

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



68 Ringley Road, Whitefield

Construction Traffic Management Plan

DOCUMENT CONTROL

Project Title:		Ringley Road, Whitefield	
Client:		Muhammad Qasim Iqbal	
Project Manager:		Michael Kitching	
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1.0 INTRODUCTION

Background

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by Muhammad Qasim Iqbal to prepare a Construction Traffic Management Plan (CTMP) to discharge Planning Condition 6 associated the consented residential development at 68 Ringley Road, Whitefield. The site location is shown on plan in **appendix a**.
- 1.2 The Bury Council planning application reference is 69305, and the consented works look to demolish an existing dwelling and erection of replacement dwelling, and associated landscaping works.
- 1.3 Planning Condition 6 attached to the planning consent states that a CTMP needs to be produced, submitted and approved by the Local Planning Authority, before any development can commence. The full wording on the Planning Condition is set out below.

No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- a) photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following demolition of the existing dwelling, construction of the development and as a result of any statutory undertakers connections;*
 - b) access point for demolition/construction traffic from the adopted highway and all associated temporary works to facilitate vehicular access to the site;*
 - c) proposed site hoardings (if proposed) clear of the visibility splays indicated on the approved plans;*
 - d) hours of operation and number of vehicle movements;*
 - e) a scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;*
 - f) arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;*
 - g) parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;*
 - h) 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 minimise dust nuisance caused by the operations*
- 1.4 The eight technical matters set out by the Council are considered reasonable and deliverable through the CTMP, and we set out below how each matter is to be delivered through the construction period. Before responding on these technical matters, it is important that all parties are aware of their obligations and responsibilities relating to the development works.

2.0 RESPONSIBILITIES OF THE VARIOUS PARTIES TO CARRY OUT THE CTMP

Client/Developer

- 2.1 The Principal Contractor (PC) will take overall responsibility for this CTMP and its implementation at all levels.
- 2.2 The PC will ensure that their staff, including any sub-contractors, in connection with the development site will adhere to this CTMP and ensures the parties to the contractors adhere to all the requirements set out in the document. This includes subsequent revisions to this CTMP, if required.
- 2.3 The PC lead by example, and will ensure that they are pro-active in implementing and promoting the CMP to other sub-contractors.
- 2.4 The PC for this project is:

Atkins Building Services
7 Market Street
Denton
M34 2JL

- 2.5 The PC will ensure the CTMP is adhered to during the build out of the scheme. They will:
 - ensure the appropriate resources are in place to manage the CTMP at all times
 - maintain and update the CTMP as required, to ensure the document accords with best practice guidelines, including the 'Considerate Constructors Scheme' (<http://www.ccscheme.org.uk>)
 - ensure all staff and site personnel are informed on the requirements of the CTMP, and make others aware of its requirements as required
 - lead on any discussions with local residents and/or Council representatives
- 2.6 The PC will also act as the Construction Manager (CM). This role monitors the operation of the CTMP, as well as recording through feedback from sub-contractors any incidents. The client will provide information to the team where appropriate. The PC will also provide resources to allow others to undertake their role appropriately.

Sub-Contractors and Suppliers

- 2.7 All Sub-Contractors and Suppliers will be expected to adhere to the requirements of this CTMP. With respect to Sub-Contractors they will nominate a senior member of site staff to be a first point of contact on all CTMP matters. This person will ensure that all their site personnel have the appropriate training and are aware of all the requirements of this CTMP before commencing any work on site.
- 2.8 With regard to Suppliers (such as material and services suppliers) they will also be expected to adhere to the requirements of this CTMP, and will ensure that all delivery personnel are made aware of this CTMP and its requirements, including the construction traffic routing to and from the site. With regard to material suppliers details of the provenance of all materials will need to be made available to the CM as requested.

- 2.9 Any other individuals involved in construction-related activities within the site will also be expected to adhere to this CTMP. Every individual on the site will be expected to be alert and to report any potential adverse environmental issues arising on the site, and to report these instances to the CM in a timely manner.

Personnel Training

- 2.10 All personnel working on the site will undertake a site induction. No construction personnel will be allowed to work on the site until they have undertaken this course, which will include a briefing on the CTMP. This site induction will be given by the CM.
- 2.11 If there are specific issues that require personnel to be briefed then these will be undertaken by the CM at agreed times. All personnel will be notified of these meetings, and records kept of attendees on the CMP file.
- 2.12 Specific site personnel will be trained in the procedures to deal with emergency incidents on the site.

3.0 DEALING WITH EMERGENCY INCIDENTS

- 3.1 This section outlines how incidents that have potentially adverse impacts will be dealt with. Note that the Site Health and Safety Plan will also cover emergency incidents.

Contact with Emergency Services

- 3.2 As outlined in Section 2 of this CTMP the Environment Agency and all emergency services will be contacted and provided with an electronic copy of this CTMP via email.
- 3.3 A full list of local emergency services and regulatory bodies is provided below.

- Police, Fire or Ambulance – 999
- Police Non Emergencies - 101
- North Manchester Hospital – 0161 795 4567
- NHS Direct – 111
- HSE (fatality or major injury) – 0845 300 9923
- Bury Council – 0161 253 5353
- Flooding (Environment Agency) - 0845 988 1188
- Gas (emergencies) - 0800 111 999
- Water Leak Line – 0800 714 614
- UK Power Networks (Electricity) – 0800 763 8866
- Oil and Pipelines Agency – 01799 564101

- 3.4 Other bodies that may need to be contacted during the construction period are listed below.

- Crimestoppers – 0800 555 1111
- BBC Radio Manchester – 0161 335 6000

Provision of Materials to Address Environmental Incidents

- 3.5 A range of materials shall be kept on site and in the construction compound. These materials should include absorbent sheeting, straw bales and booms to deal with hazardous liquids that could enter drains or any watercourses. There should be sufficient materials at the compound area to deal with the full discharge of the largest liquid containing tank on the site.
- 3.6 The stock of these materials will be reviewed on a weekly basis to ensure that the appropriate equipment is available at all times to address environmental incidents.
- 3.7 Turning to the technical matters set out in Planning Condition 6, we respond to each point in the next section of this document.

4.0 PLANNING CONDITION 6 – TECHNICAL MATTERS

a) Highway Condition Survey

- 4.1 As requested in the Planning Condition, the following information is required with regard to the highway condition survey:

"photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following demolition of the existing dwelling, construction of the development and as a result of any statutory undertakers connections"

- 4.2 The project architect has undertaken a pre-commencement highway condition survey on the 7th January 2026. The photographic report is provided in **appendix b**, and has recorded all existing damage to footways and carriageways abutting the site, before any construction works begin.
- 4.3 This survey is important, as it is considered to be an accurate record of the condition of the surrounding adopted highway before any works have taken place. After the development has been completed a second photographic dilapidation survey will be undertaken, and compared to the January 2026 survey appended to this report. Any further recorded impacts or changes to the condition of the highway will be noted, and if considered to be related to the development works, will be "made good" by the contractor.

b) Construction Access Point

- 4.4 The Planning Condition requires the following information to be presented in this CTMP:

"access point for demolition/construction traffic from the adopted highway and all associated temporary works to facilitate vehicular access to the site"

- 4.5 The construction access to the front is shown on plan in **appendix c**, and is positioned in the same location as the existing driveway/dropped kerb to the site. The access will have inward opening double gates, set back from the back edge of footway. 1.83m of high ply site hoarding will be placed along the site frontage, forming a secure boundary to the site.
- 4.6 All demolition and construction traffic will use this access point to the site, and if identified in the highway condition survey reviewed above if any damage to the access, kerbing or footway during the construction period this will be "made good" by the contractor.

c) Proposed Site Hoardings

- 4.7 As shown on plan in **appendix c** the site perimeter will be secured by 1.83m high ply site hoarding along the extent of the site frontage. This is shown to be set back 0.5m from the back edge of footway.
- 4.8 As shown on plan the hoarding will be also positioned to provide a pedestrian intervisibility splay to the south-west. The gates will also be formed in 1.83m of high ply, with the gates closed outside of site construction times.
- 4.9 During the construction period when possible the gates will be closed, to avoid unauthorised access onto the construction site.
- 4.10 Once the works are complete the construction hoarding and gates will be removed, and disposed of in an appropriate and sustainable manner. The consented boundary and access treatment to the residential development will then be delivered. As required the site frontage will be "made good" up and adjacent to the back edge of footway.

d) Construction Works and Delivery Hours

- 4.11 We propose that the normal working hours on the site apply to all construction work, unless agreed otherwise with the Council. It is proposed that the normal working hours will be:
- 0800 – 1800 Monday to Friday
 - 0800 – 1300 on Saturdays
- 4.12 No construction work or deliveries will take place on Sundays, Bank Holidays or Public Holidays.
- 4.13 In terms of delivery times, these will be carefully managed to avoid taking place at school drop-off/pick-ups during term times. In addition, larger deliveries to the site will be carefully managed to avoid the local highway network peak periods, to avoid any issues with congestion and delay to other highway users, including vulnerable road users.
- 4.14 In terms of the number of vehicles that will need to access the site, this will vary during the construction period, but it is envisaged that the typical number of vehicles will be between 6 and 20 vehicles each day. Vehicles will be able to enter and leave the site in a forward gear, and also visitors to the site (including contractors) will be advised that they cannot park on the surrounding residential streets, and must park on site.

e) Scheme Showing Appropriate Warning/Construction Traffic Speed Signage

- 4.15 The Planning Condition requests that a scheme showing appropriate warning and construction traffic speed signage in the vicinity of the site is prepared, including along the site frontage.
- 4.16 This drawing is presented in **appendix c**, and shows warning signage at each end of the site frontage. Note that there is no need to close the existing footway along the site frontage, and so no diversions for pedestrians are proposed. This signage will be maintained and retained in place until the construction works are fully complete.

f) Arrangements for Turning and Manoeuvring of Vehicles within the Site

- 4.17 Vehicle tracking plans have been prepared and are provided in **appendix d**, to show larger vehicles entering, turning and leaving the site in a forward gear. By providing

this space this will avoid the need for vehicles to be loaded/unloaded from the adjacent public highway.

- 4.18 If, for whatever reason there is a need for a vehicle to reverse onto the site to deliver/collect plant or materials then this will be undertaken with an appropriately trained Banksman.
- 4.19 Note that it is not expected that any deliveries will need to be made by articulated vehicles to and from the site, and that only rigid vehicles and contractors transit type vans will visit the site.
- 4.20 All deliveries to the site will be arranged and agreed with the site manager, or delegated to a site supervisor. This will ensure that space is provided within the site for the timed delivery, or if needed the Banksman is aware and in place in advance of the delivery arriving to site, for them to assist with the delivery.
- 4.21 Adopting this access strategy will ensure that the impacts of vehicle movements to/from the site will be carefully managed, and safety both on the public highway and within the site are in place before, through and at the end of the construction period.

g) Arrangements for Parking and the Storage of Materials on Site

- 4.22 As set out earlier in this CTMP all parking for contractors vehicles will be carefully managed, to ensure that there is no need or reliance for contractors to park on the surrounding highway or residential streets.
- 4.23 This CTMP has confirmed that the number of contractor vehicles will vary on a particular day, potentially ranging from 6 to 20 vehicles. On those busier days there may be a need for contractors to park their vehicles off-site in public car parks, and then vehicle share into site.
- 4.24 On curtilage parking areas will be carefully managed during the build, and if demand becomes close to meeting supply contractors will be advised that they need to find alternative parking arrangements, that are not on the Ringley Road corridor.
- 4.25 With regard to the storage of materials on the site a dedicated, secure compound will be provided. By providing this compound space there will be no need for deliveries into contractor parking areas, allowing these spaces to be maintained during the build period.

h) Measures to Control Mud, Debris and Other Material Spreading onto the Adjacent Highway

- 4.26 It is not proposed that an automated wheel wash facility will be provided, but as part of the CTMP all vehicles will be jet washed before leaving the site. This will include the underside of vehicles, wheels and wheelarches on a hardstanding areas within the site.
- 4.27 The runoff from this jetwashing process will take place away from the construction site access point, to avoid any surface water runoff via the site access onto the adjacent public highway. That runoff from the jetwashing operation will be channelled towards a soakaway on the site, and if needed a drain positioned across the construction access to restrict any runoff from the site taking place.
- 4.28 The site management team will also be able to call on a hired road sweeper if, for whatever reason, material from the site were to find itself on the surrounding highway network. This road sweeper will be mobilised at the earliest opportunity if material is dragged or displaced onto Ringley Road.
- 4.29 With regard to the suppression of noise, dust and other disposal of material, the following approach will be taken.

Noise

- 4.30 The control of construction noise will be approached to ensure that quiet working methods are promoted. The most suitable plant and reasonable hours for carrying out noisy operations will be used/undertaken when reasonably practical. Noisy plant will be located as far away neighbouring properties as reasonably possible.
- 4.31 Plant will be screened where it cannot be reasonably relocated to a position away from residential properties. Machinery that will be working intermittently will be shut down when not in use; acoustic covers to engines will be applied when they are in use and machinery will be orientated in a direction that minimises the noise impact on surrounding residential properties.
- 4.32 Material deliveries will be undertaken in a sympathetic manner; materials should be lowered to the ground in compound areas, and not dropped or dragged.

Dust, Smoke, Fumes and Debris

- 4.33 Any dust generated from the site will be minimised by ensuring access routes and hardstanding areas are kept in good condition. During dry weather areas within the site that might generate dust will be kept damp using mobile sprayers.
- 4.34 All vehicles will be cleaned before leaving the site, and all loads to/from the site will be covered as appropriate.
- 4.35 With regard to construction activities such as any concrete/mortar mixing on site, these will be screened off to minimise impact on the surrounding area. All dust-generating activities such as excavation and earthworks will be damped down during dry and/or windy conditions.
- 4.36 With respect to the impact of smoke and fumes, no burning of any material will be allowed on the site.
- 4.37 Measures will be introduced to ensure no debris from construction vehicles is deposited on the public highway. All drivers of the vehicles leaving the site will be required to ensure their vehicle is clean, to ensure that debris from the site is not displaced onto the public highway. The inspection will include looking at the underside and sides of the vehicle, as well as wheels and wheel arches.

5.0 ENFORCEMENT OF THE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Summary

- 5.1 All site personnel, sub-contractors and suppliers will be expected to adhere to this CMP. All visitors will be advised of the document and its content on arrival to the site.
- 5.2 The Plan will be posted in the site office, on a notice board. The Plan will also be included in the site induction to all staff.
- 5.3 If a contractor or driver has been found to breach the requirements of this CTMP either on or off-site then a written warning will be issued to them, which will be formally recorded and issued to their employers.
- 5.4 If the driver commits a further breach of the CTMP a written statement will be issued excluding them from accessing the site. They will be expected to adhere to this CTMP at all times, and use the designated vehicular access to the site.
- 5.5 Drivers will ensure that they use the site access and spaces within the site to park and deliver. Drivers will also be made aware:

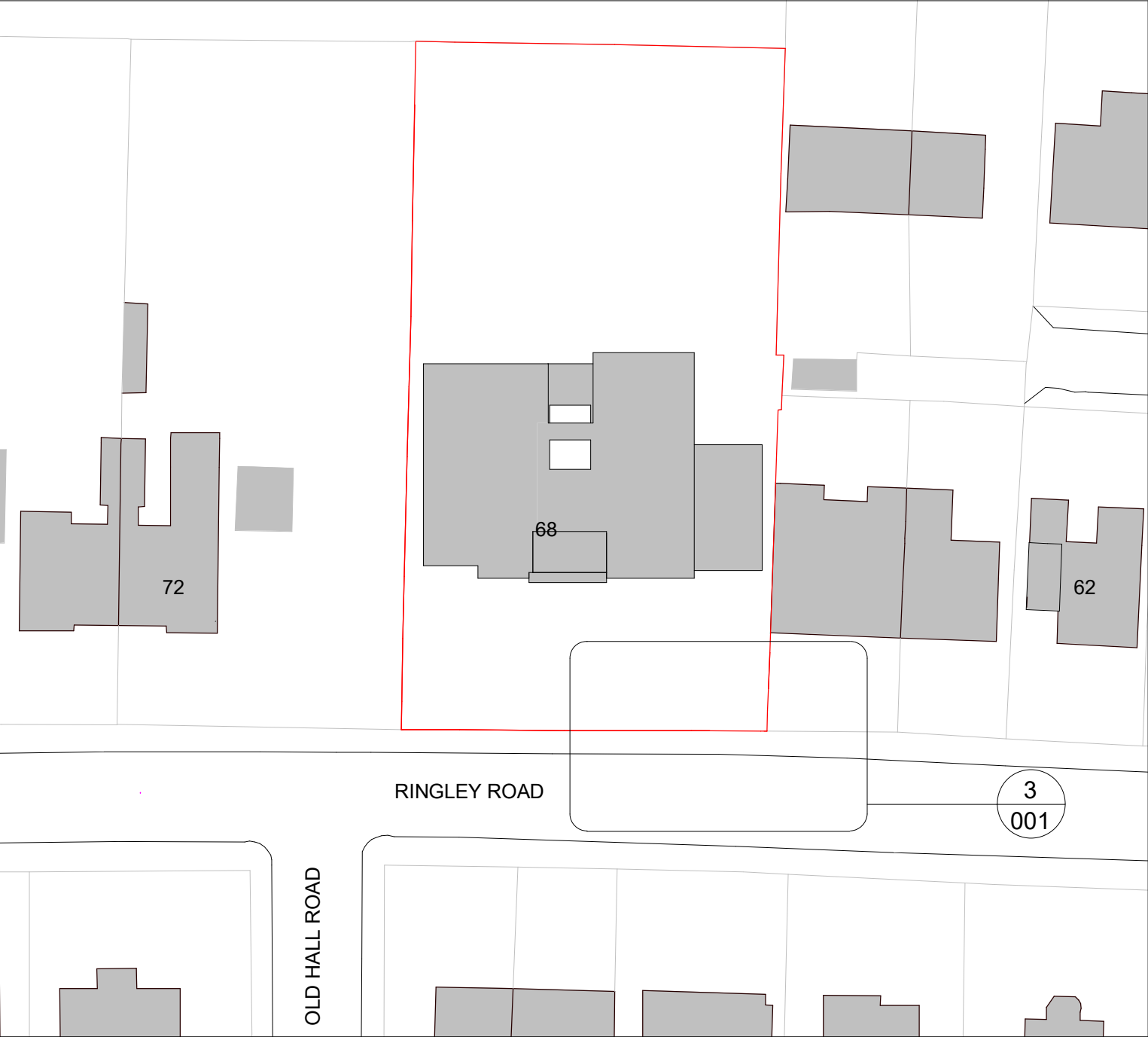
- of delivery times
- that all vehicles must stop immediately after entering the site
- no reversing is allowed without a banksman
- whilst outside the vehicle appropriate PPE equipment should be worn
- vehicles should only be washed in appropriate areas
- all vehicles should pass through the jetwash wheel wash facilities
- no construction traffic should be parked on the local streets off the permitted route
- that their vehicles should be clean before leaving the site
- that they should stop at the site check-out point and report to the checker with the appropriate paperwork
- that they may be subject to spot checks when entering and leaving the site

5.6 Should a driver not adhere to the list above then they will be subject to the site disciplinary procedures.

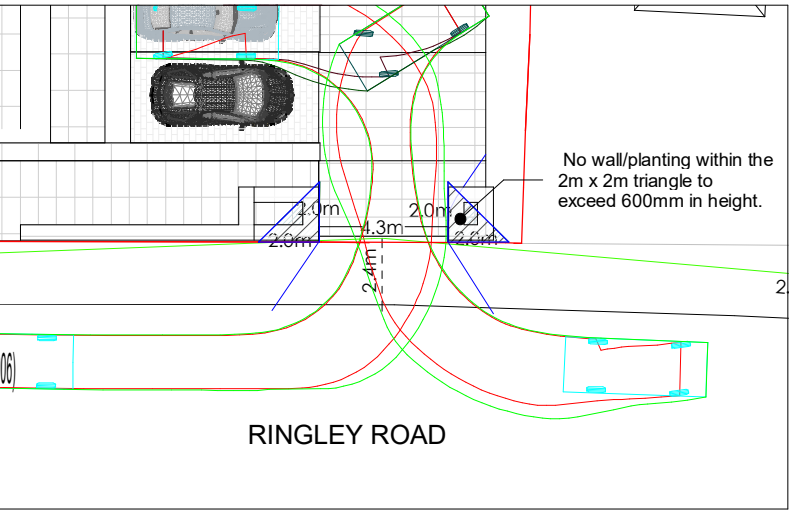
6.0 CONCLUSIONS

- 6.1 SK Transport Planning Ltd (SKTP) has been commissioned by Muhammad Qasim Iqbal to prepare a CTMP for the development site at 68 Ringley Road, Whitefield.
- 6.2 This document has been prepared to provide the Council with all the above information on construction traffic and management matters for the residential development proposals.
- 6.3 In addition, this CTMP has been prepared to ensure the development complies with all current legislation, directives and regulations that relate to the construction of the development.
- 6.4 The CTMP provides comprehensive information on all the topic areas requested by the Council. It should be remembered that this document is not a 'one off' static document though. It may require updates as the development progresses, and should be developed and refined in conjunction with the Council and other relevant parties.

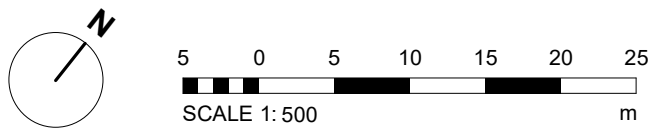
APPENDIX A



1. Site - Block Plan - Proposed
1 : 500

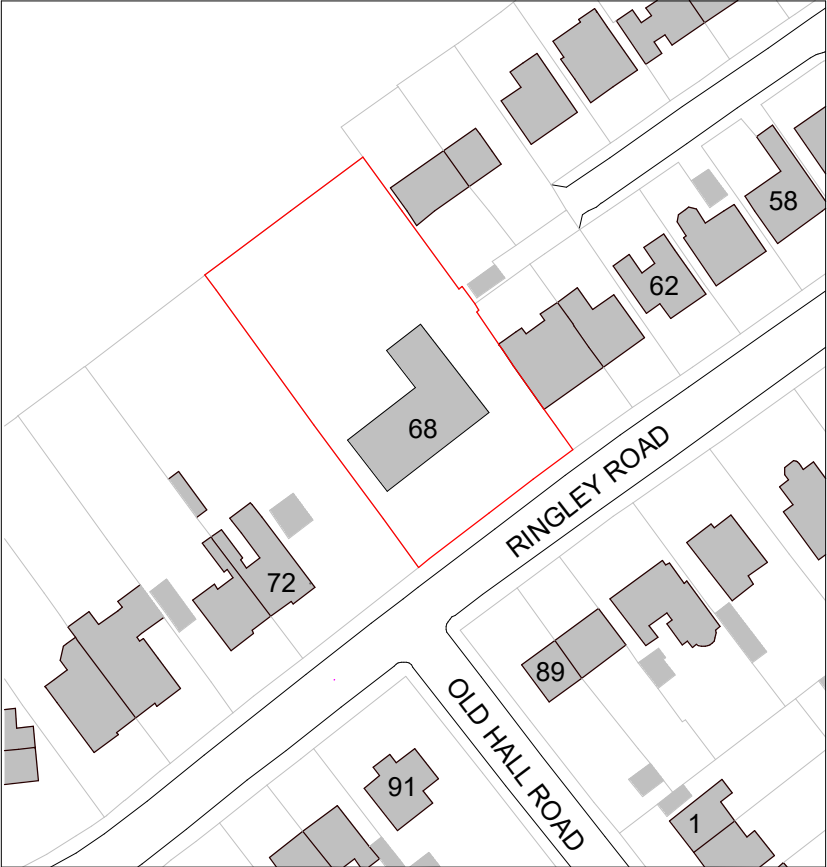


3. Site - Highways access
1 : 250



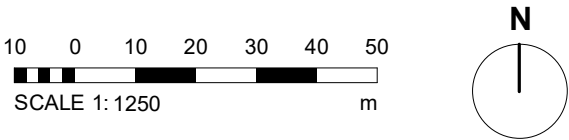
Legend - Boundaries

Site Boundary



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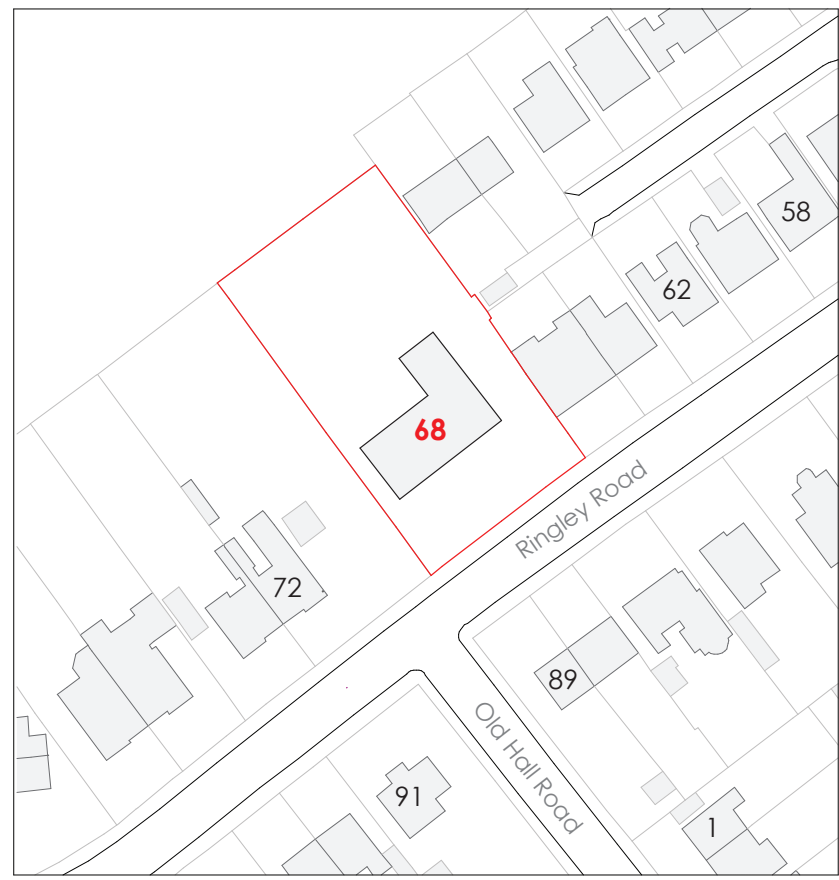
2. Site - Location Plan - Existing



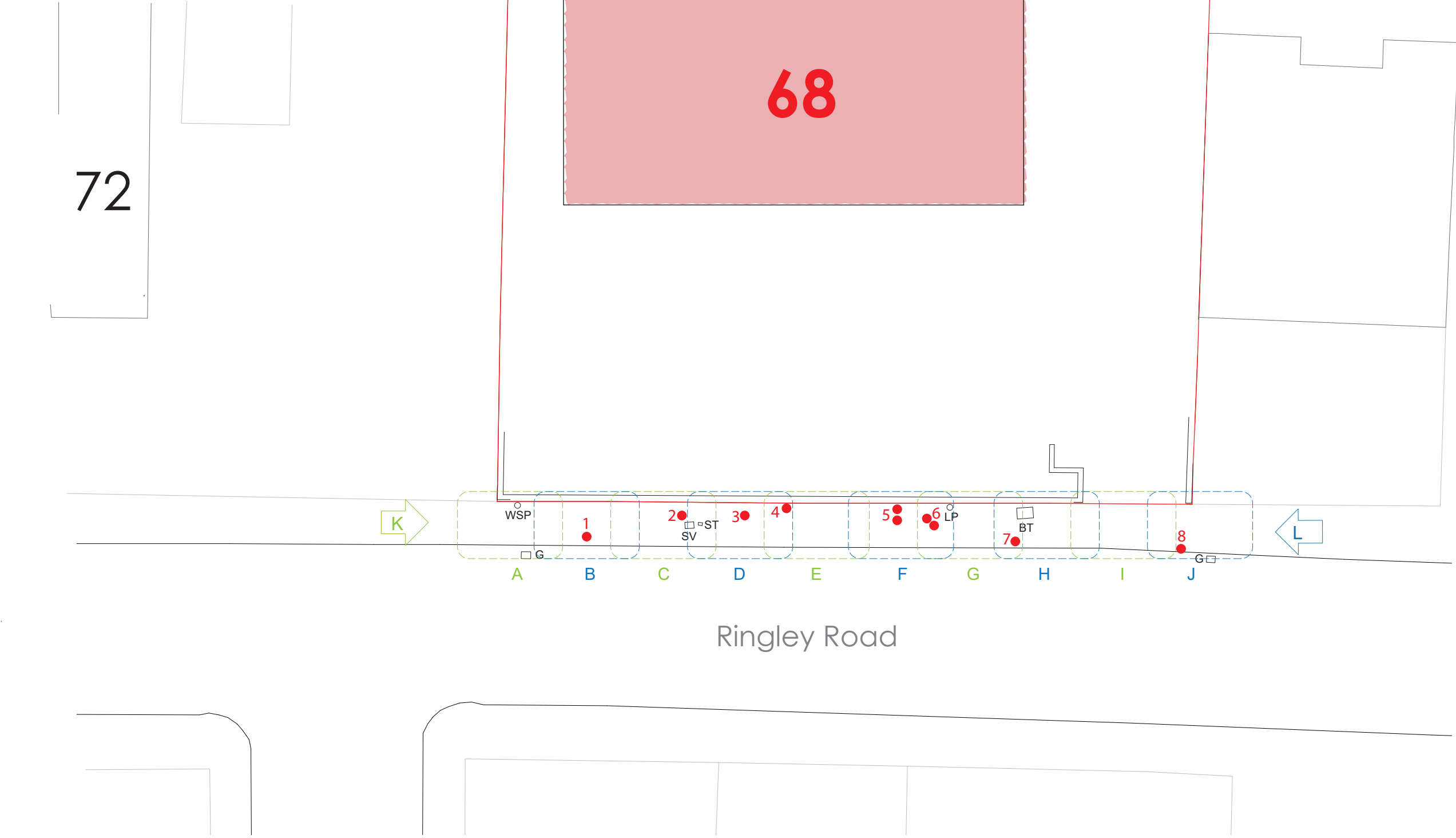
		2 1	Planning Issue Revised driveway entrance	SP 31/01/23 SA 15/12/22
		REV	DESCRIPTION	BY DATE
PROJECT	SCALE @ A3		DATE	DRAWN BY
68 Ringley Road	As indicated		26 March 2021	JK
CLIENT	STATUS			
Mr Imran Ashraf	PLANNING			
TITLE	PROJECT NO.	DRAWING NO.		REV.
Site - Location and Block Plan	DA21093.	001.		2
DA DEBTAL ARCHITECTURE www.debtal.co.uk		NOTES © COPYRIGHT : ALL RIGHTS RESERVED. THIS DRAWING MUST NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. DRAWING TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND SETTING OUT SHALL BE CHECKED AND CONFIRMED ON SITE. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH CURRENT STATUTORY LEGISLATION, RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES (UNLESS OTHERWISE STATED).		

2	Planning Issue	SP	31/01/23
1	Revised driveway entrance	SA	15/12/22
REV	DESCRIPTION	BY	DATE

APPENDIX B



Location Plan @ 1 : 1250



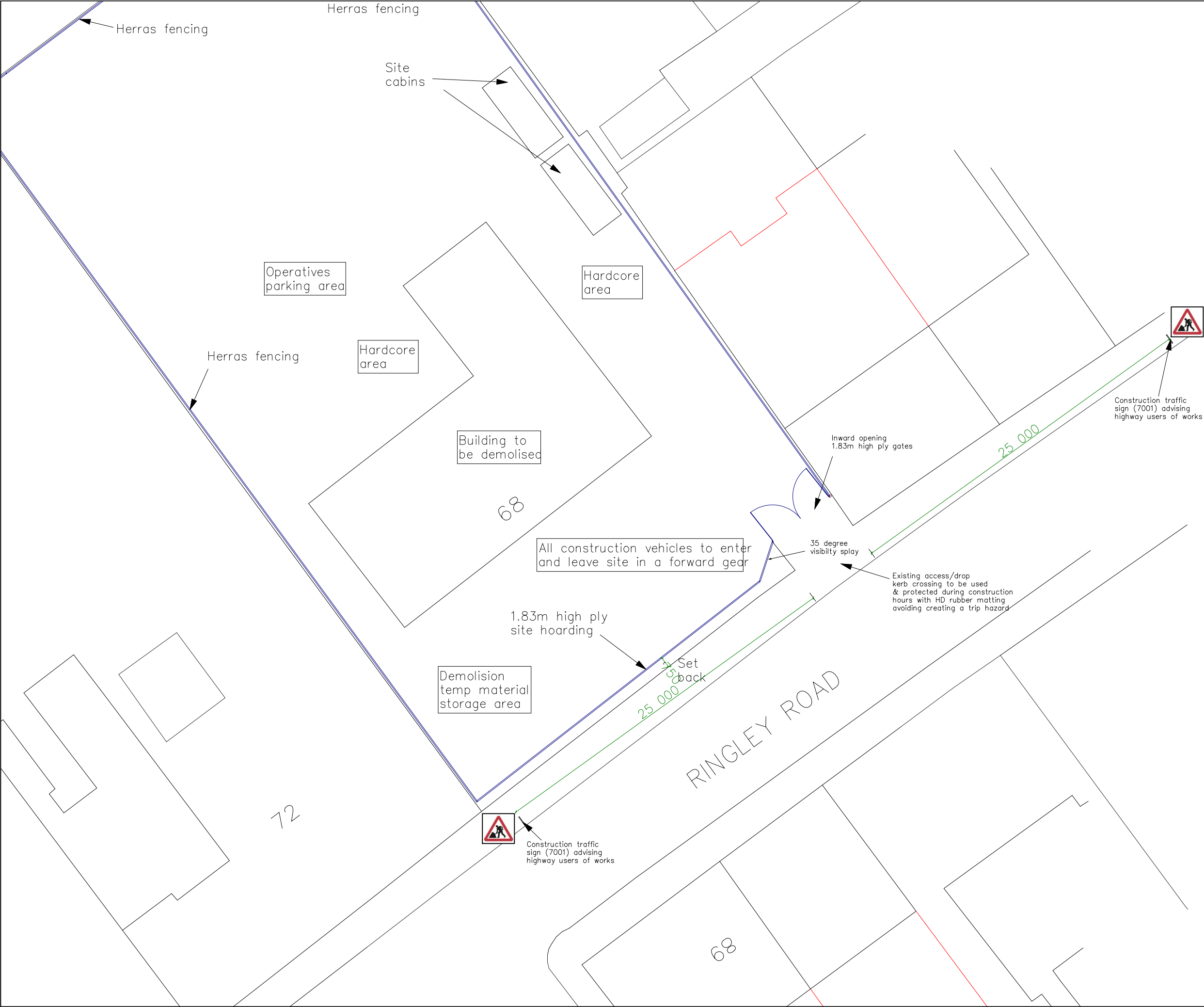
Legend

Icon	Description
LP	Lamp Post
BT	BT Telecommunication access chamber
ST	Water Stop Tap
SV	Water Stop Valve
WSP	Wireless Street pole
	Photo Survey Reference Point
	Photo Survey Highlighted Delapidation Point



Project @
68, Ringley Road,
Whitefield, Manchester.
M45 7LN
Photo Dilapidation Survey
Scale: 1 : Various @ A1

APPENDIX C



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK225117-01

68 Ringley Road, Whitefield

Drawing Title
Development Site and Construction Highway Signage

Scale at A3
1:250

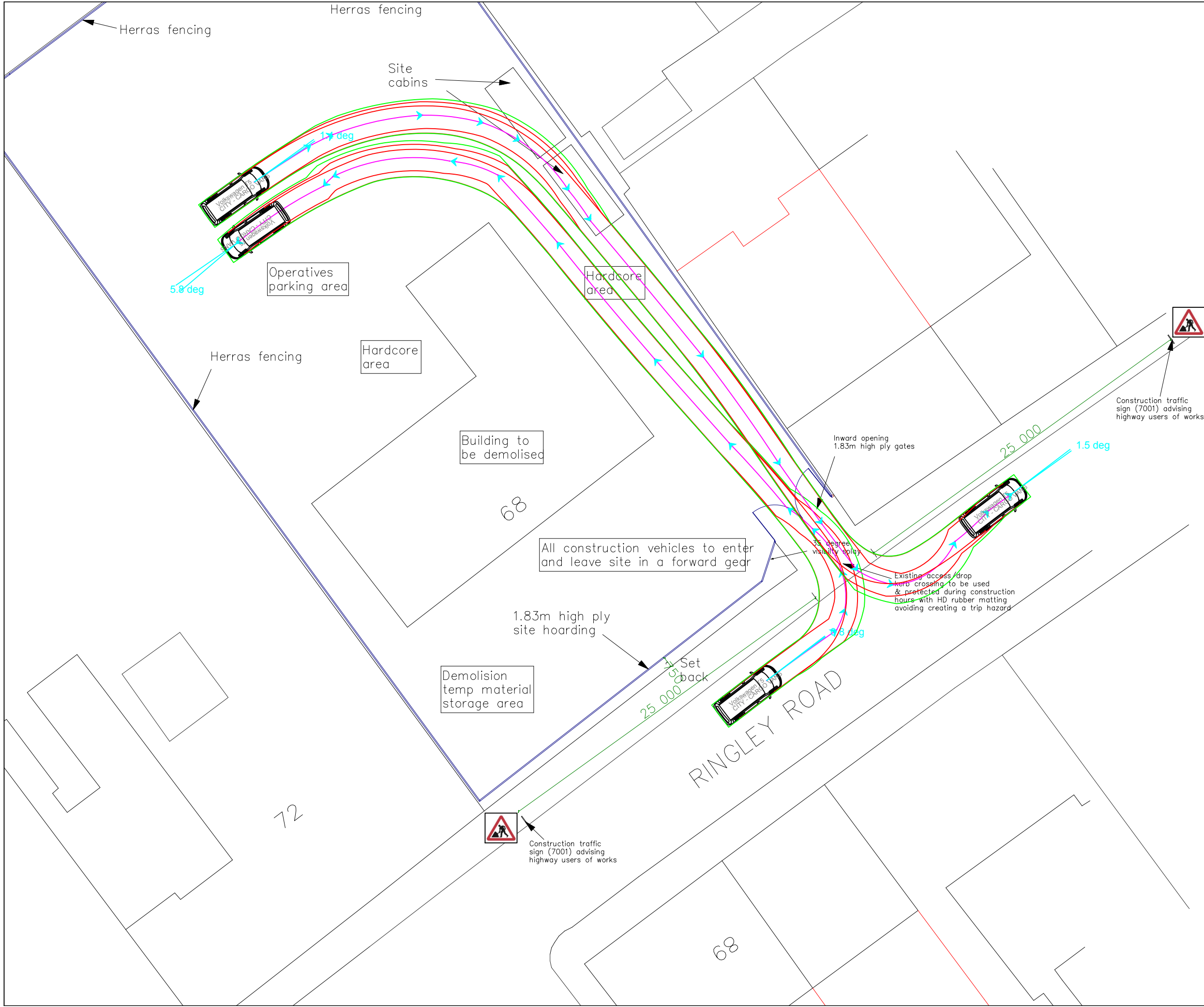
Drawn	Approved
KAT	MAK

Check	Date
KAT	03/02/26

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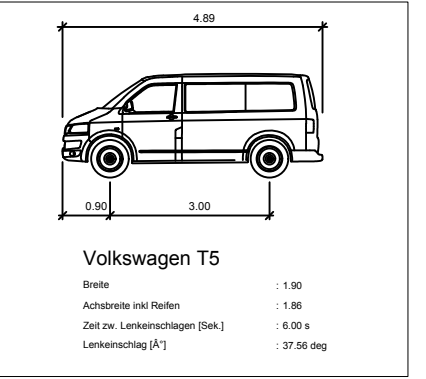


APPENDIX D



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NOTES



Revision	Details	By	Date	Suffix
		Check		

Drawing Number
SK225117-02

68 Ringley Road, Whitefield

Drawing Title
Vehicle Swept Path Analysis Contractor Van

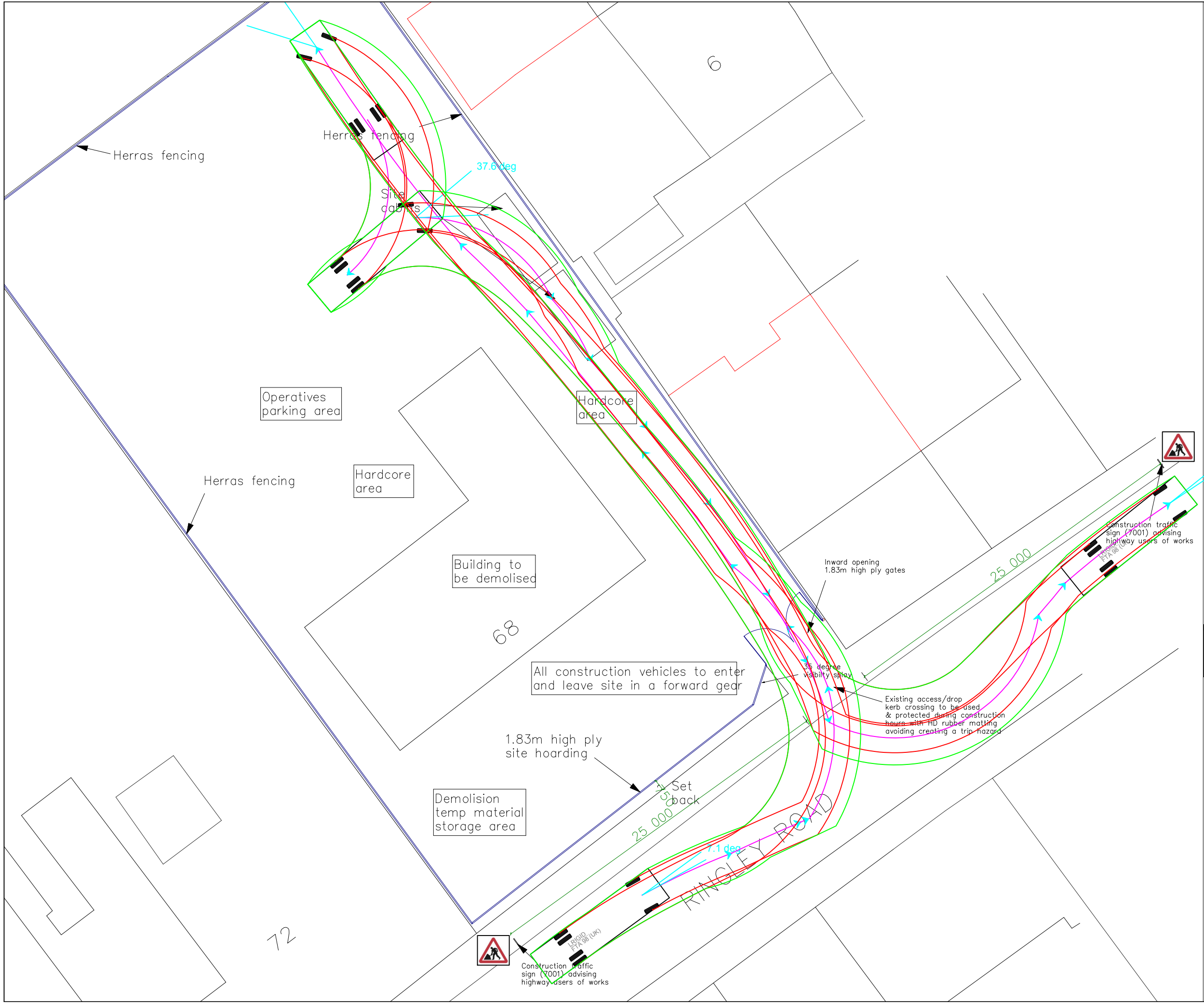
Scale at A3
1:250

Drawn	Approved
KAT	MAK

Check	Date
KAT	03/02/26

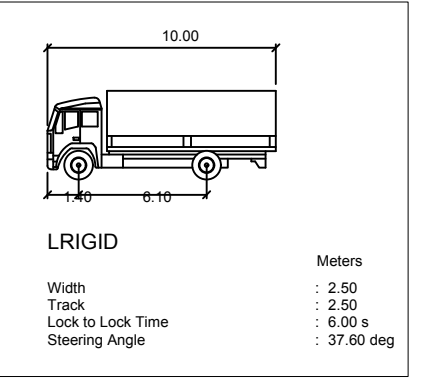
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NOTES



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK225117-03

68 Ringley Road, Whitefield
Drawing Title
Vehicle Swept Path Analysis Large Rigid Vehicle

Scale at A3
1:250

Drawn	Approved
KAT	MAK
Check	Date
KAT	03/02/26

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