

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN



LIVERO LIMITED

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

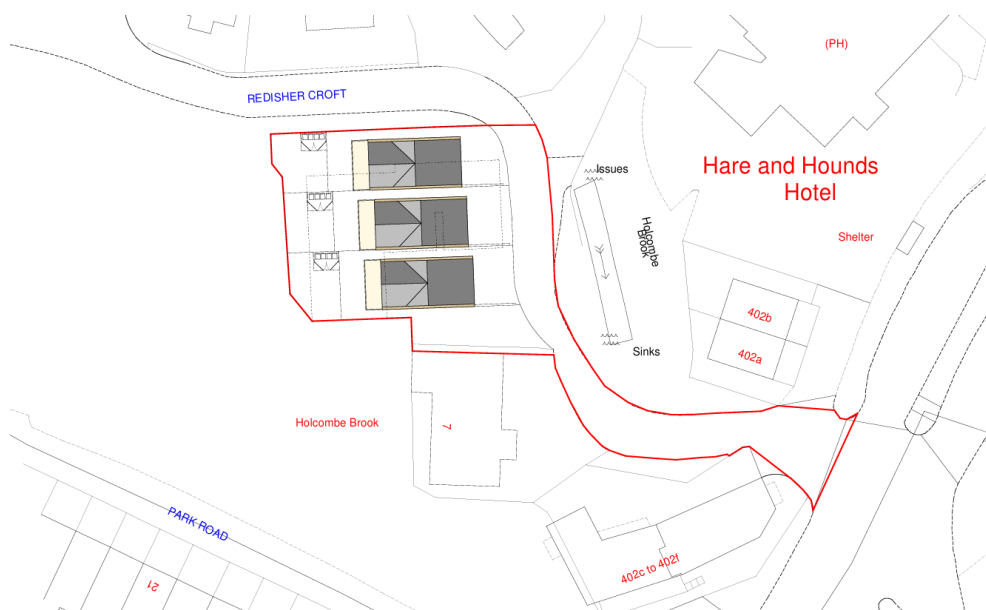
**Halter Inn Works  
11 Redisher Croft  
Ramsbottom  
Bury  
Lancashire  
BL0 9SA**

PLANNING APPLICATION REFERENCE: 69702

DEMOLITION OF EXISTING BUILDING AND ERECTION OF 3 NO DETACHED DWELLINGS.

CLIENT: PAUL AND SALLY BRACKENRIDGE.

REVISION: 030925 – turning and manoeuvring of vehicles



# **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

## **CONTENTS**

### **Introduction**

- Scope
- Need for CTMP
- Site Location
- Highway Description/Nature of Access
- Proposed Construction Programme

### **Construction Operations**

- Nature & Frequency of Construction Traffic
- Site Access/Egress
- Routing of Construction Traffic
- Vehicle Parking
- Loading/Unloading of Plant & Materials
- Storage of Plant & Materials
- Fuel/Oil Storage
- Site Gates

### **Site Controls**

- Site Cleanliness
- Control of Dust and other emissions
- Waste Management
- CDM Regulations 2015
- Control of Noise

### **APPENDICES**

Appendix A Location Plan

Appendix B Site Dilapidation Survey

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## INTRODUCTION

On behalf of Paul and Sally Brackenridge and under the care of Livero Ltd, and in accordance with condition 13 of the notice of planning permission, a Construction Traffic Management Plan (CTMP) is required for the proposed industrial units development at Halter Inn Works, 11 Redisher Croft, Ramsbottom, BL0 9SA.

### Scope

The purpose of this report is to advise and provide confidence to the local planning authority, Bury MBC, regarding construction traffic generated by the site and certain construction operations that may impact upon the public highway.

It aims to demonstrate that this development proposal can be delivered without detriment to highway safety, pedestrian safety and the amenities of the area.

The plan will cover areas of key significance as follows:

- ☐ Existing condition of Redisher Croft, adjacent bridleway and access. (dilapidation Survey).
- ☐ the anticipated number, frequency and types of vehicles used during construction
- ☐ the method of access and routing of vehicles during construction
- ☐ the parking of vehicles by site operatives and visitors
- ☐ the loading and unloading of plant, materials and waste
- ☐ the storage of plant and materials used in construction of the development
- ☐ the erection and maintenance of security fencing
- ☐ the provision of maintaining Redisher Croft clean during works.
- ☐ measures to control the emission of dust during construction, lighting for construction and security
- ☐ details of public engagement both prior to and during construction works.

### Need for CTMP

The requirement for a CTMP has been requested by Bury MBC as part of the notice of planning permission for the present planning application reference 69702.

The letter dated 28<sup>th</sup> June 2023 states as follows:

13. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) has been submitted and approved by the Local Planning Authority.

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## **Site Location**

The site is located in Holcombe Brook adjacent the Hare and Hounds PH. The road is used throughout the working day, but has a relatively low frequency of traffic usage.

Postcode: BL0 9SA

OSGR: SD779153

X (Easting) 377924 Y (Northing) 415302

What3Words: roving.forecast.stems

Please refer to the Site Location Plan at Appendix A.

## **Highway Description**

A dilapidation Survey has been carried out and all photos are shown in Appendix B.

The road that is Redisher Croft accessing the detached houses adjacent Halter Inn Works is unadopted.

The carriageway is tarmac surfacing, but not in the best state of condition as per the dilapidation photographs in appendix B.

There is no footway due to the narrow width of the road.

The bridleway leading towards Holcombe is stoned up, but the stone has washed to the bottom of the bridleway adjacent the road.

## **Proposed Construction Programme**

It is anticipated works to commence in June 2025 and will take approximately 40 weeks for construction works.

Site working hours are Monday – Friday 7.30 am – 16.30 pm, No weekend working

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## CONSTRUCTION OPERATIONS

### Nature & Frequency of Construction Traffic

The nature and frequency of construction traffic will change during the various stages of the build programme, but the site will be properly managed to ensure that the number of vehicle trips generated will be minimised as far as practicable. Numerous types of delivery vehicles will be used to bring materials to and from the site.

These include:

- ☐ Skip lorries. These will be minimal, but initially during the demolition phase, these will be planned to reverse a 40 yard skip down to the site, one at a time. There are an estimated 5 No 40 yard skips required for the demolition. Following that, an 8 yard skip will be positioned on site for general site waste.
  - ☐ Ready mix lorries (approx. 8.25m long x 2.45m wide) – pour and wait on site with approved wash off area within footprint.
  - ☐ Flatbed delivery vehicles for the delivery of various plant and materials including scaffolding, steelwork, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. 8.5m long x 2.45m wide). Materials will be stored at the builder's merchant yard and called off for agreed delivery to site to minimise material storage requirements on site. Other deliveries such as steel and cladding will be placed in the lower level turning area, as will block/brickwork. A small telehandler will be used to transport material on site.
- The average projected vehicle movements will be approximately 4 to 5 per week.

### Site Access/Egress

All construction traffic will access/egress the site from the road entrance at the main set of traffic lights in Holcombe Brook, and down Redisher Croft to the site. A banksman will guide the wagons at all times.

The road is also predominantly used by dog walkers and people on a walk who then head up the bridleway.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

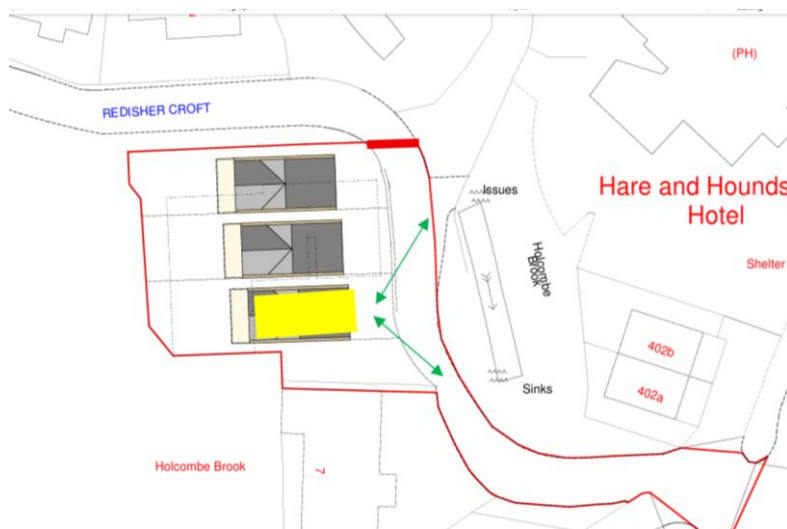
# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## Routing of Construction Traffic

All construction traffic will access/egress the site from Redisher Croft.

All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error

The turning and manoeuvring of all vehicles within the site curtilage has been monitored and assessed. This revision to the CTMP is post demolition of the building and skip wagon removal and hiab wagon delivery of containers were all workable as shown below. The maximum allowable delivery wagons will be 8 wheel 20 Tonne maximum. It must be noted that no construction site traffic is permitted beyond the bold red line shown below accessing 2-8 Redisher Croft. Through previous vehicle manoeuvres, all delivery wagons, under banksman guidance will drive down to the site, then reverse through the gates as the green arrows show. The construction programme is such that the first two houses will be constructed first allowing ease of movement over the third house footprint. By carrying out deliveries in this manner, all deliveries will be managed with ease of movement. When preparing to construct the third property, there will be sufficient material delivered, stored on the driveways of buildings 1 and 2 for works to continue. Further deliveries will then be carried out using 7.5 Tonne delivery wagons when required.



**Bold Red Line** – No permitted access beyond this point

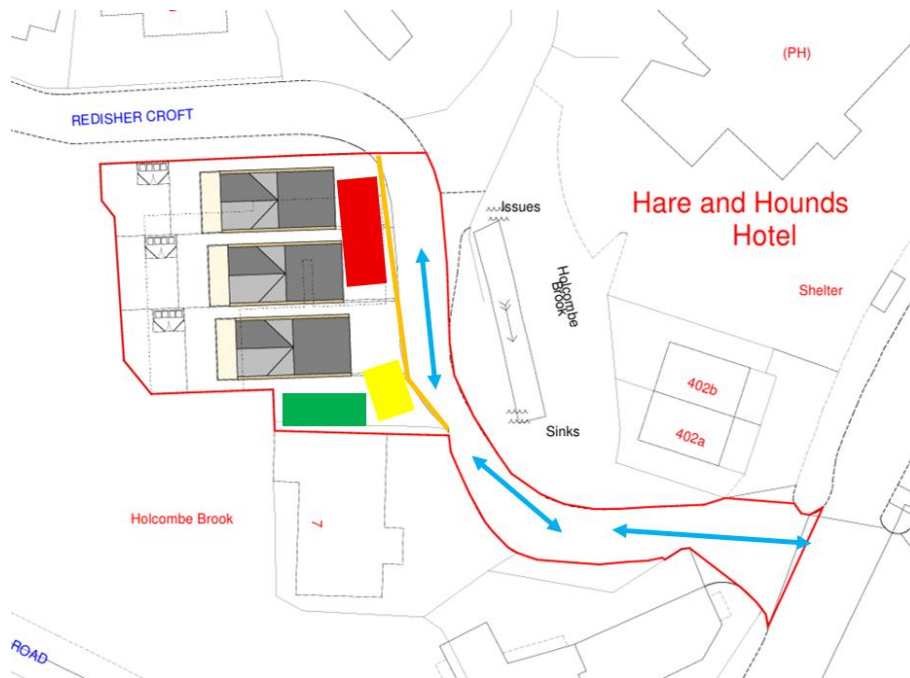
**Yellow Area** – parking area of delivery wagons

**Green Arrows** – delivery wagon in/out route of direction

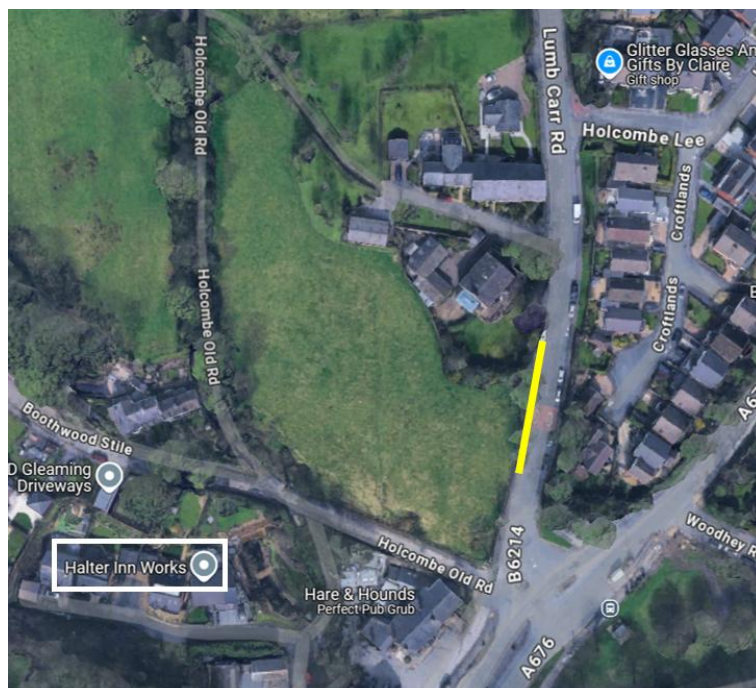
# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## Vehicle Parking

The site can only accommodate parking for three vehicles as shown in yellow. The orange line indicates the position of the heras security fencing which will also be fixed with debris netting. The green area is the welfare cabin location and the red area is where any material storage will be :



Any extra car parking will be located on Lumb Carr Road as shown below in yellow:



# **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

## **Loading/Unloading of Plant & Materials**

All plant and materials will be unloaded/loaded within the site lay down area where is reasonably practicable.

A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the site, but deliveries will be restricted to one at a time.

Nominated waiting areas for delivery vehicles will be identified in the locality to allow safe waiting where necessary say for example during a concrete pour.

This will be Lumb Carr Road where wagons can safely wait until being called upon.

## **Storage of Plant & Materials**

All plant and materials will be stored within the site boundary. No materials will be stored, even temporarily, on the public highway.

To maximise the available working space on the site, storage of plant and materials will be minimised and operated on a just in time basis and upon liaison, will be called in from external storage at the builder's merchant.

No hazardous material will be stored on site.

## **Fuel/Oil Storage**

All fuel for plant will be delivered to site and plant fuelled up with the provision of a fuel spill kit in the event of any spillage.

## **Site Gates**

For public safety and site security, the construction site will be enclosed with a 2.4m high Heras fence with a heras fence gated entrance at the site access point on Redisher Croft.

# **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

## **SITE CONTROLS**

### **Site Cleanliness**

The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.

All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.

It is not envisaged that site operations will be sufficient to necessitate dedicated wheel washing facilities on the site, but a portable pressure washer will be used to wash down vehicle tyres before exiting the site if required.

Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

### **Control of Dust and other emissions**

The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised

Water dust suppression will be utilised during demolition works by use of a jet wash as shown in the RAMS.

Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods.

### **Waste Management**

As described and shown in the CPP, the site manager will ensure that all waste generated by the construction operations is dealt with appropriately so as to avoid nuisance and litter.

All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.

During transportation, all waste containers will be covered, wheels will be cleaned prior to leaving site.

No bonfires will be permitted on the site.

### **CDM Regulations 2015**

In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## **Control of Noise**

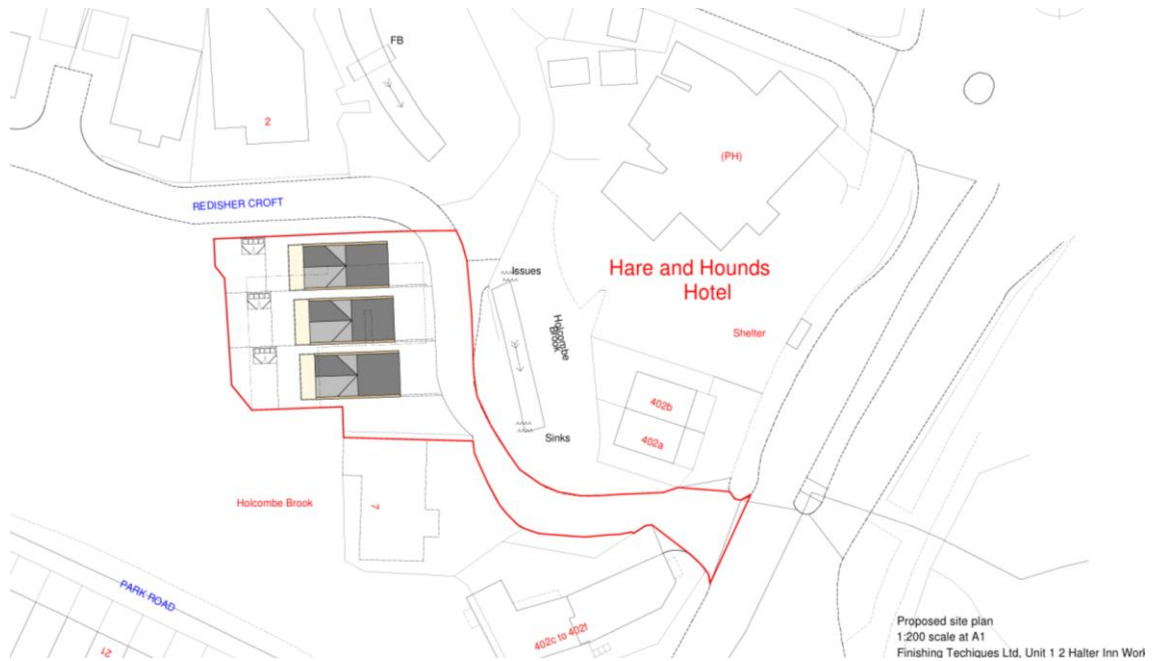
Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:

- ☐ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- ☐ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
- ☐ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
- ☐ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
- ☐ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## APPENDIX A

### Site Location Plan



# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

## APPENDIX B

### Site Dilapidation Survey

**Commencing from outside No2 Redisher Croft towards road entrance at Hare and Hounds car park access.**



Looking towards 2 and 4 Redisher Croft



Start of a pot hole outside No 2

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Start of another smaller pothole outside No 2



Damaged timber knee rail adj bridleway



Road condition poor next to telegraph pole

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Kerb line towards Halter Inn



LHS kerb line towards Redisher Croft



Poor road condition including puddles outside Halter Inn

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Bottom of bridleway showing stone surfacing washed down



Damaged timber rail and washed stone



Poor condition to bridleway where stone washed away

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN



View from bridleway to Halter Inn



Septic tank location for Halter Inn



Poor surfacing and water run off outside Halter Inn

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Road exit to Hare and Hounds, but shows a joint line for a recent tarmac reinstatement



Road heading towards Hare and Hounds



Exit of road to Hare and Hounds and traffic lights

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Exit at end of road with various pot holes – poor condition



Entrance back towards Halter Inn in poor condition



Sign and fence to RHS at entrance to road

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Condition of fence and concrete to LHS at entrance



Boundary line at exit/entrance appears to be marked for patch reinstatements