



REFERENCE: TBCT/22/7/GS/23MWCMP2.0

CLIENT: GOLD SKETCH

ADDRESS: LAND ADJACENT TO 23 MEADWAY, BL9 9TY

DEVELOPMENT DETAILS: OUTLINE APPLICATION FOR 2 NO. DETACHED DWELLINGS WITH DETACHED DOUBLE GARAGES WITH DETAILS OF ACCESS.

DATE: 06/06/2023

PRODUCED BY:

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1.1 Scope and Background to the Construction Traffic Management Plan (CTMP)

An outline application (App Ref:61369) was granted by Bury Council for the erection of 2 no. detached dwellings with detached double garages with details of access at the land adjacent to 23 Meadway, Bury, BL9 9TY.

In the particulars of the decision dated 12th April 2017, a list of conditions were issued in relation to the planning decision for the development.

Condition 10 of the proposed approval stated

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:

- **Hours of operation and number of vehicle movements;**
- **Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;**
- **Parking on site or on land within the applicant's control of operatives' and construction vehicles together with storage on site of construction materials.**

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. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. Insufficient information submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design.

Condition 11 of the same decision stated

No development shall commence unless and until details have been submitted to and approved by the Local Planning Authority to cover measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. The approved details shall be implemented and maintained thereafter during the period of demolition/construction.



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Reason. Insufficient information submitted at application stage. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Bury Unitary Development Plan Policy EN1/2 – Townscape and Built Design.

This report will demonstrate that through proactive planning and logistical foresight the development will have no impact on the surrounding areas in regard to the impact of construction traffic or the introduction of debris from the development site.

2.0 Introduction to the Development and the Site Location

The development is the erection of 2 no. detached dwellings with detached double garages at the land adjacent to 23 Meadway, Bury, BL9 9TY.

23 Meadway is set in the heart of the Unsworth ward of Bury and is situated on a cul-de-sac on a private road at the end of the main area of Meadway which is a council adopted road.

3.0 Hours of operation and number of vehicle movements

The normal site working hours as permitted by Bury of Council are:

08.00 – 18.00 hours (Monday – Friday)

09.00 – 14.00 hours (Saturday)

Not permitted (Sunday)

No works will take place outside these hours.

Construction at the development will take place over 4 phases.

Phase 1 will be the site setup and layout of welfare, materials holding area, refuse and recycling areas and installation of the perimeter fencing to the site. As part of the perimeter fencing, moveable fence panels will act as gates to the 2 areas which will eventually become the driveways of the new dwellings. They will be known as Gate A and Gate B. Please see Image 1 below.

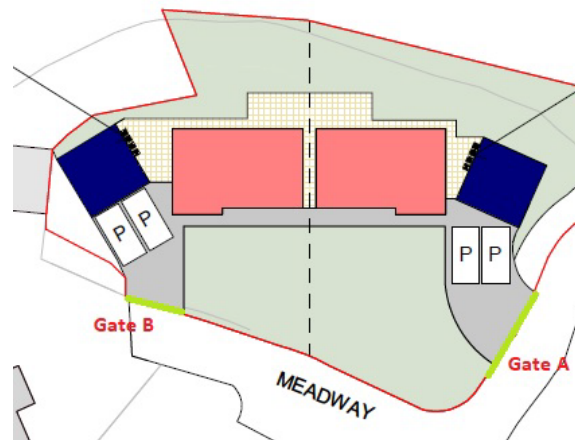


Image 1 – Gateway to site



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Phase 2 will incorporate the landscaping and excavations in preparation for the construction of the super structure of the new dwellings.

During phase 1 and 2 of the development of the site, it is anticipated that there will be a maximum of 10 grab lorries collecting materials and earth from site.

Phase 3 is the creation of the superstructures and associated works for the construction of the 2 dwellings. During this period of the development, it is anticipated there will be approx. 12-16 deliveries with a maximum of 3 per day at its peak projected.

Phase 4 covers the internal plumbing, electrical, joinery works etc related to turning the 2 superstructures into homes. Phase 4 will be serviced by local subcontractors and deliveries will in the main be brought to site utilising their own vehicles. Additional deliveries are not anticipated to breach 2 per day at the peak or 10 deliveries in total.

4.0 Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site

As the unadopted highway is currently a single vehicle width road, the deliveries and collection to the site will be carried out via long wheelbase vehicles, who will utilise the driveway at Gate A to carry out their drops off and collections.

In addition, a designated banksman will be given the task of ensuring that the highway is clear of any debris and will be manned with a portable wheel washer to ensure there is no mud or debris on the public or unadopted highway.

5.0 Parking on site or on land within the applicant's control of operatives' and construction vehicles together with storage on site of construction materials.

As referenced in section 3.0 of this report, the storage area for materials will be set out in phase 1 of the development and can be seen in image 3 below.

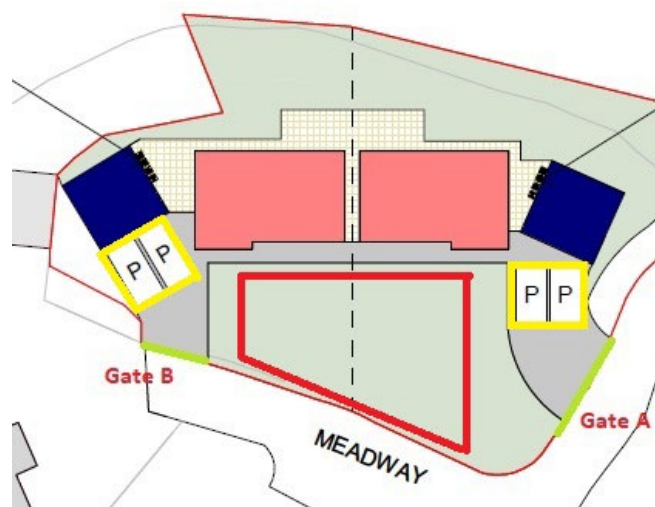


Image 3: Proposed site parking for operatives and storage of materials



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Materials will be sourced locally and ideally sourced from a single supplier or two, to reduce the carbon emissions of the delivery to sites and the impact of pollution on the neighbouring properties.

Contractors will be sourced utilising local tradesmen and will be encouraged to utilise public transport or to carpool where possible.

There is ample on-site parking as indicated in the yellow boxes in Image 3 above.

The storage of all materials will be within the area marked red until the superstructure is complete, after which the storage of materials will be with the confines of the building.

All materials will be covered and strapped to ensure no debris will enter the highway.

6.0 Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

A mobile wheel washing station will be sited at the entrance to the development at all times during the works, and a banksman will be specifically appointed for the full duration of the excavation works with the sole responsibility of ensuring the road is swept and clear and that no debris will enter the pedestrian footpath or public highway, especially post collection from or delivery to the site.

Wheel washing facilities are indicated in orange in image 4 below.



Image 4: Wheel washing facilities

As set out in section 3.0 above fencing will be erected around the entire perimeter of the site. In addition to that:

- Stockpiles will be covered to prevent wind whipping
- Stockpiled material will be constructed with gentle slopes



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- Any loose materials will be removed as soon as possible. Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site with the use of bunds
- Hoardings, fencing, barriers and scaffolding will be regularly cleaned.

9.0 Conclusion

The developer has taken a proactive attitude to planning appropriately to mitigate the concerns of the Council in regard to the impact the development could have on the nearby carriageway and highway and its users.

This report should adequately cover the concerns set out in conditions 10 and 11 of the decision notice for this development.



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