

Birch Hey Farm

Turton Road, Bury

Construction Traffic Management Plan

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Eden Rose Consulting

5 Minerva Close, Altrincham, Cheshire, WA14 4FD
E: Sherrie.shaw@edenroseconsulting.co.uk
M: 07748661439

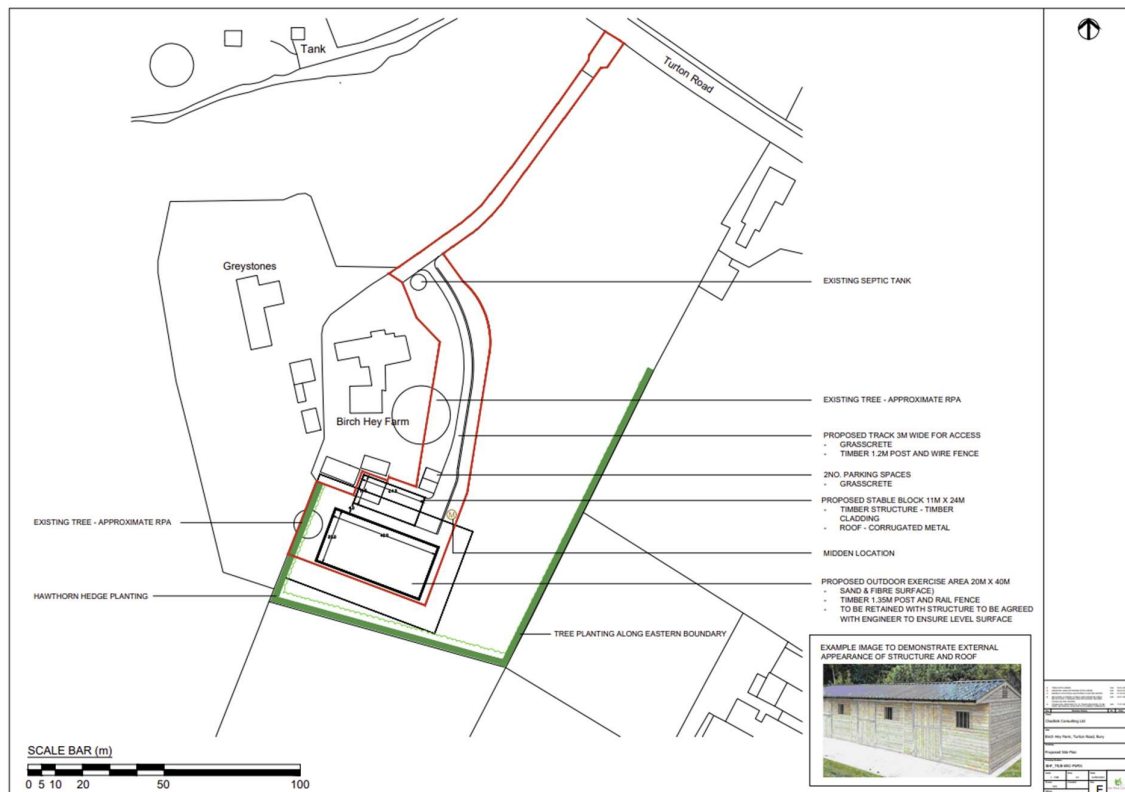
Contents

INTRODUCTION	3
SITE DETAILS	5
CONSTRUCTION DESIGN MANAGEMENT	6
Roles and Responsibilities	6
Training.....	6
Monitoring	6
HEALTH AND SAFETY	7
SECURITY	7
PLANT AND MACHINERY	7
BUILD PROGRAMME	8
DELIVERIES/ SITE VISITORS	8
GENERAL CODE OF CONSTRUCTION PRACTICE	9
Dirt and Dust.....	9
Wheel Wash	10
Noise	10
Vibration	11
Light.....	11
Site Waste	11
CONSTRUCTION TRAFFIC MANAGEMENT	12
Closures and Diversions during Construction.....	12
Vehicle Movements and Exits/Entrance to Site	12
Protection of Roads	12
Traffic Management Plan	12
Photographic Dilapidation	12
APPENDIX 1	13

INTRODUCTION

Anne Shepherd has instructed Eden Rose Consulting Ltd to produce a Construction Traffic Management Plan in support of the erection of a new stable block, fenced exercise area and associated access on Birch Hey Farm, Turton Road, Bury.

The approved site layout can be seen in Figure 1 below.



The site is located on an existing farm, Birch Hey farm, off Turton Road, 5.3km north west of Bury. The site has an area of approximately 1.07 acres (0.43 hectares) and will be accessed south from Turton Road. The site is bound by agricultural land and residential farm house buildings to the east and west.

This Construction Traffic Management Plan will provide the information required to discharge Condition 6 of Planning Permission 70265 dated 20th March 2024.

The Condition reads as follows:

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 and shall confirm/provide the following:

- *Photographic dilapidation survey of the adopted abutting the site access in the event that subsequent remedial works are required following construction of the development;*
- *Access route for all construction vehicles to the site from the Key Route Network;*
- *Access point/arrangements for construction traffic from Turton Road and all temporary pedestrian facilities/protection measures that may be required to retain safe access to Public Footpath No. 61, Tottington, and any temporary works clear of the Right of Way to facilitate safe access for construction vehicles, including the provision/retention of adequate levels of visibility at the junction with Turton Road, prior to commencement of construction;*
- *If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of on the adopted highway;*
- *A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Turton Road;*
- *Confirmation of hours of operation and number of vehicle movements;*
- *Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;*
- *Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;*
- *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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.

SITE DETAILS

Client:

Anne Shepherd

Principal Contractor:

Name: Andrew Bowen Ltd
Contact Telephone Number: 01995 672103

Site Manager:

Name: TBA
Contact Telephone Number: TBA

Landscape Architect:

DAC Landscape Architecture

Site Address:

Birch Hey Farm
Turton Road
Bury
BL8 3QG

Site Operation Hours:

Monday to Friday: 08.00 to 18.00
Saturday: 09.00 to 14.00

The workers can arrive 30 minutes before they start work but must park off the adopted highway.

No construction to take place Sundays, bank or public holidays.

CONSTRUCTION DESIGN MANAGEMENT

Roles and Responsibilities

The Client, Anne Shepherd, will appoint the Principal Contractor, namely Andrew Bowen Ltd. The Principal Contractor is responsible for:

- Implementing the Construction Traffic Management Plan
- Monitoring Sub-Contractor's performance to the Construction Traffic Management Plan
- Developing and implementing mechanisms for dealing with problems
- Acting as a point of contact for consultation and feedback with adjacent landowners, statutory consultees, the public and other interested parties

The Principal Contractor will be responsible for establishing management procedures for compliance with all relevant legislation, the environmental controls and mitigation measures contained in the Construction Traffic Management Plan, and any environmental or other codes of conduct required by the Client.

The Site Manager appointed by the Principal Contractor will be responsible for the co-ordination and implementation of this Construction Traffic Management Plan and will assist in ensuring that all responsibilities are met.

Training

All site personnel including contractors and sub-contractors will be made aware of their responsibilities with respect to the CTMP, and its appropriate implementation. As part of the implementation of the CTMP, the site induction programme will ensure that all site personnel are conversant with:

- The CTMP and its on-site implementation
- The environmental sensitivities of the site, particularly in respect of nearby receptors.

Monitoring

The Site Manager will monitor the effects of the construction phase on a daily basis. This will ensure that the works are carried out in accordance with the provisions of the Construction Traffic Management Plan.

The Client will ensure that the Principal Contractor and associated Sub-Contractors conform to the requirements of the Construction Traffic Management Plan. Where any non-conformances are identified these will be rectified.

HEALTH AND SAFETY

The nearest AED and hospital is:

**Fairfield General Hospital
Rochdale Old Rd
Bury
BL9 7TD**

Telephone: 0161 624 0420

For the fire assembly point, see Traffic Management Plan BHF_TR/B-ERC-TMP01.

- All site visitors and operatives are to report to the site office and sign the site register
- Suitable PPE is always to be worn within the construction areas
- All site operatives are to be inducted prior to commencing work on site. This may include watching a site induction DVD, a tool box talk, and being informed of site-specific risks and notified of the Traffic Management Plan and procedures
- All contractors and sub-contractors are to submit specific risk assessments during tender process
- Labour only contractors to sign up to specific risk assessments prior to commencing work on site
- All visitors and operatives are to familiarise themselves with the most up-to-date site Traffic Management Plan
- All suppliers are to be issued with a copy of the site Traffic Management Plan prior to any distribution of goods
- Daily activities risk assessment board to be displayed in the site compound
- Health and Safety sign to be displayed at entrance to construction areas
- Health and Safety notice board to be displayed in site office with site specific information attached

SECURITY

- There is a gate located off the track which leads to Birch Hey Farm. This will be the main access for the site
- Working areas of the site will be securely fenced with Heras fencing
- The site compound will be fenced off with hoardings, either metal or timber. Materials storage and waste segregation areas will be fenced off with Heras fencing with netting attached
- Security fencing will be inspected regularly, and any breaches repaired immediately

PLANT AND MACHINERY

The employment of plant and machinery applicable to this site includes:

- Forklift
- Dumpers

All plant and machinery are to move and be stored in accordance with the site Traffic Management Plan BHF_TR/B-ERC-TMP01.

BUILD PROGRAMME

Construction is expected to commence upon discharge of the pre-commencement conditions associated with the planning permission. The works are expected to take 8 weeks.

Completion dates are subject to change and are dependent on weather and other external forces.

DELIVERIES/ SITE VISITORS

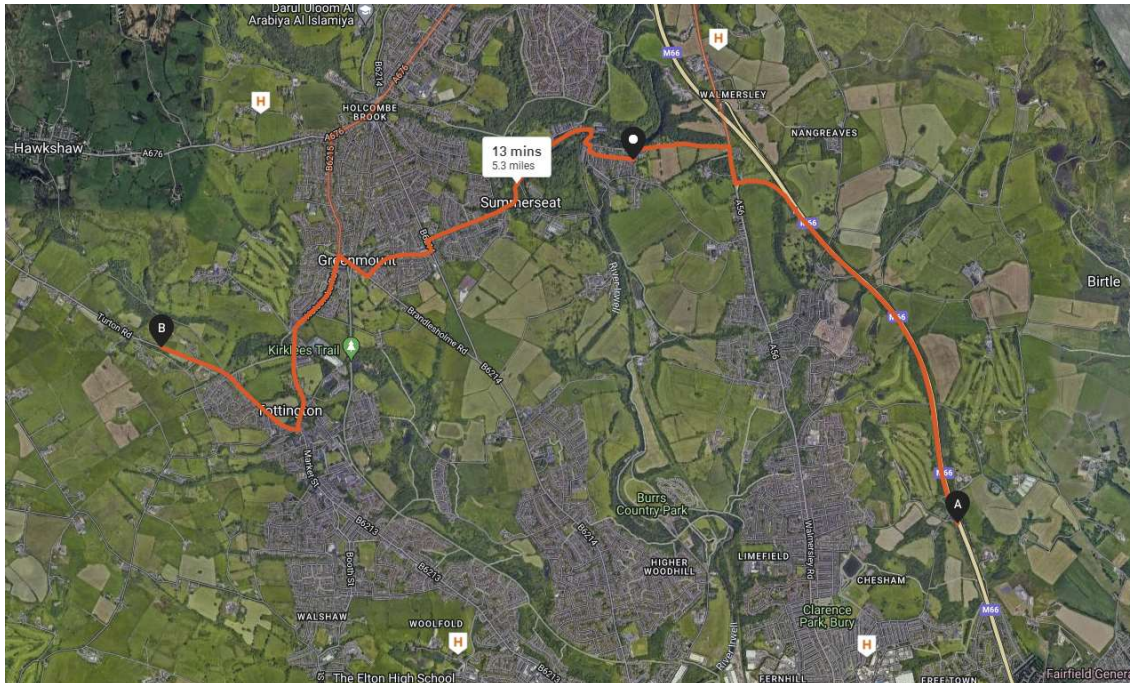


Figure 2 - Google Aerial View Plan – route from M66 to site

It is anticipated that heavy goods vehicles and construction traffic will come from the M66 to the east of the site. Figure 2 shows the preferred most direct route for larger vehicles.

Access to the site will be from Turton Road. Vehicles will use the track and turn left into Birch Hey Farm. The track is used by Birch Hey Farm and Greystones. Care will be taken by delivery and construction traffic to drive slowly within the site and give priority to other users of the track.

A public right of way exists adjacent to the track. Pedestrians will be given priority when using the access off Turton Road to cross and continue on the PROW. All drivers and visitors to site will be made aware of the PROW and the stipulations within the CTMP.

The site access will be monitored during the hours of construction. Appropriate signage will be displayed within the track and at the junction of the track with Turton Road to direct construction traffic right out of the site back towards the main routes. Signage will also act to alert drivers not connected with the development of the site access.

The developer will implement a parking strategy to ensure that all site personnel park within the development site (see Traffic Management Plan BHF_TR/B-ERC-TMP01). An appropriate road will be constructed into the site as per the approved Proposed Site Plan BHF_TR/B-ERC-PSP01 Rev E.

Staff and contractors must use the car park as shown on the Traffic Management Plan - parking on any existing adopted highway is strictly prohibited.

Large vehicle movements will be strictly restricted to between the site operational hours only. All large vehicle movements to be arranged to avoid peak times to cause the least amount of disruption to neighbouring properties and the local highway network.

With regard to deliveries:

- Suppliers to be informed in writing of site hours and that no parking or deliveries outside of these hours will be permitted
- Site speed limit 5mph
- All delivery vehicles must follow site signage
- All visitors and material delivery drivers must report to the Site Manager
- All loading and unloading to be carried out within the site materials storage area

GENERAL CODE OF CONSTRUCTION PRACTICE

Dirt and Dust

During the construction phase, the primary mitigation to alleviate dust effects from construction activities will be through a daily inspection of site conditions by the Site Manager and through use of key elements of which are outlined below:

- All vehicles entering and exiting the site must remain within the designated areas to avoid the movement and transfer of site debris or mud. A road sweep will be employed as required, to avoid the transfer of debris or mud onto the public highway. During dry spells the site is to be dampened down with water to control dust pollution
- Dust suppression will be used as required via either mobile water bowsters or mobile tipping skips filled with water, which is tipped onto the roads via the telehandler
- Dust suppression will be used when using petrol cut-off saws when cutting concrete and masonry
- There will be a designated waste segregation area for the storage of waste created on site. All waste will be recycled where possible or sent to the appropriate treatment facility
- Spoil stockpiles will be stored as per the location on the traffic management plan away from existing housing
- Site levels have been designed so cut/fill figures minimise the volume of materials required for off-site disposal and consequently a reduction in wagon movements.
- No fires will be allowed on site
- All non-road mobile machinery will use fuel equivalent to ultra-low sulphur diesel and all will comply with current EU Emission Standards
- Where reasonably practicable, potentially dusty activities would be located away from site boundaries
- All mobile plant allowed on-site will be managed in such a way as to minimise emissions, including being switched off when not in use and being located as far as practicable away from site boundaries

The measures recommended by the Institute of Air Quality Management (2014) Guidance on the Assessment of Dust from Demolition and Construction, have been used in order to maintain a high standard of good practice.

In terms of Dust and Air Emissions Mitigation Measures, we can confirm that we have reviewed the Guidance on the Assessment of Dust from Demolition and Construction and will follow the above guidance.

Wheel Wash

All vehicles leaving site will have a visual inspection prior to leaving the site. Any vehicles which are found to be holding excessive dirt will have their wheels cleaned and the dirt removed using a jet wash with mobile water bowser.

All deliveries to site and construction traffic are to utilise hard-standing areas within the compound area. In the event that there is deemed an excessive transfer of dirt and dust onto the adopted highway, a road sweep will be booked as soon as possible.

Noise

Noise will be monitored on site and cognisance will be taken of the neighbouring stakeholders disturbance. Noise and dust will form a key component of the agreement with groundworks and muckshifting contractors. Both planning conditions and feedback from stakeholders will be used to monitor and revise the noise and dust / mud alleviation measures adopted.

In the absence of construction noise level criteria being stipulated, the proposals of this Construction Traffic Management Plan include the setting of an absolute LAeq,12hr noise level (for weekdays, 08.00 – 18.00) and an LAeq,8hr noise level (for Saturdays, 09.00 – 14.00) derived from BS5228-1:2009 'Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise'.

Where it is not possible to work to the target criteria (for example, if ground conditions determine plant requirements, provisions will be set out in advance to reduce the effect, for example, through prior notification or by other measures.

The hours of construction and deliveries as dictated by the local planning authority are as follows:

Monday to Friday: 08.00 to 18.00
Saturday: 09.00 to 14.00

The workers can arrive 30 minutes before they start work.

No construction to take place Sundays, bank or public holidays.

The following general mitigation measures will apply to potentially noisy operations, in particular:

- All plant and equipment to be used for the works will be properly maintained, silenced where appropriate, and operated to prevent excessive noise. Plant will be certified to meet any relevant EC Directives/UK/BS5228 standards
- All radios or personal music devices only permitted at a controlled volume
- All work involving plant or powered tools to take place strictly during site operational hours

- Plant will be operated by diesel engines. Electric power for plant machinery is not an option, however many hand-held tools will be electric, or battery operated as required
- Existing residents and neighbours directly affected by the development will be notified of any noisy site activities where possible
- A sign will be displayed requesting contractor vehicles be switched off immediately upon entering the site to avoid unnecessary noise and pollution
- Noisy plant will be sited as far as is practicable from noise sensitive receptors including adjoining residential properties, and ecological receptors within and adjoining the site
- Care will be taken when loading or unloading vehicles to reduce noise

Noise generated on site will be identified and monitored daily as part of the Site Manager's duties.

Vibration

In the absence of any construction vibration levels criteria being stipulated, the effects of construction vibration on building structures associated with remediation works is expected to be negligible.

- Where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other, less intrusive, plant and/or methods of working
- The use of vibration monitors by a suitably qualified person can be used in occurrences of excessive periods of work causing vibration
- Existing residents and neighbours directly affected by vibration related to the development will be notified of any site activities where excess vibration may occur
- The provision of cut-off trenches in order to interrupt the direct transmission path of vibrations.
- All plant should be properly maintained, any defective plant should be replaced immediately

Light

All lights used on site are to be directed into the site to avoid any unnecessary light pollution to the surrounding area.

All external lighting out of operational hours to be used for safety and security reasons only.

Site Waste

- Site waste to be disposed of responsibly and monitored by the Site Manager, limiting and managing waste generation, sorting, recycling and removal during the construction phase
- As part of the remediation levels design all the soils contained within the site are expected to be retained and recycled to form the new levels. For any surplus soils that do require off-site disposal, consideration must be given to the previous geo-environmental site investigation reports with the respect to levels of contamination prior to disposal
- General waste, deleterious materials, site waste associated with welfare use, tree roots and any unexpected hazardous materials are the likely categories of waste to be encountered which require off-site disposal
- All waste from the site will be removed by skips to licensed waste transfer stations for recycling, treatment or disposal
- Should any hazardous waste be encountered, the Principal Contractor will ensure the site is registered as a hazardous waste producer

CONSTRUCTION TRAFFIC MANAGEMENT

Closures and Diversions during Construction

There are no road closures or diversions expected during the construction period.

Vehicle Movements and Exits/Entrance to Site

As detailed above, wagon/haulage movements are expected to be kept to a minimum during the remediation phase of works due to low requirements for soils disposal and soil import. Site traffic movements are likely to be limited to site staff vehicles and deliveries of plant and machinery.

The construction traffic into the site during peak hours will be minimised to reduce the impact on traffic congestion on local roads.

Provision will be made for off-site construction contractor parking.

Protection of Roads

If dust or mud is inadvertently tracked onto public roads, a road sweeper will be used.

The vehicles delivering materials and plant and removing waste from the site during construction will all be operated within their design loads therefore the maximum pressure exerted by vehicles on roads would not be excessive.

Plans of all utilities in the vicinity of the site will be available to the Site Manager.

It is not anticipated that the ground pressure of construction vehicles would be so great as to damage services beneath public roads.

Traffic Management Plan

The Construction Traffic Management Plan should be read in accordance with the site Traffic Management Plan BHF_TR/B-ERC-TMP01.

Photographic Dilapidation

Part of the conditions relates to the requirement for a 'Photographic dilapidation survey of the adopted abutting the site access in the event that subsequent remedial works are required following construction of the development'.

Photographs will be taken and made available to the Council immediately prior to work starting on site. Due to the nature of the subject matter, it is too soon to evidence the current situation.

APPENDIX 1

