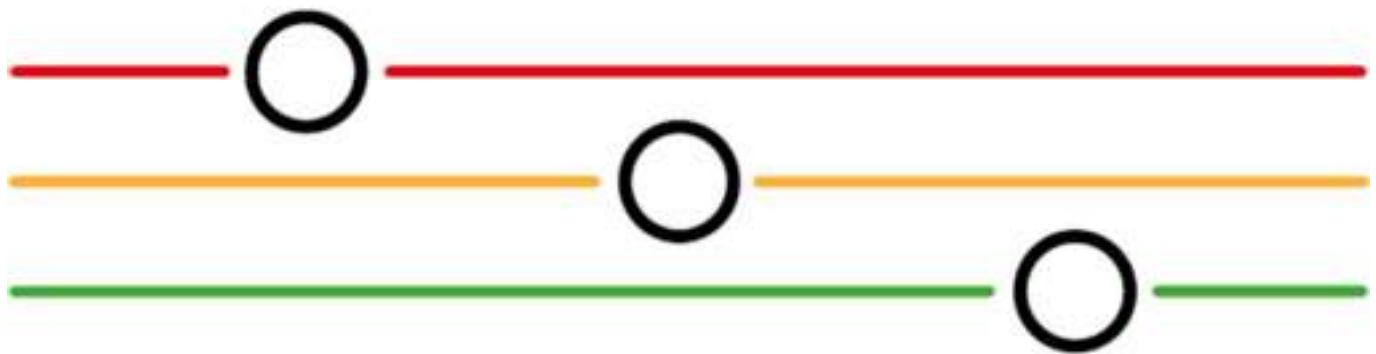




**GFIC Investments Ltd**

Proposed Industrial Estate Redevelopment,  
Warth Industrial Park, Warth Road, Bury

# Construction Traffic Management Plan

3711224



**FEBRUARY 2025**

## Report Details

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|                       |                                                                                                                         |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------|
| <b>Report Number:</b> | DTP-3711224-CTMP                                                                                                        |
| <b>Report Title:</b>  | Construction Traffic Management Plan, Proposed Industrial Estate Redevelopment, Warth Industrial Park, Warth Road, Bury |
| <b>Client:</b>        | GFIC Investments Ltd                                                                                                    |
| <b>Date:</b>          | 07 February 2025                                                                                                        |
| <b>Status:</b>        | -                                                                                                                       |

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# 1 Introduction

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## 1.1 General

Dynamic Transport Planning Ltd is instructed by GFIC Investments Ltd to prepare a Construction Traffic Management Plan (CTMP) for the proposed industrial estate redevelopment at Warth Industrial Park, off Warth Road, Bury.

The site was subject to a planning application submitted in August 2024 for the demolition of existing class B2/B8 industrial buildings and class E(g) office; recladding and refurbishment of retained class B2/B8 industrial building and the change of use retained Class E(g) and Sui Generis to Class B2/B8.

The application was approved by Bury Metropolitan Borough Council (BMBC) on 17<sup>th</sup> January 2025, (Application Reference: 70993). The planning approval for the site was subject to several pre-commencement conditions. Condition Number 12 states that:

*No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority.*

*The CTMP shall include:*

- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following demolition works and construction of the development;*
- Access route for all demolition/construction vehicles to the site from the Key Route Network;*
- Access point/arrangements for demolition/construction traffic, taking into consideration the need to maintain safe pedestrian/vehicular access to adjacent residential properties and all temporary works required to facilitate access for demolition/construction vehicles;*
- Hours of work for site preparation, delivery of materials and construction and number of vehicle movements;*
- Arrangements for the parking of vehicles for site operatives and visitors on land within the applicant's control, together with storage on site or on land within the applicant's control of demolition/construction materials;*

- *Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres including details of areas designated for the loading, unloading and storage of plant and materials;*
- *The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;*
- *A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es);*
- *Arrangements for the provision of wheel washing facilities for vehicles accessing the site;*
- *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 control the emission of noise, dust and dirt during construction;*
- *A scheme for recycling/disposing of waste resulting from construction works; and*
- *A strategy to inform neighbouring occupiers (which as a minimum, shall include those adjoining the site boundaries) of the timing and duration of any demolition operations, and contact details for the site operator during this period.*

Therefore, the purpose of this CTMP is to demonstrate how construction work traffic for the proposed site will be managed during the demolition of the existing site and the construction of the approved industrial units and associated works. This CTMP has been prepared alongside a highways Technical Note (TN).

A photographic dilapidation survey has been undertaken of Warth Road, including the footway and carriageway within the vicinity of the site, as shown at **Appendix 1** of this report.

Whilst this version of the live document has been prepared by DTP, it is the responsibility of the appointed contractors undertaking the works to ensure that the measures and arrangements illustrated within this CTMP are implemented and/or are updated and maintained during the construction period.

Any subsequent amendments or revised CTMP prepared during the future works by the appointed contractor for the works will be submitted to BMBC for approval and complied with thereafter.

## 2 Site Location

### 2.1 General

The application site is located around 2km to the south-west of Bury Town Centre, 3km south-west of the M66 J10 and approximately 2km north-east of Radcliffe Town Centre.

The location of the proposed development site can be seen in **Figure 2.1** in a broader context of the wider area and **Figure 2.2** shows the boundary of the site in relation to the local context.

**Figure 2.1** – Site Location Plan



**Figure 2.2 – Approximate Site Area**



The site is bounded to the north by Warth Road, with Radcliffe Road to the east. The River Irwell is situated to the south of the site, with the Manchester Metrolink Line located along the site's western boundary.

The site is accessed via a priority-controlled junction to the northern-west of the site off Warth Road, where a gated access point is set back from the highway. The approved site plan is shown at **Appendix 2**.

## 3 Construction Programme of Works

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### 3.1 General

This CTMP relates to the works related with the redevelopment of Warth Industrial Park. The proposals for the redevelopment are further detailed in the TN produced by DTP submitted as part of the approved application at the site.

Following consultation with the developer, it is understood that the proposed works will take up to six months to complete from commencement on-site.

The construction of the site redevelopment is expected to commence in mid-2025, subject to the discharge of this planning condition and progress of detailed design works. It is anticipated that works on the site will operate from 07:00 – 19:00 weekdays and 07:00 – 14:00 on Saturdays. It is not anticipated that any works will be undertaken on Sundays and Bank Holidays.

### 3.2 Programme of Works

The proposed programme of works will be broken down into the following stages.

- Site Set-up and Enabling Works;
- Demolition / Site Clearance Works;
- Building Works;
- Mains Service Works;
- Commissioning Works; and
- Completion and De-mobilising Works.

The final detailed programme of works would be attached to the construction site file.

### 3.3 Health and Safety

The CDM regulations are designed to promote a systematic approach to the management of health and safety to reduce the incidence of accidents and occupational ill-health arising from construction work.

The applicant understands the importance and key role it has to play in order to ensure that the work carried out is conducted with proper regard to health and safety of workers and others who may be affected by such works.

The appointed contractor will manage all construction work in accordance with all relevant statutory regulations including the CDM regulations and to discharge its duty as the principal contractor in accordance with the prescribed duties, and with all duties relating to safety on construction sites, and also in the spirit of the regulations with the general principles of prevention being applied.

Site safety will be discussed daily and will be an agenda item at all site meetings. The contractor will communicate all site management directives, to all operatives during the site meeting and/or noticeboard, including:

- Site safety will be discussed at all site meetings;
- Noticeboard displays;
- Displayed site rules;
- Toolbox talks as and when required;
- Safety signs and notices; and
- Emergency procedures in the plan (emergency contact numbers).

### **3.4 Hazardous Substance Management**

Construction works will involve potentially polluting materials being brought onto the site, including fuel and hydraulic fluids.

The following industry best practice measures will be implemented to avoid spills:

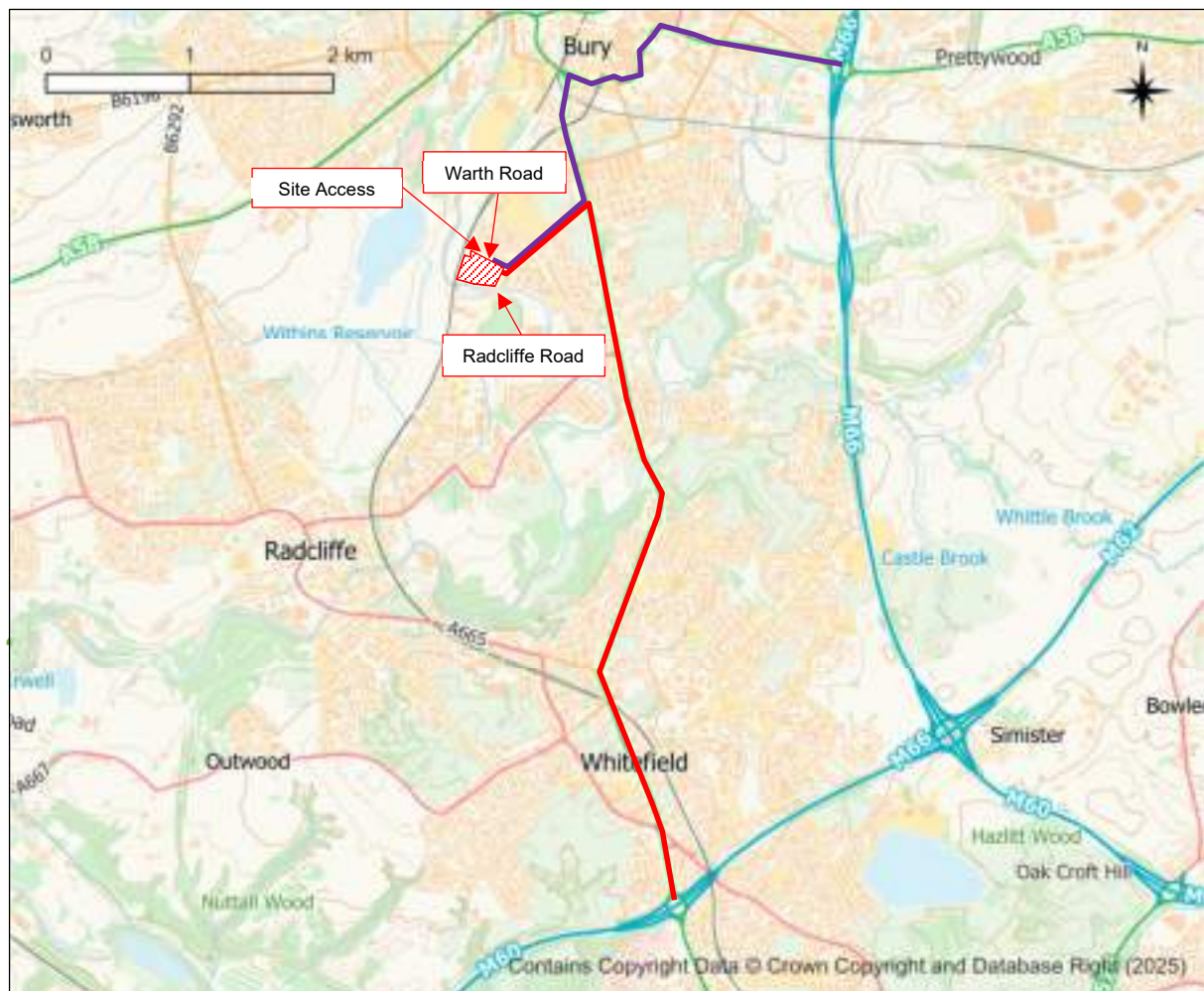
- No fuel storage on-site such that a spill could run into the site drainage;
- No overfilling of fuel tanks;
- Keep an inventory of all hazardous substances in a COSHH register;
- All storage tanks containing liquids to be within bunded areas to ensure that no spillage into a water course is possible; and
- Use of plant with an up-to-date maintenance record, especially with respect to hydraulics.

## 4 Construction Traffic Management on Site

### 4.1 Site Access and Expected Delivery Routes

It is proposed that the material and plant deliveries to the site will originate from the M66 (purple route) to the north or the M60 (red route) to the south of the site, before routing along Radcliffe Road and Warth Road, as shown in **Figure 4.1**. The below routes have been suggested to ensure material and plane deliveries make use of more direct routes, limiting the number of vehicles passing through residential areas and utilising smaller roads.

**Figure 4.1** – Anticipated Vehicular Routes to the Site



The developer will ensure that the contractor confirms that all materials, storage facilities, welfare facilities, waste skips and plant will be stored off the highway.

Deliveries of materials and plant to the site will be coordinated and supervised over by the appointed Site Manager. This supervision will include establishing estimated time of arrivals for deliveries to ensure access is available for delivery vehicles.

The contact details of the Site Manager will be prominently displayed around site for all staff, contractors and visitors to see and be included in the construction site file.

The name of the Site Manager is yet to be confirmed at this stage but will be finalised before construction on-site commences.

It is understood that there will be attempts made on site to ensure that deliveries do not clash to allow for clear delivery slots and mitigate the chance of multiple deliveries arriving to site at any one time.

In the event of multiple deliveries to site it is proposed that deliveries and vehicles will be held within a proposed delivery holding area within the site ensuring vehicles do not impede the highway.

All deliveries will be overlooked by the Site Manager and a suitably appointed banksman will be available at all times to monitor construction traffic movements to and from the site.

Wheel wash facilities will also be provided which will consist of a jet wash with bowser, stored on site, to be operated by personnel appointed by the Site Manager.

### **4.3 Expected Construction Vehicles**

Full details of the anticipated construction vehicle fleet that will operate on site are not yet available as confirmation of the final build programme is yet to be signed off. At this stage, it is anticipated that during the construction works the following types of plant will be present on site in addition to construction worker vehicles and the provision of:

#### Anticipated Types of On-Site Plant Equipment

- 20 Tonne 360 Degree Tracked Excavator;
- 13 Tonne Excavator;
- 6 Tonne Excavator;
- 120 Bowmag Roller;
- 5 Tonne Roller;
- Pilling rig; and
- Crane(s).

#### Off-Site Plant – Deliveries and Removal

- Tipper lorries;
- Low-loader type articulated lorries; and
- Various other delivery vehicles.

All deliveries will be overseen by Banksman at all times upon arrival at site. Deliveries would be timed to typically arrive during working hours, outside of peak times on the highway network. The swept path analysis shown within the accompanying TN demonstrates that the largest anticipated vehicle can be accommodated within the site.

In the event of any abnormal loads requiring access to the site, a standard procedure would be followed. The arrival of these types of plant would be planned in conjunction with BMBC and would be appropriately marked and escorted to/from site.

The development will seek to utilise a local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local highway network and parked on-site.

The appointed contractor will be expected to provide details of estimated construction vehicle trip generation for plant, deliveries and staff in advance of construction.

#### **4.4 Traffic Management**

Prior to the construction starting traffic signage will be put in place at the site access for the following:

- Caution signs warning of works access ahead on Warth Road;
- Signage denoting the construction traffic access to ensure deliveries do not arrive at or obstruct neighbouring properties.

The signage will remain in place for the duration of the construction period.

Notifications prior to the commencement of works will be displayed at/adjacent to the site, in the vicinity of the access, advising neighbours in advance of works taking place.

# Appendix 1

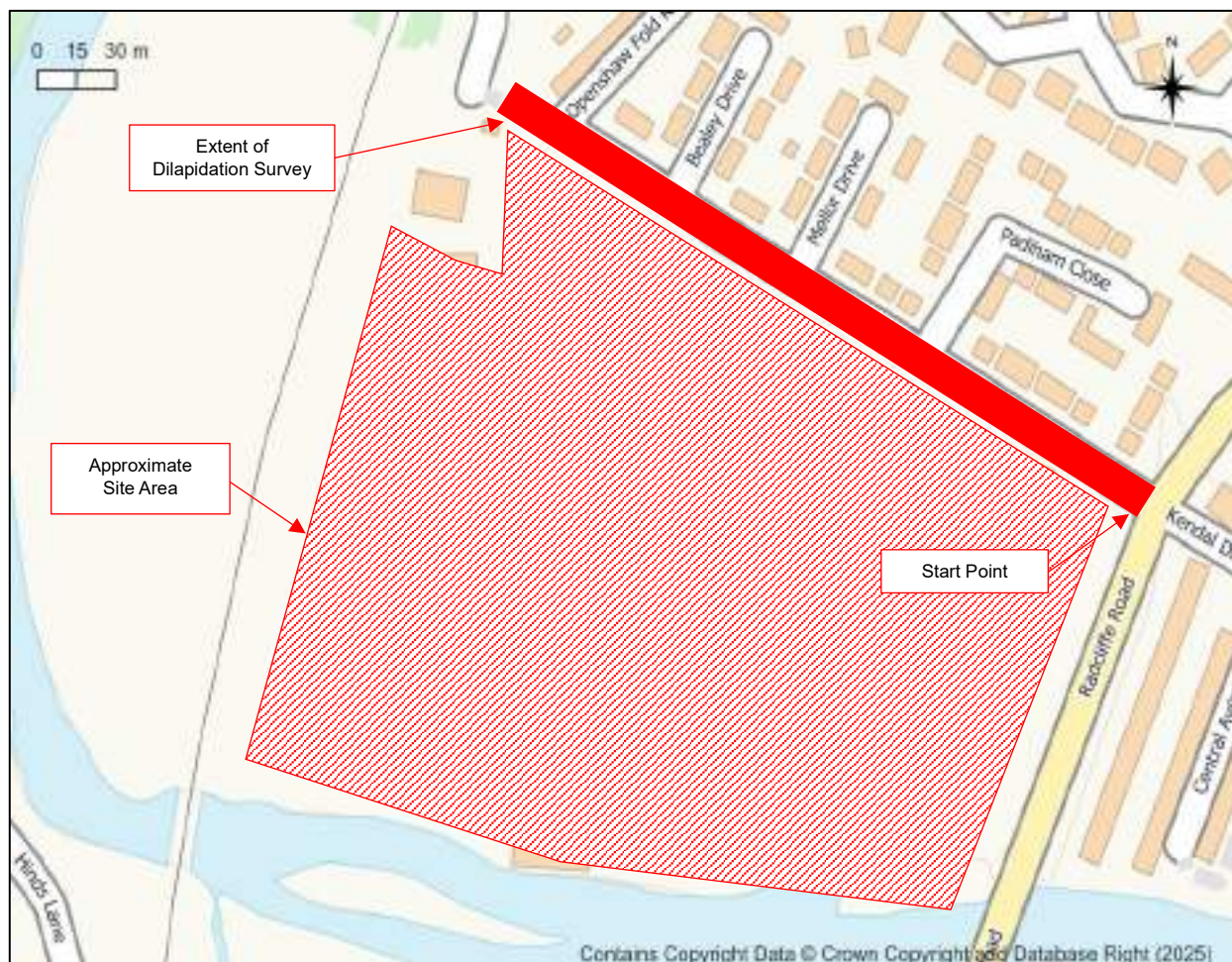
## Photographic Dilapidation Survey

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# Construction Traffic Management Plan

## Site Dilapidation Survey

### Warth Road – Survey Extent



All dimensions recorded from the eastern extent of Warth Road adjacent to the north-eastern corner of the site.

The overall condition of the footway and carriageway at Warth Road was observed to be generally worn, with various reinstatements and potholes along its length.

0m – Corner of site. Utilities cover, patching on footway.



15m - Surface change on footway, worn double yellow lines on carriageway



20m - Change of surface and worn carriageway and drainage cover.



20m - Patching of footway.



25m - Change in footway surface. Utilities cover.



30m - Carriageway surface change, patching.



30m – Utilities cover.



40m - Footway surface change. Warning and cracking on the carriageway.



51m - Utilities cover in footway.



51m - Worn and cracked carriageway



56m - Gas cover in footway.



60m - Double-yellow lines worn along carriageway.



60m - Patching in carriageway. Worn road surface.



75m - Very cracked and worn road surface.



80m - Drainage cover. Cracked and worn road surface.



80m - Cracked and worn road surface.



95m – Utility covered in footway and reinstatement horizontally across the carriageway.



100m - Utility reinstatement in the carriageway.



100m - Utility reinstatement in the footway.



115m – Utility cover in the footpath and reinstatement in the footpath/road. Detritus on dropped kerb.



115m - Pothole patching in the carriageway.



115m - Pothole patching in the carriageway.



115m – Reinstatement in the carriageway.



120m - Utility reinstatement across access point.



120m - Water covers in road, eastern cover cracked, and surrounding road worn.



125m – Dropped kerb, patching, mudding,



130m – Broken/sunken kerb.



135m – Various pothole patching in the carriageway.



139m – Gulley at dropped kerb.



140m – Water cover.



140m – Utilities reinstatement across access junction.



145m – Cracked and broken surface, with water main cover.



145m - Patching and gulley in the carriageway.



147m – Dropped kerb.



147m - Lamppost with reinstatement at base.



160m – Reinstatement in footway.



160m - Worn carriageway.



170m – Utility reinstatement in the footway.



170m - Road surface very cracked and worn.



170m - Gulley located against kerb.





180m – Gulley adjacent to kerb at site access.



190m – Cracked surface with potholes at site access and in highway.



190m – Potholes in site access.



195m – Gulley at highway edge.



200m – Broken kerb at western edge of site access.



213m – Utilities reinstatement in the footpath.



213m – Utilities reinstatement in the footpath



237m – Pothole infill. Change in footway and carriageway.



237m - Change in footway.



## Appendix 2

# Approved Site Layout

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| revision notes |          |    |                                                        |
|----------------|----------|----|--------------------------------------------------------|
| rev            | date     | by | description                                            |
| 01:            | /        | /  | original issue                                         |
| 02:            | 27/05/24 | lg | updated to suit tank layouts                           |
| 03:            | 24/07/24 | lg | building labelling updated                             |
| 04:            | 22/10/24 | lg | site entrance notes updated, secondary access retained |
| 05:            | 13/11/24 | lg | topo spot levels shown                                 |



- HRA access road
- soft landscape
- concrete service yards
- pedestrian footpath
- designated walk/cycleway



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|             |                                     |           |     |
|-------------|-------------------------------------|-----------|-----|
| client:     | glic investments                    |           |     |
| project:    | warth industrial park redevelopment |           |     |
|             | warth road, bury, BL9 9TB           |           |     |
| sheet:      | phase 1 site plan                   |           |     |
| drawing no: | 24.100.00-CDP-00-DR-A-1007          | P05       |     |
| scale:      | 1:500 @ A1                          | status:   | WIP |
| date:       | 30.01.24                            | drawn by: | lg  |

370 total car parking spaces  
36 EV car parking spaces  
38 accessible car parking spaces  
60No. sheffield cycle rings