

Construction Traffic Management Plan

Land to south of Deardens Street, Bury BL8 2PB

Construction and Environmental Management Plan A1627

26th September 2025

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1. INTRODUCTION

- 1.1. This Construction Management Plan has been prepared by **Create It Studio Architects** on behalf of our client, to accompany an Application for Approval of Details Reserved by Condition for the **Application for Planning Permission** at **Land to south of Deardens Street, Bury BL8 2PB**.
- 1.2. This report has been prepared to discharge **Condition 10 and 11** of the extant planning application **66396** as approved on **Date: 01 Mar, 2023**.

2. PROJECT SPECIFICS

- 2.1. **Employer:** Isatis Construction Ltd, 245 Bury New Road, Whitefield, Manchester, M45 8QP
- 2.2. **Architect:** Mr Ashley Pettifer, Pettifer Architecture, 61 Lower Hillgate, Rutland Close, Stockport SK1 3AW
- 2.3. **Location:** Land to south of Deardens Street, Bury BL8 2PB
- 2.4. **Proposal:** The proposed development involves the erection of 5 dwellings in a terrace. The dwellings would be located at right angles to Deardens Street and would be three storeys in height. They would be constructed from black and red brick with a tile roof. Access to the site would be from Deardens Street.
- 2.5. **Scope of Works:** The scope of work includes the clearance of the existing hardstanding and preparation of the site for development. Any minor structures or fencing within the site boundary will be removed as required. The development comprises the construction of five three-storey terraced dwellings with associated foundations, brickwork, and tiled roofs. Vehicular access will be provided from Deardens Street, with adjustments to the existing pedestrian footpath where necessary. The works may also include minor retaining walls to level the site and form garden areas, together with the installation of drainage, utilities, and boundary treatments.
- 2.6. The design of the new build is formed in line with the existing adjacent dwellings in its scale and massing.

3. PERMITTED CONSTRUCTION HOURS

- 3.1. **Monday to Friday:** 7:30am – 6:00pm
- 3.2. **Saturday:** 9:00am – 1:00pm
- 3.3. **Sundays or Bank Holidays:** No construction shall take place
- 3.4. Deliveries will not be permitted **before 09:30 AM** or **between 14:30-15:30 PM**, Monday to Friday, during school term time to avoid peak traffic congestion on Reedley Road.
- 3.5. Deliveries will continue to be restricted **between 16:30-18:00 PM** to prevent interference with general highway peak periods.
- 3.6. All contractors, sub-contractors, delivery companies, and visitors will be informed of these restrictions and required to comply with them as part of this plan.

4. VEHICLE ROUTING STRATEGY

- 4.1. The site is located on **Land to south of Deardens Street, Bury BL8 2PB** a short distance from The main access road for vehicle deliveries during construction will be **Deardens Street**. All construction traffic and deliveries to the site will use this route, ensuring safe and direct access to the development area.
- 4.2. The site comprises hardstanding and is bounded by 2.4 metre high paladin fencing. Vehicular access is taken from Deardens Street and there is a pedestrian footpath linking Deardens Street to Deardens Fold. The site is bounded by residential properties to the north, east and west, with open land to the south.
- 4.3. Vehicles will access the site directly from Deardens Street, which will serve as the main entry point for construction traffic and deliveries. Deardens Street connects to the wider road network via the nearby Bury and Bolton Road (A58), which links the cities of Bury and Bolton.
- 4.4. During the construction period, site access and egress will be maintained for both construction vehicles and building users.
- 4.5. Located a short distance The main access road for vehicle deliveries during construction will be Deardens Street. All construction traffic and deliveries to the site will use this route, ensuring safe and direct access to the development area. provides excellent routing for delivery vehicles to gain access to the site.
- 4.6. **Appendix A** shows the entry and exit routes for all site traffic highlighted. All construction vehicles will be required to enter and leave the site via this route.
- 4.7. All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other terms of the plan.

5. PARKING & DELIVERIES

- 5.1. Construction and delivery vehicles will be parked within the site area on hard standing. Street parking will only be used to manage any overflow of vehicles.
- 5.2. All deliveries shall be pre-booked and allocated set arrival times. It will be ensured that delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times.
- 5.3. Suppliers shall be requested to call the site a minimum of 20 minutes before their vehicle arrives at site to confirm the loading area is available. If the loading area is unavailable construction vehicles shall not proceed to the site.
- 5.4. The loading/collection area shall be clear of vehicles and materials before the next lorry arrives. These collection areas shall be kept clear always unless a delivery is underway.
- 5.5. While undertaking a delivery the contractor's vehicles shall not be kept idle.

6. IMPACT ON HIGHWAYS

- 6.1. All vehicles will leave the site in forwarding gear. No other special measures are required to protect venerable road users.

7. PARKING SUSPENSION & HIGHWAYS LICENCES

- 7.1. The development will not require any parking suspensions, traffic diversions, temporary cross-over or any scaffolding to be erected on, over or adjacent to the public highway.

8. PEDESTRIAN SAFETY

- 8.1. Existing footpaths around the perimeter of the site will be kept clear at all times.
- 8.2. Lighting and signage are to be used on temporary structures/slopes/hoarding etc
- 8.3. Appropriate ramping will be used if cables, hoses etc are to run across the footway.

9. SITE ADMINISTRATION

- 9.1. Responsibility for Construction Traffic Management is that of the project manager with the security teams:
 - 9.1.1. Ensure sub-contractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries.
 - 9.1.2. Prevent unauthorised contractors parking and the congestion of traffic.
 - 9.1.3. Maintain roads in a clean and safe condition.
- 9.2. Co-ordinating and controlling delivery vehicles:
 - 9.2.1. Deliveries will be scheduled to arrive at specific times, allowing sufficient times to load and unload. Thereby, omitting any waiting or stacking effect of vehicles in surrounding roads.
 - 9.2.2. Trained staff will assist delivery vehicles accessing and egressing the site.
 - 9.2.3. Banksman will ensure the safe passage of pedestrians and vehicular traffic in the street.

10. SITE WASTE MANAGEMENT PLAN

- 10.1. The following good waste management practices will be considered as a general guideline during demolition and construction works.

- 10.2. **Buying and Storing Materials**
 - 10.2.1. Order the amount of materials needed only
 - 10.2.2. Arrange for 'just in time' deliveries to reduce storage and material losses
 - 10.2.3. Consider the source of materials (Is the company certified with environmental standards? Quality materials and recycled materials may prove cheaper).
 - 10.2.4. Consider the packaging used for materials delivered to the site - can this be reduced or recycled.
 - 10.2.5. Ensure that deliveries are rejected if damaged or incomplete
 - 10.2.6. Make sure storage areas are safe, secure and weatherproof (where required)
 - 10.2.7. Store liquids away from drains, burns and in bounded areas to prevent pollution.

- 10.3. **Site Activities**
 - 10.3.1. Ensure options for the use of reclaimed and recycled construction materials that meet the materials specification are considered.
 - 10.3.2. Recycle suitable spoil, demolition materials, pruning, and surplus construction material arising from the works on site to avoid the need to transport materials.
 - 10.3.3. Keep the site tidy to reduce material losses and waste.
 - 10.3.4. Waste materials shall be disposed appropriately and no fires are to be permitted on site during construction.

10.4. **Training and awareness**

- 10.4.1. Promote good practice awareness as part of health and safety induction/training for workers on-site.

10.5. **Waste Segregation**

- 10.5.1. Segregate different types of waste as they are generated using different skips where possible (given the space available). If there is a shortage of space and not enough room for multiple skips a licensed waste management company should be appointed to deal with waste - they may be able to recover recycled materials from mixed skips.

10.6. **Waste certification**

- 10.6.1. Complete waste transfer notes before any waste leaves the site
- 10.6.2. Ensure all waste carriers have a valid waste carriers registration certificate
- 10.6.3. Ensure all wastes are disposed of at a correctly licensed site
- 10.6.4. Complete notification for hazardous waste

11. SITE COMPOUND

- 11.1. **Appendix B** shows the access to be used for construction purposes and includes details of material storage compound. The site will be surrounded by a secure fence/hoarding during construction.
- 11.2. All vehicles will enter the site, off-load on site and leave.
- 11.3. No road closures will be required for deliveries.

12. WHEEL WASH

- 12.1. All appropriate methods shall be taken to protect the public highway from damage arising from construction-related activity and prevent concrete and other detritus from being washed into the public highway drainage system.
- 12.2. As vehicles will be loading or off-loading on hardstanding surface, it is envisaged that vehicles will not drive over soft grounds. Therefore, it is considered reasonable on this occasion not to provide wheel wash facilities.
- 12.3. If wheel wash facilities are required then adequate wheel washing facilities will be provided on-site at the vehicular access/egress gates to prevent mud/detritus originating from the site.
- 12.4. Prior to leaving the site, vehicles will be inspected and the wheels washed on hard standing using Karcher type jet wash unit.
- 12.5. Refer to **Appendix B**

13. HOARDING & SITE SECURITY

- 13.1. Prior to the commencement of works, the perimeter of the site will be established and securely protected with good quality Heras or timber security fencing to HSG151 Standards to the whole of the perimeter of the site complete with all the necessary signage in accordance with HSE requirements.
- 13.2. A 2.4m high hoarding fence will be erected around the perimeter of the site (unless divided by solid buildings or existing boundary walls). Safe working distances will be maintained as a 1.2m minimum distance from the outer edge of construction to the inside of the hoarding.
- 13.3. Pedestrian and vehicle access gates will be incorporated within the hoarding. The site office, welfare facility, will be located in an agreed location within the site, as shown on the site setup drawing in **Appendix B**. The site hoarding will be inspected daily by the Site Manager for any defects. If any defects are found, these will be repaired immediately.

14. DUST SUPPRESSION

- 14.1. Dust from the construction site will be minimised by keeping the cutting/grinding of materials on site to a minimum. Where cutting or grinding is unavoidable, equipment and techniques to minimise dust will be used. All land clearing activities will be "damped down" using water suppression. Loaded lorries and skips will be covered with netting/sheeting, and the wheels of all vehicles/plant leaving site will be cleaned so that mud is not spread onto the surrounding roads.
- 14.2. The site manager will take account of weather conditions and prevailing wind directions when organising operations to prevent and minimise dust nuisance to neighbouring properties.
- 14.3. All staff will be trained and be aware of Dust Management Strategy.
- 14.4. In the event of a complaint from neighbouring properties in respect of dust, concerns will be recorded and action is taken to prevent future occurrence.
- 14.5. All site staff will have appropriate PPE to protect them from the effects of dust.

15. NOISE CONTROL

- 15.1. Whilst working on site the contractor will adhere to the recommendations of BS 5228-1, clause 9.3 to minimise noise levels during the execution of the works.
- 15.2. It is considered that no notable works which would cause significant noise pollution is included in the scope of works for this project. The close proximity of residential housing has been noted and there will be no operation of heavy plant etc outside normal working hours.
- 15.3. The proposed foundations are to be traditional strip foundation type. In the event the ground is discovered not to be suitable and pile foundations are required, then a hydraulic method of pile will be used as it produces 20dB less noise compared with impact hammer piling.
- 15.4. A press piling method, also known as 'silent' piling, shall be explored as an option to avoid the high impact noise created with impact piling. If harder than expected ground conditions are encountered, pre-auguring and jetting will be considered in conjunction with press piling.
- 15.5. If any piling is required near boundaries, there will be screening erected for protection against dredging activities and the screens will remain for the duration of piling.

16. TREE PROTECTION

- 16.1. If there are existing trees present to the rear of this site, they are to be protected and retained throughout construction.
- 16.2. Protection will be provided in accordance with BS5837-2012. Heras fencing will be sited around the trees to prevent site operations affecting root growth at a minimum distance of half the height of the tree or to the extent of the canopy of the tree, whichever is greater and maintained for the duration of the construction work.

17.SOIL MANAGEMENT

- 17.1. Topsoil removed during site preparatory works and considered for re-use should be stockpiled and protected from inclement weather for future use in landscaping subject to confirmatory laboratory testing.
- 17.2. Any excavated soils, particularly of a cohesive nature, considered for reuse should be protected from inclement weather to minimise any changes in moisture content.
- 17.3. Where the excavated materials are to be load into a dumper or 'muck-away' wagon stop blocks (sleepers, heaped soil) must be in placed at a safe location to reduce the risk of sliding/ collapsing. If stop blocks are not practicable, the dumper is to be loaded at the back of the excavator, so the excavator acts as a physical barrier. All excavations are to have a guard rail in place around the perimeter during and on completion of the excavation. This will be in the form of a linked crowd barrier fence.

18. GROUNDWORKS

18.1. Location of services

- 18.1.1. Prior to commencing excavations, the site area will be checked for overhead and underground services
- 18.1.2. Service plans will be obtained from Utility providers and the site area checked over using location devices.
- 18.1.3. Once identified service routes will be identified and clearly marked. If markings are lost during the working operation the exercise will be repeated to ensure service routes remain clearly marked as required for the duration of the works.
- 18.1.4. Works will be undertaken in accordance with the HSE Guidance Document, Avoiding danger from underground services.

18.2. Excavations

- 18.2.1. Trenches (if required) with a depth exceeding 1m will be either battered back or suitably shored and the shoring maintained.
- 18.2.2. Trenches will be inspected regularly and excess groundwater pumped out regularly during inclement weather.
- 18.2.3. Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.
- 18.2.4. No site staff will work below an excavator.

APPENDIX A

External Traffic Management Plan

APPENDIX A EXTERNAL TRAFFIC MANAGEMENT PLAN

Dashed Line, indicated route of main site traffic.

To be communicated to all site subcontractors and suppliers to minimise disruption to local neighborhood.

Site entrance to be appropriately signed warning of site traffic.

Jet washer to be located within site boundary to lessen any risk of mud getting onto road (if required).

LEGEND

- Site Boundary
- Site Access Route
- Site Egress Route



APPENDIX B

Site Compound Plan

APPENDIX B SITE COMPOUND PLAN

LEGEND

- Site Boundary
- Site Access Route
- Site Egress Route
- Office, Staff Room and Storage
- Wheel Wash
- WC

