3 deliveries/collections are expected for this stage.

Phase 3 will incorporate approx. 8-12 deliveries with a maximum of 3 per day at its peak projected.

Phase 4 will be serviced by local subcontractors and deliveries will in the main be brought to site utilising their own vehicles. Additional deliveries are not anticipated to breach 2 per day at the peak or 10 deliveries in total.

4.1 Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site

Due to the scale of the development site and the associated scope of works there is no anticipated entry of vehicles within the curtilage of the site.

As per the guidance on the Bury Council website, an application will be submitted for the nearby parking restriction to be suspended for the necessary duration of time required at the various stages of the development.



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As a result of the proposed suspension, the site delivery plan will be as per the image below, with vehicles being guided to the site from the Bury New road end of Richmond Avenue in to the proposed delivery and collection bay marked in Red on the image below.



Image 2 – Route to site and loading/unloading bay.

5.1 Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;

As set out above, due to the scale of the development site and the associated scope of works there is no space within the curtilage of the site for the parking of vehicles of the site operatives.

Contractors will be sourced utilising local tradesmen and will be encouraged to utilise public transport or to carpool where possible.

There is ample on street parking on both Richmond Avenue as well as the number of streets that branch off it, all within a 5 minute walk of the site.

It is not anticipated that the site will receive more than a maximum of 5 extra vehicles at its peak to impact local parking conditions.

Materials will be sourced locally and ideally sourced from a single supplier or two, to reduce the carbon emissions of the delivery to sites and the impact of pollution on the neighbouring properties.

A banksman will be assigned with the role of receiving deliveries at the loading/unloading bay set out above in image 2.



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Materials will then be transferred to the material holding area.

During Phases 1 and 2, there should be no need for deliveries to the material holding bay.

During Phase 3, the material holding bay will be sited within the footprint of the super structure as this will afford extra protection against arson, strong winds and in the interest of general site cleanliness.

No major collections from site are anticipated in Phase 4, and all deliveries will tend to be for immediate installation, and if not will be stored inside the structure of the new building.

6.1 Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

Due to the lack of vehicles entering the curtilage of the site, it is not anticipated that there will be mud or other loose materials carried from site on the wheels and chassis of any vehicles leaving the loading/unloading bay, however during Phase 2, a wheel washing station will be sited at the entrance to the development.

A banksman will be specifically appointed for the full duration of the excavation works with the sole responsibility of ensuring the road is swept and clear and that no debris will enter the pedestrian footpath or public highway, especially post collection from or delivery to the site.

Wheel washing facilities are indicated in orange on the below satellite image of the site.

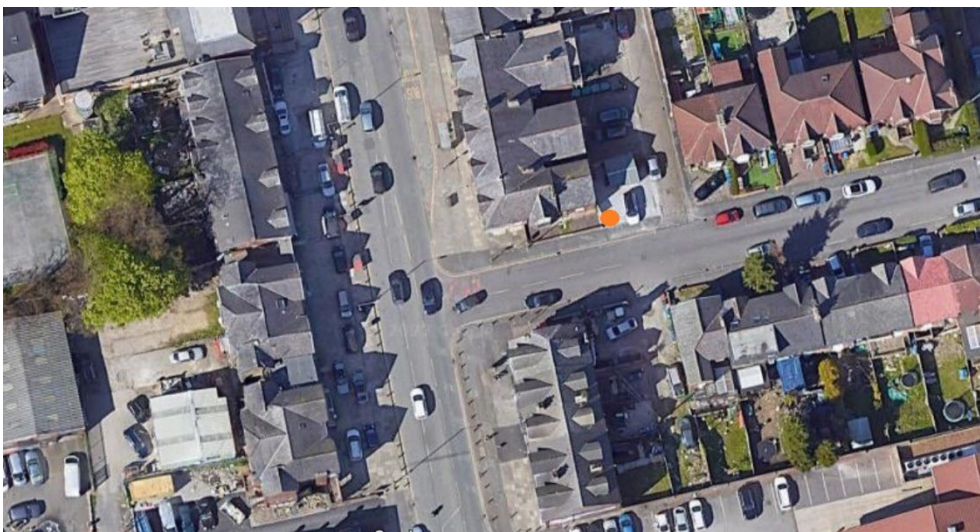


Image 3 – Wheel washing facilities



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6.1.1 Dust Mitigation Measures

the following dust and emission control measures will be implemented:

Preparing and maintaining the site Dust-generating activities are to be sited away from receptors.

Cutting activities will be undertaken in the middle of the site or as close to the middle of the site as possible.

Solid screens or barriers around dust-generating activities are to be provided. These should be at least as high as any stockpiles on-site.

- Stockpiles will be covered to prevent wind whipping.
- Stockpiled material will be constructed with gentle slopes.
- Any loose materials will be removed as soon as possible. Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site with the use of bunds.
- Hoardings, fencing, barriers and scaffolding will be regularly cleaned.

6.1.2 Dust Management

Dust Management during Site Operations

The proposed mitigation measures will ensure that dust generation is minimised and the associated hazard and nuisance caused to neighbours, pedestrians, and road users will be consequently reduced.

- Where materials can be brought to site already cut-to-size, this will be done. On-site cutting will be kept to a minimum. However, when cutting is necessary, water-spray, preferably from a water- efficient spray pump, directed at the material as it is being cut, will be used.
- Skips, chutes and conveyors will be completely covered to ensure that dust does not escape.
- 'Damping down' the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken.
- No materials will be burnt on site. Any excess material will be reused or recycled on or off-site, where practicable.
- Weather conditions will be considered prior to commencement of activity.



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- In terms of monitoring, the guidance states that “all demolition and construction sites should be monitored for the generation of air pollution. It is essential to monitor for dust generation, including PM10. For smaller sites this can be simply visual monitoring. The need to monitor PM2.5 and NO2 will be determined on a case-by-case basis by the Local Planning Authority. The need for monitoring will generally depend on existing air quality, air pollution risks from the development, the technical practicalities and financial implications of such monitoring.”
- For low-risk sites, the guidance recommends that the following should be undertaken:
 - Account for the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment.
 - Keep an accurate log of complaints from the public and the measures taken to address any complaints, where they were required.

7.0 Conclusion

The developer has taken a proactive attitude to planning appropriately to mitigate the concerns of the Council in regard to the impact the development could have on the nearby carriageway and highway and its users.



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