

CONDITION 21 | FOR APPROVAL

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Former Ramsbottom Ambulance Station
Cemetery Road, Ramsbottom, Bury, BL0 9PU

DOCUMENT	DETAIL
Planning application	73410
Development	Demolition of former ambulance station and erection of 3 dwellings
Applicant	HOME Park Avenue Ltd
Prepared by	HOME Group NW Ltd
Document reference	73410-CTMP-01
Revision / date	P01 / 02 September 2026
Status	For approval - Condition 21

Purpose

This Construction Traffic Management Plan (CTMP) is submitted to discharge Condition 21 of planning permission 73410. It sets out how construction traffic, deliveries, parking, storage, pedestrian safety, mud and dust will be managed for the duration of the works.

No development beyond activities lawfully permitted by the decision notice is to commence until this CTMP has been approved in writing by the Local Planning Authority. The approved measures will then be implemented and retained throughout construction.

1. Site and development

The site is the former Ramsbottom Ambulance Station on the north-east side of Cemetery Road. The approved development comprises three detached dwellings with associated parking, private gardens and landscaping.

The principal construction traffic interface is the existing former ambulance-station vehicular access at the south-east/cemetery end of the frontage. This established access will be retained as the single controlled construction access during the principal build period.

Key management principles

- Construction traffic will use the existing former ambulance-station access only, unless an alternative arrangement is agreed in writing.
- The full frontage will be prepared as a compacted stone working base extending approximately 10 m into the site including necessary Geocell confinement system detailed in the Tree report to the Oak tree on plot 1.
- The base will accommodate access, turning, unloading, temporary operative parking and defined material storage areas.
- Permanent residential crossings and footway reconstruction will be completed later, after the heaviest construction traffic has reduced.
- No routine contractor parking or material storage will be permitted on Cemetery Road.

Responsibility and communication

ROLE	RESPONSIBILITY
Developer / Principal Contractor	Overall compliance, resources and coordination.
Site Manager	Daily implementation, delivery bookings, access control, inspections and incident response. Name/mobile to be displayed at the gate before commencement.
Banksman	Controls reversing and larger vehicle movements at the access and within the site.
Drivers / subcontractors	Follow the prescribed route, booking instructions, speed controls and no-idling requirements.

2. Pre-start dilapidation survey

Before construction traffic commences, a dated photographic/video condition survey will be completed for the footways, kerbs, drainage features and carriageway leading to and abutting the site. It will include the complete site frontage, the existing access, nearby utility covers and the agreed immediate approach route.

Images will be location-referenced and retained with a brief schedule recording existing cracks, depressions, damaged kerbs, patching and defects. A copy will be made available to the Local Planning Authority or Highway Authority on request.

On completion, the route and frontage will be inspected against the pre-start record. Any construction-related damage, including damage associated with statutory undertaker connections, will be repaired to the Highway Authority's satisfaction before occupation.

3. Construction vehicle route

The proposed strategic route is via the Key Route Network using the A56/M66 corridor, then A676 Bolton Road West and Cemetery Road to the site. Drivers will not be directed through local residential side streets. The precise route and any temporary restrictions remain subject to Highway Authority approval.

All orders and delivery instructions will state the approved route, access location, contact number, booking time and site constraints. Sat-nav routing will not override the issued route. Abnormal or exceptional deliveries will be agreed and managed separately.

4. Access, hoarding and gates

- A single controlled access will operate from the existing former ambulance-station entrance.
- Solid hoarding or secure fencing will follow the site boundary, with gates set back where practicable and opening inward.
- Hoarding, gates and stored materials will be kept clear of the required visibility envelope.
- The access will be locked outside working hours. Site contact and warning signs will be displayed.

- The public footway will remain unobstructed. Where temporary occupation is unavoidable, the necessary highway consent and an agreed pedestrian protection arrangement will be obtained first.

5. Working base, turning, parking and storage

The full site frontage will be excavated/prepared and surfaced with a well-graded, compacted stone working base extending approximately 10 m toward the houses. Geotextile and suitable sub-base thickness will be used as required by ground conditions and intended loading.

The platform will provide a stable all-weather area for access, vehicle manoeuvring, unloading, temporary operative parking and material handling. Its surface will be maintained to avoid rutting, standing water and migration of loose stone onto the highway.

Tree protection: Formation of the platform and use of the marked areas will comply with the approved Arboricultural Method Statement. There will be no excavation, level change, compaction, storage or parking within a protected root protection area unless the approved no-dig/cellular-confinement detail expressly allows it. Protective fencing will remain in place.

AREA	MANAGEMENT ARRANGEMENT
Vehicle turning	Vehicles will enter and turn within the marked working base wherever size permits. Reversing onto Cemetery Road will be avoided. A trained banksman will control any required reversing or exceptional manoeuvre.
Operative parking	Parking will be within the marked frontage working base and kept clear of access, turning, visibility and wheel cleaning. Car sharing will be encouraged.
Material storage	Materials, skips and plant will be stored only in the marked internal area, secured and clear of sight lines and manoeuvring.
Unloading	Normal unloading will take place inside the site. Deliveries requiring temporary highway interaction will be pre-booked and directly supervised.

6. Deliveries and vehicle control

- Deliveries will be pre-booked with the Site Manager and staggered to prevent queuing.
- Drivers will telephone before arrival and will not wait on Cemetery Road.
- A banksman in high-visibility clothing will control HGV, concrete wagon, HIAB, crane and muck-away movements.
- Engines will be switched off when vehicles are stationary, except where needed for safe operation.
- School and commuter peaks will be avoided for larger deliveries where practicable.

7. Hours and anticipated movements

Audible construction work and routine vehicle movements will be limited to 08:00-18:00 Monday-Friday and 09:00-14:00 Saturday, with no Sunday or Bank Holiday working, unless otherwise agreed in writing or required for an emergency.

STAGE	TYPICAL TWO-WAY MOVEMENTS/DAY*	MAIN VEHICLES
Site preparation / groundworks	8-16; peak up to 20	Excavators, tippers, stone deliveries, concrete and piling vehicles
Structure / envelope	6-12	Merchant vehicles, concrete, scaffold and roofing deliveries
Fit-out	6-10	Vans and small rigid delivery vehicles
External works	6-12	Paving, landscaping and highway-work vehicles

* Indicative planning estimates. Actual movements will vary by programme and will be reviewed by the Site Manager. Deliveries will be spread through the day and multiple large vehicles will not be booked to arrive simultaneously.

8. Pedestrian and highway safety

- Pedestrians on Cemetery Road will retain priority across the frontage.
- Warning signs will be placed within the site and, subject to approval where located on highway, near the access. Suggested signs include 'Construction Traffic', 'Site Entrance' and a site speed limit.
- A maximum 5 mph site speed will apply.
- The access will be inspected daily for obstruction, mud, loose stone, damaged fencing and compromised visibility.

- No plant bucket, boom, load, gate or stored item will oversail or obstruct the highway without the necessary controls and consent.

9. Mud, wheel cleaning and dust

The stone base is the primary wheel-cleaning and mud-prevention measure. A designated wheel-cleaning point will be maintained immediately inside the construction access. Wheels, tyres and chassis will be inspected before vehicles leave; pressure washing or manual cleaning will be used when necessary.

- A road sweeper will attend when required; mud will not be washed into highway drainage.
- Muck-away and loose loads will be sheeted; vehicle bodies and tailgates will be checked before departure.
- Dust will be controlled by damping down, careful handling, covered stockpiles/loads and stopping particularly dusty activity during unsuitable wind conditions.
- Debris will be removed promptly and the frontage checked at the end of each working day.

10. Phasing

PHASE	TRAFFIC ARRANGEMENT
1 - Enabling	Secure boundary; complete dilapidation survey; retain existing access; form 10 m stone working base and marked management zones.
2 - Substructure and main build	Use the retained access and working base for controlled deliveries, turning, parking, storage and wheel cleaning.
3 - Fit-out	Maintain the same controls with lower HGV traffic; protect completed work and keep emergency access clear.
4 - Permanent frontage works	When heavy traffic has reduced, complete the approved residential crossings, redundant access reinstatement and footway works under relevant highway approvals.
5 - Completion	Remove temporary facilities, clean the highway, repeat the condition survey and complete identified remedial work before occupation.

11. Monitoring, incidents and complaints

- The Site Manager will inspect and record the access, working base, footway and carriageway at the start and end of each working day and after significant deliveries.
- Any unsafe condition will be corrected immediately. Vehicle movements may be suspended until the highway is clean and safe.
- Collisions, damage, mud deposits, near misses and complaints will be logged, investigated and closed out.
- Emergency access will be maintained at all times. Emergency services will be contacted where required.
- All subcontractors, suppliers and drivers will be briefed on the CTMP before attending.

The approved CTMP will be kept on site. Changes affecting access, routing, highway occupation or the marked management areas will be submitted for written agreement where material.

12. Pre-start implementation checklist

BEFORE CONSTRUCTION TRAFFIC STARTS	COMPLETE / EVIDENCE
CTMP approved in writing	Date / decision reference:
Photographic dilapidation survey completed	Survey reference:
Approved route and booking instructions issued	Briefing record:
Existing access secured and gates/hoarding installed	Inspection date:
10 m stone working base complete	Inspection date:
Turning, parking and storage areas marked	Inspection date:
Wheel-cleaning equipment and road-sweeper contact ready	Details:
Site warning and contact signage installed	Inspection date:
Site Manager and banksman appointed	Names / mobiles:

Document limitations

The layout on the appended CTMP plan is an indicative traffic-management overlay on approved drawing H.02 Rev A and is not a setting-out drawing. Exact internal zones may be adjusted by the Site Manager to reflect

ground conditions and construction sequence, provided the approved access, highway safety, parking, storage, turning, mud-control and pedestrian-protection principles are maintained.

This CTMP should be read with planning permission 73410, approved drawings H.02 Rev A and H.03 Rev A, the approved highway technical details, and all relevant health and safety documentation.

APPENDIX A | CTMP SITE LOGISTICS PLAN

Drawing 73410-CTMP-01 | Rev P01 | Indicative overlay on H.02 Rev A



Existing former ambulance access retained for construction. Full frontage stone working base extends approximately 10 m toward the houses from the security fencing adjacent to the footpath.