



Construction Traffic Management Plan / Project 0075 Revision A

March 2025 - 1st issue

April 2026 - Rev B

Land off Croft Lane, Bury, BL9 8QA

Application Number:

69863 (Condition 13)

Location:

Land off Croft Lane, Bury, BL9 8QA

The description of development is:

“Erection of private day nursery, together with outdoor forest school and play area, access, associated infrastructure and landscaping (Use Class E(f))”

INTRODUCTION

1. This CTMP sets out the standards of ‘construction practice’ that are utilised to minimise (if not eliminate) the impact of construction on the local environment, the local community and public safety.

This CTMP is based on the information currently available. If any new information arises during the initial construction works or if additional planning conditions are introduced, this document will be reviewed and updated accordingly.

PUBLIC ENGAGEMENT

2. Neighbouring, adjacent residents along Croft Lane, Bury, BL9 8QA and the local highways department will be notified prior to commencement on site and a link provided to an electronic copy of the approved Construction Management Plan.

CONSTRUCTION PROGRAMME

3. During construction, a copy of the Construction Management Plan will be available in the site office and the contact details for an on-site representative will be made available to Bury Council.
4. Construction is anticipated to commence following receipt of the discharge of pre-commencement conditions. The main build will take place over a 12-month period.

WORKING TIMES

5. In accordance with the working time provisions of the previous consent, construction (including site clearance) of the development involving the use of plant/machinery/equipment/vehicles and the deliveries of construction materials/plant/machinery/equipment being received by or dispatched shall only take place between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.
6. There will be no working on Sundays or Bank Holidays. The only exceptions to the working hours would be in the incidence of an emergency where work is required for reasons of safety or where expressly agreed with the Local Planning Authority.
7. Please note, weekend work will only take place where completely necessary.

CONSTRUCTION TRAFFIC – ROUTE TO THE SITE - ACCESS



Fig 1

8. At a micro scale the planned route for all deliveries associated with the construction of the site will be via Croft Lane as shown in Fig 1 above. HGV drivers will be

provided with the approved routing plan and details of the Public Right of Way (PROW) in advance of any deliveries to the site.

9. At a macro scale delivery vehicles and site personnel will utilise the implemented improved access into the site. Via the M66, Pilsworth Rd and on to Croft Lane. See below Fig 2.

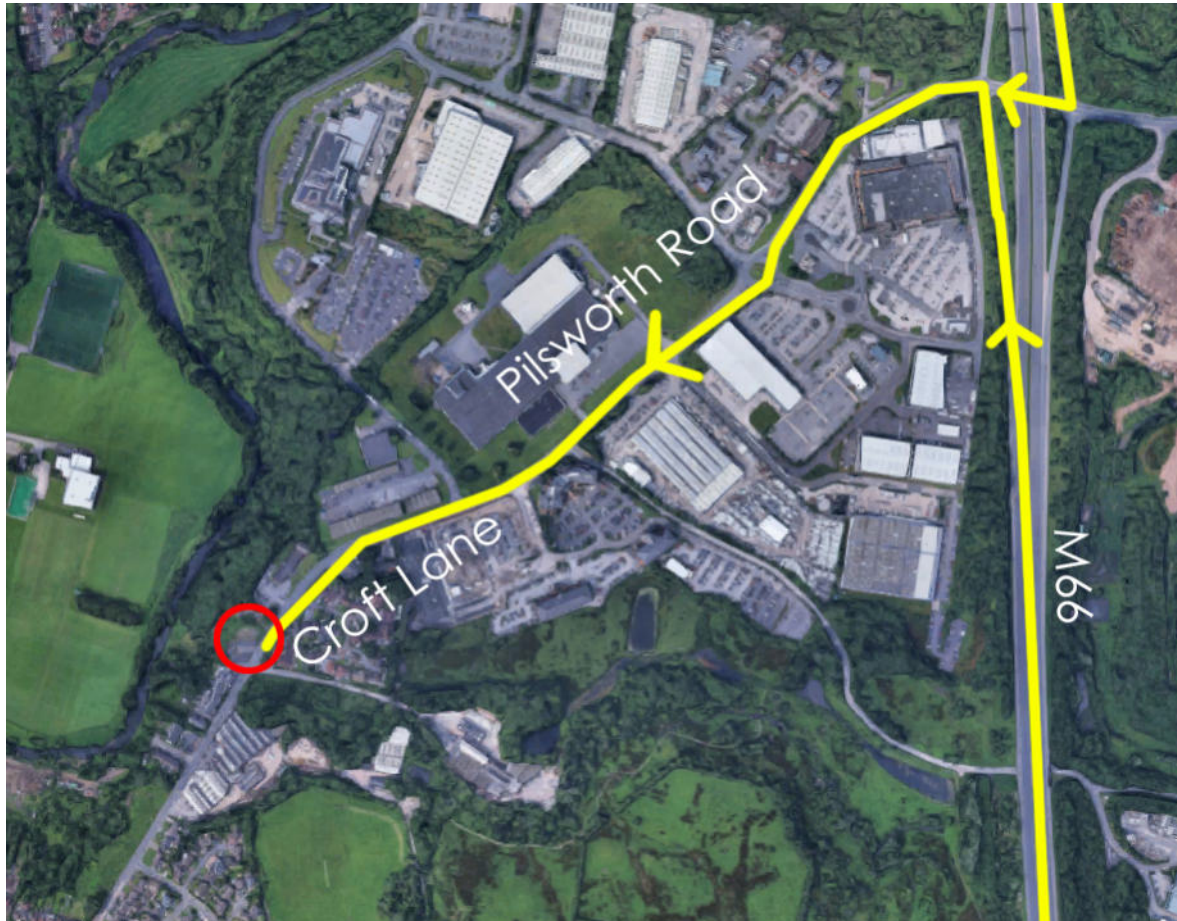


Fig 2

10. Visibility splays will be provided at the site entrance, with no obstruction to visibility at or above the height of 0.6m above the nearside carriageway level. The visibility splays shall always be maintained and free of obstruction thereafter.
11. Site personnel will be encouraged to use public transport where possible with the appointed contractor providing details of local public transport routes when inducting staff. Site personnel will also be encouraged to car share if travelling to and from the same areas.

DILAPIDATION - EXISTING SITE PHOTOGRAPHS

12. The below photographs (Fig 3-8) illustrate a photographic dilapidation of the footways and carriageways abutting the site in its current state (prior to the commencement of construction works). These areas ensure a record is in place. If subsequent remedial works are required as a result of construction activities, works to the site boundary, or connections by statutory undertakers, the contractor will be responsible for carrying out the necessary repairs or restorations, in accordance with the condition outlined.

This survey records the baseline condition of the site and any neighbouring structures prior to the commencement of construction works. The report aims to protect against future claims of damage or dispute.

Site Overview

- Site size and boundaries: Waste land to two side and tarmac paving to the other sides
- Current land use: vacant, cleared, overgrown, with a disused carpark in the middle.
- Ground levels: A slight slope across the site, and notable topography
- Existing vegetation or trees: Bushes with grass area, and a few small trees to the outskirts (no TPO's).
- Existing drainage, culverts, or water features: Storm drainage across the site, full site investigation to determine route during building regulation / construction stage.

Adjacent Structures

- List neighbouring buildings, walls, fences, and roads: Temp mesh fencing to the road and 'Roach Bank' Side, timber low level fence to the north of the site. Croft lane road to the south. No walls.
- Current materials, and any visible defects: Vacant site, no above ground construction materials.
- Points of impact (e.g., shared walls, retaining structures): No adjoin structures

Photographic Record illustrate the following: (fig 3-12) - Date of Photos 12/01/24

- Overall site (wide views from multiple angles)
- Site boundaries
- Neighbouring structures (fences and adjacent buildings)
- Ground surface conditions (potholes, erosion, debris)
- Any existing cracks, defects, or damage visible



Fig 3

Date of Photo 12/01/24



Fig 4

Date of Photo 12/01/24



Fig 5

Date of Photo 12/01/24



Fig 6

Date of Photo 12/01/24



Fig 7

Date of Photo 12/01/24



Fig 8

Date of Photo 12/01/24

Photos along croft lane:



Fig 9 Date of Photo 12/01/24



Fig 10 Date of Photo 12/01/24



Fig 11 Date of Photo 12/01/24



Fig 12 Date of Photo 12/01/24

Observed Site Features

- Drainage points / Utilities (manholes, power poles, water meters): **Storm drain across the site, no manholes visible on site, to be reviewed once the site is cleared.**

- Access points (vehicular, pedestrian): **From Croft Lane**
- Any existing hazards or obstructions: **N/A**

Recommendations / Mitigation Measures

- Protective measures for neighbouring structures (e.g., fencing, temporary shoring)
- Any pre-emptive remedial actions (if necessary)

The Design Team can confirm that this dilapidation survey represents the condition of the site and neighbouring structures at the time of inspection. The site is currently vacant, with no existing buildings or structures present, and the survey therefore records the condition of the site boundaries, adjacent highways, footways, and any neighbouring properties or structures that may be affected by the proposed works.

This report provides a comprehensive baseline record prior to the commencement of construction works and will be used as a point of reference for assessing any potential impacts arising during the construction phase. Any changes in condition identified during or following the works can be compared against this survey to establish whether they are attributable to the development.

A detailed photographic schedule has been undertaken as part of the survey and is included within this report to support and verify the recorded condition of all relevant areas (fig 3 -8).

SITE COMPOUND

13. The development will require the delivery and storage of construction materials, plant, machinery and office/welfare accommodation. It is therefore proposed that a temporary compound is built for the storage of materials and plant during the construction period.
14. During the initial civils and ground works, the existing on-site welfare facilities and office will be made available to all site staff.
15. Site Office: 1x Medium Site Cabin. Approx 6m x 2.4m – suitable for a small office with space for a desk and storage. The container will be delivered and situated within the existing yard area. (See Appendix 1).

Toilets: 1x Small Container. Approx 2.5m x 2.5m – suitable for welfare. The container will be delivered and situated within the existing yard area. (See Appendix 1).
16. Any trees and hedgerow boundaries will be suitably protected in line with best practice and British Standard BS5837, these will be removed following the completion of the construction work.

17. Security Fencing: Temporary Heras fencing will be erected around the site during the construction phase to ensure all plant and materials are secure when stored on site. This will be periodically checked by site staff to ensure that the area is contained. To be 2.1m High.

CAR PARK MANAGEMENT

18. The compound area will have sufficient space allocated for parking for construction workers vehicles during the construction period.
19. No parking will be allowed around the site entrance due to double yellow lines.

DELIVERIES

20. The main deliveries, utilising larger vehicles, of equipment to site will be spread over the construction period. Whilst construction will be primarily be undertaken 5 days a week, the proposed hours of deliveries during the construction period will be restricted to between 08:00 and 18:00 Monday to Friday (08:00 to 13:00 on Saturdays). A key site contact in respect of the construction phase will be appointed, and the local highways department will be notified as appropriate.

21. Control of, Debris and Dust

A temporary wheel washing facility will be installed within the site for use by all vehicles prior to exiting onto the public highway, to prevent the transfer of mud and debris onto the carriageway. The facility will be maintained in good working order for the duration of the construction works.

The site access and immediate surrounding highway (including Croft Lane) will be regularly inspected by the Site Manager, and any mud, dirt or debris arising from construction activities will be promptly removed. Where necessary, mechanical road sweeping will be undertaken to ensure the public highway is always kept clean and safe.

Measures will be implemented on site to minimise the generation and spread of dust, particularly during dry weather conditions. These will include damping down of exposed surfaces, stockpiles and haul routes using water as required, and the covering or seeding of stockpiled materials where appropriate.

Loose materials will be stored in designated areas away from site boundaries where practicable and skips or stockpiles containing fine materials will be covered to

prevent wind-blown dust. Vehicles transporting loose materials to and from the site will be securely sheeted.

During periods of dry or windy weather, additional dust suppression measures will be implemented, including increased damping down and, where necessary, temporary cessation of dust-generating activities.

All site operatives and contractors will be made aware of their responsibilities to minimise dust and debris as part of the site induction process. The effectiveness of these measures will be monitored on an ongoing basis and reviewed as necessary to ensure no nuisance is caused to neighbouring properties or the surrounding highway.

ANTICIPATED VEHICLE MOVEMENTS

22. The civils and ground works will be implemented as the first phase of the development, with the construction of the main building commencing soon after.
23. There will also be several construction staff on site which will vary over the construction period depending on the activity that is taking place. Most staff will be encouraged to travel together or use public transport as discussed. In addition, there are expected to be a small number of managerial cars/vans. It is considered that there is sufficient parking for typical construction vehicle numbers. Deliveries will be timed to prevent multiple HGV's arriving at once. This will prevent HGVs waiting on the public highway.
24. The number of vehicle movements expected to be generated are estimated to be 10 two-way HGV trips and 15 two-way light vehicle trips (cars/light vans) per day.
25. For the purposes of this report, it has been assumed that staff would travel to the site by car or van. To demonstrate a worst-case scenario, it has been assumed that all staff would drive in single-occupancy vehicles, however staff would be encouraged to car share to achieve more sustainable travel to and from the site throughout the construction phase.
26. Given the scale of construction activity proposed it is considered that the local road network will be readily able to accommodate the small number of additional vehicles during the construction of the site.
27. There are currently no abnormal loads proposed as part of the proposed development. Should access for abnormal/ wide loads be confirmed, prior notification will be given to the highway authority.

STORAGE OF OILS, FUELS AND POLLUTION PREVENTION

28. All oil and fuel will be stored in 1m³ fuel containers in accordance with specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England).
29. No other hazardous material will be stored on site.
30. The ground works contractor will be responsible for maintaining the existing highway and keeping it free from any soil spillage and mud on the road during wet weather. The contractors will be instructed to ensure and take all necessary steps to control mud or dust from all their operations associated with this project.

NOISE

31. The requirements set out in the Planning Decision Notice shall be adhered to at all times.
- All contractors and subcontractors' Method Statements will be reviewed prior to the start of work to ensure that all possible noise abatement measures have been considered and will be implemented.
 - If noise levels are identified as a significant issue during construction, noise monitoring equipment may be used as necessary. The following measures will be adhered to where feasible:
 - - The quietest available plant and machinery will be used for each task.
 - Only equipment that complies with relevant standards and emissions directives will be used.
 - All equipment will be kept in good working order and fitted with appropriate silencers, mufflers, or covers where applicable.
 - Stationary noise sources will be positioned as far away from sensitive areas as possible. If needed, acoustic barriers or sound-absorbing enclosures will be employed.
 - Compressors will be sound-reduced models, equipped with properly sealed and lined acoustic covers, which must remain closed when the machines are in use.
 - Any machinery used intermittently will be shut down during non-use periods or throttled back to a minimum when this is not possible.
 - Employees will be informed of the importance of minimising noise and will be supervised to ensure adherence to noise control measures, including guidance on avoiding shouting.
 - Where feasible, off-site fabrication will be considered to reduce the need for noisy assembly on-site.
 - Construction access roads will be maintained in good condition to minimise noise and vibration from construction traffic.
 - Care will be taken in the movement of materials to minimise noise.

- The main contractor will inform local residents, particularly regarding noisy activities, and will address any queries they may have.

VIBRATION CONTROL

32. All contractors and subcontractors' Method Statements will be reviewed prior to work commencing to ensure that all potential vibration mitigation methods have been considered and will be implemented.

Where possible, the following measures will be put in place:

- Working hours will be planned to minimise the impact of vibration on both surrounding individuals and workers on-site.
- Vibration will be controlled at the source. If vibration issues are identified or have already occurred, appropriate measures will be implemented to prevent or reduce these problems.
- Where feasible, low vibration working methods will be used, including the selection of suitable plant and optimisation of operational speeds.
- Clear warning notices will be displayed in areas of the site where high levels of vibration may pose a risk to workers.

GENERAL SITE COMPLIANCE NOTES and CONSTRUCTION TRAFFIC SPEED MANAGEMENT and SIGNAGE

33. No fires shall be permitted on site.
34. Odour plant and machinery shall be serviced regularly to ensure that exhaust fumes are compliant with best practice and relevant regulations.
35. All contractors and subcontractors' Method Statements will be reviewed before work begins to ensure that all possible dust mitigation measures have been considered and will be implemented.
36. Main temporary haul roads will, where feasible, be constructed using crushed hardcore products (as is currently the case). These roads will be maintained throughout their use to prevent the accumulation of loose spoil and to avoid the formation of soft spots.

All construction traffic entering, exiting and operating within the site will adhere to a maximum speed limit of 10 mph, unless otherwise agreed in writing with the Local Planning Authority and Highway Authority.

Given the residential nature of the surrounding area, particular care will be taken to ensure safe vehicle movements at the site access and along the adjoining highway,

with drivers instructed to approach and leave the site at low speed and with due consideration to pedestrians, cyclists and local residents.

Temporary speed restriction signage (10 mph) will be installed at the site access and at suitable intervals within the site to clearly communicate the speed limit to all drivers. In addition, advance warning signage will be positioned on the approach to the site access, including “Construction Traffic”, “Slow”, and “Site Entrance” signs, to provide clear notice to road users and pedestrians.

All contractors, subcontractors and delivery drivers will be made aware of the site speed restrictions and traffic management requirements as part of the site induction process. Compliance will be actively monitored and managed by the Site Manager.

A banksman will be present during periods of increased activity or where visibility is restricted, to control vehicle movements and ensure safe ingress and egress from the site. Vehicles will not queue on the public highway and deliveries will be managed to avoid peak traffic periods where reasonably practicable.

All signage will be maintained in a clean and legible condition for the duration of the works. The effectiveness of the traffic management measures will be kept under review and adjusted where necessary in agreement with the Local Authority.

The following temporary signage will be installed and maintained for the duration of the works:

- **“Construction Traffic” warning signs**
Positioned on the approach to the site on the public highway to alert road users to increased HGV and site vehicle movements.
- **“Site Entrance” signage**
Clearly marking the access point so vehicles can identify it early and reduce sudden braking or turning.
- **“Slow” warning signs**
Installed on approaches to the site access to encourage reduced vehicle speeds in the vicinity.
- **Temporary 10 mph speed limit signs**
Located at the site entrance and within the site to reinforce the required speed restriction for all construction vehicles.
- **“Pedestrians in Road” or “Pedestrian Warning” signs (if applicable)**
Used where footways are narrow, disrupted, or where pedestrians may interact with site traffic.
- **“No Waiting / No Parking – Site Access” signage**
Placed adjacent to the access to keep visibility splays clear and prevent obstruction by parked vehicles.

- **“All Drivers Report to Site Office” (or similar)**

Positioned at the entrance to ensure deliveries are controlled and do not enter/exit unmanaged.

37. An adequate supply of water will be maintained on-site at all times to support dust suppression activities, as required.

38. Plant shall be appropriately loaded to prevent spillages.

39. Stockpiles will be kept to a minimum to reduce the risk of material being blown off by wind. If any of the mitigation methods are found to be insufficient, or if complaints are received, work will be halted until more effective methods are put in place.

40. Any temporary site lighting used will be directed downward and away from residential and ecologically sensitive areas. Efforts will be made to minimise lighting during the night, ensuring that it is only used for security purposes.

41. While not anticipated, should any soils require off-site disposal during development, all surplus materials will be transported to appropriately licensed waste management facilities by registered waste carriers, in compliance with the relevant Duty of Care. Measures will be taken to ensure waste is securely stored and transported by authorised parties, and all necessary documentation, including waste transfer notes, will be completed.

42. Construction traffic signage will be installed and maintained throughout the construction and installation phases. Signage will be displayed on both the public highway and public footpath.

**The applicant would need to liaise with the Highway Network Services dept regarding the proposed temporary signage scheme and whether such signage can be accommodated on the councils street furniture or needs to be free-standing (subject to the requirements of Chapter 8 of the Traffic Signs Manual 2009: Traffic signs manual chapter 8 part 2 road works and temporary situations: operations).*

Direction Signs for Construction Traffic

- Rigid plastic, 1000mm wide
- Mounted on posts of existing direction signs
- Positioned at junctions to direct traffic to the site along the agreed delivery route. The size and format will ensure clear visibility and understanding for drivers.

Red Warning Signs – Caution Lorries Turning

- Rigid plastic, 600mm x 450mm

- Mounted on a metal frame or equivalent
- Placed along the unclassified road at appropriate distances from the junction to warn road users of heavy goods vehicles turning into or out of the site.
- Also placed on either side of the site entrance to warn road users of construction traffic entering or exiting the site.

Red Warning Signs – Caution Construction Traffic

- Rigid plastic, 600mm x 450mm
- Mounted on a metal frame or equivalent
- Placed on either side of the site entrance to warn road users of construction traffic entering or exiting the site.

43. All planting will occur during the first available planting season (October-March) following the reasonable completion of the development.

44. All plants and planting will comply with the requirements of current and relevant British Standard Specifications, including BS 8545:2014, BS 3936, and, where applicable, BS 4428.

MAST ARCHITECTURE

www.mastarchitecture.co.uk
info@mastarchitecture.co.uk
www.instagram.com/mastarchitecture
www.facebook.com/mastarchitecture
Architecture / Planning / Building Regulations / Interiors

Copyright © 2021 MAST ARCHITECTURE

The copyright and the drawings contained on this drawing are the property of MAST Architecture. Use or copying of the drawings without the written permission of MAST Architecture is prohibited. All rights reserved.

Limitation: The drawing has been prepared on behalf of and for the exclusive use of the Client and is subject to and limited by the terms and conditions of the MAST/Client Agreement and the stated limitations. It is not to be used for any other purpose without the written permission of MAST Architecture.

Figured dimensions only to be taken from these drawings and drawings to be taken in the MAST/Client Agreement. All dimensions are to be taken from the centre of the line unless otherwise stated. Dimensions are to be taken in conjunction with the drawings and not in isolation. Dimensions are to be taken from the centre of the line unless otherwise stated. Dimensions are to be taken in conjunction with the drawings and not in isolation. Dimensions are to be taken from the centre of the line unless otherwise stated.

KEY

NOTES:
Site locations indicated for all dimensions and levels.
During the process of preparing the building work, design changes may be necessary during the construction phase.

Rev	Description	Date	By
-----	-------------	------	----

Project: Tollymore Park, Bury
Title: CDM
Drawn: [Name]
Project number: 001/3
Date: March 2021
Checked by: [Name]
Approved by: [Name]
Scale: 1:200 (A3)
Drawing No: DOTS-MAST-XX-DR-4-3002

