



**CONSTRUCTION TRAFFIC
MANAGEMENT PLAN (CTMP)
IN RELATION TO CONDITION 31 OF
PLANNING REF:71426/24**



**Land adjacent to Bealey Industrial Estate,
Dumers Lane, Radcliffe**

April 2026

Introduction

This document has been produced as a consequence of planning condition 31 of planning decision 71426/24. The report should also be read in conjunction with the CEMP drawing 1025-CP01 (Rev #). The CEMP document (Appendix 1) contains information relating to the site setup (including vehicle parking, emergency contact details, dust mitigation measures road cleaning provision etc.) and has been prepared to satisfy the requirements of planning condition 7.

Condition 31 requires the following;

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

- 1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;*
- 2. Access route for all vehicles to the site from the Key Route Network;*
- 3. Access point(s) for construction traffic and all temporary works required to facilitate access for ground works/construction vehicles, including the advance widening of Wild Street/works at the junction with Dumers Lane (unless otherwise agreed with the Local Planning Authority);*
- 4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto Dumers Lane and Wild Street;*
- 5. The provision, where necessary, of temporary pedestrian facilities/protection measures on Wild Street/Dumers Lane and to maintain access for vehicles and pedestrians accessing Bealey Industrial Estate;*
- 6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es) onto Dumers Lane;*
- 7. Confirmation of hours of operation and number of vehicle movements;*
- 8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;*
- 9. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition and construction materials;*
- 10. 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.*

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being substantially completed. This condition can be satisfied in phases.

Photographic dilapidation survey

Appendix 2 includes the dilapidation survey and plan which was carried out on 25th March 2026.

Access route for all vehicles to the site from the Key Route Network

Fig 1 below shows the access routes via the key road network.

From the west, the A665 and A6053 (which becomes Dumers Lane) will serve vehicles accessing from Bolton and the M61 direction. The site and Wild Street are on the left when accessed from this direction.

From the south, Junction 11 of the M60 leads to Bury New Road / Manchester Road which is the A56. Dumers Lane is accessed directly off Manchester Road and Wild Street and the site are on the right.

From the North (via Bury), junction 2 of the M66 leads to the A58 (Angouleme Way) and the turn onto the A56 is at the Town Hall. Dumers Lane is then accessed via a right turn at the traffic lights off A56 (Manchester Road). The site and Wild Street are on the left when accessed from this direction.

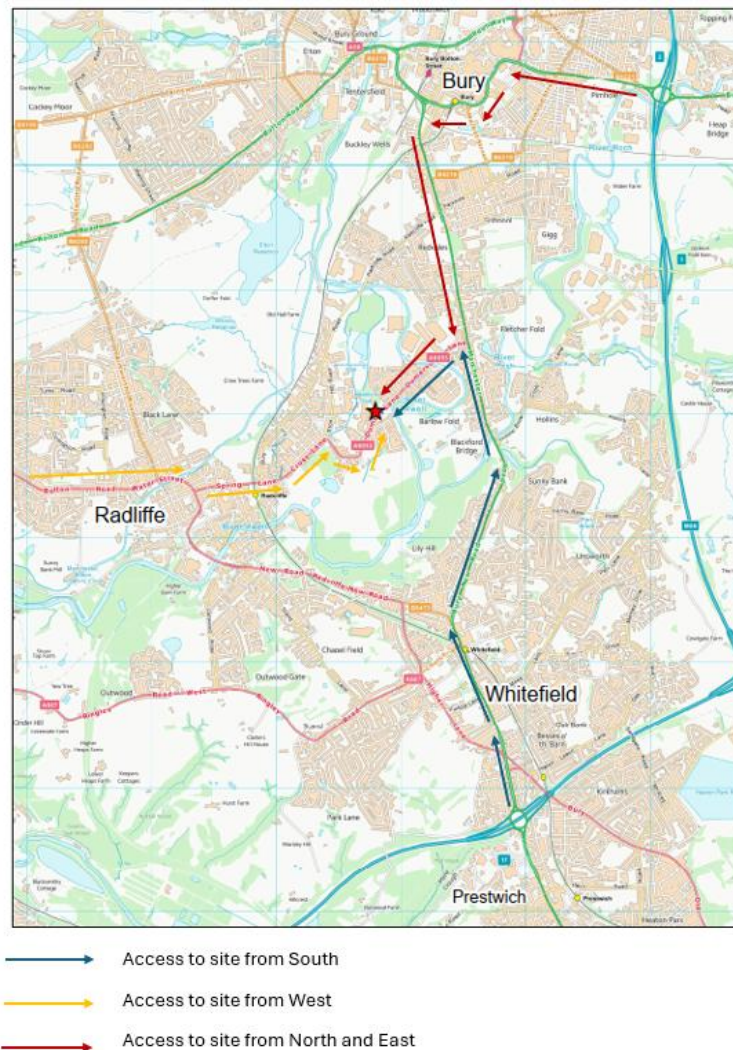


Fig 1- Access routes to site (shown by red star)

Access point(s) for construction traffic and all temporary works

The works will be accessed via Wild Street for the entire duration of the construction project. This includes for demolition plant, road & drainage infrastructure, remediation and construction of the houses.

Wild Street is to be upgraded in phases. As it is, and will continue to be, a live access for vehicles into the main industrial estate, the widening of the carriageway to the final design width will be completed to a temporary standard at the early stage of the development. This will give best opportunity for industrial vehicles, car wash visitors (to it's new location within the Industrial Estate) and residents to pass easily with construction vehicles and operative traffic.

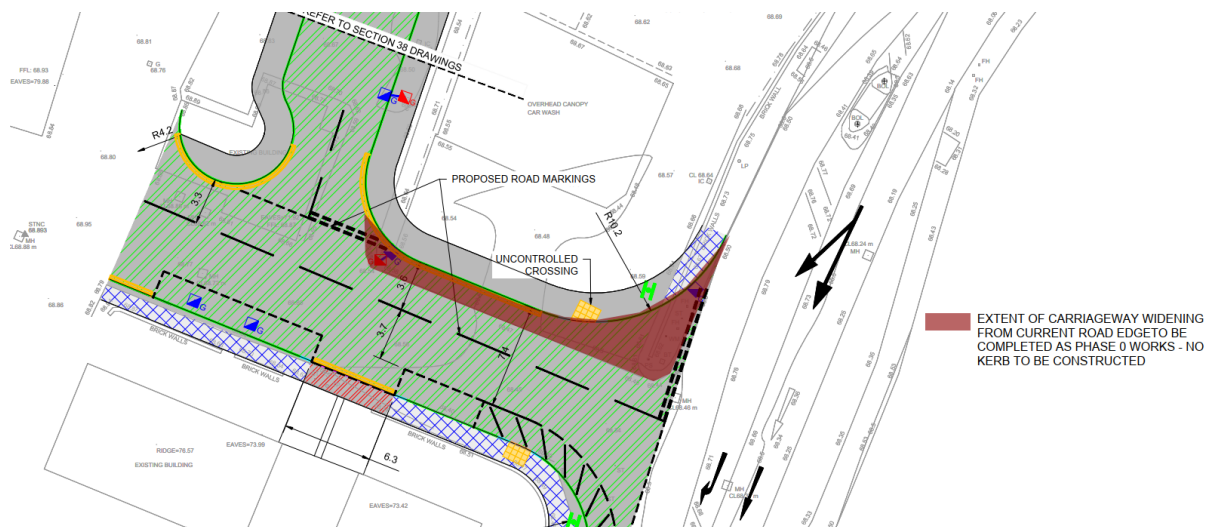


Fig 2 – Extract of General Arrangement drawing for Wild Street widening and overall works.

The Phase 0 works include the widening of the carriageway (as a temporary measure without kerbs) as shown by the red hatching. This gives an overall width from the existing southern kerblines of 9.4m which will be important for the successful long-term accessibility of the development.

The physical widening advance temporary construction can be carried out with plant located on the current carwash carpark.

Hoarding / Gate positions

The CEMP indicates where the site compound, car park and access gates will be positioned. Fig 3 shows an extract below. Hoarding will be around the perimeter of the site compound with herras fencing being positioned in a suitable location that will allow safe access/egress into the construction site.

Any fencing will positioned in a way that will not impede visibility of drivers using the existing highway network.

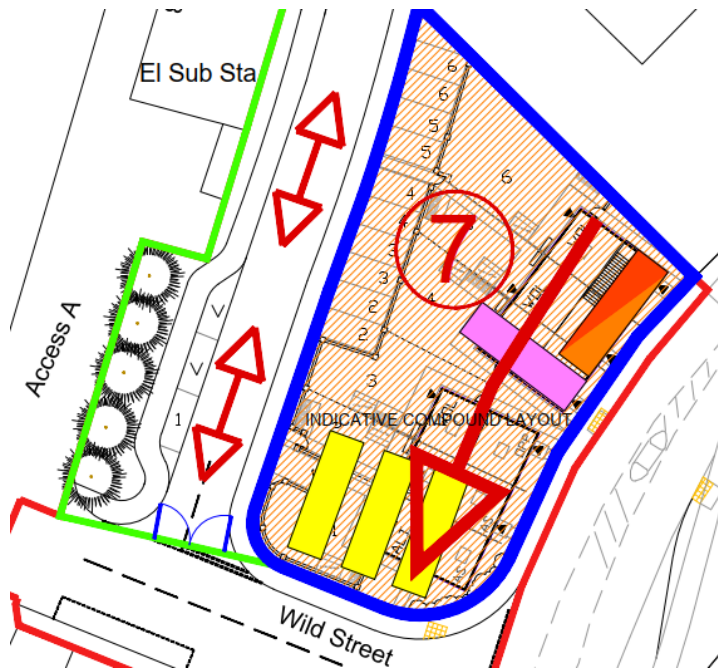


Fig 3: Extract from CEMP showing heras fencing, gates and hoarding

Pedestrian Facilities

The early widening of the Wild Street general arrangement will allow sufficient width to allow parked cars, vehicles accessing the industrial units, residents and construction traffic to use the road. The safest route for pedestrians is on the southern boundary of the Wild Street corridor as shown in the image, fig 4 below



Fig 4: Southern edge of Wild Street with demarked pedestrian route but now kerb upstand to differentiate for vehicles

Temporary signage will be employed to encourage pedestrians to use this as a route. This will be monitored by the site management team and if an alternative pedestrian access on the northern edge of the Wild Street corridor, this will be provided with a suitably safe and level hard surface, with associated signage.

Warning and Construction Traffic Speed Signage

The different function and destination of vehicles that will be accessing/egressing via Wild Street will require some management in the early stages of the development which will be undertaken by site management team and operatives. Speeds in the early stages should be kept to a minimum and will be places on the Dumers Lane/Wild Street junction, at the edge of the land in our control closest to the industrial estate and on the access/egress from the new housing site.



Fig 5: Example of temporary speed signs that will be displayed on Wild Street in locations shown

Some signage on Dumers Lane may be erected to warn the public of the site entrance could also be erected particularly in the early stages of the construction phase.

Hours of Operation

Site opening hours will be 8.00am to 6.00pm Monday to Friday and 8.00am to 1.00pm on Saturday. There will be no works on Saturday after 1.00pm, on Sunday, or Bank Holidays unless prior agreement has been made with the LPA.

The number of vehicle movements will vary depending on site activities, deliveries, plant and machinery requirements and number of site operatives and the stage of the construction phase. The site management team will ensure that safe access/egress can deliver the development in the shortest timescale, that vehicles can pass and turn on access/egress and not impact on the industrial estate traffic.

Contractors are requested to instruct their suppliers to stagger deliveries in order to avoid backlogs where possible.

Turning and Manoeuvring of vehicles within Site

It is imperative that the main road and sewers are constructed as early as possible in the construction phase through to the end of the main road as shown in fig 6 below. The junction with the next road provides the best opportunity for large vehicles to turn and exit the site in forward gear. A turning area close to the site compound could also be provided in the earlier phases of the construction phase.



Fig 6: Turning areas within the development

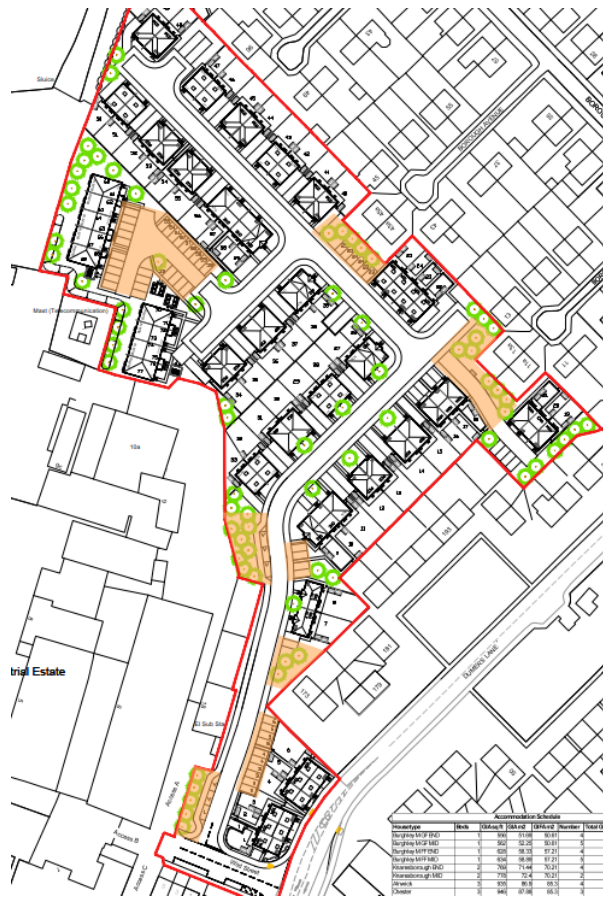


Fig 7: Opportunities for contractors parking in construction phase.

Parking provision within site curtilage

There are numerous parts of the site that are designed to be parking areas on the final design. These areas are adjacent to the main roads and detached from individual plots so lend themselves to be parking spaces for site operatives (See fig 7 above). The actual location of contractors car parking will evolve through the course of the construction programme, but as much space as possible will be made available for vehicle parking through the project. All contractors will be advised of the space constraints on the site and that Wild Street / Dumers Lane should not be used for parking their vehicles.

Demolition waste will be removed from site at the earliest opportunity. Any material storage will be placed away from construction areas and where possible away from existing residential properties.

Construction materials will be stored within the site compound / materials store area as shown on the CEMP.

Wheel Washing

By utilising machinery on existing predominantly hardstanding areas, building up levels with granular materials (pile mats and road formation etc) and undertaking groundworks and infrastructure predominantly in summer months, silt generation will be kept to a minimum. Straw bales will be part of the contractor-specific proposals for the management of any silt that does occur.

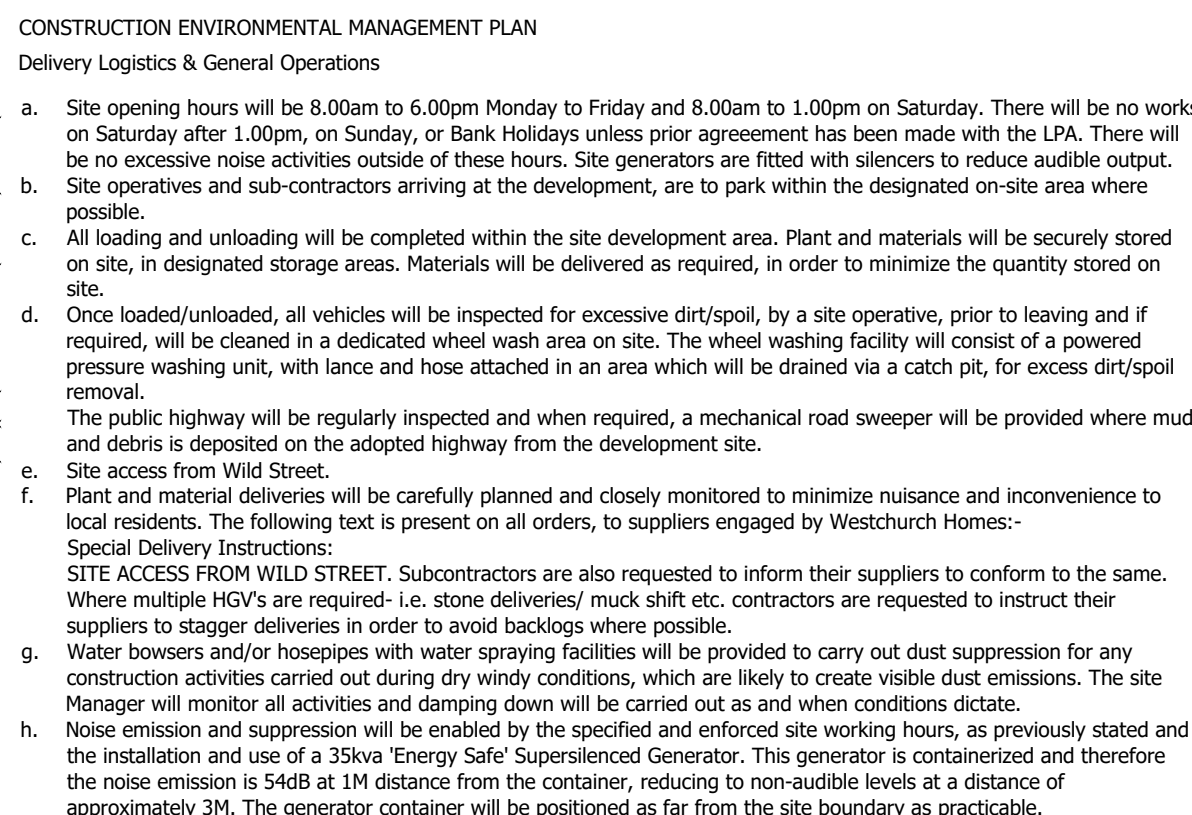
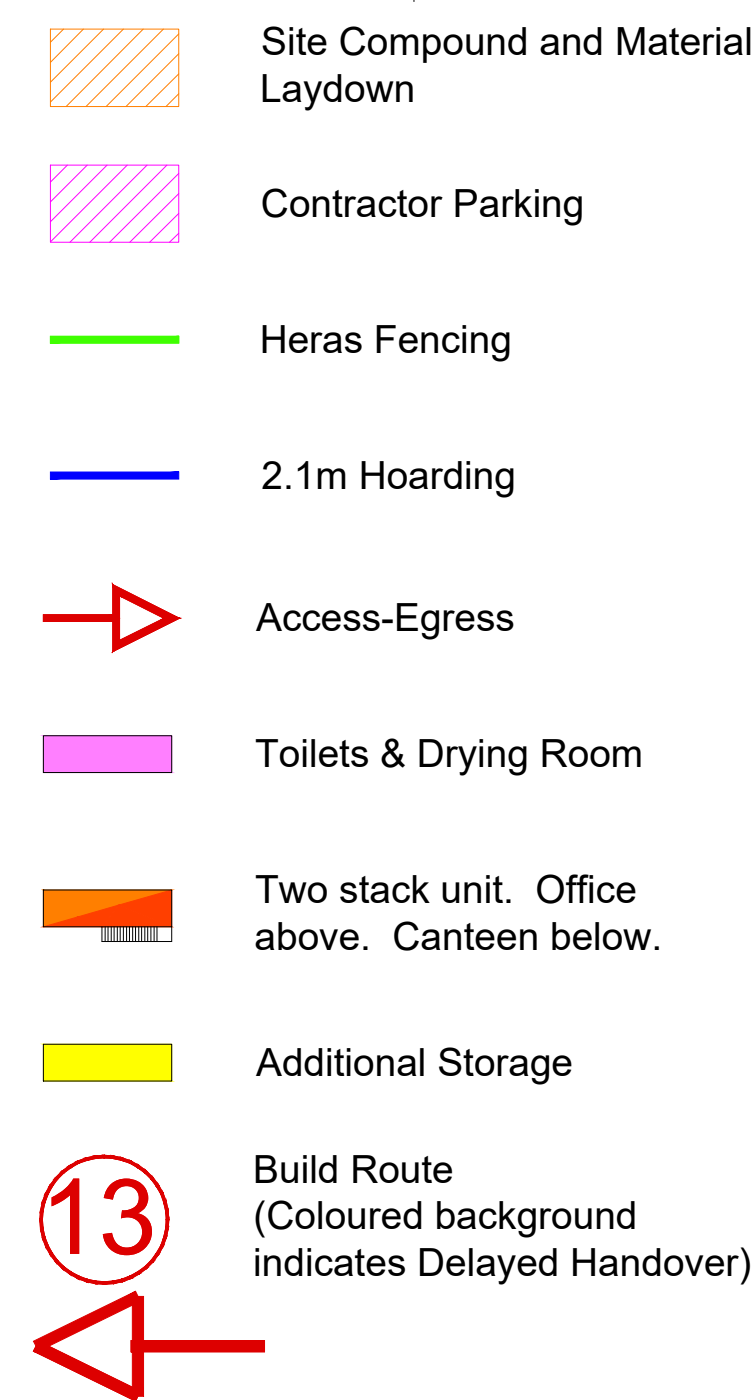
Once loaded/unloaded, all vehicles will be inspected for excessive dirt/spoil, by a site operative, prior to leaving and if required, will be cleaned in a dedicated wheel wash area on site. The wheel washing facility will consist of a powered pressure washing unit, with lance and hose attached in an area which will be drained via a catch pit, for excess dirt/spoil removal.

The aim is to keep as much silt, mud and debris generated by the construction site off the adopted local road network as possible.

APPENDIX 1

CEMP

general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing.
this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing.
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Lighting

External works on site will only be carried out during daylight hours negating the need for flood lights. Security and emergency lighting will be used but located in appropriate positions so not to affect retention habitats and the adjacent SBI.

CONSTRUCTION PHASE SW POLLUTION PREVENTION AND FLOW MANAGEMENT

- Prevention of potentially polluting materials from entering groundwater, surface water or waterbodies is a priority of the site management team.
- Pollution of watercourses is an obvious risk from construction activities and measures to be taken to ensure that this does not occur are as follows;
- All excavations will be stored in compliance with the Control of Pollution (oil storage) Regulations 2001 and subsequent amendments from 2015 onwards.
 - Fuel shall be stored in dedicated bunded areas, situated away from drains and watercourses. Bunds will be capable of holding 110% of their capacity.
 - Containers for oil and petrol will be stored on dry trays capable of holding 25% of its maximum capacity.
 - Refuelling of mobile plant is undertaken in a designated area. Above ground oil storage tanks shall comply with the requirements of Pollution Prevention Guidance PP2A. A spill kit shall be kept on site, adjacent to designated refuelling area.
 - Bowlers shall be double skinned
 - Small mobile plant shall be placed on dry trays.
 - Spill kits will be available at various points around the site and located next to bowlers and drums.
 - Straw bales will be located close to open water features to ensure runoff is filtered + soil removed
- In the unlikely event that a spill should occur the following will be implemented;
- Work will be stopped immediately
 - All possible ignitions will be extinguished if the spillage is flammable.
 - The source will be identified and sealed as soon as practically possible.
 - The spill will be contained using spill kits on land and booms within watercourses.
 - The spill will be reported to the office and the go-on-site environmental engineers
 - If the spill enters the main River, Environment Agency will be notified.
 - Any granular material and pads from the spill kits and any containment items will be treated as a hazardous waste and disposed of accordingly.
- b. Surface water will be contained within the boundary of the site during the construction phase using the following methods.
- Excavation works are commencing in the spring. Whilst this does not guarantee less rainfall, warmer weather does allow ground conditions to dry quicker than works undertaken in the winter months.
 - The SW attenuation pond will be excavated as soon as possible to provide a suitable location for SW to collect in advance of the drainage infrastructure being completed.
 - Soil bunds will be formed in areas where excavation is taking place away from the pond to provide temporary areas for ground holding area to contain water.
 - New cell storage will be installed at the earliest opportunity to provide underground storage provision
 - New SW drainage will be constructed using the programme to provide the storage provision necessary for the site
 - Hydrobrake unit will be fitted in advance of the SW final connection being made to ensure outflow rates are controlled to agreed figures - **Max outflow is 13.9 l/s from the site.**
 - A ditchline is present on the northern boundary of the site, which could be utilised in the event of extreme weather prior to the SW drainage being completed.

Rev.	Date	By	Description
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Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
CONSTRUCTION ENVIRONMENTAL
MANAGEMENT PLAN
(CEMP)

Drawn: KW	Checked:	Scale: 1:500	Date: AUG 2024
Job No: 1025		Drawing No: CP01	Rev: #

APPENDIX 2

DILAPIDATION SURVEY



HIGHWAY DILAPIDATION SURVEY

BEALEYS INDUSTRIAL ESTATE

Wild St, Radcliffe, Manchester M26 2PE

PHOTOS TAKEN 25TH MARCH 2026
KATIE STEWART – ASSISTANT ENGINEER

Overview

This report has been prepared to demonstrate the condition of the adopted highways and footpaths on the route of the access into the site for construction traffic.

The survey started at the junction of Dumers Lane/ Wild Street in a westerly direction to the boundary of the site – Refer to Appendix 1 for the photo direction and location plan to which a description of the observed condition is noted in table 1 below.

TABLE 1 – DUMERS LANE/ WILD STREET**(REFER TO APPENDIX 1 FOR PHOTO LOCATION AND INDIVIDUAL IMAGES FOR REFERENCE)**

FRAME	KERB CONDITION	FOOTPATH CONDITION	CARRIAGEWAY CONDITION	GENERAL CONDITION
1	Radius kerbs damaged, poor condition and level inconsistent.	Medium condition tarmac footpath, well-worn with BT box positioned in footpath.	Evidence of holding water on channel line.	Signs of aging, wear and tear.
2	N/a	N/a	Surface in poor condition with potholes, patches, stress fractures with ponding in the middle of junction.	Carriageway showing signs of wear and deterioration.
3	Kerbs damaged and poor condition.	Tarmac Poor condition. Various scars associated with patch utilities repairs.	Large amount of ponding on junction around kerbs and leading into site.	Footpath in poor condition. Carriageway showing signs of wear and deterioration.
4	Kerbs damaged and poor condition.	Tarmac Poor condition. Various scars associated with patch utilities repairs.	Large amount of ponding on junction around kerbs and leading into site.	Footpath in poor condition. Carriageway showing signs of wear and deterioration.
5	N/a	N/a	Section of carriageway surface in reasonable condition.	Reasonable condition.
6	N/a	N/a	Manhole positioned on existing road (Dumers Lane) settled and tarmac deterioration	Poor condition.
7	Radius kerbs damaged, poor condition and level inconsistent.	Medium condition tarmac footpath, well-worn with BT box positioned in footpath.	Weeds around kerb line. Change of surfacing, poor condition.	Carriageway entering car wash – poor condition.
8	N/a	N/a	Section of carriageway surface in	Reasonable condition.

			reasonable condition.	
9	N/a	N/a	Entrance into carpark surfacing deteriorated, uneven surface.	Surfacing in poor condition.
10	Parked vehicles restricting kerbs. Kerb line damaged and in poor condition.	Parked vehicles restricting footpath. Weeds located down the boundary line, poor conditioned uneven footpath with minor ponding.	Section of carriageway surface in reasonable condition.	Footpath & Kerbs In poor condition.
11	N/a	N/a	Section of carriageway surface in reasonable condition.	Reasonable condition.
12	N/a	N/a	Site entrance poor condition, stoned ramp, ponding.	Poor condition
13	N/a	Weeds located down the boundary line, poor conditioned uneven footpath with minor ponding.	N/a	Poor condition
14	Kerbs damaged, poor condition and level inconsistent.	Overheads BT pole positioned in footpath. Weeds located down the boundary line, poor conditioned uneven footpath with minor ponding.	N/a	Poor condition
15	N/a	N/a	Section of carriageway in reasonable condition, worn yellow lining, weeds located down existing building.	Carriageway in reasonable condition.
16	N/a	N/a	Carriageway settled around Manhole.	Manhole lid is reasonable condition.

17	Kerb line consistent, kerbs well-worn and damaged. Weeds at the back of kerb line.	Footpath damaged, uneven with poor condition. Footpath covered in weeds and rubbish.	Utilities patch running though carriageway.	Carriageway in reasonable condition. Kerbs and footpaths poor.
18	Kerbs well worn, running flush with carriageway. Weeds running along kerb line.	Footpath damaged with cracked flags, weeds running along back of footpath.	Reasonable condition. Utilities patch running though carriageway.	Reasonable Condition
19	N/a	N/a	Carriageway surfacing material changed, cracking and ponding due to level change.	Poor condition
20	N/a	N/a	Carriageway surfacing material changed, cracking and ponding due to level change.	Poor condition
21	N/a	N/a	Carriageway surfacing material changed, cracking and ponding. Ironworks in reasonable condition.	Poor condition
22	N/a	N/a	Surfacing in poor condition, uneven surfacing, cracking in material with utilities works patches.	Poor condition
23	N/a	N/a	Surfacing in poor condition, uneven surfacing, cracking in material with utilities works patches.	Poor condition

24	N/a	N/a	Tarmacked Car park to the right-hand side. Potholes and ponding with patched surfacing.	Poor condition
25	N/a	N/a	Utilities trench patches.	Poor condition
26	N/a	N/a	Surfacing in poor condition, uneven surfacing, cracking in material with ponding.	Poor condition
27	N/a	N/a	Clark drain positioned in carriageway, damaged worn-down lid.	Poor condition.

APPENDIX 1

PLAN TO SHOW PHOTO LOCATIONS

FRAME 1



FRAME 2



FRAME 3



FRAME 4



FRAME 5



FRAME 6



FRAME 7



FRAME 8



FRAME 9



FRAME 10



FRAME 11



FRAME 12



FRAME 13



FRAME 14



FRAME 15



FRAME 16



FRAME 17



FRAME 18



FRAME 19



FRAME 20



FRAME 21



FRAME 22



FRAME 23



FRAME 24



FRAME 25



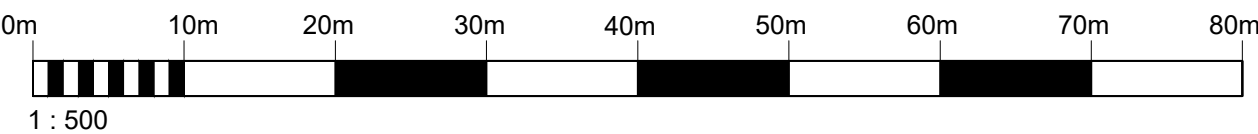
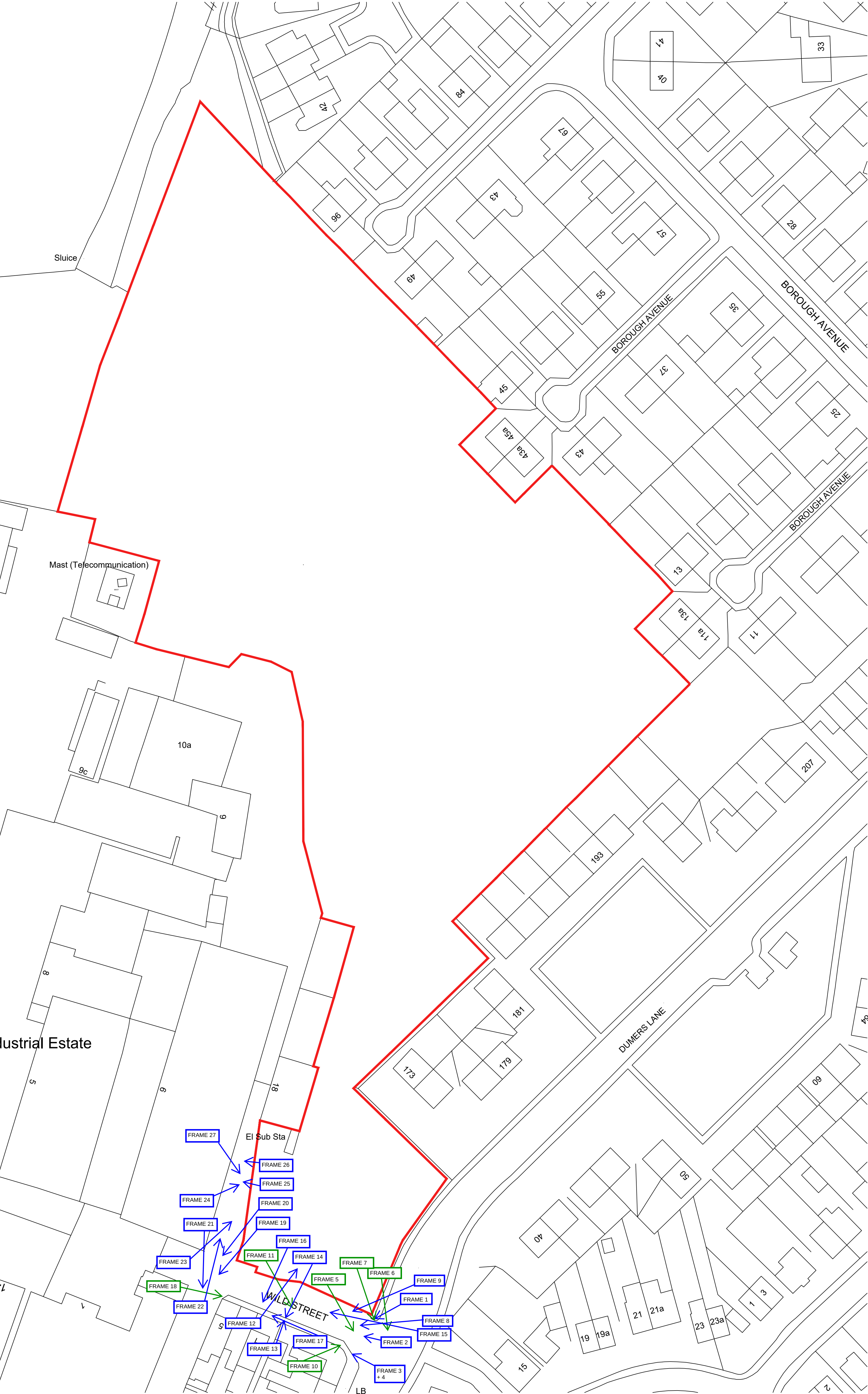
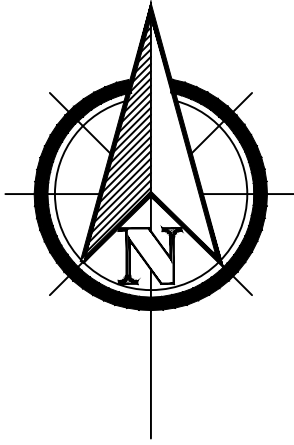


FRAME 27



LAND OFF DUMERS LANE, RADCLIFFE

general notes:
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Rev: Date: By: Description:

Client:



Project:
BEALEY IND EST
RADCLIFFE

Drawing Title:
LOCATION PLAN

Drawn:
KW

Checked:

Scale:
1:500

Date:
AUG 2024

Job No:
1025

Drawing No:
LP01

Rev:
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