



Construction Traffic Management Plan

Site address

Topping Mill, Topping Street, Bury, BL9 6DR

Planning permission

65525 dated 25/08/2021
70033 dated 17/11/2023

Description of the works

Change of use from a former industrial premises (Class B2) to form 15 residential apartments comprising 15 one-bedroom apartments (Class C3) at Topping Mill, Topping Street, Bury.

Outline Programme

13 months starting 13th May 2024

Hours of Site Operation

All construction activities at the site will be limited to the following hours:

Monday to Friday:	between the hours of 08:00 and 17:00
Saturdays:	between the hours of 08:00 and 14:00

Works that would be audible at nearby noise-sensitive receptors shall not take place before 09.00 am.

Deliveries will be managed to ensure that they do not occur during peak hours. No deliveries are to take place outside of the hours of 10:00 and 14.00 Monday to Friday.

There is to be no working on Sundays or Bank Holidays.

Level of traffic movements generated by the works.

We anticipate that an average of 10 persons a day will be working on the site, with a maximum of 20 at periods of the heaviest workload during the fitting out stage in the spring of 2025.

We anticipate that there will be 1 to 3 deliveries per day.

Waste removal will be at a maximum during a period of 2 weeks in June 2024 when the removal of the existing roof covering and timber structure takes place, during which we expect an average of 2 skips a day may be required. For the remainder of the project we anticipate an average of 2 skips per week to be required.

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Access route for construction traffic from the highway network

Delivery drivers, and any contractors, employees and visitors to the site arriving by vehicle, will be instructed to use the following route to arrive at the site:

A plan of this is attached as Appendix 2

Effect on Local Parking

We are aware that the area can become busy for car parking during the day and that our works are resulting in the loss of 12 car parking spaces on the adjacent council car park, and the loss of additional spaces in front of the building where our scaffolding will be positioned for about 5 months.

We have addressed the closure of the council-owned Topping Street car park, which will result in the loss of 12 car parking spaces for local residents and businesses during the development. We have provisionally agreed to lease the nearby Kenyon Street/Brook Street rough surface car park, which is 80 yards away from the Topping Street car park. This agreement will provide 12 free parking spaces for use by the local community throughout the development. Details of this arrangement will be displayed on-site at Topping Mill car park to inform residents and businesses about the available parking.

We anticipate that an average of 10 persons a day will be working on the site, with a maximum of 20 at periods of the heaviest workload during the fitting out stage in the spring of 2025.

Personnel working at the site will be encouraged to travel by public transport, as the site is conveniently located for buses on the A56 and is 15 minutes walk from Bury rail station.

Where this is not practical, there will be 2 car parking spaces on site for use by prior agreement with our management staff. We will be monitoring the availability of car parking in the local streets and the level of use of the replacement car parking provision that we will be making available at Brook Street to ensure that if this is close to capacity local residents and businesses have priority on these, by directing our personell to use the Moorgate council owned car park instead.

Compound Location and Delivery Route

A copy of the site compound, parking and build plan is provided in Appendix 1

The main construction compound is situated next to the site and is located at Topping Street Car Park Greater Manchester GB, Bold St, Bury BL9 6DR.



Loading and unloading of plant and materials

We anticipate that there will be 1 to 3 deliveries per day.

Loading and unloading of plant and materials will be within the construction compound located within the Topping Street Car Park. Delivery vehicles will not be allowed to block access/egress for residents. For larger deliveries, the Site Manager/Banksman will agree in advance arrangements with the suppliers for wagon driver to park safely away from the site and phone in advance of arrival.

Delivery vehicles will drive into the site compound forward and exit the site by reversing onto Bold Street.

Plant and materials will be unloaded inside the compound boundary. Removal of waste from the site will be by wagons loaded inside the compound boundary and then driven away from the site.

All heavy goods vehicles and deliveries shall be limited to between 10:00 and 14:00 Monday to Friday with no movements on Saturdays, Sundays, or Bank Holidays.

All deliveries will be complete with the assistance of a banksman. We aim to prioritise safety, minimise risks, and maintain an efficient workflow.

Erection and maintenance of site hoardings and display of contact details

The site will be secured using Heras Fencing and Heras Fencing covers.

The extent and condition of the site boundary will be checked daily by the Site Team with any damaged panels repaired or replaced.

Emergency contact details will be displayed at the site entrance on the Topping Street main entrance and the entrance to the site compound on Bold Street.

Storage of all plant and materials

Storage of all plant and materials is required to be within the fenced site area and in areas designated by the Site Manager.

Storage areas will be established in the main site. Management of removal of spoil and programming of deliveries will be carefully managed to ensure that materials/waste stored on site is kept at optimum levels.

COSHH materials will be kept in a COSHH store, drip trays/plant nappies will be provided for all fuelled equipment, and any fuel bowsers will be double-walled.

Storage areas will be organised to provide safe travel/transportation routes minimising the risk of collision, damage or



loss of materials. All plant will be secured at the end of each working day. Small plant, tools etc will be taken off-site or locked in a secured cabin. Access equipment will be removed, locked up or protected to prevent unauthorised use.

Recycling/disposal of waste

Suitable spoil from drainage excavations will be segregated and reinstated in trenches.

Waste will be segregated on-site or, if not, will be segregated at a waste transfer station by the appointed skip hire company. Waste transfer notes will be obtained for all consignments of waste removed from the site.

Waste removal will be at a maximum during a period of 2 weeks in June 2024 when the removal of the existing roof covering and timber structure takes place, during which we expect an average of 2 skips a day may be required. Non-inert waste will be placed in skips and either removed daily or secured overnight.

Measures to prevent the deposition of dirt on the public highway.

All vehicles leaving the site will have a visual inspection before leaving the site. Any vehicles which are found to be holding excessive dirt will have their wheels cleaned and the dirt removed using a jet wash, once the vehicle is deemed suitably cleaned it will be allowed to leave the site.

Deliveries to the site and construction traffic will utilise hard-standing areas.

Road sweeps are to be booked as and when required.

Vehicles transporting dirt/material from the site will be fitted with covers.

Control of dust and dirt

Works will be planned to minimise the extent of storage of materials from which dust could readily arise. The Site Manager shall ensure dust suppression measures are put in place. Control of dust from specific operations, such as cutting, is controlled strictly through risk assessments and method statements to protect the operative's health. Materials will ideally arrive at the site pre-cut to size, if cutting is required this shall be controlled with vacuums and other forms of dust suppression depending on the operation.

Wagons removing waste that could produce dust shall be sheeted over on-site. Any storage of such waste on-site shall be removed daily or covered over. All gullies new and existing will be fitted with silt bags to ensure no pollution to the water sources.

Noise Mitigation Measures

Noise levels of equipment are limited as far as possible in relation to health and safety criteria. Where noise levels from equipment are evaluated to go over the 85dBa threshold dictated by the HSE then PPE must be worn by all nearby personnel.



The site will be powered by mains electricity as soon as possible, avoiding the out-of-hours noise associated with running a generator. Whilst generators are in use on-site, they will either be specified to be low noise emitting generators or be housed within noise-reducing enclosures to minimise potential impact.

Site Management are required to respond to concerns raised by local residents and the general public. If there are complaints regarding noise or vibration then the Site Management must stop work and come to a solution, such as:

- Temporary barriers/enclosures (e.g. plywood with sound-absorbing materials) can be built around noisy equipment.
Changing the equipment to one which creates less noise.
- Changing the methodology to create less noise or vibration.

The following measures shall be put into place to minimise disruption due to noise throughout the project. Noise will be minimised by the use of modern equipment which is compliant with current standards and is the correct equipment for the task, that equipment will be regularly maintained to ensure its efficient operation. The plant shall be switched off when not in use.

