

## **CONSTRUCTION TRAFFIC MANAGEMENT PLAN.**

**Discharge of Condition 4**

**Planning Application Reference** 68067

**Local Planning Authority** Bury Council

**Applicant:** Mrs Annmarie Bennett, Owlerbarrow House, Bury. BL8 1RD

**Report Date** 17th October 2025

**Dilapidation Report date** 19<sup>th</sup> October 2025

**Project.** A 90m2 new build bungalow for the applicants elderly relative.

**Location.** Rear garden of Owlerbarrow House, Owlerbarrow Road, Bury. BL8 1RD.

**Access.** Walshaw Road continues directly onto Owlerbarrow Road. A left turn after 90m leads to Public Right of Way No. 146, the site is accessed 25m down on the left.

**Purpose:** This plan sets out the management measures to ensure safe and legal access for vehicles to the site entrance via a single-track bridleway. It will minimise the disruption to other bridleway and road users, protect public safety and comply with statutory obligations.

## **1. Background**

This Construction Traffic Management Plan (CTMP) has been prepared in relation to an approved development at Owlerbarrow House, Owlerbarrow Road, Bury. BL8 1RD. Planning approval for the proposed development was granted by Bury District Council on 15<sup>th</sup> December 2022 (planning reference 68067) In accordance with Condition 4 of the approved planning permission a CTMP is to be provided, it notes:

No development shall commence unless and until a 'Construction Traffic Management Plan' has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

Photographic dilapidation survey of Owlerbarrow Road/Public Right of Way No 146, Bury, that serves/abuts the site in the event that subsequent remedial works are required following the construction of the development and as a result of any statutory undertakers connections to the new dwelling;

Access route for construction traffic from the adopted highway;

Site hoardings (if proposed) clear of the adopted highway;

Hours of operation, confirmation of delivery and construction vehicle sizes that can be accommodated on the residential access road/Public Right of Way serving the site and number of vehicle movements;

A scheme of appropriate warning construction traffic signage in the vicinity of the site and its access;

Parking on site (or on land under the applicant's control) of operatives and construction vehicles, together with storage on site of construction materials including any requisite phasing of the development to accommodate this;

Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways/Public Right of Way as a result of the groundwork operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations;

It also notes

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. Reason Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and material storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations in the interest of highway safety pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design and HT6/2 – Pedestrian/Vehicle Conflict.

## **2. Project Overview**

The following Construction Traffic Management Plan is for the construction of a single storey dwelling with 2 no bedrooms and 2 no parking spaces, and associated soft and hard landscaping.

### **3. Site description**

The site is in the rear garden of the applicant's home, at Owlerbarrow House, Owlerbarrow Road, BL8 1RD. It is a roughly square patch of disused vegetable garden, existing features include 2 sheds, 2 greenhouses, a number of shrubs, trees and associated wooden frames for cultivating fruit and vegetables. The site is bounded by residential properties and accessed from Public Right of Way No. 146 Bury. The bridleway provides access to five neighbouring properties, resulting in minimal vehicular traffic. Pedestrian activity increases between 08:00 and 09:00 hours due to use by school children. The route is used by dog walkers on a daily basis. At weekends, the bridleway can experience additional recreational use.

### **4. Dilapidation Report**

The dilapidation survey was carried out on Monday 19<sup>th</sup> October 2025 on a clear, partially wet day.

The carriageway on Owlerbarrow Road is tarmac surfacing, but not in the best state of condition as per the dilapidation photographs shown at the back of this report on pages 9-15.

The bridleway leading from Owlerbarrow Road to the site is unadopted and not in the best state of condition as per photographs shown at the end of this report on pages 16-19.

### **5. Site Access**

Access point for construction traffic from Owlerbarrow Road/Public Right of Way No. 146 Bury and all temporary works required to facilitate access for ground works/construction & delivery vehicles, including the provision (to basecourse level) of the passing accordance with Traffic Signs Regulations and General Directions 2016);

**5.1** Access to Owlerbarrow Road / Public Right of Way No. 146 is from Walshaw Road. (see ariel photograph on page 8 of this report). Access and egress from site for contractors and deliveries will be clearly signed, with a solid basecourse lay-by area for pulling off the bridleway to ensure it remains clear and unobstructed at all times. (see attached lay-by plan on page 20 of this report).

Tree and shrub removal will be carried out entirely within the applicant's boundary. Tree trunks will be logged, stored, and dried for future personal use. Branches and hedges will be processed through a woodchipper/shredder, placed in green waste sacks, and transported to an approved waste disposal facility. All works will be undertaken without any intrusion onto the adjacent bridleway/Public Right of Way No. 146

The construction of the basecourse lay-by will be undertaken in advance of the main contract works and will be executed entirely from within the boundary of the existing garden. All construction materials will be delivered to the main gate located at the top of the bridleway and transported to the work area by wheelbarrow. By carrying out these activities exclusively within land owned by the applicant, there will be no obstruction on Public Footpath 146 or Owlerbarrow Road.

For all vehicles accessing /egressing the lay-by there will be a designated competent banksman.

At the top and bottom of Public Right of Way No. 146 there will be a posted speed limit of max 5mph

At site access /egress point there will be a posted site notice of the speed restrictions on Public Right of Way No. 146/Owlerbarrow Road.

Where practical, deliveries can be made to the main gate at the top of the bridleway/Public Right of Way No. 146. (as seen in photographs of the north west aspect on page 8&9) A competent vehicle banksman will be in attendance for the safe manoeuvring and off-loading of vehicles.

All deliveries will be pre-planned to avoid peak-traffic flow, deliveries will not occur during school drop off and pick times.

Clear, recognizable signs for both vehicle and pedestrian traffic to direct routes and warn of construction site / hazards will be placed at;

the junction of Walshaw Road and Owlerbarrow Road.

the northern end of Public Right of Way No. 146 and Owlerbarrow Road

the southern end of Public Right of Way No. 146 and Leigh Lane.

facing the site lay-by on Public Right of Way No. 146

Site security will be controlled by 2 meter high, Heras perimeter fencing, with privacy screening attached. The fencing will be fixed securely within the boundary line and will not cause obstruction on to Public Right of Way No.146.

## **6. Access Constraints and procedures**

The site is accessed by a single-track, 3.40 m wide bridleway, it is approximately 25 meters from the tarmac road (Owlerbarrow Road) with no onsite turning head.

Due to width restriction and bridleway designation, and only when strictly necessary, traffic must reverse in and drive out, under strictly controlled conditions.

A competent banksman will be present at all times during reversing manoeuvres.

‘Vehicle Reversing’ warning signs will be erected in accordance with Traffic Signs Regulations and General Directions, on both approaches.

Audible reversing alarm must be operational.

Vehicles will reverse slowly under the direction of the banksman who will ensure that the bridleway is clear.

The banksman will control access, warn bridleway users and guide vehicles safely to the basecourse lay-by.

The entrance to the lay-by will be kept clear of obstruction to allow safe vehicle alignment.

Safety barriers and cones to will be used keep pedestrians and delivery vehicles separate.

Pedestrians and bridleway users will be temporarily held back (by banksman) behind safety bollards during reversing manoeuvres.

Vehicle Reversing signs will be removed when not in use.

The access route will be checked and maintained regularly to prevent rutting, or mud tracking

Adequate temporary lighting will be provided during low light periods to ensure safe manoeuvres.

## **7. Delivery and storage**

Ready mix lorry (approx. 8.0 m long x 2.40m wide) will pour and wait on site with wash off area within the lay-by/delivery area.

Deliveries of blocks, timber, and steel will be undertaken using flatbed trucks with a maximum vehicle weight of 7.5 tonnes.

All materials will be unloaded within the site lay down area and stored in designated storage areas.

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

To maximise the available working space on the site, storage of materials will be minimised and deliveries scheduled on a just in time basis and upon liaison with the builder's merchant.

Where necessary, building materials will be stored in the designated storage area on site, or on the hardstanding behind the main gate at Owlerbarrow House.

No hazardous material will be stored on site.

In all cases, the 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.

Prior to commencement, all hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error. The narrow width of Bridleway 146 conveyed in advance to any delivery personnel and the smallest vehicles used.

The average projected vehicle movements will be approximately 3 per week, and will be restricted to one at a time.

## **8. Site Establishment and Operation**

The provision, where necessary, of temporary protection measures;

A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access.

Strict procedures in place for a designated banksman to control the 25m reverse manoeuvre from Owlerbarrow Road to the lay-by.

Two off road parking spaces to the front of Owlerbarrow House will be provided for the building team.

To minimise daily traffic movement, a small owner operated building company will arrive daily in a single vehicle carrying the master builder/site manager and two skilled labourers.

Tradesmen's vehicles (e.g. electrician, plumber, plasterer) will be scheduled on a 'one in one out' basis at key stages. They will use the second allocated off-road parking area.

The construction is expected to take 12 – 16 weeks to complete from start to finish.

## **9. Communications**

Neighbours and regular bridleway users will be informed of works and delivery schedules via letter drops and site notices.

A contact telephone number will be displayed at the site entrance for reporting issues.

Regular toolbox talks will be carried out regarding reversing procedures and pedestrian interaction.

The site manager will carry out regular audits of delivery operations to ensure compliance.

This plan will be reviewed every week.

## **10. Hours of Operation**

The construction site will operate within the following hours;

Monday to Friday 08.00 until 17.00

Saturday 09:30 until 15.00

## **11. Hours of deliveries**

Due to foot traffic on Bridleway 146/Owlerbarrow Road, by pupils attending Elton High School, deliveries will only occur during the following times

Monday – Friday 09:30 until 14:30 hrs resuming at 16.00 until 17:00

Saturday 09:30 until 15:00

## **12. Phasing**

Detailed phasing of works has not been established at this time, however it is anticipated that the phasing will work to set up the site, construct the dwelling safely, working out of the site, towards the entrance, to avoid dirt and debris, on Bridleway 146/Owlerbarrow Road and finished areas, together with accidental damage of completed structures and hard landscaping, with the final site entrance details last, leaving the site in a pristine condition, with soft landscaping to follow in the next planting season

Phase 1 – Enabling works to create basecourse lay-by delivery drop.

Phase 2 – Establishment of site compound, and secure boundaries.

Phase 3 – Construction of dwellings.

Phase 4 – Construction of internal hard landscaped areas.

Phase 5 – Construction of new site entrance details and site lines.

### **13. Wheel Washing**

Measures to ensure that all mud and other loose materials are not spread onto the adjacent Public Right of Way/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.

It is not envisaged that site operations will be sufficient to necessitate dedicated wheel washing facilities on the site, however, a portable pressure washer will be used to wash down vehicle tyres and chassis 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.

Deliveries will take place, where practical, to the main gate, at the top of the bridleway, or on the lay-by basecourse surface, thus significantly reducing the risk of mud being deposited on the highway. Any debris that is transferred will be promptly swept, hosed and cleared to maintain road cleanliness.

Site personnel will be inducted before commencement on site, ensuring that they are briefed of all site rules and restrictions. Site rules and CTMP will be displayed clearly on site.

### **14. Dust Control Procedures**

To minimise dust generation during construction, the following measures will be adopted:

Off-site cutting and grinding, wherever practicable, materials such as blocks, and tiles will be cut or ground off site to reduce airborne dust at the construction area.

Dust suppression with water, surfaces and stockpiles will be dampened using water sprays or mists during dry or windy conditions.

Fine or dusty materials will be stored in covered or sealed containers and handled carefully to minimise spillage.

Hoarding, sheeting, or temporary windbreaks will be erected around any particularly dusty activities.

Regular site cleaning to remove dust and debris.

Limiting vehicle speeds on unsealed surfaces will help reduce dust lift-off.

Ariel view showing access from Walshaw Road, onto Owlerbarrow Road and to Public Footpath No. 146. Bury.



North west aspect Owlerbarrow House, Owlerbarrow Road.



Main gate



Owlerbarrow Road

one







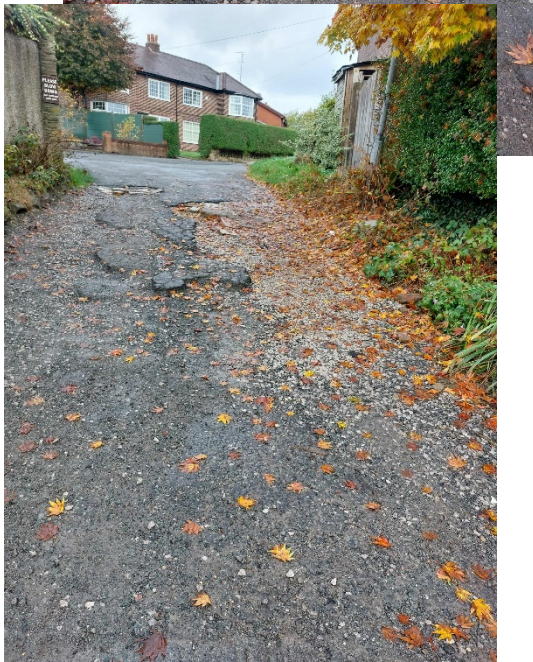




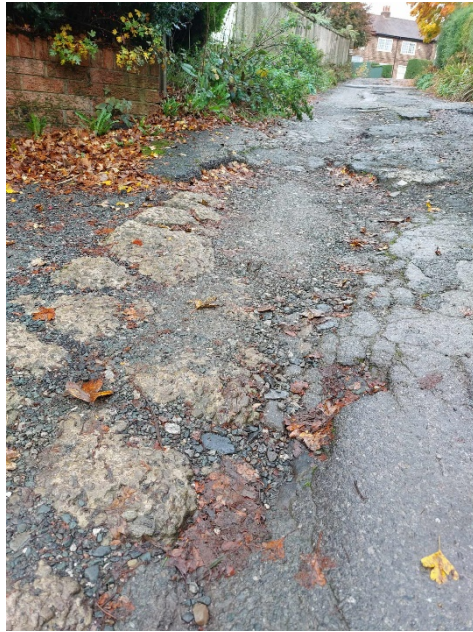


Bridleway/Public Right of Way 146. Bury.









Loading/unloading basecourse lay-by and main storage area.

