HARP

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WOODGATE HILL WTW COMPOUND CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PHASES 1, 2, 3A, 3B AND 4

STRABAG UK LIMITED

Revision	Date of issue	Prepared by	Checked by	Approved by	Changes
01	20/03/2026	Scott Pearson	Jan Schumacher	Richard Styles	First Issue (for Phases 1 and 2)
02	03/06/2026	Scott Pearson	Jan Schumacher	Richard Styles	Amended with UU comments
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1. INTRODUCTION

1.1. PURPOSE OF THE DOCUMENT

The Haweswater Aqueduct Resilience Programme (HARP) is a regionally significant infrastructure programme which benefits from policy support and planning permission, and for which there is an established urgent need. United Utilities have appointed Cascade Infrastructure Ltd to fund, design, construct and maintain the HARP programme of works, and Cascade have in turn appointed STRABAG to carry out the design and construction.

HARP is a programme of works to replace six existing underground tunnel sections of the 110km Haweswater Aqueduct. The aqueduct takes raw water from the Haweswater Reservoir along a 16km section to a water treatment works (WTW) near Kendal for treatment. From this WTW the aqueduct conveys treated water southward to a WTW in the borough of Bury. Along its length there are a number of water mains that branch off the aqueduct supplying treated water to customers in Cumbria, Lancashire and Greater Manchester.

A series of HARP works are proposed in the Bury Metropolitan Borough Council authority area, including works for a replacement section of aqueduct and associated temporary and permanent works and infrastructure.

Full planning permission (Council Ref: 66947) was granted on 15 June 2023, subject to a series of planning conditions and s106 obligations.

This Construction Traffic Management Plan (CTMP) builds upon the iteration approved under application reference 73328 on 07 August 2026 for Phases 1 and 2 as it relates to Conditions 14, 16, 17 and 18.

1.2. SCOPE OF THIS APPLICATION

This application is to part discharge Conditions 14, 16, 17 and 18 (Conditions 17 and 18 of planning permission reference 66947 are duplicates) of the above permission which relate to the following matters in respect of the Proposed Works at the Woodgate Hill site:

- Condition 14, which relates to the Construction Traffic Management Plan (CTMP), and states that:

  "Development within each phase approved under condition 3 above shall not be commenced until a Traffic Management Plan (TMP) for the relevant phase has been submitted and approved in writing by the Local Planning Authority in association with the Local Highways Authority. The TMP shall include:

  - *latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area (linked to Condition 3 above)*

- *The construction site traffic routes to be controlled by condition, the TMP should include a plan that clearly identifies each route*
- *Detailed design of Castle Hill Road Temporary Access*
- *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 of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;"*

- Condition 16, which relates to the provision of a Construction Travel Plan, and states that:

  "Development within each phase approved under Condition 3 above shall not be commenced until a Construction Travel Plan for the relevant phase has been submitted to and approved in writing by the Local Planning Authority in association with the Local Highways Authority. The approved details shall be implemented before the respective phase commences."

- Conditions 17 and 18, which relate to the provision of the wheel-washing facilities (or similar measures), and states that:

  "Development within each phase approved under Condition 3 above shall not be commenced until details of the location, design and specification of wheel-cleaning facilities or other measures to prevent the tracking out of material or debris onto the public highway for the relevant phase has been submitted to, and approved in writing by the Local Planning Authority. The wheel cleaning facilities or other measures approved pursuant to this condition shall be installed and thereafter maintained in working order and be used by all Heavy Goods Vehicles leaving the site throughout the construction and reinstatement phases."

Furthermore, this CTMP has been prepared with regard to Condition 15, which relates to the routeing of construction site traffic to/from the site, and states that:

"The routeing of construction site traffic to/from the site will at all times, unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highways Authority, be restricted to the following routes set out below:

- *Woodgate Hill WTW Compound - M66 Junction 2 either from the north or south, Rochdale Road, Derby Way, B6222 Moorgate, B6222 Bell Lane, B6222 Rochdale Old Road, Castle Hill Road. [For up to approximately 12 weeks, via Second Avenue and then Sixth Avenue whilst the access on Castle Hill Road is constructed]*
- *No other routes are to be used by site traffic unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highways Authority."*

1.3. Detail of the Scope of Works

The overall programme has been divided into five principal phases, with the scope of this CTMP specifically detailing Phases 1 and 2.

Table 1-1 sets out those phases together with the associated works to be undertaken within that phase for Woodgate Hill WTW Compound. The phases outlined at Table 1-1 reflect those detailed in the Phasing Plan submitted for Condition 3.

It is further noted that the works activities and their indicative start timings listed within Table 1-1 are provided for guidance purposes only. These are intended to assist understanding of the anticipated sequence but may be subject to refinement as the programme of works progresses.

Construction Phase	Works (The works listed are not exhaustive)
Phase 1 - Enabling Works & Site Establishment Anticipated start of works Q3 2026	• Temporary haul roads and footpaths formation • Water Attenuation Lagoons formation • Setup of temporary mobile welfares • Setup of drainage and wastewater treatment system • Setup of temporary generators area (use until mains connection) • Setup of wastewater treatment plant • Partial site access haul road and footway construction works • Site entrance junction construction works • Topsoil removing • Temporary security setup • Erection of temporary fence line (e.g. Heras fence) • Concrete testing building
Phase 2 - Commencement of Substantive Excavations Anticipated start of works Q4 2026	• Site compounds re-profiling • Site access haul road and footpath construction works • Sheet piling, and other works for ground stabilisation • Facilities foundation hardstanding construction • Lay in required utilities services (e.g. water, gas, telecom) • Site security system setup (e.g. fence line, turnstile gates) • Construction of footings and foundation slabs • Substation connection and commissioning • LV distributer and commissioning • Welfares facilities and site car parking construction • Site storage and workshops area formation • Crawler and mobile cranes setup • Setup of grout slurry batching plant • Setup of piling casing storage area

Construction Phase	Works (The works listed are not exhaustive)
	• Setup of reinforcement cages storage area
Phase 3a - Commencement of Shaft Construction Anticipated start of works Q1 2027	• Shaft construction • Foundation and preparatory works for permanent surface structures (below ground) • Commencement of permanent hydraulic/plant structures (below ground)
Phase 3b- Commencement of Tunnelling	*Not applicable for Woodgate Hill WTW Compound*
Phase 4 – Commencement of Connection Works and Above Ground Structures Anticipated start of works Q3 2027	• Receipt and dismantling of Tunnel Boring Machine • Start of removal of TBM components from site • Tunnel cleaning and preparation works • Site and UU facilities relocation works (If required) • Pipelines Connection Works • Surface permanent structures/facilities construction and connections

Table 1-1: Works for Phases 1, 2, 3a, 3b and 4 (Woodgate Hill WTW Compound)

1.4. SCOPE OF THIS DOCUMENT

This document comprises the Construction Traffic Management Plan (CTMP) for the Proposed Woodgate Hill WTW Compound, forming part of the Haslingden and Walmersley Section. It has been prepared in accordance with Conditions 14, 16, 17, and 18[1] of planning permission reference 66947.

This CTMP builds upon the CTMP prepared and submitted by United Utilities during the determination of the above planning application (document ref. HBC_RBC_BMBC-HW-APP-007). In doing so, this CTMP provides the framework for the management of construction traffic to the proposed Woodgate Hill WTW Compound. It outlines mitigation embedded in the design of the Woodgate Hill WTW Compound, forming part of the Haslingden and Walmersley Section and detailed additional mitigation measures to ensure that construction does not give rise to undue adverse impacts on the highway network.

[1] Note – Conditions 17 and 18 of planning permission reference 66947 are duplicates.

In doing so, and in accordance with the requirements of the above conditions, the CTMP outlines measures in relation to:

- The latest works programme;
- The construction site traffic routes;
- Detailed design of Castle Hill Road temporary access;
- Hours of operation and number of vehicle movements;
- Arrangements for turning and manoeuvring within the curtilage of the site;
- Arrangements for on-site parking and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Provision of a Construction Travel Plan; and,
- Detail of the wheel-washing facilities.

2. SITE DETAILS AND LAYOUTS

2.1. SITE DETAILS

2.1.1. WOODGATE HILL WTW COMPOUND

The proposed Woodgate Hill WTW Compound is part of the Haslingden and Walmersley section and is the proposed southern reception site for one of the tunnel boring machines launched from the Haslingden Road Compound.

The Compound is located at the existing United Utilities facility. The area required for the Woodgate Hill WTW Compound covers much of the existing Woodgate Hill WTW, while also extending north outside areas of United Utilities ownership, in total it would cover an area of approximately 18.6 ha.

The Compound is located to the east of the M66, approximately 2 km from Bury Town Centre. The surrounding area comprises the urban areas of Bury and Walmersley to the west of the M66, and Fairfield, Jericho and Heap Bridge to the south of the Compound.

2.2. LAYOUT PLAN

The most recent layout plan for the Woodgate Hill WTW Compound is presented in Image 2-1. Please note that this is indicative at this stage.

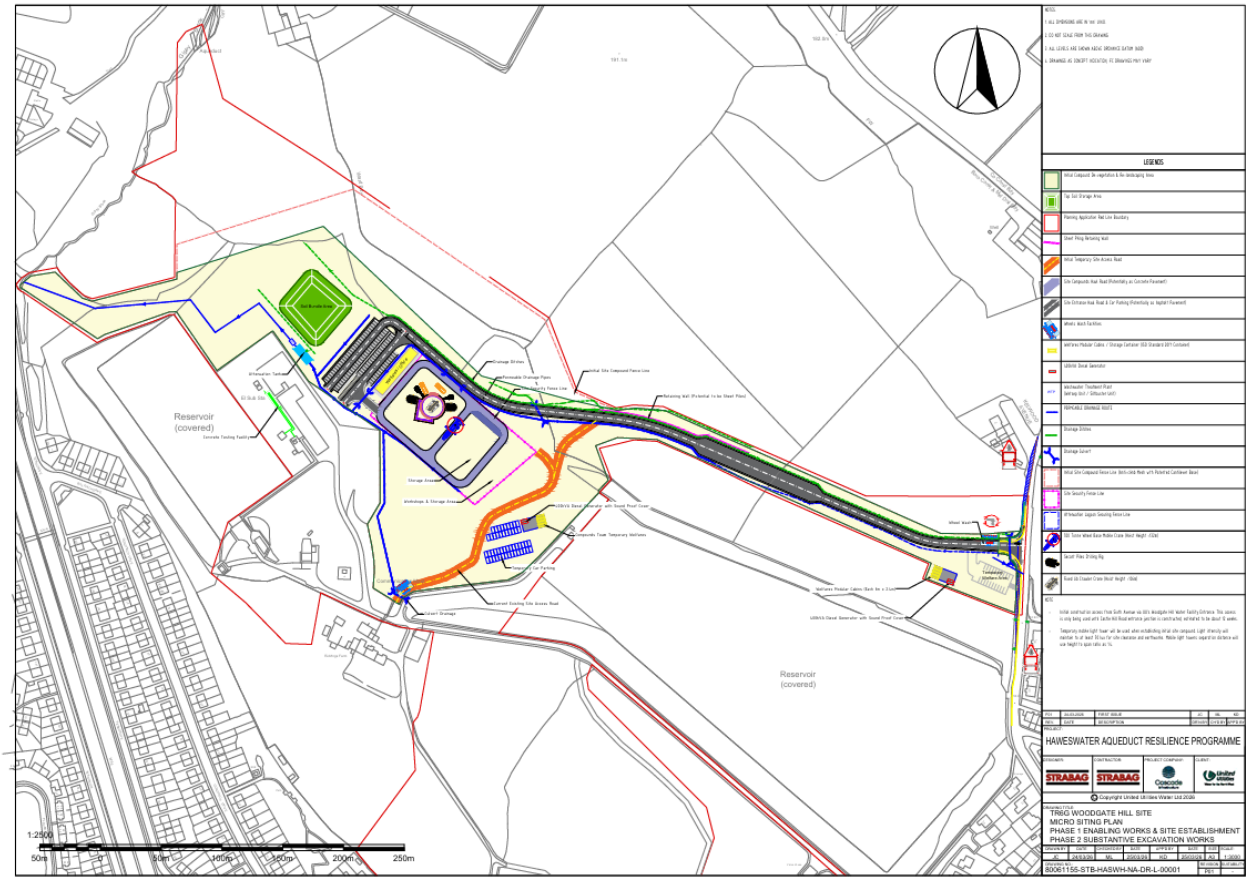


Image 2-1: Woodgate Hill WTW Compound Internal Layout Plan (indicative)

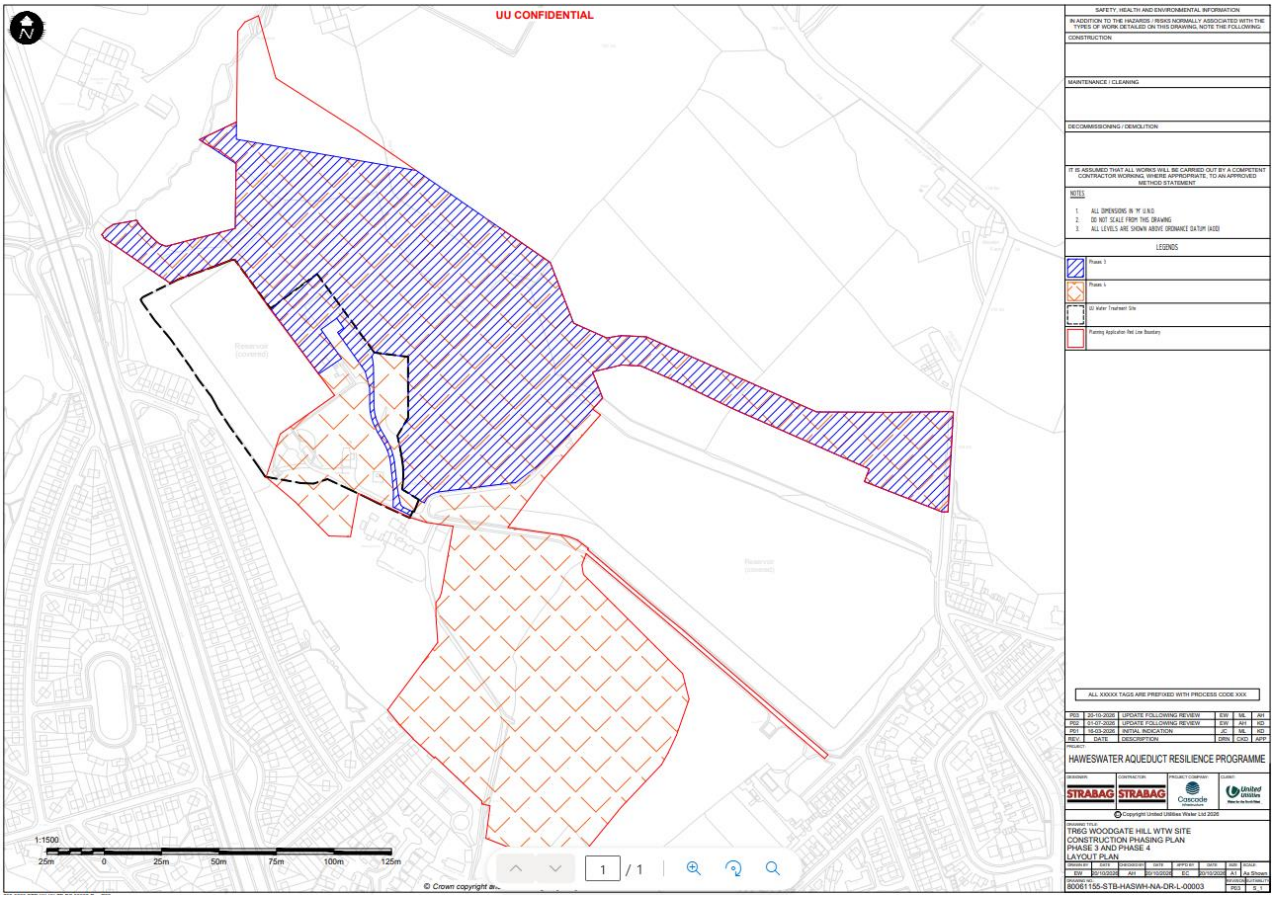


Image 2-2: Woodgate Hill WTW Compound Internal Layout Plan (indicative)

3. PROGRAMME AND PROPOSED WORKING HOURS

3.1. PROGRAMME

The indicative schedule for phases 1, 2, 3a, 3b and 4 1of the scheme of works at the Woodgate Hill WTW Compound, within the proposed Haslingden and Walmersley section, is outlined in Image 3-1 below. This schedule specifies the planned commencement date for site works, along with subsequent stages of development pertinent to this Construction Traffic Management Plan (CTMP).

Activity Name	Proposed Start	Proposed Finish
Routeways Modifications – Woodgate Hill WTW Access	28-Sep-26	01-Dec-26
Routeways Modifications – Castle Hill Road/Rochdale Old Road	26-Oct-26	16-Nov-26
Woodgate Hill WTW – Construction Phase 1	28-Aug-26	28-Feb-27
Woodgate Hill WTW – Construction Phase 2	10-Dec-26	01-Mar-27
Woodgate Hill WTW – Construction Phase 3a	20-Apr-27	26-Mar-30
Woodgate Hill WTW – Construction Phase 3b	N/A	N/A
Woodgate Hill WTW – Construction Phase 4	18-Aug-27	13-Nov-31

Image 3-1 Indicative Programme of works at Woodgate Hill WTW Compound – Phases 1, 2, 3a, 3b and 4

3.2. PROPOSED WORKING HOURS

3.2.1. PROPOSED WORKING HOURS

Condition 14 requires that hours of operation, for the Woodgate Hill WTW Compound are established through the Traffic Management Plan. Accordingly, the working hours and HGV delivery hours will be:

i. Monday to Friday 07:00 to 19:00. Deliveries 07:00 to 19:00
ii. Saturday 07:00 to 13:00. Deliveries 07:00 to 13:00
iii. No works Sunday. No deliveries
iv. No works on bank holiday. No deliveries.

There may be a need for abnormal load movements outside of the hours stated above in order to limit the potential for conflict with prevailing traffic. Such movements would be agreed in advance with Local Planning Authority, Bury Council, TfGM and National Highways as appropriate as part of a special vehicle movement order. LGVs will have no restriction.

4. ROUTEING AND MANAGEMENT OF CONSTRUCTION TRAFFIC

4.1. INTRODUCTION

This section outlines the Construction Traffic Routes (CTR), initial and temporary access arrangements for the Woodgate Hill WTW Compound Phase 1, 2, 3a, 3b and 4 and the proposed vehicle routes. Additionally, proposed details of the required modifications to the routeways to facilitate HGV movements to the Compound.

Where a supplier/business is located between the special/trunk road network and a site, HGVs from that supplier/business to the site will be required to take the most appropriate route to join the main routes.

4.2. CONSTRUCTION TRAFFIC ROUTES (CTR)

This section details the Construction Traffic Routes which vehicles will use for the highways work and access to Woodgate Hill WTW Compound.

4.2.1. INITIAL ACCESS TO THE WOODGATE HILL WTW COMPOUND

As per Condition 15 proposed initial access will be via the existing United Utilities WTW site entrance for up to approximately 12-16 weeks. There are no routeway modifications required for this initial access. The access and egress route is shown in Image 4-1 and detailed in Table 4-2.

An application to discharge Condition 15 (ref. 73659), which relates to routing strategies, has been submitted to secure the use of this initial access for up to approximately 36 weeks.

Following discussions with Bury Council in recent weeks it has been agreed that a TRO application with an 8-week notice period is sufficient for the 3-month temporary suspension of parking on Second Avenue. The implementation of these parking restrictions on Second Avenue will aid to avoid vehicle access issues.

4.2.2. ACCESS TO THE WOODGATE HILL WTW COMPOUND

The proposed main access into the Woodgate Hill WTW Compound will be constructed off Castle Hill Road between Woodgate Hill Memorial Forest and Kelwood Avenue and be operational in January 2027. The proposed layout includes extended pedestrian footway, uncontrolled crossing tactile pavement and relocation of an existing lighting column. The access and egress route is shown in Image 4-1 and detailed in Table 4-2.

There is an agreement with Bury Council to suspend all parking on the west kerb of Castle Hill Road each weekday from 08:00 – 17:00 and Saturday 08:00 – 13:00. The double yellow lines are enforceable during construction of the access whilst the remainder of the scheme will be enforceable from January 2027.

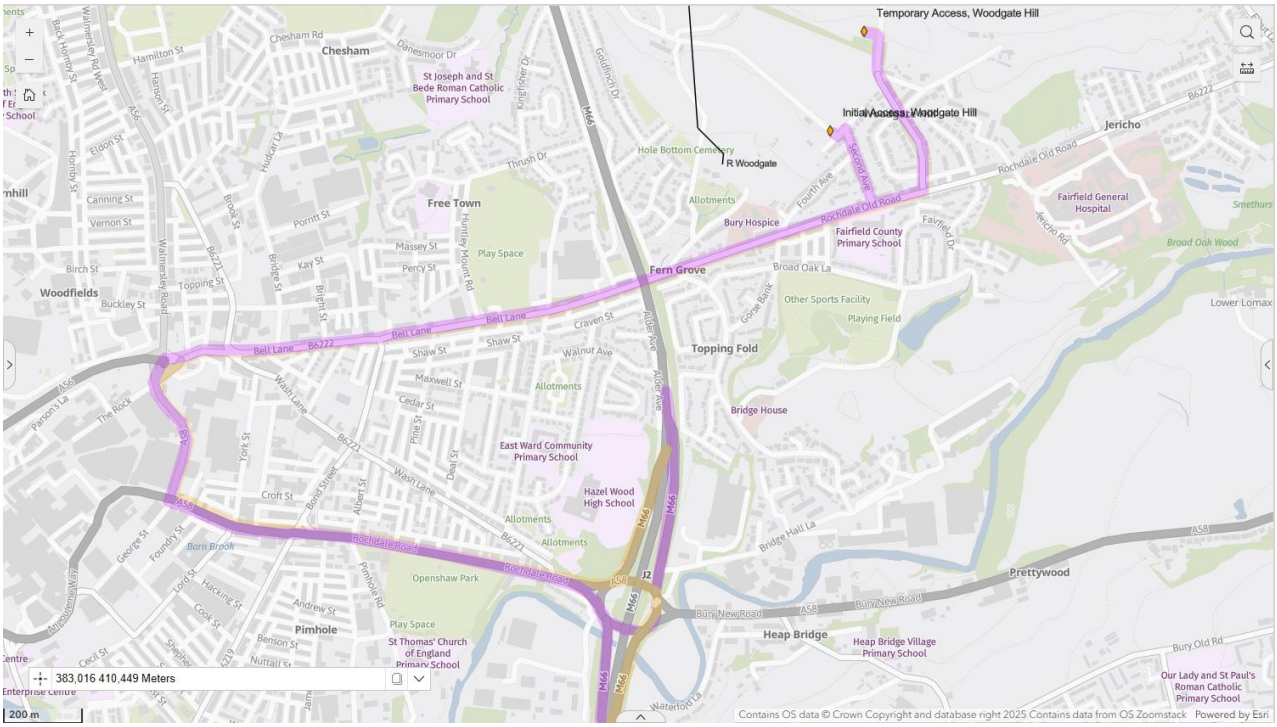


Image 4-1: Woodgate Hill WTW Compound and proposed traffic routes for Phase 1 and 2 only

Movement Type	Direction	Step	Approved Route Summary
Initial Access	From North or South	1	Exit M66 Junction 2
		2	Travel in a westerly direction along Rochdale Road
		3	Turn right onto Derby Way and right onto the B6222 Moorgate, B6222 Bell Lane and continuing onto B6222 Rochdale Old Road
		4	Turn left onto Second Avenue and proceed to the top of the road, then left onto Sixth Avenue and turn right into the Compound.

Movement Type	Direction	Step	Approved Route Summary
Initial Egress	To North or South	1	Turn left onto Sixth Avenue and then turn right onto Second Avenue
			Turn right onto B6222 Rochdale Old Road, continue onto B6222 Bell Lane, continuing on the B6222 Moorgate and Derby Way.
			Turn left onto the A58 Rochdale Road and then proceed onto M66.
Main Access	From North or South	1	Exit M66 Junction 2
		2	Travel in a westerly direction along Rochdale Road
		3	Turn right onto Derby Way and right onto the B6222 Moorgate, B6222 Bell Lane and continuing onto B6222 Rochdale Old Road
		4	Turn left onto Castle Hill Road then turn left into Woodgate Hill WTW
Main Egress	To North or South	1	Turn right onto Castle Hill Road and then right onto Rochdale Old Road.
		2	Proceed along B6222 Rochdale old Road, B6222 Bell Lane, B6222 Moorgate, The Rock and onto Derby Way.
		3	Turn left onto A58 and proceed to M66 Junction 2

Table 4-2: Woodgate Hill WTW Compound and proposed traffic routes

4.2.2.1 Routeway Modifications

Proposed routeway modifications required to the route and access to enable HGV vehicles are detailed in Images 4-3 and 4-4.

Tracking for an articulated vehicle (16.48) is detailed in Image 4-5.

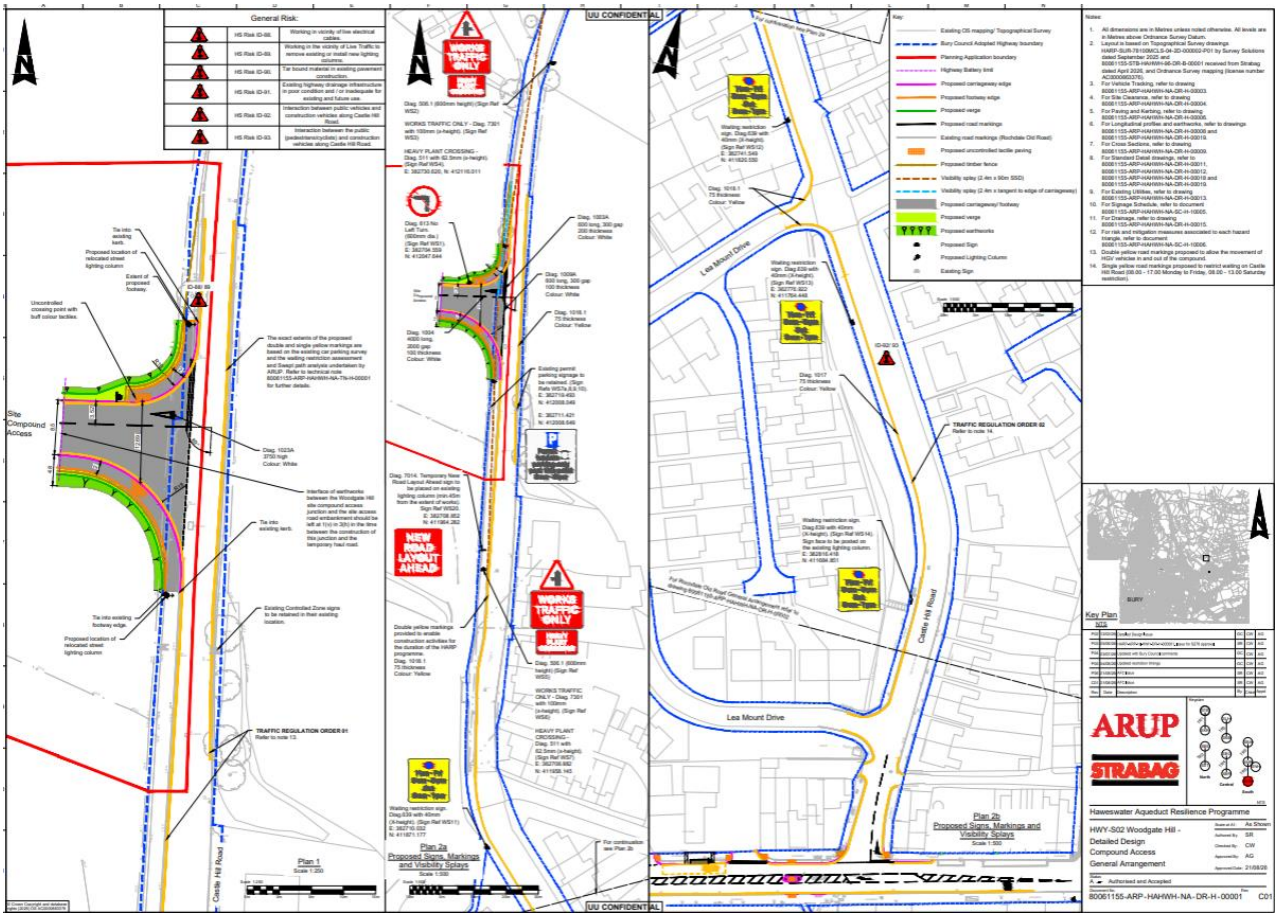


Image 4-3 – Woodgate Hill WTW Compound – Detailed Design Compound Access

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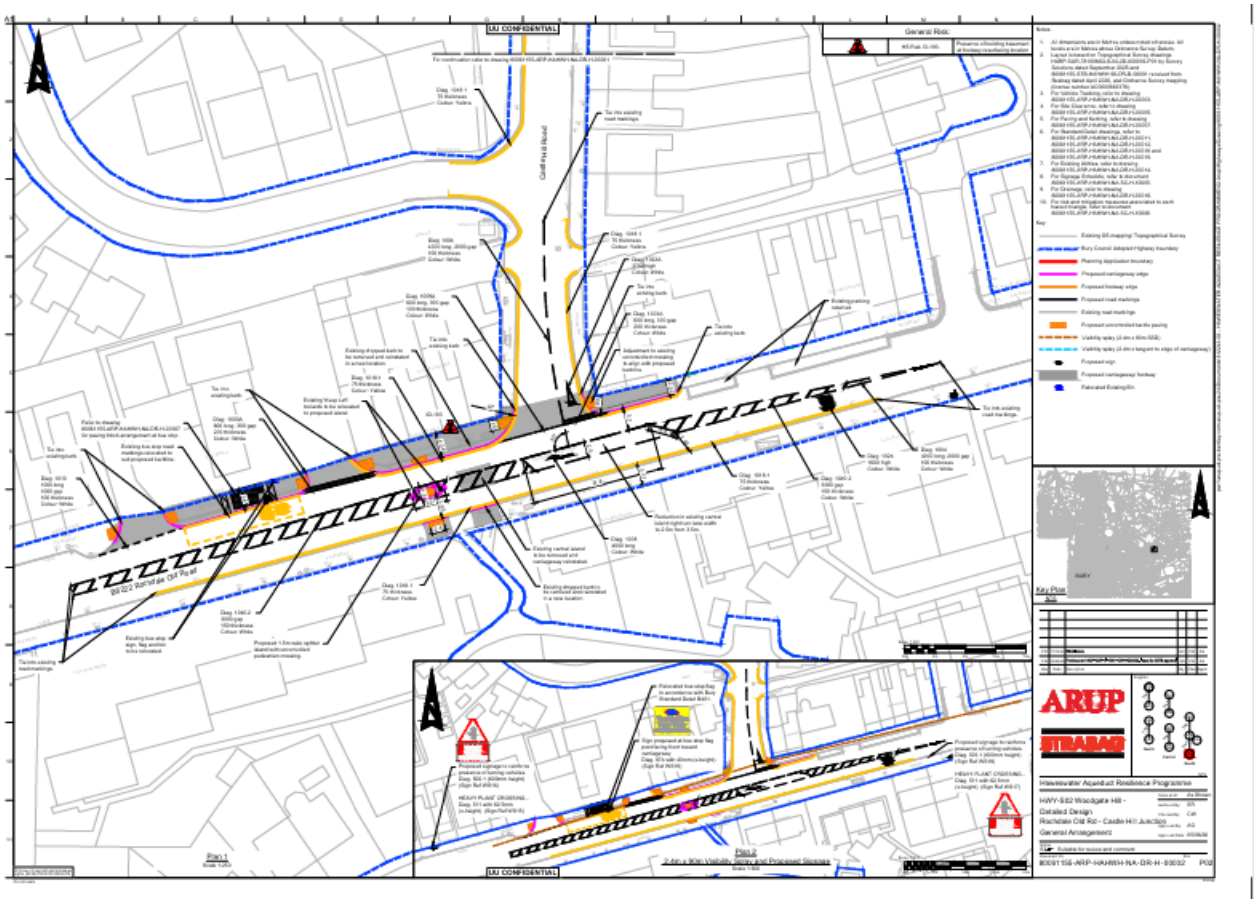


Image 4-4 – Woodgate Hill WTW Compound – Detailed Design Castle Hill Road / Old Rochdale Road Junction

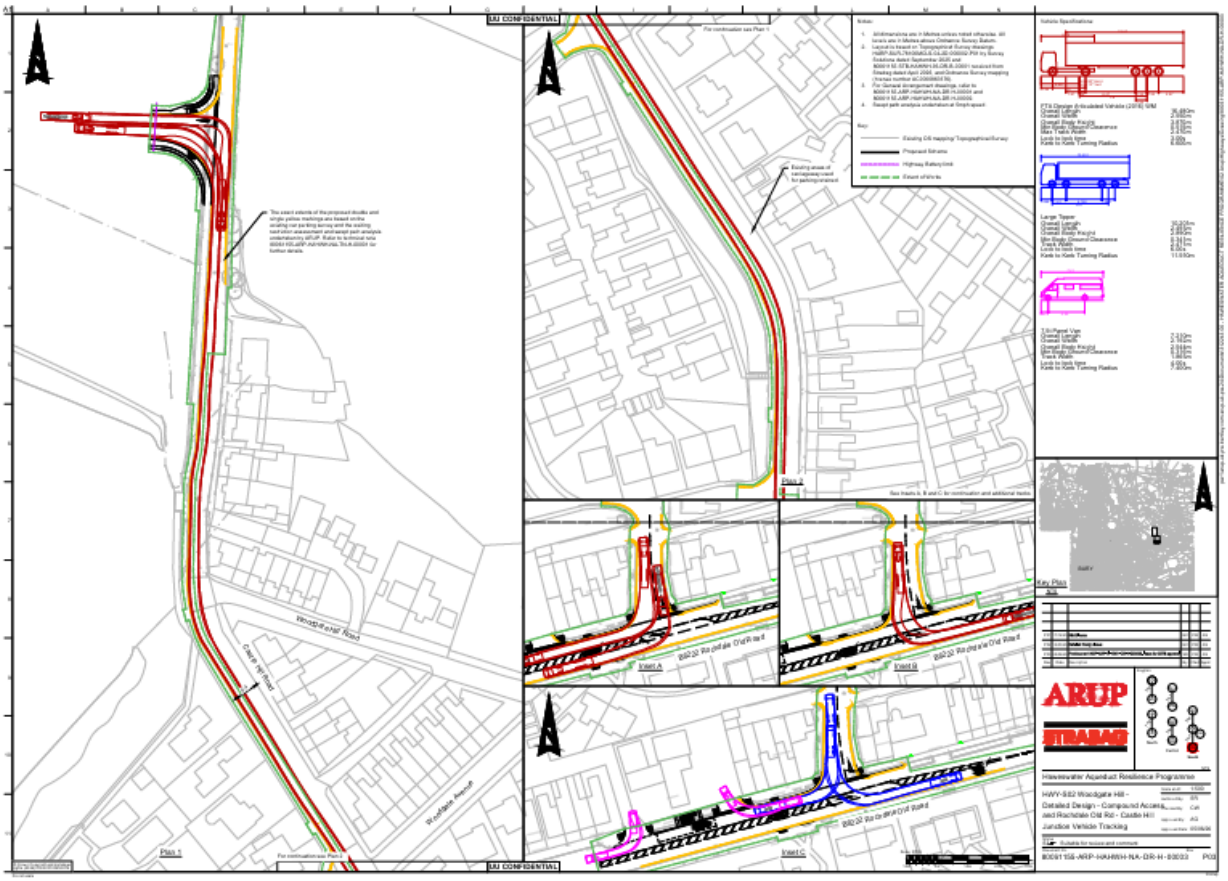


Image 4-5 – Woodgate Hill WTW Compound – Detailed Design Compound Access Vehicle Tracking

4.2.3. SAFE PASSAGE OF VEHICLES – MITIGATION MEASURES

To ensure safe passage of vehicles to and from the Woodgate Hill WTW Compound, SUK will implement the following mitigation measures.

- All drivers visiting Woodgate Hill WTW Compound will complete an induction prior to a booking reference being supplied. The proposed induction will include clear route details including maps.
- SUK will seek early collaboration with supply chain partners who are delivering abnormal loads to develop a detailed route plan with risks identified and controlled, street furniture temporary removal, protection of sensitive structures, protection of footpaths and soft verges. SUK will seek adherence to Road Vehicles (Construction & Use) Regulations 1986 (C&U) Regs, Road Vehicles (Authorised Weight) Regulations 1998 (AW) Regs and Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO).
- Liaison with stakeholders, where deemed applicable.

4.3. DETAIL OF ROUTE SIGNAGE

As part of any agreed haulage routes and requirements for temporary adaptations to highway controls new highway standard traffic signage is installed as per the requirements of ''The Traffic Signs Regulations and General Directions 2016''. These temporary signage arrangements will remain in place until the completion of the programme of works element that requires the construction vehicle routes and the return to normal road conditions.

Where there may be any doubt about traffic routes to be used, signage will be erected to make clear the agreed routes and to keep vehicles away from roads that must not be used. Any signage will be agreed with the local planning authority and Bury Highways.

Signage would also be installed to warn all drivers of the presence of key safety issues to include Fairfield Community Primary School.

4.4. DETAILS OF PARKING ON-SITE

The current design for the Woodgate Hill WTW Compound provides accommodation for a total of 80 parking spaces. Each space is designed to measure 5 meters in length and 2.6 meters in width, ensuring adequate room for standard vehicles. The aim is for the carpark to be available from February 2027.

4.5. DETAILS OF THE WHEEL-WASHING ON SITE

A wheel wash facility will be installed near the temporary site access entrance to prevent the tracking of mud, soil, and construction debris onto the public highway. The facility will be

strategically located to intercept all vehicles leaving the site, ensuring that construction traffic is cleaned before leaving the site area.

The wheel wash system will utilise the Eurowash Compact Wheel Wash Unit, which features high-pressure water jets and integrated drainage to capture runoff. The collected wash water will be directed into the site's controlled drainage system for treatment or reuse. Signage and traffic management measures will be implemented to guide vehicles safely through the facility, and regular inspections and maintenance will be undertaken to ensure consistent operation. This measure will minimise environmental impact, maintain highway cleanliness, and enhance road safety throughout the construction period.

4.6. PROPOSED OPERATIONAL CONTROLS

4.6.1. VEHICLE MOVEMENT FORECASTS

To support planning and managing the flow of construction vehicles to and from site, SUK will produce high level vehicle movement forecasts at six, three and one monthly intervals. These forecasts will contain information on expected activity date and expected activity requirements.

Weekly forecasts will also be produced containing additional information, including supply chain partner and preferred arrival times.

4.6.2. VEHICLE BOOKING

SUK or the supply chain partners must request a booking slot through the SUK delivery management system by close of business Day1 for arrival Day4, enabling the SUK team to create an arrival logistics plan ensuring controlled vehicle flow.

Booking requests will only be approved when the supply chain can prove that site attendees have completed all mandatory inductions.

4.6.3. VEHICLE ARRIVAL AND DEPARTURE

As vehicles arrive or depart, SUK will record actual data to include vehicle registration, vehicle classification, attendee name, arrival and departure times.

4.6.4. VEHICLE MOVEMENT MONITORING AND REPORTING

By enforcing the vehicle booking, arrival and departure processes will enable reporting on vehicle accessing/egressing compounds, planned v actuals arrivals, and arrival and departure times.

4.6.5. DRIVER COMMUNICATION

SUK will develop a digital induction detailing all requirements which the supply chain must adhere to when attending with a construction vehicle. The supply chain must prove that the driver has completed the induction prior to receiving an approved booking.

4.6.6. *ENFORCEMENT OF PERMITTED ROUTES AND SPEED*

SUK will request that all HGV vehicles attending site will be equipped with a GPS vehicle tracking system. The supply chain will be required to upload a copy of the tracking report to the booking so this can be audited by SUK logistics team.

4.6.7. *CLOCS AND FORS ACCREDITATION*

Where reasonably practicable, SUK will ensure HGV operators within the supply chain are members of Construction Logistics and Community Safety (CLOCS) standard and accredited to a minimum FORS silver standard. Exception process to be developed with agreed approvals to be available only when it can be shown that there is no practicable supply chain available with the above requirements.

4.6.8. *DISCIPLINARY PROCEDURE*

SUK propose a disciplinary procedure to mitigate the risk of CTMP regulations. The procedure will be fair and consistent, proportional, clearly communicated and will include:

- Rejection from compound
- Initial Informal Action to include a verbal warning and re-education.
    - Verbal Warning
    - Re-education
- For repeat offenders, formal action to possibly include
    - Suspension, pending investigation
    - Termination for attending compound.

4.7. DETAILS OF ROUTE MAINTENANCE

SUK will adhere to Section 59 agreement prior to the commencement of Phase 3a.

SUK will endeavour to regularly monitor and inspect both the on-site access roads and any agreed-upon public road network sections for any damage or changes resulting from construction traffic. SUK will also monitor for excessive water (flooding), snow (clearance), ice (gritting) and excess mud on road. Frequency of monitoring will be dependent on construction activities, weather conditions and forecasts.

SUK will oversee implementation of a maintenance scheme and seek to ensure resources are available to carry out inspections, clearing and gritting. SUK will also track weather forecasts to enable preventative measures to be taken.

The maintenance scheme will include objectives, responsibilities, maintenance plan, equipment and materials, communication plan, training plan, assurance method and review and improvement.

5. SITE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.1. SITE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.1.1. WOODGATE HILL WTW COMPOUND – INITIAL ACCESS

Vehicles will access the Compound by turning right off Sixth Avenue using the existing United Utilities access. Proposed temporary access routes are detailed in Image 5-1 which enables the construction of the temporary haul road, compound access and site compound construction. As set out in Condition 15, this temporary access will only be accessible for 12 - 16 weeks unless otherwise SUK agree or extend beyond that period. However as set out at Section 4.2.1, an application to discharge Condition 15 to allow access for up to 36 weeks has been submitted (ref. 73659). After this initial period, vehicles shall only access through Castle Hill Road to construct the compound.

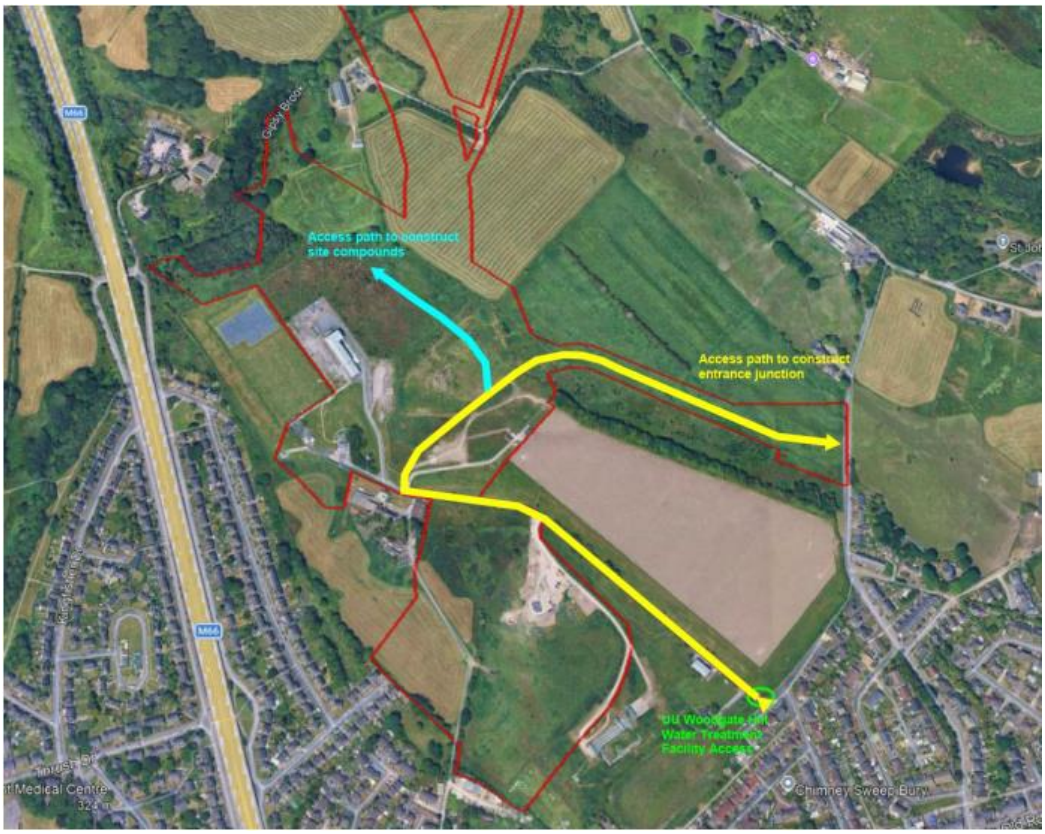


Image 5-1 Site Temporary Haul Road Design

5.1.2. *WOODGATE HILL WTW COMPOUND – MAIN ACCESS*

Vehicles will access the Compound by turning left off Castle Hill Road. The internal haul roads and routes are currently in design phase and will be included in the CTMP when complete.

5.1.3. *TRAFFIC FLOW*

The proposed compound design will ensure a safe traffic flow to the loading and unloading areas. Design will incorporate appropriate geometric standards, pavement structures and any temporary works necessary for slope stabilisation and safe vehicle movements during Phases 1, 2, 3a, 3b and 4.

5.1.4. *SPEED LIMIT*

The Compound speed limit will be 10mph.

5.1.5. *PARKING ARRANGEMENTS*

There will be 10 car parking spaces available for Phase 1 and Phase 2. This will increase to 80 car parking spaces to accommodate the workforce for Phases 3a, 3b and 4.

The compound design includes a muck bin for the storage of excavated material. Vehicles will be ordered on day 1 for day 3 collection. Vehicles will booked on the Delivery Management System and numbers and flow will be managed by the SUK logistics team.

5.1.6. *PEDESTRIAN AND NON-MOTORISED USER SAFETY*

SUK will provide safe, clearly marked pathways and routes for pedestrians and non-motorised users. Crossings will be installed where required. Adequate lighting will be supplied on all pedestrian and non-motorised areas. Driver inductions will detail the equestrian activity in the area.

5.1.7. *TRAINING AND AWARENESS*

All construction site personnel will complete an induction to ensure awareness of the site construction traffic management plan.

5.2. TRAVEL PLAN

SUK travel plan to enable personnel to get to Woodgate Hill WTW Compound efficiently and safely. Compound address, access routes and parking facilities will be communicated clearly to site personnel and visitors. During phase one and two, it is anticipated that up to 30 personnel will commute to and from site via private vehicles. This will increase to 80 during Phases 3a, 3b and 4.

SUK will conduct surveys to understand how personnel are traveling to the site and develop the travel plan further when this data is collated.

Shift start and end will be staggered and where reasonably practicable programmed to avoid congestion peak hours.

SUK will encourage the use of public transport where practicable, the nearest bus stop is approximately a 15-minute walk from the compound. A shuttle service from central location(s) to site will be considered where reasonably practicable.

SUK will encourage cycling or walking and dependant on demand will provide racks or secure storage for bicycles.

Where private vehicles are used, SUK will encourage carpooling to reduce traffic and environmental impact.

6. VEHICLE MOVEMENTS

6.1. INTRODUCTION

SUK supply chain will use different types of vehicles to support delivery Woodgate Hill WTW Compound Phase 1 and 2. The parent group will have 2 classifications, Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs).

HGVs: vehicle where Gross Vehicle Weight (GVW) exceeds 3.5 tonne. These vehicles will be further classified as:

- Rigid 32T Tipper
- Rigid Concrete Mixer
- Rigid, beavertail, Luton, flatbed
- Artic, tractor unit, 45' flatbed trailer
- Artic, tractor unit, 40' curtain sided trailer
- Artic, tractor unit, low loader step trailer – 3 axle, non-wide load
- Artic, tractor unit, 40' bulk powder tanker
- Artic, tractor unit, bulk fluid tanker
- City and medium sized mobile cranes 25te to 250te, multi wheel steering capability

Special Types General Order (STGO) vehicles could include:

- Artic, tractor unit, multi axle trailers to approx. 34m length
- Heavy mobile cranes, 300te to 825te, multi wheel steering capability
- Artic, tractor unit, low loader step trailer – 5 axle, wide load.

LGVs: vehicle where Gross Vehicle Weight (GVW) up to and including 3.5 tonne. These vehicles will be further classified as:

- Rigid, flatbed vehicle to 3.5 tonne
- Buses and mini-buses
- Transit type crew vehicles

SUK will seek to ensure all supply chain partners adhere to abnormal load regulations which include:

- Notifications to the police, highway authorities and bridge owners about the planned route and movement
- Consent from local councils and police where required.
- Route assessments are assessed by relevant authorities.

6.1.1. VEHICLES MOVEMENTS BY PHASE

Table 6-1 below provides a summary of vehicle trips for the Woodgate Hill WTW Compound by phase, personnel trips are excluded. Further detail at route level will be provided as the supply chain is engaged.

Vehicles movements forecasted assuming average 17T muck away per vehicle and allowing for a 20% contingency.

Where practicable SUK will promote the use of rigid vehicles.

Compound	Consented Scheme For All Construction Phases (Typical Vehicles per day averaged over a week)			SUK Expected Vehicle Trips (Expected Daily Average)			
	LGV	HGV	Estimated Duration (weeks)	Phase	LGV	HGV	Estimated Duration
Woodgate Hill WTW Compound	20	75	84	Highways	15	10	28-Aug-26 – 09-Oct-26
				1	34	60	02-Nov-26 – 28-May-27
				2	34	60	10-Feb-27 – 31-May-27
				3a	34	50	20-Apr-27 – 26-Mar-30
				3b	N/A	N/A	
				4	34	50	18-Aug-27 – 13-Nov-31

Table 6-1: Expected Vehicle Trips by Phase

During the highway's modifications, Phase 1 and 2, vehicles per day averaged over a week expected would be up to 119, HGVs averaged at 70 per day and LGVs 49 per day.

As construction moves into Phase 3a and 4, vehicles per day averaged over a week expected would be up to 84, HGVs averaged at 50 per day and LGVs 34 per day.

HGV movements will primarily be used to deliver plant equipment, temporary welfare units, aggregate and to remove excavated material.

LGV movements will primarily be used to deliver small plant equipment and fitters to the compound.

Where practicable, SUK will work with the supply chain to explore consolidation and reloading opportunities to optimise loaded running and vehicle occupancy.

6.1.2. VEHICLE MOVEMENTS TIME RESTRICTIONS

SUK will enforce time restrictions, unless otherwise agreed with the Local Planning Authority (LPA) in consultation with the Local Highway Authority (LHA).

7. BUS SERVICES

7.1. OVERVIEW

This section details the potential public transport services which may be impacted because of the proposed construction works of Woodgate Hill WTW Compound Phase 1 and 2.

There is a potential impact on bus route times, because of the construction of the Woodgate Hill WTW Compound. The bus routes and frequency of movements are detailed in Table 7-1. No specific mitigation is required however, SUK will engage with relevant operators and relevant highways authorities prior to commencement of construction.

Bus service number	Bus operator	CTR	Weekday		Saturday		Sunday	
			Frequency (minutes)	Hours	Frequency (minutes)	Hours	Frequency (minutes)	Hours
94	Vision Bus	Rochdale Road	Every Hour	06:00-22:15	Every Hour	08:15-22:15		
163	Bee Network	Rochdale Road	12 – 30	04:30-11:30	12 – 30	05:00-23:30	15	07:00-23:30
471	Bee Network	Rochdale Road	10 - 30	05:30-01:30	30	06:30-01:30	30	09:00-00:30
475	Bee Network	Rochdale Road	Every Hour	07:00-19:30	Every Hour	07:50-18:50		
467/468	Bee Network	Rochdale Old Road	15	06:00-23:45	15	06:30-00:00	30	07:45-23:45
472/474	Bee Network	Rochdale Road/Derby Way	20-45	05:00-00:20	20-45	06:30-00:20		

Table 7-1: Identified Bus Services which may be affected as a result of the Proposed Woodgate Hill WTW Compound

8. MONITORING

8.1. MONITORING REPORTS

SUK will agree monitoring report data and frequency with Bury Council, suggested data collation could include:

- Record of number of two-way HGV movements per day to and from the compound.
- Record of non-compliance with the HGV permitted hours of travel on the agreed routes.
- Record on non-compliance with the agreed haulage and access routes.
- Record of issues or incidents raised by contractor community engagement group and the public/interested parties.
- Record of any RTA or incidents that occur on the public highway.
- Details of any action taken for any non-compliance of the CTMP

8.2. BURY, TFGM AND NATIONAL HIGHWAYS COORDINATION MEETINGS

SUK will seek to establish regular coordination meetings between the key contract personnel members, Bury Council, TfGM and National Highways. The frequency of these meetings would be agreed and scheduled appropriately. The CTMP and all relevant content would be discussed at these meetings.

In addition, an open and collaborative dialogue would be established with Bury Council, TfGM and National Highways, and can be conducted at any time via email, phone and other means of communication as appropriate.

A key element to proactive coordination with Bury Council, TfGM and National Highways would take cognisance of liaising with other developers, and progressing major schemes within the area to ensure that the operation of both the local and strategic highway networks during the construction period is not impacted and achieved:

- Understanding the coincidence of the construction programs on other developments and their potential combined impact of the highway network.
- Understanding the potential coincidence of construction works in the highway associated with the proposed section and other construction projects such as any requirements for road closures, abnormal load movements, etc.
- Understanding the planned maintenance programmes of the highway authorities and other undertakers that may have an impact on the construction programme.

8.3. REVIEW

SUK will review the CTMP at an agreed frequency prior to the commencement of each phase of the programme of works, or where significant changes to traffic movement are likely to occur. Any changes to the CTMP will be communicated to Bury Council and TfGM before implementation.

9. COMMUNITY ENGAGEMENT

9.1. COMMUNITY LIAISON GROUP

SUK recognises the potential impact on the surrounding area and has implemented robust measures to ensure local communities remain fully informed and actively engaged

- Community Liaison Groups (CLGs) in place made up of local representatives from community groups. CLGs meet regularly to learn more about plans, share views and collaborate to resolve local issues.
- Stakeholder Engagement Officer in place to keep communities engaged and involved in the Programme through events and feedback activities.
- Regular communications will be shared with communities through a range of channels including digital, social media, letter drops and newsletters.
- Communities and customers are able to contact the UU freephone helpdesk 24 hours a day 7 days a week with enquiries or complaints. All contacts are recorded and shared with LA's as required.

9.2. ADVANCE NOTIFICATION TO AFFECTED COMMUNITIES AND STAKEHOLDERS

Where appropriate, SUK will provide advance notification to residents, businesses, and stakeholders located along approved logistics routes and in the vicinity of Woodgate Hill WTW Compound. This will be undertaken in accordance the service requirements and the Customer and Stakeholder Communications Management Plan.

Notifications will include:

- Advance letters and stakeholder briefings explaining the purpose and duration of logistics activities.
- Information on vehicle routes, expected frequency of movements, operating hours, and anticipated programme duration.
- Clear explanation of mitigation measures to minimise disruption, including traffic management controls and access provisions.
- Use of site signage, digital communication platforms, and United Utilities' customer contact channels to provide accessible and up-to-date information.

Where appropriate, communications will also be coordinated with local authorities, elected representatives, community groups, and local media to ensure consistent messaging and broad stakeholder awareness.

9.3. Communications for Temporary Traffic Management and Highway Works

Where temporary highway works are required to facilitate logistics activities, such as access construction, or temporary traffic management measures, SUK will provide targeted communications explaining:

- The scope, purpose, and duration of the temporary works.
- Traffic management arrangements, including lane restrictions, temporary signals, or diversions.
- Measures to maintain safe access for residents, businesses, pedestrians, cyclists, and emergency services.
- Programme phasing and anticipated timelines for completion and reinstatement.

Engagement will be undertaken with highway authorities, emergency services, public transport operators, and directly affected stakeholders to ensure safe and coordinated implementation.

9.4. Logistics Management and Mitigation Measures

Where appropriate, SUK will implement appropriate logistics management measures to minimise disruption and maintain efficient traffic flow. These measures will be communicated transparently to stakeholders to demonstrate how logistics impacts are being actively managed and mitigated.

9.5. Real Time Communication and Escalation

Where appropriate SUK will maintain clear and accessible communication channels to enable stakeholders to raise enquiries or report issues relating to logistics activity.

Where unplanned events occur, such as congestion, diversions, or access issues, STRABAG will:

- Coordinate with Cascade Infrastructure, United Utilities, and highway authorities to implement appropriate mitigation.
- Provide timely updates to affected stakeholders where impacts are significant.
- Ensure rapid response and resolution in accordance with the agreed escalation and customer service procedures.

Contact details for enquiries will be clearly displayed on site signage and included within all stakeholder communications, with United Utilities' Integrated Contact Centre acting as the primary customer contact route.

10. EMERGENCY LIAISON

10.1. INTRODUCTION

This section is to ensure clear communication and coordination with emergency services in case of incidents or emergencies on or near the Compound.

10.2. EMERGENCY LIAISON

SUK will develop an emergency plan and engage with the following stakeholders:

- Greater Manchester Fire and Rescue Service (GMFRS)
- Local Water Company – United Utilities
- Local Electrical Company – Electricity North West
- Local Gas Company – Cadent Gas
- Local Roads and Infrastructure – Bury Council
- Major Roads – National Highways

Where practicable SUK will implement a Multi Agency Incident Response Group (MAIRG). This may include various elements of local authority involvement including the highway department.

11. RELATED DOCUMENTS AND REFERENCES

Document Ref	Drawing/Document No	Revision	Title
Image 2-1	80061155-STB-HASWH-NA-DR-L-00001	P01	TR6G Woodgate Hill Micro Siting Plan_Phase 1_2_24-03-2026
Image 2-2	80061155-STB-HASWH-NA-DR-L-00003	P03	TR6G Woodgate Hill WTW Site Construction Phasing Plan Phase 3 and Phase 4 Layout Plan

Image 4-3	HARP-ARP-HI-HWH-DR-H-000001	C01	HWY-S02 Woodgate Hill – Detailed Design Compound Access General Arrangement
Image 4-4	HARP-ARP-HI-HWH-DR-H-000002	P01	HWY-S02 Woodgate Hill – Detailed Design Compound Access General Arrangement Sheet 2 of 2
Image 4-5	HARP-ARP-HI-HWH-DR-H-000003	P02	HWY-S02 Woodgate Hill – Detailed Design Compound Access Vehicle Tracking

12. DEFINITIONS AND ABBREVIATIONS

Abbreviation	Meaning
CLOCS	Construction Logistics and Community Safety
CTMP	Construction Traffic Management Plan
ENWL	Electricity North West Limited
FORS	Fleet Operator Recognition Scheme
HARP	Haweswater Aqueduct Resilience Programme
HGV	Heavy Goods Vehicle (maximum gross vehicle weight (GVW) exceeding 3.5 tonnes)
LGV	Light Goods Vehicle (maximum gross vehicle weight (GVW) below 3.5 tonnes)
LHA	Local Highways Authority
LPA	Local Planning Authority
STGO	Special Types General Order
SUK	Strabag UK
TBM	Tunnel Boring Machine
TfGM	Transport for Greater Manchester
UU	United Utilities
WTW	Water Treatment Works

Table 10-1: List of Definitions and Abbreviations