



Construction Traffic Management Plan

Bury Old Road

Unimore Limited

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.067423.00001

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	4 November 2025	RB	IC	IC
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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR Consulting Ltd (SLR) has been appointed by Unimore Limited to prepare a Construction Traffic Management Plan (CTMP) for a proposed mixed-use development on land at Former Texaco Garage, Bury Old Road, Prestwich, M35 0EY (the 'Site').
- 1.2 The permitted development involves construction/operational maintenance of a mixed-use facility with associated infrastructure and works including earthworks and highway access.
- 1.3 The Site is located within the administrative boundary of Bury Council (BC).
- 1.4 A planning application (ref 69164) for the proposed development was submitted to Bury Council in March 2025. Planning permission was subsequently granted, subject to conditions. Condition 5 sets out the requirement for a Construction Traffic Management Plan, (CTMP) states:

"No development, except for site excavation and enabling works, 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:

1. 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 any statutory undertakers connections to the site;

2. Site access arrangements for construction traffic from Bury Old Road;

3. Hours of operation and number of vehicle movements;

4. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access

5. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;

6. Parking on site 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

7. If proposed, site hoarding/gate positions clear of adequate visibility splays at the site access and adjacent junction with Bury Old Road, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;

8. 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 demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of both 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. 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 brought into use.”

CTMP Structure

1.5 The structure of the CTMP is as follows:

- Section 1 Introduction: Provides background information, describes the condition associated with the development Planning Permission, the aims of the CTMP and outlines the structure of the CTMP;
- Section 2 Existing Conditions: Sets out information about the development, the route and access to the development and estimated traffic movements during construction to be managed or mitigated as part of the CTMP;
- Section 3 Management Strategy: Outlines how the CTMP will be managed, and the role of the persons and organisations responsible for implementing the plan;
- Section 4 CTMP Measures: Sets out the measures that will be implemented as part of the CTMP, as well as timescales for implementation; and
- Section 5 Monitoring and Non-Compliance: Outlines how compliance with the measures set out in the CTMP will be monitored, and the mechanisms for dealing with complaints and non-compliance.



2.0 Existing Conditions

Development Description

- 2.1 The proposed development comprises a ground floor level kosher food retail unit, basement storage for the retail unit, and first floor level office/welfare accommodation and synagogue, with associated car parking at land off Bury Old Road, Prestwich, Manchester. The development covers an area of 0.13 hectares (ha).
- 2.2 The proposed development is located along the western side of the A665 Bury Old Road, situated approximately 1.6km and 8.6km southeast of Prestwich and Bury respectively and 4.4km northeast of Manchester City Centre. The site is located between existing commercial and retail shops and sits within the local neighbourhood shopping centre that fronts Bury Old Road. Formerly, the site was a Petrol Filling Station with associated retail unit and drive-thru car wash.
- 2.3 Construction and primary maintenance/operational access to the proposed development will be off Bury Old Road to the east of the site. Under the previous use, the site had a separate access and egress points which will continue to use the existing priority-controlled junction
- 2.4 The site location, in the context of the local highway network is shown on Figure 2.1.



Figure 2.1: Location Plan

Construction Traffic Routing

- 2.5 All deliveries of construction components will arrive from local suppliers or from the Strategic Road Network (SRN) M60 and approach from the Bury Old Road. A 16.5m articulated HGV will be the largest vehicle that will access the Site during construction.



- 2.6 It is proposed that a vehicular access and egress point for construction traffic will be on Bury Old Road. HGVs will enter the site in forward gear and will leave the site in reverse gear onto Bury Old Road. It is proposed that a Banksman is present during HGV deliveries to manage construction traffic entering and egressing the site. Measures to manage traffic are detailed further in Section 4.
- 2.7 The primary construction traffic route comprises Bury Old Road south of the Site, A576 and Junction 19 of the M60.
- 2.8 The secondary construction traffic route comprises Bury Old Road north of the site, A6044, A56, and Junction 17 of the M60.
- 2.9 The primary and secondary construction traffic routes to the Site are shown on Figure 2.2 and 2.3 below.



Figure 2.2: Primary Construction Traffic Route





Figure 2.3: Secondary Construction Traffic Route

- 2.10 The wider road network within the immediate vicinity of the Site is not subject to weight or height restrictions and is suitable to accommodate typical construction vehicles including articulated delivery vehicles.
- 2.11 The construction traffic route is therefore considered suitable for use by the relatively low number of HGVs that will be associated with the temporary construction period.

Access Arrangements

- 2.12 Access to the development will be provided via the approved priority-controlled junction on Bury Old Road towards northern boundary of the site. The detailed layout of the proposed site access is indicated on Drawing ST21343-100, Appendix A, and was submitted as part of a Section 278 application in 2025 for site access. Drawing ST21343-103 also formed part of the submission and demonstrates that 2.4m x 43m visibility splays can be achieved in both directions on Bury Old Road.
- 2.13 To demonstrate safe use of the existing access for construction vehicles, Swept Path Analysis (SPA) has been undertaken for a 16.5m articulated HGV. Drawings 410.067423.00001-TR100 and 101 demonstrate that the test vehicle can enter the site in forward gear and reverse on to Bury Old Road before preceding north or south along the primary and secondary construction traffic routes. Reversing manoeuvres will be supervised by a banksman.
- 2.14 Site fencing will be situated around the perimeter of the site boundary, comprising a combination of hoarding and fencing. Drawing 410.067423.00001-TR102, Appendix A, indicates the proposed location of the fencing along the site frontage, which aligns the boundary of private land and adopted highway, along the eastern elevation. The proposed access gate will be cited across the existing access. Drawing 410.067423.00001-TR102 shows site fencing and gate positions are clear of adequate visibility splays on to Bury Old Road (i.e. 2.4m x 43m in both directions).



- 2.15 Temporary traffic warning cones will be placed on the adopted highway near the access to warn pedestrians of construction works taking place.
- 2.16 One main temporary construction compound will serve the Site during construction. The construction compound will be located within the Site, near the Site access and will accommodate storage, contractor parking, and a site office.
- 2.17 A total of 5 car parking spaces will be provided for construction workers within the temporary compound. Drivers will be advised of the car parking arrangements before arriving at the Site. Should parking demand exceed available supply, the site manager is responsible for managing contractor demand by instructing contractors to vehicle share, so that no site related parking takes place on the highway.

Construction Traffic Estimates

- 2.18 The construction works will take place in 5 different phases. Table 2.1 shows the anticipated construction traffic movements.

Table 2.1: Construction Traffic HGV Movements

Phase	Duration	Activities	HGV Loads (Over phase duration)	Two-way movements (over phase duration)	Daily light vehicles	Daily two-way light vehicle movements
1	10 weeks	Steel Frame Erection	8 Articulated HGVs plus a mobile crane remaining on site	18	3-5	6-10
2	3 weeks	Cladding and Decking	5 Articulated HGVs	10	3-5	6-10
3	1 week	Concrete pouring	25 concrete mixers plus a pump remaining on site	52	3-5	6-10
4	1 week	Curtain Walling	3 Articulated HGVs	6	3-5	6-10
5	10 weeks	Fit out	50 7.5T vehicles for delivery of materials)1 per day)	100	5	10

- 2.19 There is estimated to be a total of 186 two-way HGV movements over the construction period. Besides the HGV movements as stated above, it is anticipated there will be total of 6 to 10 two-way LGV movements per day associated with transportation of construction workers and sub-contractors.



3.0 MANAGEMENT STRATEGY

Pre-commencement

- 3.1 It is essential that construction traffic management measures and the management strategy are in place from the start of the pre-construction, and maintained, rather than retrofitting measures to react to issues as they arise.

CTMP Coordination

- 3.2 The Site Manager will be the dedicated point of contact and be responsible for CTMP implementation for the duration of the construction period including mobilisation. There is flexibility to delegate this role to a suitably qualified individual if appropriate. The Site Manager can delegate tasks to other members of the Contractor's Environmental Team and/or suitably qualified sub-contractor.
- 3.3 It is a good practice requirement that CTMP coordination is in place pre-commencement at the Site. This is necessary so that there is someone responsible for undertaking tasks prior to commencement, to ensure that pre-joining instructions are prepared and distributed to all personnel. The Site Manager acts as the promoter of the CTMP to the construction staff and visitors and provides a key point of contact.
- 3.4 Pre-commencement, the Site Manager will work in partnership with the project team and others to undertake the following:
- manage the implementation of measures set out in the CTMP;
 - prepare and produce induction material for staff, sub-contractors, and visitors; and
 - set up appropriate management arrangements, e.g. contact arrangements with highway authority.



4.0 CTMP MEASURES

Traffic Routing

- 4.1 The construction traffic routes are set out in Section 2. All contractor and delivery traffic will be required to follow these routes. Haulage contractors undertaking deliveries to the Site will be informed of the routes by the Site Manager or delegated representative as part of their delivery instructions (and signage along the route will reinforce this information). Contractor staff will be given the construction routes as part of their joining instructions. It is the responsibility of the Site Manager to ensure that all visitors to the Site are aware of the construction traffic routes prior to travelling to the Site.

Signage Strategy

- 4.2 Temporary signs will be placed in the vicinity of the site access prior to commencement on site, to direct construction traffic from the Bury Old Road and A576, and to warn other road users of HGV turning manoeuvres in the vicinity of the Site. A Signage Strategy has been prepared, and is shown on Drawing 410.067423.00001-D100, Appendix B. The temporary signs will be compliant with Chapter 8 of the Traffic Signs Manual where applicable.

Unloading and Loading

- 4.3 During the construction phase, all unloading and loading of materials and plant will be undertaken within the site compound. The Site Manager will ensure that a Banksman will be present on Site to assist the construction drivers to enter and exit the Site safely.

Contractor Parking

- 4.4 All contractor parking will be provided within the construction compound. 5 car parking spaces will be provided for the construction phase of the development which is considered sufficient with an expectation that car sharing and travel by public transport to the Site will be encouraged amongst staff wherever possible.
- 4.5 The Site Manager will ensure that sufficient space is provided within the compound for these vehicles to park, whilst maintaining sufficient space for material and plant storage, and loading and unloading from HGVs.
- 4.6 No contractor parking will be permitted on surrounding roads. If demand for contractor parking exceeds the supply of spaces within the compound, the Site Manager will identify additional space within the Site for contractor parking, or encourage staff to share vehicles wherever practicable, to reduce parking demand.

Delivery Times

- 4.7 Deliveries will be scheduled to minimise interaction with other vehicles on the surrounding road network. The strategy is to avoid times when general contractor staff traffic is arriving/departing the Site.
- 4.8 A Banksman will be present on Site to inform the construction vehicles when it is safe for them to enter and exit the Site. HGV movements will be timed to ensure only a single construction/demolition HGV will be on site at any one time. These movements will be managed by the site manager/s or nominated banksman.



4.9 Deliveries will be scheduled to take place between the following times:

- Monday to Friday 0800-1800 hours;
- Saturdays 0800-1300 hours; and
- no deliveries will be scheduled to take place on Sundays or Bank Holidays.

4.10 Given the nature of the road network, there is no requirement for a specific restriction in vehicle arrival times to be implemented.

Wheel Washing

4.11 Suitable wheel washing facilities will be provided at the exit of the construction compound. Vehicles exiting the compound onto the access road will be required to utilise the wheel washing facilities to prevent any transfer of material from the access road to Bury Old Road, to minimise disruption to other local traffic.

4.12 If any transfer of material from the Site to Bury Old Road does occur, a road sweeper will be used to clear any debris to minimise any skid risk on the highway.

Highway Condition Survey

4.13 Point 1 of Condition 5 of the planning permission details the requirement for a Highway Condition Survey of Bury Old Road, in advance of construction beginning. A survey has been undertaken and comprises a route walkover with photographs taken, detailing the existing carriageway and footway conditions. The extent of the highway condition survey is indicated on Figure 4.1, and photographic evidence is provided in Appendix C.

4.14 A post-construction highway condition survey of the area identified in Figure 4.1 will be undertaken by the contractor to identify any dilapidation of the highway following construction. This will comprise a route walkover and photographs taken. Any remedial work required on the highway identified in Figure 4.1, as a result of the development construction traffic or utility connection works, will be undertaken once construction is completed, in agreement between the contractor and local highway authority





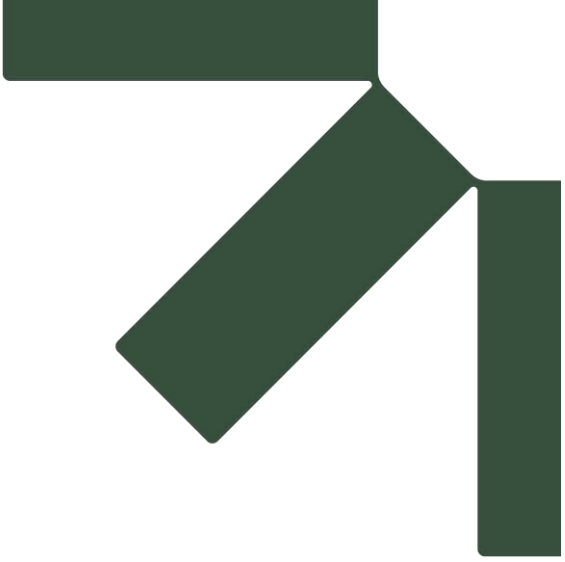
Figure 4.1: Extent of Highway Condition Survey



5.0 MONITORING AND NON-COMPLIANCE

- 5.1 It is the responsibility of the Site Manager to ensure that all measures are implemented as set out herein.
- 5.2 The Site Manager is responsible for monitoring compliance by all contractors and hauliers regarding construction traffic routing and timing. The Site Manager (or delegated representative) will issue a verbal warning to any individual or organisation who does not comply with the agreed routing and timing strategy, or who parks vehicles on the highway, followed by a written warning.
- 5.3 It will be a condition of all contracts for construction and deliveries at the Site to comply with the CTMP. Any non-compliance following verbal and written warnings will be dealt with via usual contract dispute mechanisms.
- 5.4 If members of the public raise a concern regarding construction traffic or parking, the staff will direct them to the Site Manager (or delegated representative). The Site Manager will listen to the concerns, offer solutions or provide an adequate explanation. Concerns raised by members of the public should be recorded and reasonable remedial action taken.





Appendix A Access Arrangements, Swept Path Analysis and Location of Fencing and Gate During Construction Works

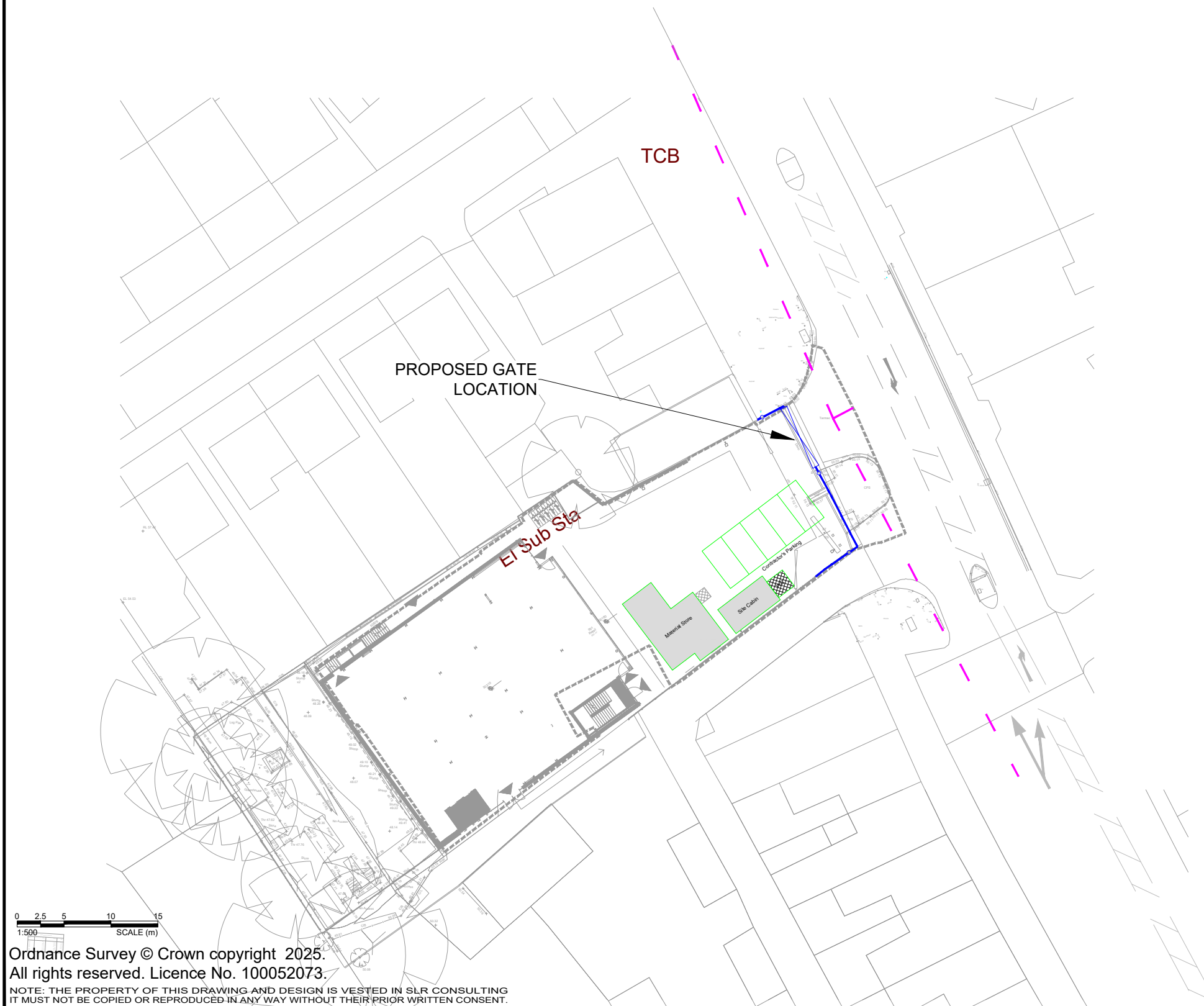
Construction Traffic Management Plan

Bury Old Road

Unimore Limited

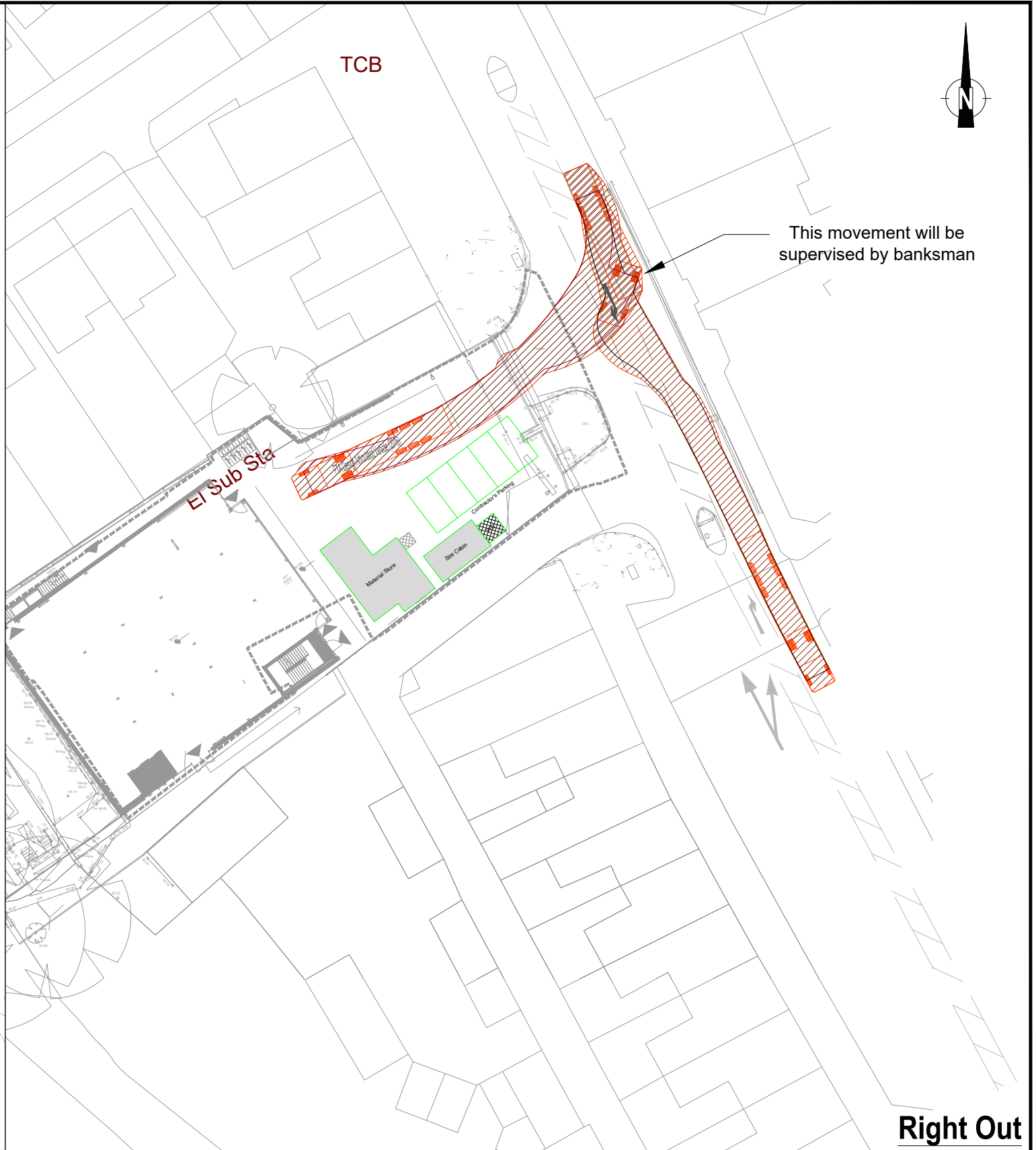
SLR Project No.: 410.067423.00001

18 February 2026

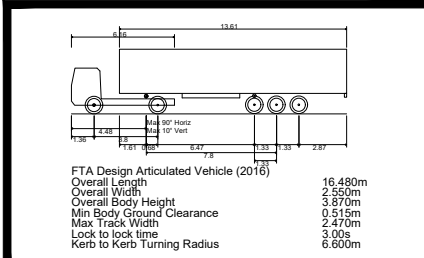


REV.	DETAILS	DRAWN	CHECKED	DATE	Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.  Proposed Perimeter Fencing  2.4 x 43m Visibility Splays

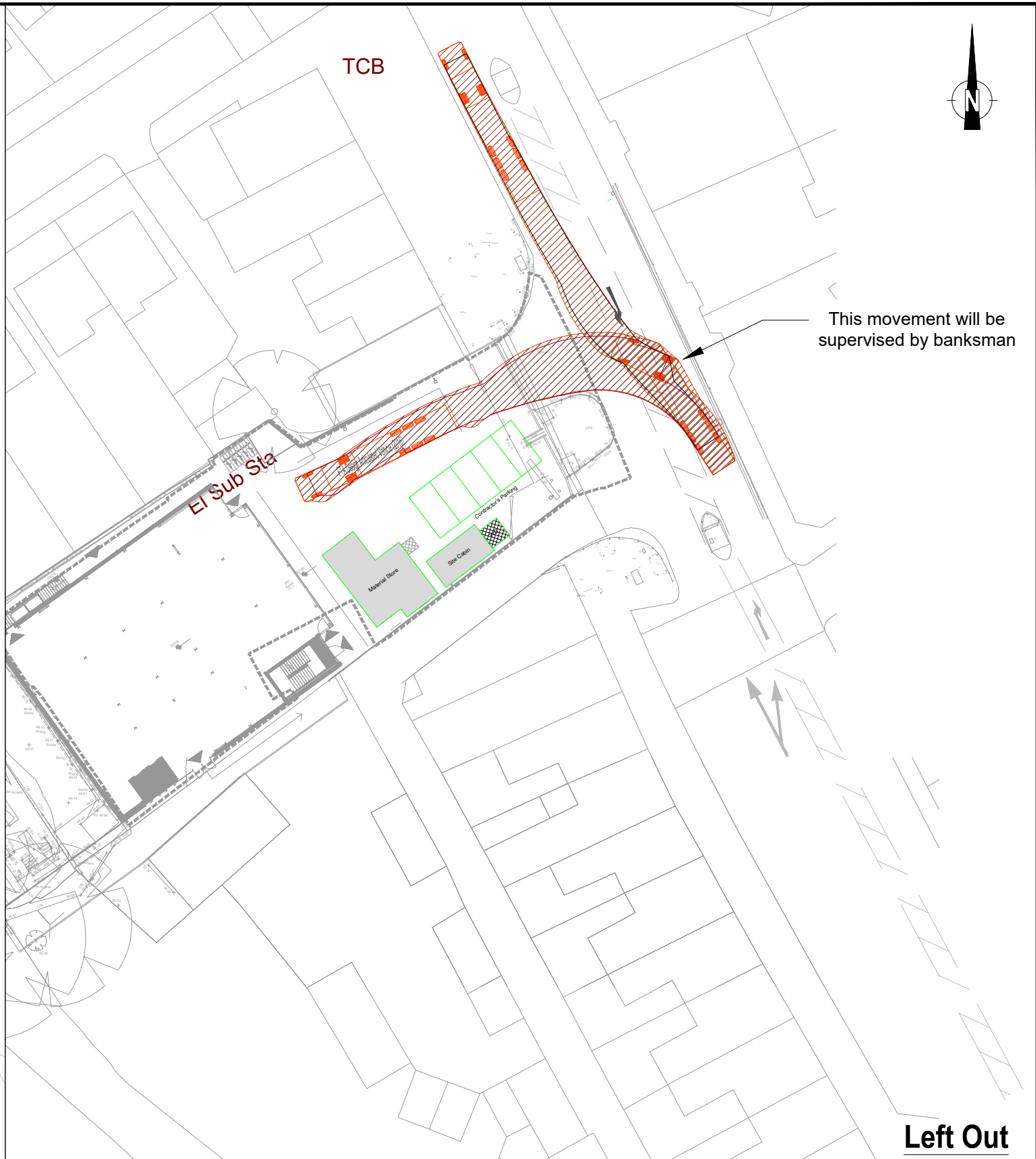
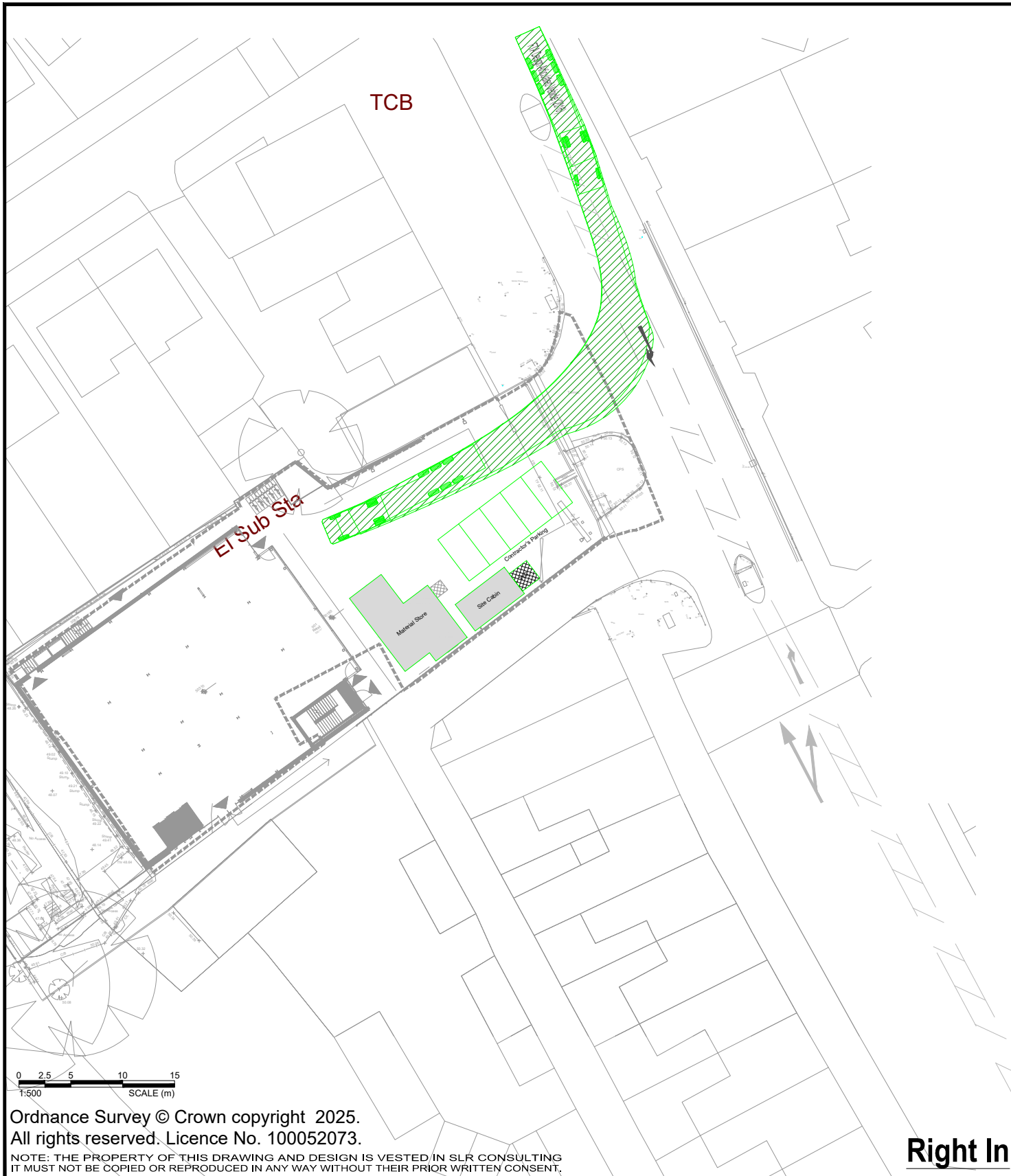
Bury Old Road				Unimore Limited	
Proposed Perimeter Fencing & Gate Location for Construction Works					
DRAWN: WD	CHECKED: KI	DATE: 17.02.26	SCALES: 1:500 at A3	DRAWING NUMBER: 410.067423.00001-TR102	REVISION: -



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BURY OLD ROAD				UNIMORE LIMITED	
SWEPT PATH ANALYSIS: 16.5M ARTICULATED VEHICLE-(SHEET 1 OF 2)					
DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
RB	IC	31.10.25	1:500 at A3	410.067423.00001-TR100	A



REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	BURY OLD ROAD	UNIMORE LIMITED
1					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.	SWEPT PATH ANALYSIS: 16.5M ARTICULATED VEHICLE-(SHEET 2 OF 2)	
						DRAWN: RB CHECKED: IC DATE: 31.10.25 SCALES: 1:500 at A3	DRAWING NUMBER: 410.067423.00001-TR101 REVISION: A



DO NOT SCALE FROM THIS DRAWING

NOTES:

1. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM AND DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. ALL HIGHWAY WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAY WORKS (SHW)

3. THE NATURE AND EXTENTS OF ANY PAVEMENT TIE IN WORKS SHOWN ARE INDICATIVE ONLY WITH THE DETAILS TO BE CONFIRMED WHEN THE EXISTING PAVEMENT COMPOSITION IS CONFIRMED.

4. IF ANY DISCREPANCIES BETWEEN TECHNICAL DRAWINGS ARE FOUND, THE HIGHWAY AUTHORITY IS TO BE NOTIFIED.

5. ALL WORKS ARE TO COMPLY WITH THE LATEST SPECIFICATION AND HIGHWAY WORKS DETAILS UNLESS OTHERWISE AGREED WITH THE HIGHWAY AUTHORITY.

6. NO WORKS MAY TAKE PLACE WITHIN THE HIGHWAY UNTIL A PERMIT TO DIG HAS BEEN GRANTED. ONE PERMIT TO DIG IS REQUIRED FOR EACH NAMED ROAD.

7. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL TECHNICALLY APPROVED DRAWINGS.

KEY

RED LINE BOUNDARY

EXISTING CONTOURS

PROPOSED CONTOURS

EXISTING CARRIAGEWAY TO BE PLANNED AND RESURFACED

EXISTING SITE ACCESS WITHIN HIGHWAY LAND

900 MIN WIDTH OVERLAY CUT INTO SURFACE COURSE AND BINDER COURSE OF EXISTING CARRIAGEWAY

PROPOSED HB2 KERB (125mm UPSTAND)

PROPOSED BN3 KERB (6mm UPSTAND)

PROPOSED TACTILE PAVING

PROPOSED DROPPED KERB

PROPOSED ROAD MARKINGS

PROPOSED FOOTPATH WITHIN EXISTING HIGHWAY LAND

WORKS TO BE COMPLETED UNDER S278 AGREEMENT:

EXISTING CARRIAGEWAY TO BE PLANNED AND RESURFACED

EXISTING SITE ACCESS WITHIN HIGHWAY LAND

900 MIN WIDTH OVERLAY CUT INTO SURFACE COURSE AND BINDER COURSE OF EXISTING CARRIAGEWAY

PROPOSED HB2 KERB (125mm UPSTAND)

PROPOSED BN3 KERB (6mm UPSTAND)

PROPOSED TACTILE PAVING

PROPOSED DROPPED KERB

PROPOSED ROAD MARKINGS

PROPOSED FOOTPATH WITHIN EXISTING HIGHWAY LAND

PRIVATE WORKS TO BE COMPLETED:

PROPOSED SITE ACCESS WITHIN PRIVATE LAND

PROPOSED HB2 KERB (125mm UPSTAND)

PROPOSED FOOTPATH WITHIN EXISTING PRIVATE LAND

P4

UPDATED NOTES

08/09/25

BS

P3

UPDATED NOTES

08/09/25

BS

P2

ROAD MARKINGS UPDATED

03/09/25

BS

P1

PRELIMINARY ISSUE

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PRELIMINARY ISSUE

07-02-25

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REVISION

DETAILS

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CLIENT

UNIMORE LIMITED

PROJECT

BURY OLD ROAD

DRAWING TITLE

S278 GENERAL ARRANGEMENT

DRG No.

ST21343-100

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P4

SUIT. CODE

DRG SIZE

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SCALE

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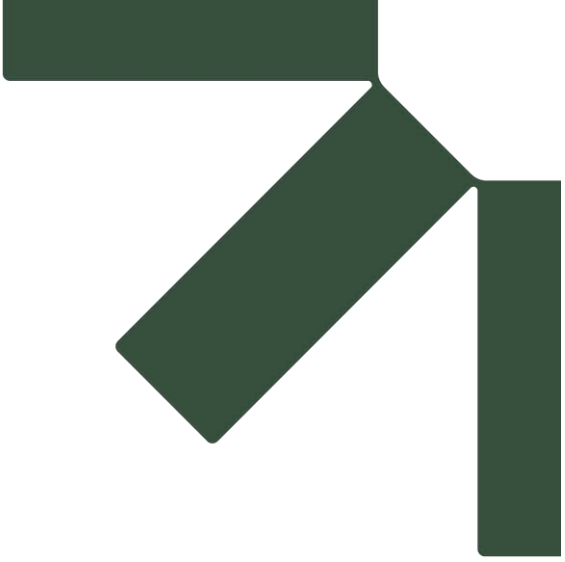
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APPROVED BY

wardell
armstrong

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Appendix B Signage Strategy

Construction Traffic Management Plan

Bury Old Road

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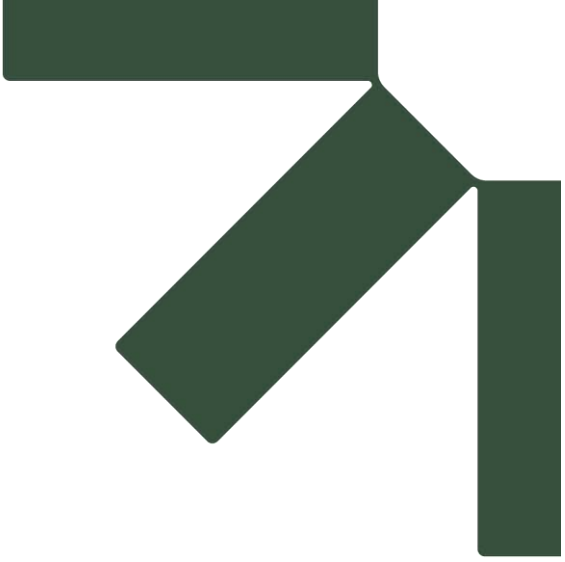
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
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Key:

 Sign Post Location

BURY OLD ROAD				UNIMORE LIMITED	
PROPOSED SIGNAGE STRATEGY					
DRAWN: RB	CHECKED: IC	DATE: 31.10.2026	SCALES: 1:500 at A3	DRAWING NUMBER: 410.067423.00001-D100	REVISION: A



Appendix C Highway Condition Survey- Photographs

Construction Traffic Management Plan

Bury Old Road

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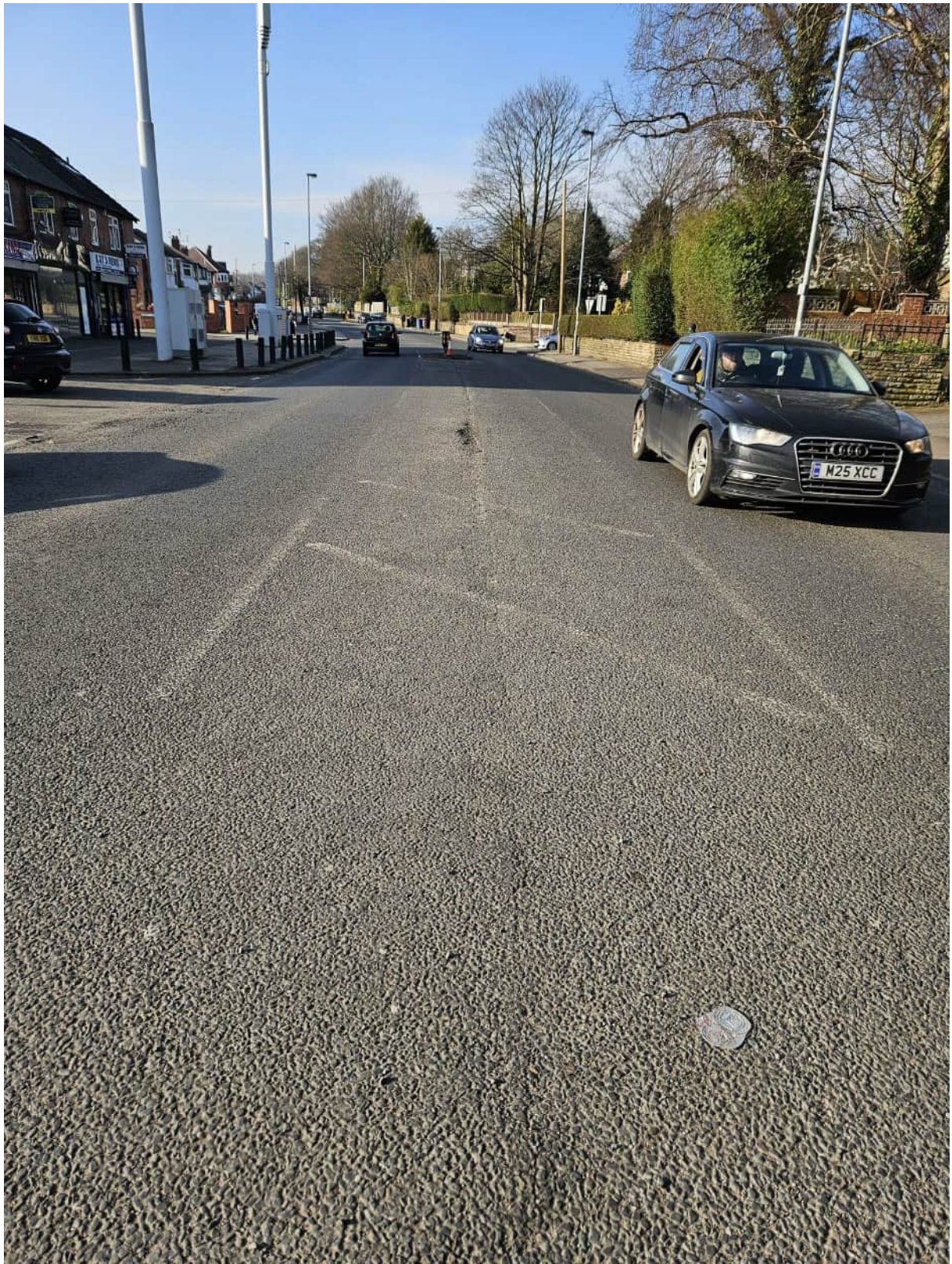
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18 February 2026



















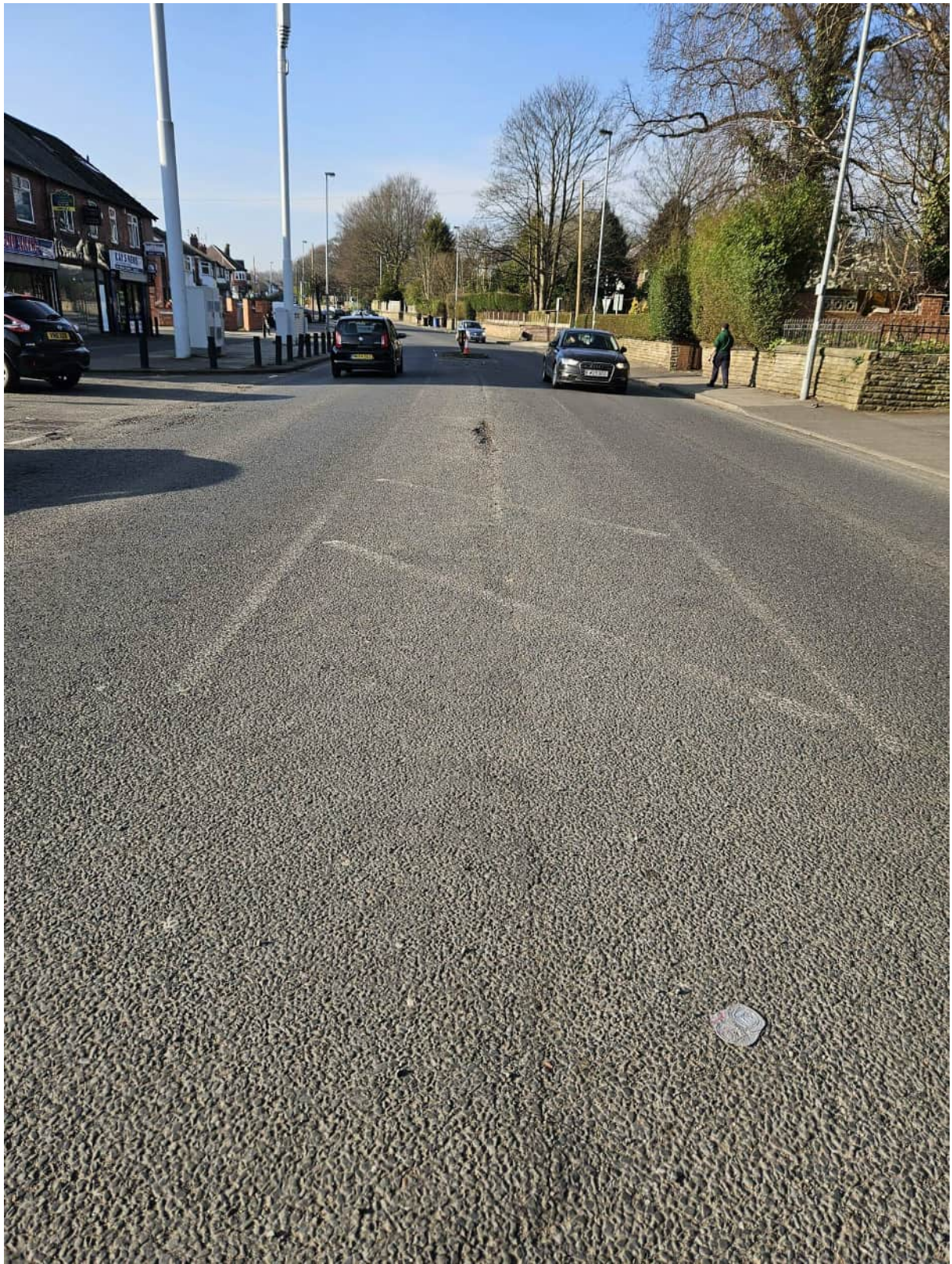




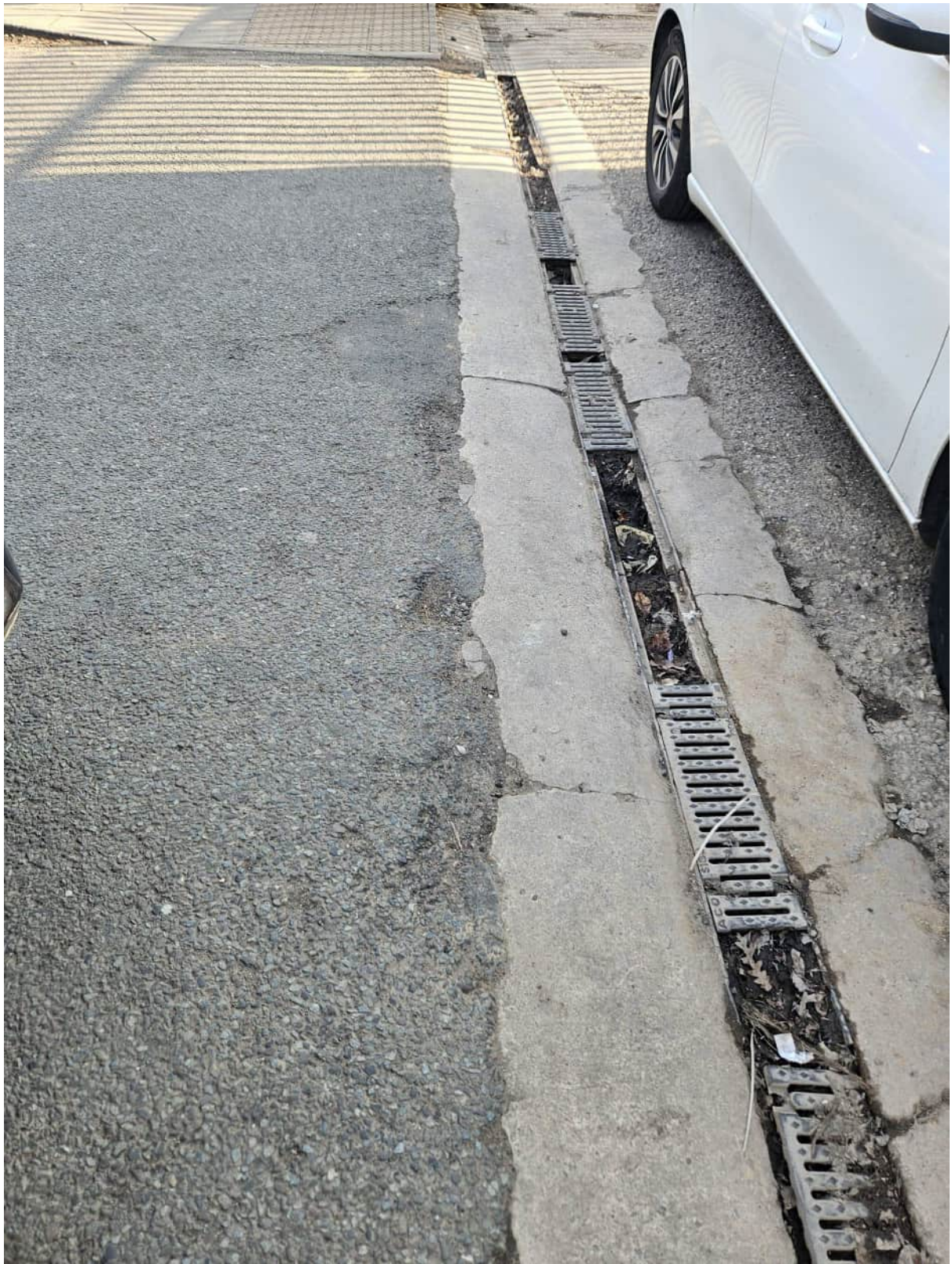






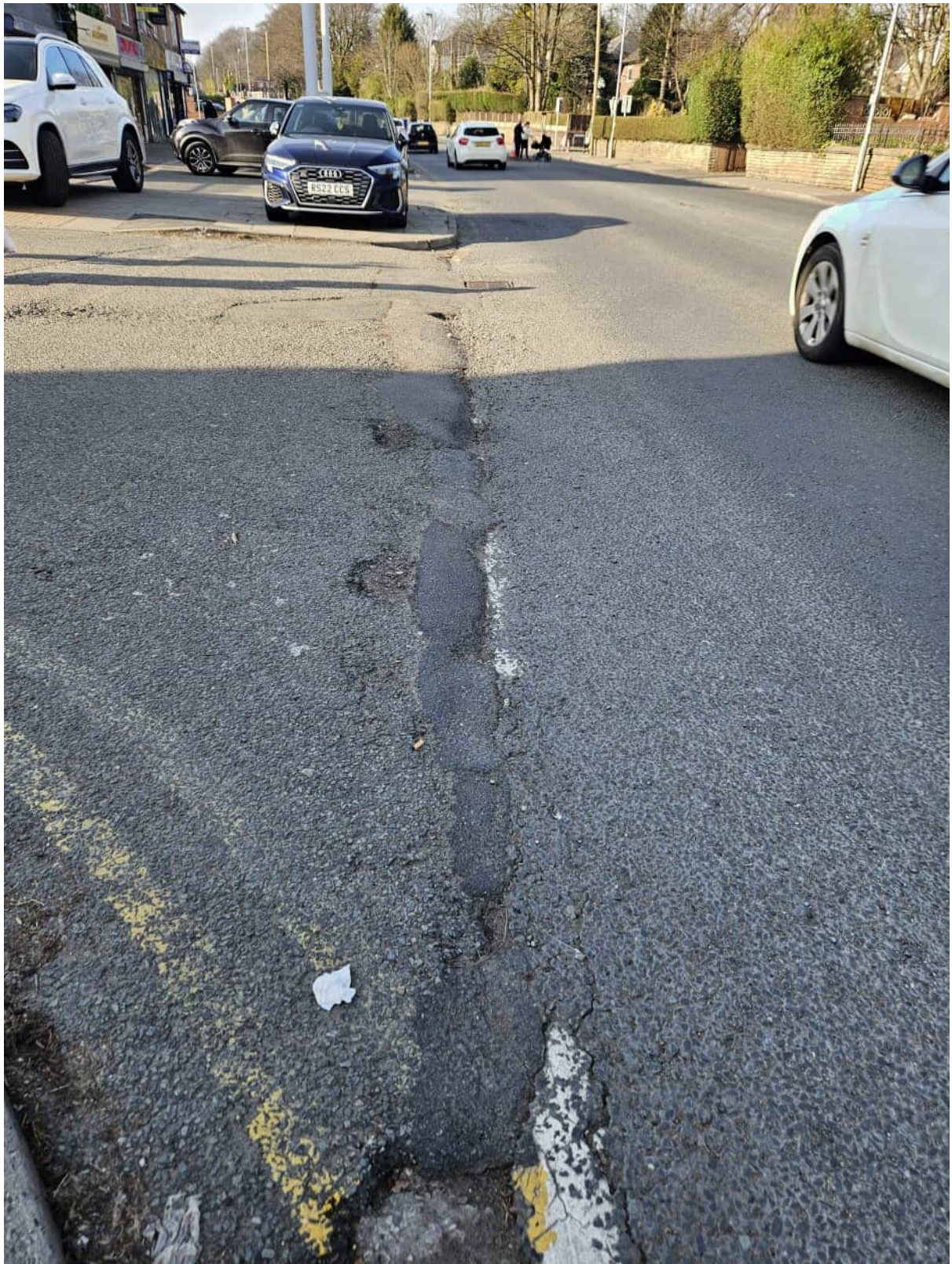










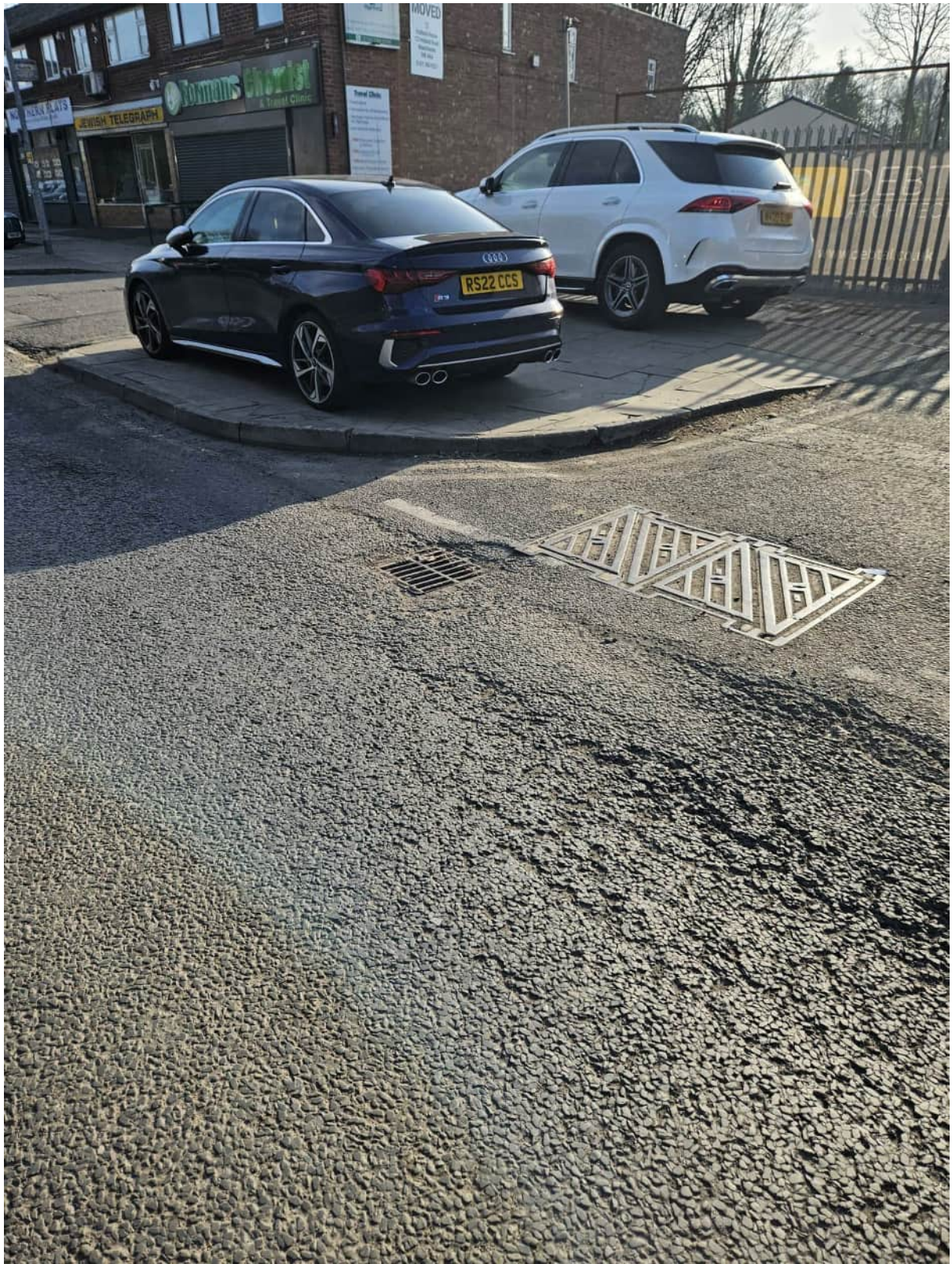










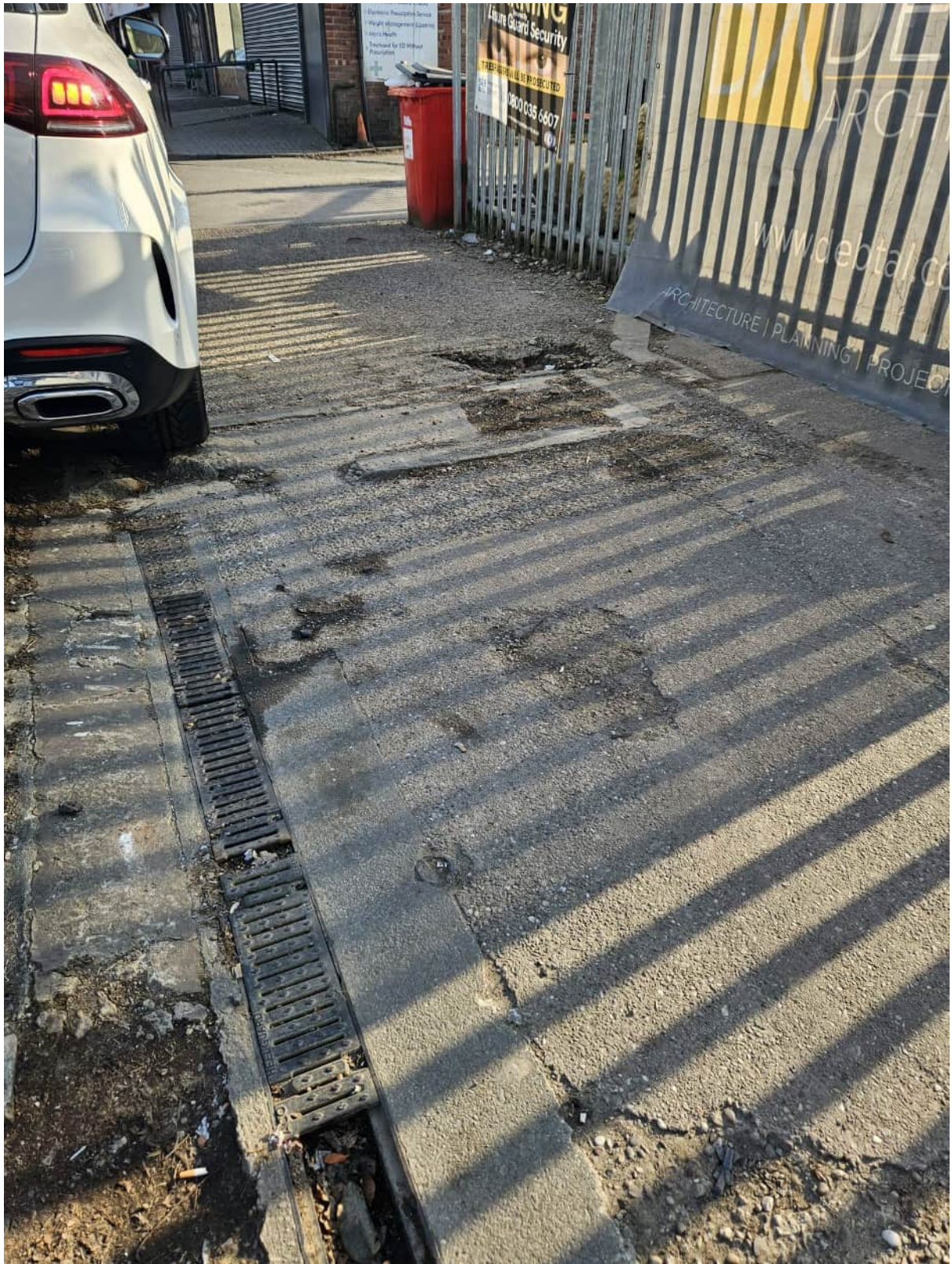










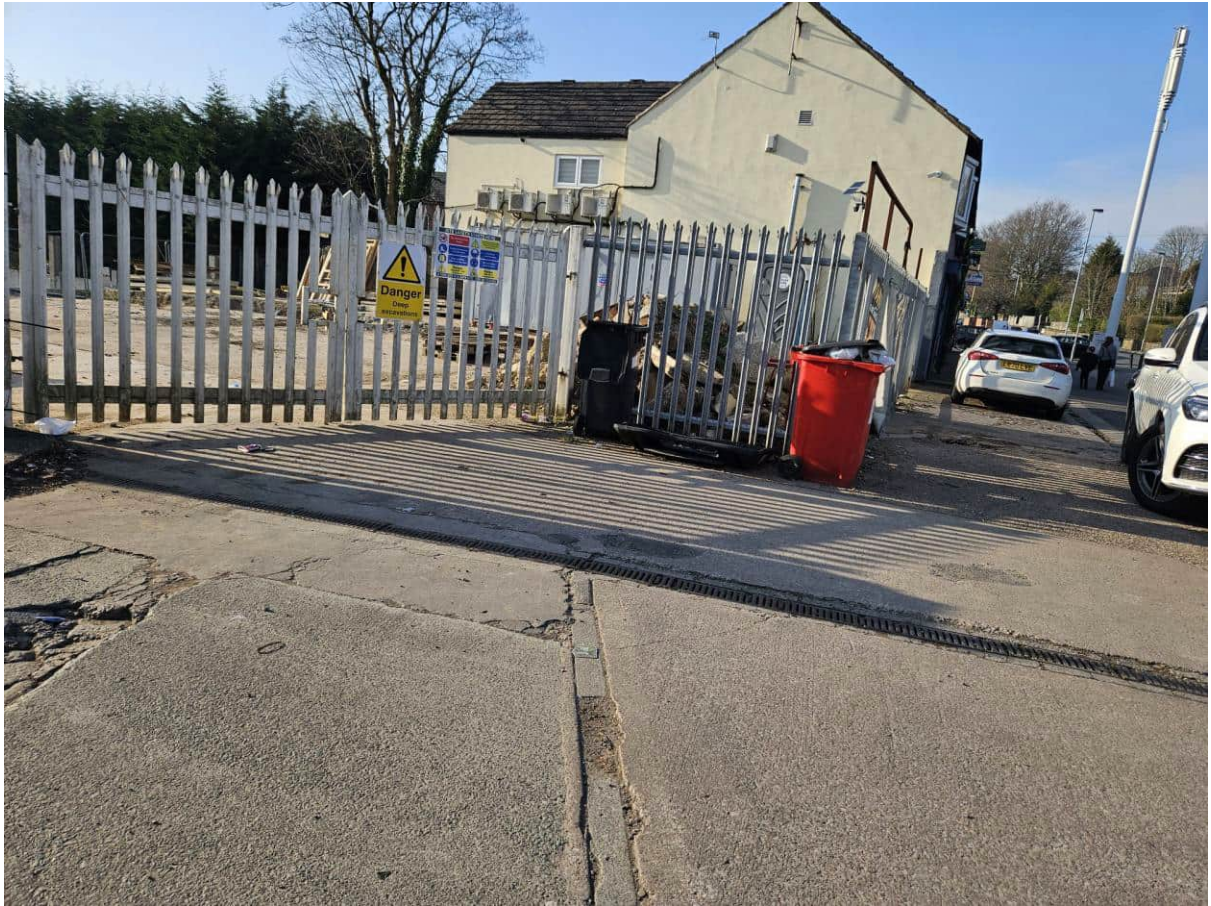




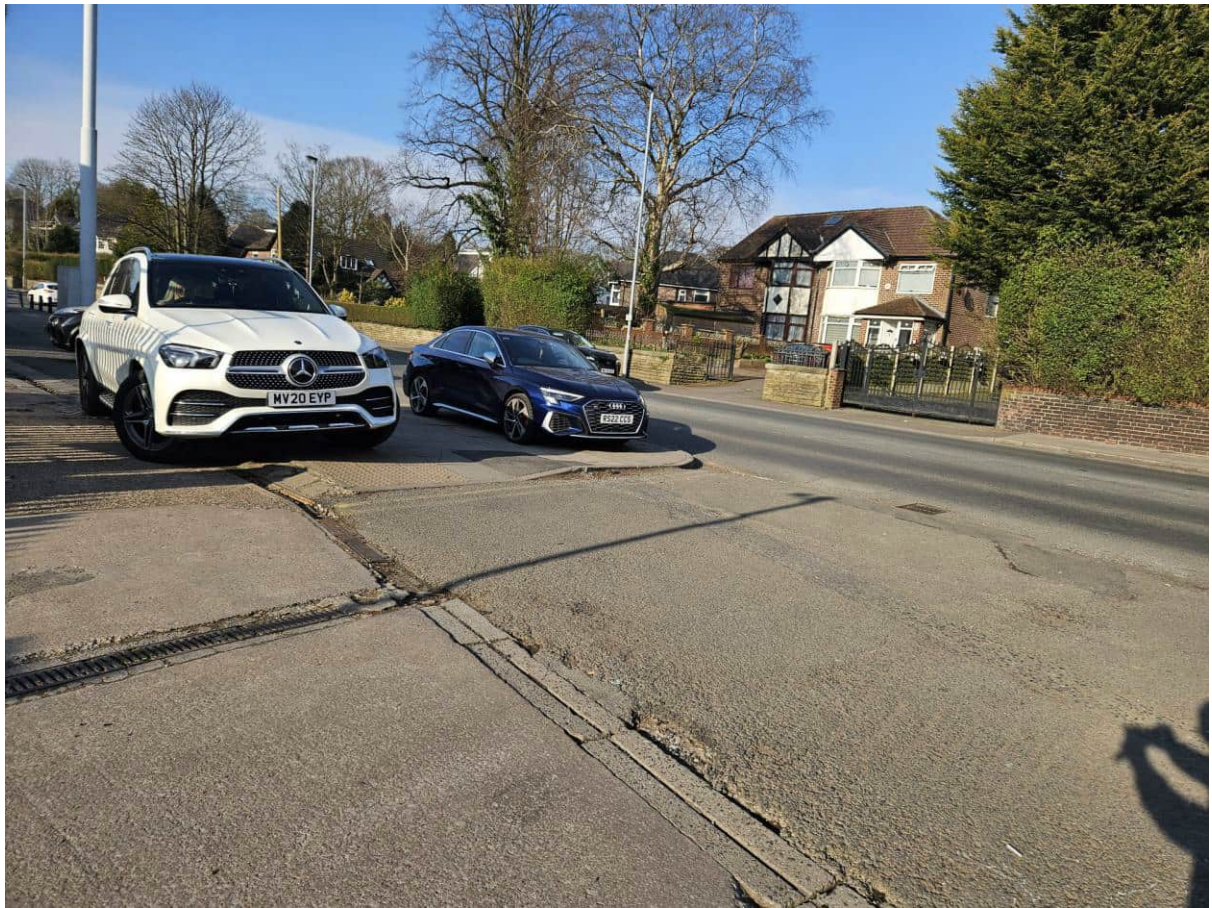














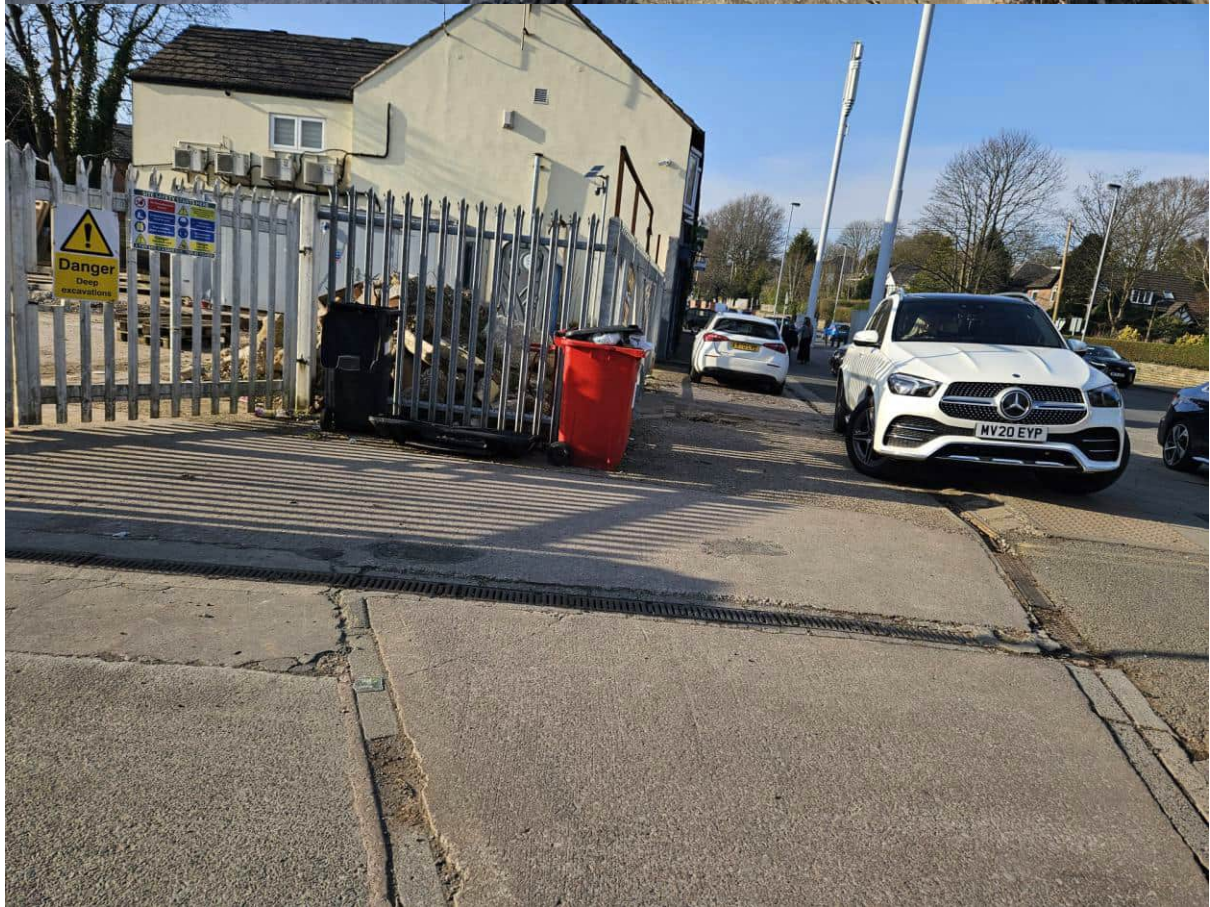
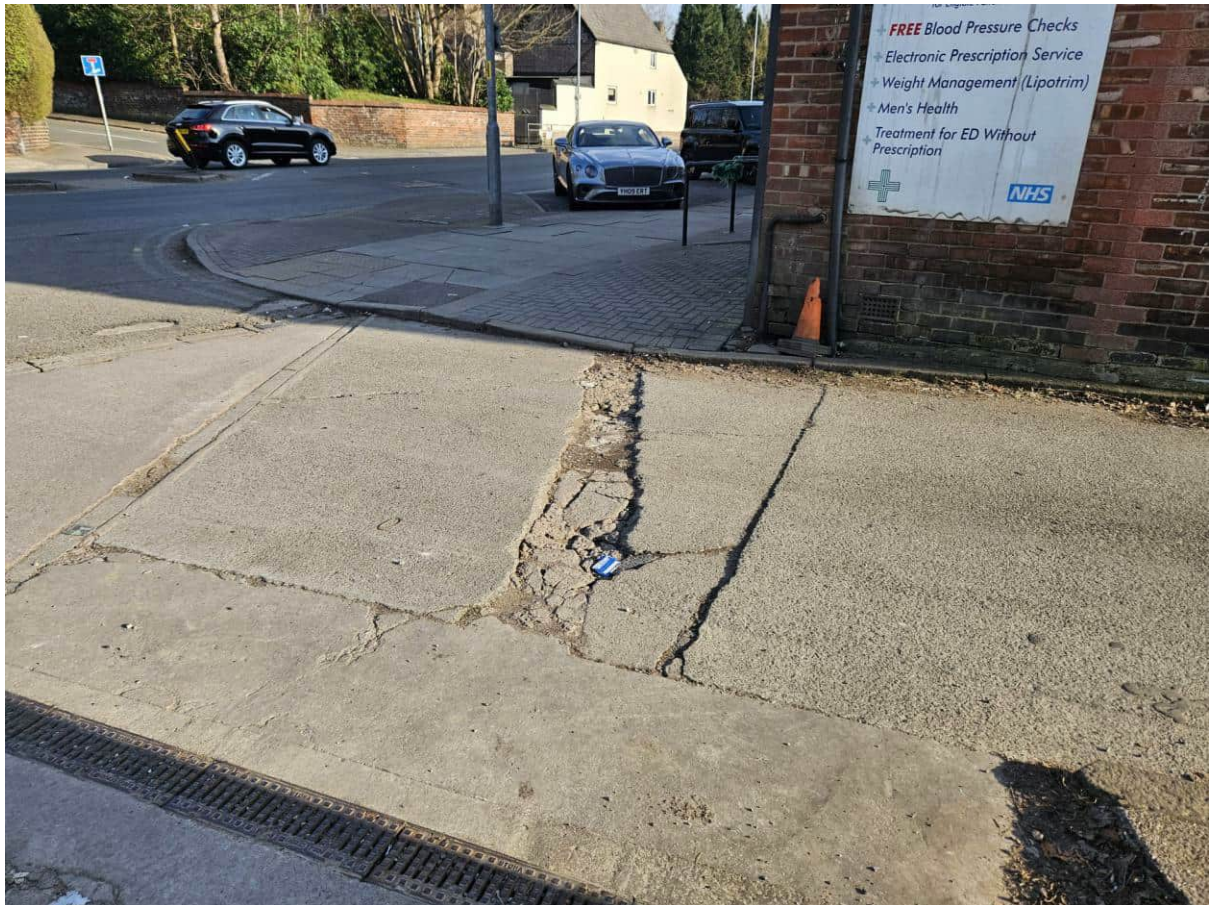
















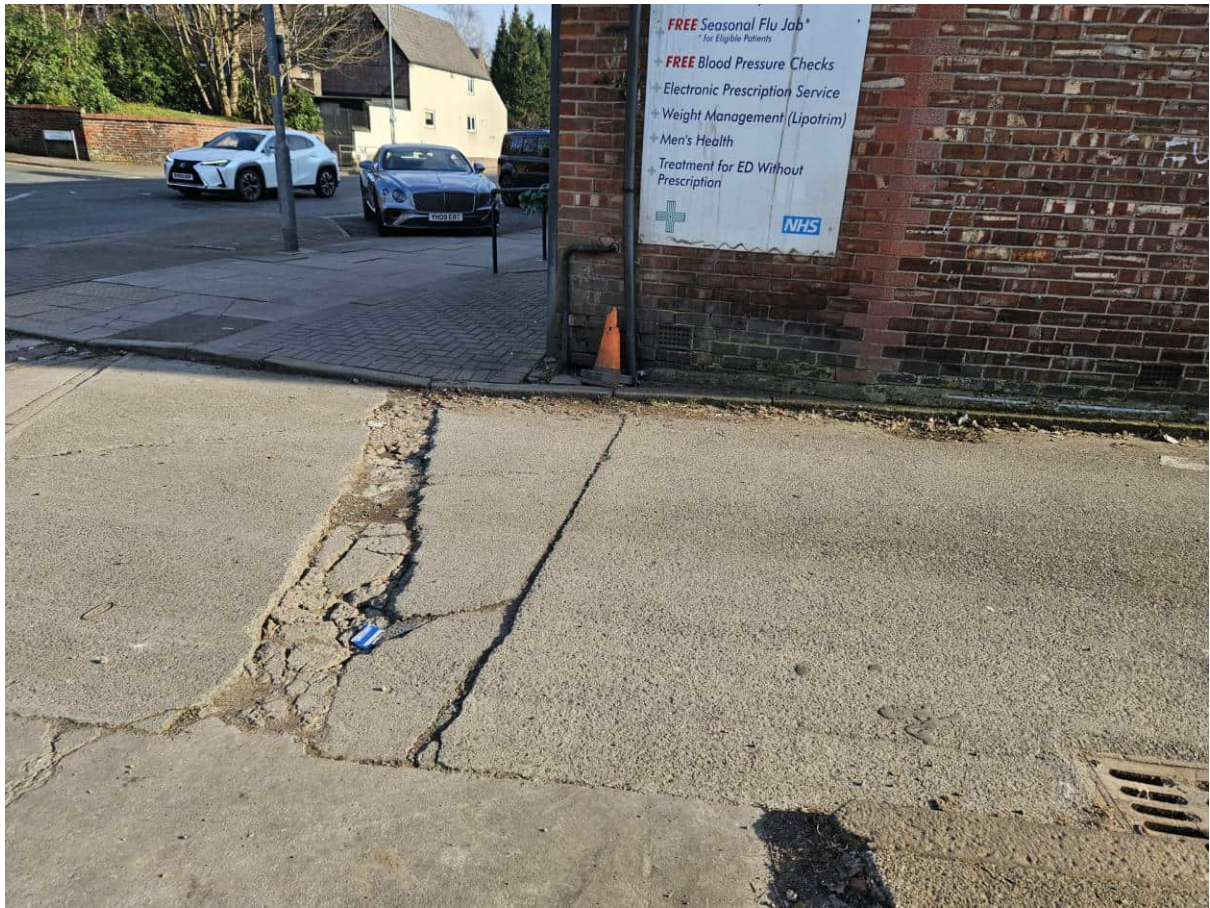
















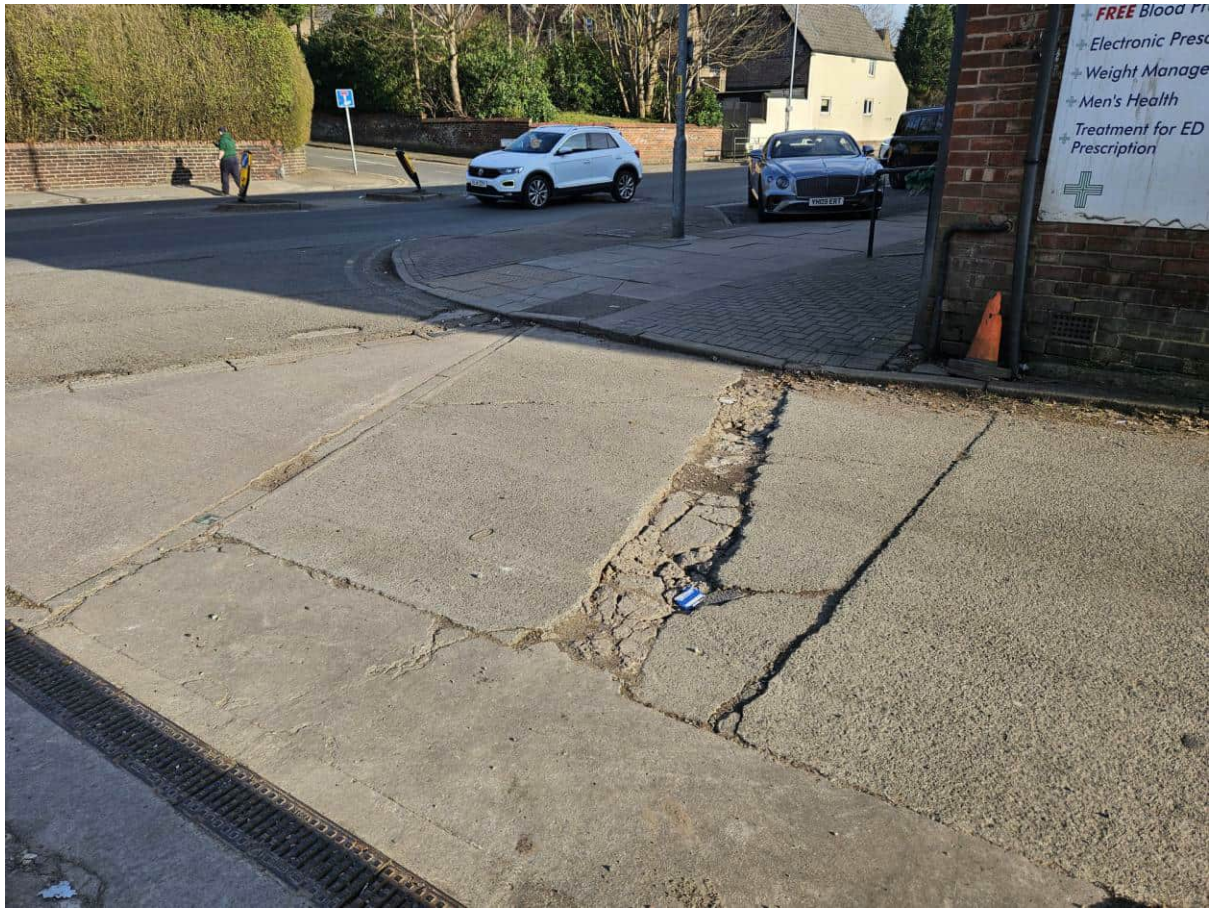


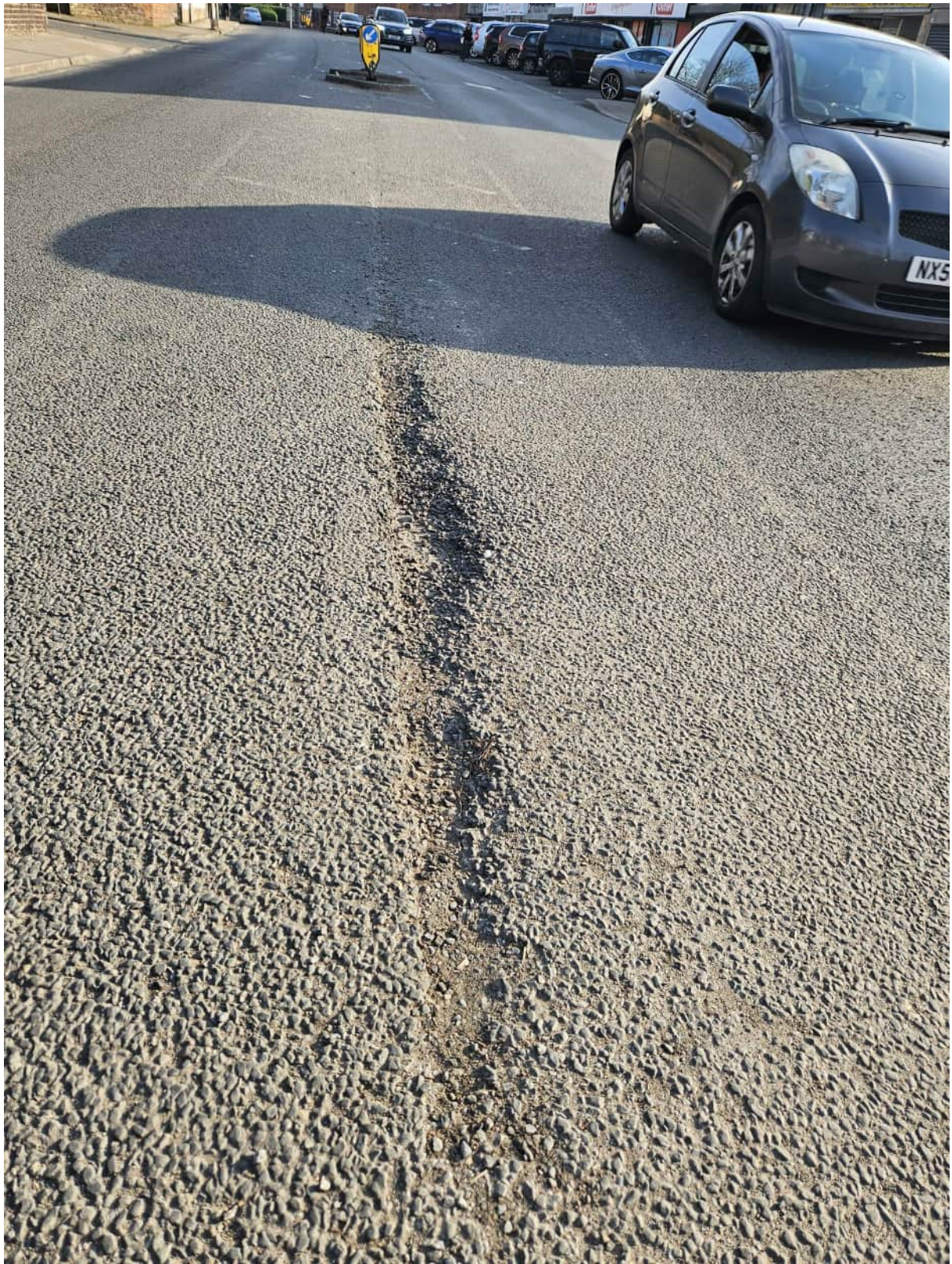
























Making Sustainability Happen