

Erection of an agricultural building

Land between 7 and 37 Arthur Lane, Ainsworth BL2 5PW

Planning approval 70641

Construction Traffic Management Plan

Ref: GP.280226.A

The Construction Traffic Management Plan(CTMP) relates to the recently approved agricultural building to be constructed on land at Arthur Lane, Ainsworth and it explains how the construction is to proceed in terms of traffic management. Should it require amendments during the construction period then any revisions will require the prior agreement of the local planning authority (LPA)..

The CTMP has been prepared in relation to condition No. 9 of planning approval No. 70641 which states: -

2.

9 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:

- 1. Photographic dilapidation survey of the adopted and unadopted highways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, replacement of all boundary features and as a result of statutory undertakers connections to the site;*
 - 2. Access route for all construction vehicles to the site from the Key Route Network;*
 - 3. Access point/arrangements for construction traffic and all temporary works required to facilitate access for construction vehicles;*
 - 4. If proposed, details of site hoarding/gate positions, incorporating the provision of adequate levels of visibility at any junction;*
 - 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Arthur Lane;*
 - 6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated within the curtilage of the site and number of vehicle movements;*
 - 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site to ensure that they can enter and leave in a forward gear and/or measures to control/manage delivery vehicle manoeuvres;*
 - 8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;*
 - 9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent 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/construction period*

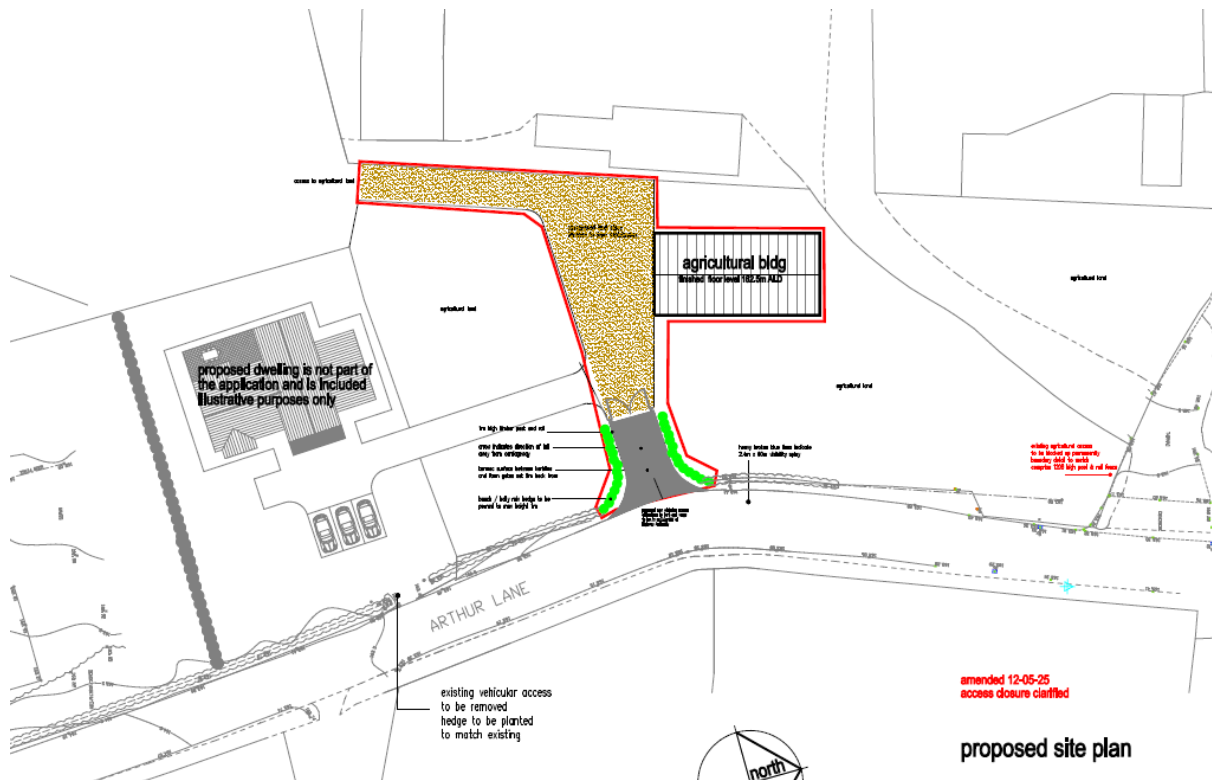
and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials

Location and proposed development

The proposed agricultural building is to be sited on land adjoining Arthur Lane, Ainsworth.



The development includes a new access to/from the highway which will also serve an approved dwelling (the final details for the latter for which are still being considered by the LPA, though not the position of the joint access): -



The proposed agricultural building is sited within open land. At its eastern extremity an existing field gate is to be sealed up so that it cannot be used by vehicles.

This CTMP relates only to the permission for the agricultural building and to its condition No. 9.

The agricultural building will be a portal building consisting of 2 metre high concrete blockwork with vertical Yorkshire boarding above and with a double pitched roof

.A photographic dilapidation survey of the existing footways and carriageways around the proposed access point is attached as an appendix.

Access routes

Access to the site can only be along public roads and along Arther Lane. While there are likely to be some deliveries using HGV's (for the portal frame, concreting and supply of external materials) these can all be transported by HGV's of a size normally found using the road network. The approved swept path indicates the proposed entrance will be sufficient to permitted entry and exit in forward gear.

Provision for such manoeuvring shall be provided at the very beginning of the construction.

All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error

3. Working Hours

Any ground works or construction works associated with the development will not take place except:-

between the hours of 8:00 am and 6:00 pm, Monday to Friday, and

8:00 am and 1:00 pm on Saturdays,

with no work to take place at any other time including public /bank holidays.

Noisy operations such as excavation, groundworks, demolition, or use of powered tools, machinery or site plant will be confined to the above hours.

Any deviation from these hours, including for abnormal deliveries or exceptional site circumstances, will require prior written agreement from the LPA.

4. Delivery Hours and Site Access

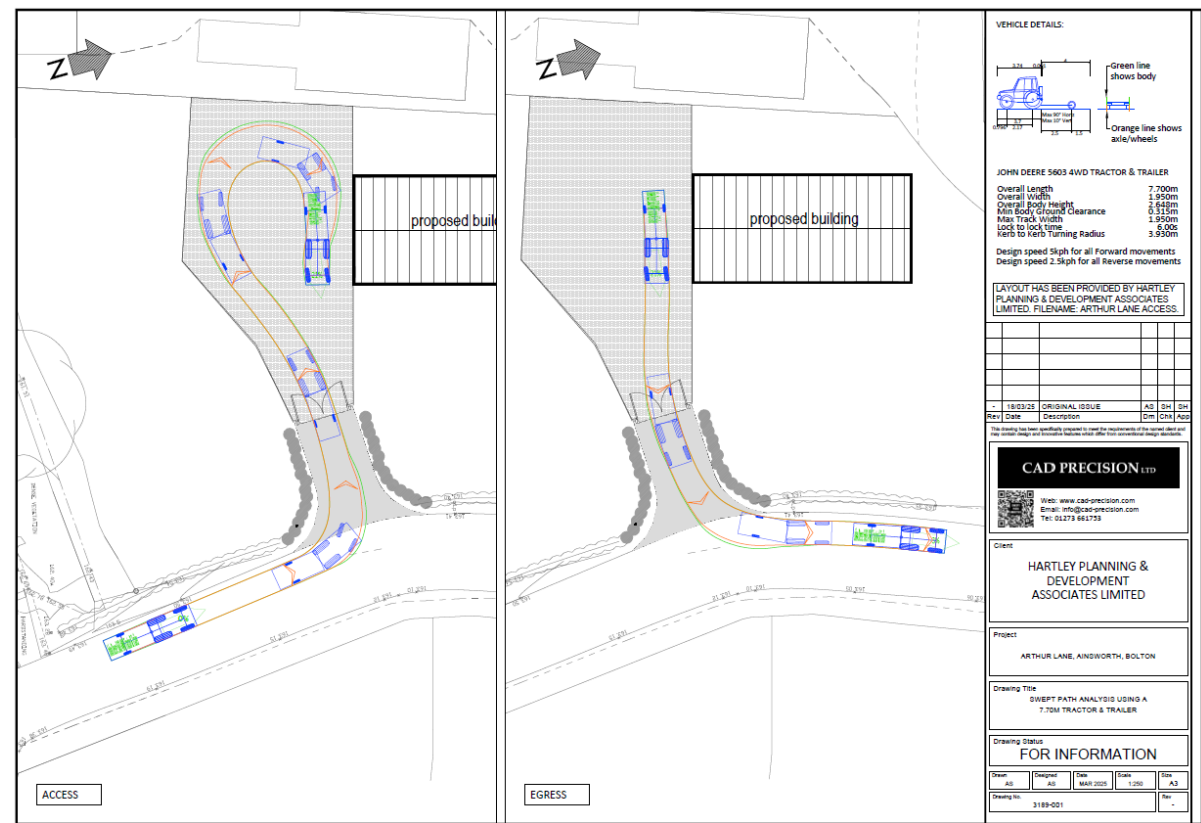
Delivery times will be restricted to the following:

between the hours of 8:00 am and 6:00 pm, Monday to Friday, and

8:00 am and 1:00 pm on Saturdays,

Deliveries will be scheduled to avoid school peak times and commuter periods, where relevant, to reduce traffic impact on the area's roads.

Vehicle turning and unloading will take place entirely within the site boundary, utilising the on-site turning area as shown below.



F5. Contractor & Visitor Parking

On-site parking provision will be available throughout the construction phase of the development. Dedicated space for contractor and site traffic parking is identified on the above coloured plan showing the organisation of the site during construction.

Deliveries and Loading/Unloading of Plant and Materials

All loading and unloading will occur within the site boundary,

All deliveries will be scheduled in advance and coordinated to avoid congestion on Arthur Lane..

Materials will be delivered on a just-in-time basis to reduce storage and traffic volumes.

Likely Vehicle types:

- Concrete delivery via 6-wheel rigid mixer (approx. 9.5m)
- Delivery of steel, blocks and aggregates in rigid flatbed or HIAB (approx. 9–10m)
- Skip lorry every 10–14 days
- Dumper and telescopic handler deliveries on flatbed transporter

- Rigid 4-axle HGV (up to 10m length)
- Light vans and small rigid trucks (builders' merchants)

No articulated HGVs will be used unless separately approved

Storage of Plant and Materials

An area for the storage of construction materials is shown on the above plan.

The erection and maintenance of security hoarding

Security hoarding is unlikely to be needed but should it be required heras fencing will be erected

Wheel Washing and Cleanliness Measures

.All vehicles exiting the site will be checked and cleaned where necessary using a jet wash.

Measures to control the emission of dust and dirt during construction.

The emission of dust and dirt is likely to be minimal

In the event of dry weather which might cause ground dust the ground will be watered.

Noise Mitigation

Noise mitigation measures shall follow the advice in the 'Code of Practice for Noise and Vibration on Construction and Open Sites' (BS5228-1:2009+A1:2014) (BS), section 8:5 and in particular:

- Attention shall be made to ensure that all machinery/compressors/excavators and pumps have silences in working order.
- Compliance with the hours of work above.

Vibration Mitigation

It is not envisaged that pile foundations will be required. In the unlikely event that it is necessary, best practice as outlined in BS 5228-2:2009+A1:2014 shall be followed so as to use the least likely method to give rise to vibration.

Surface Water

Any surface water arising during construction will be directed away from Preston Road and will not be allowed to run onto the highway.

Construction Traffic Warning and Speed Signage Scheme

A Temporary “Construction Traffic Turning” sign, compliant with Chapter 8 of the *Traffic Signs Manual*, will be placed on both approaches to the site access, to be a minimum of 45m in advance of it, subject to visibility splays.

All signage will be installed prior to the commencement of development

Signs will be maintained in clean, visible condition throughout the construction period.

The signage scheme will be managed and reviewed by the Site Manager and adjusted if traffic patterns or risks change.

Design Standards

All signage will conform to:

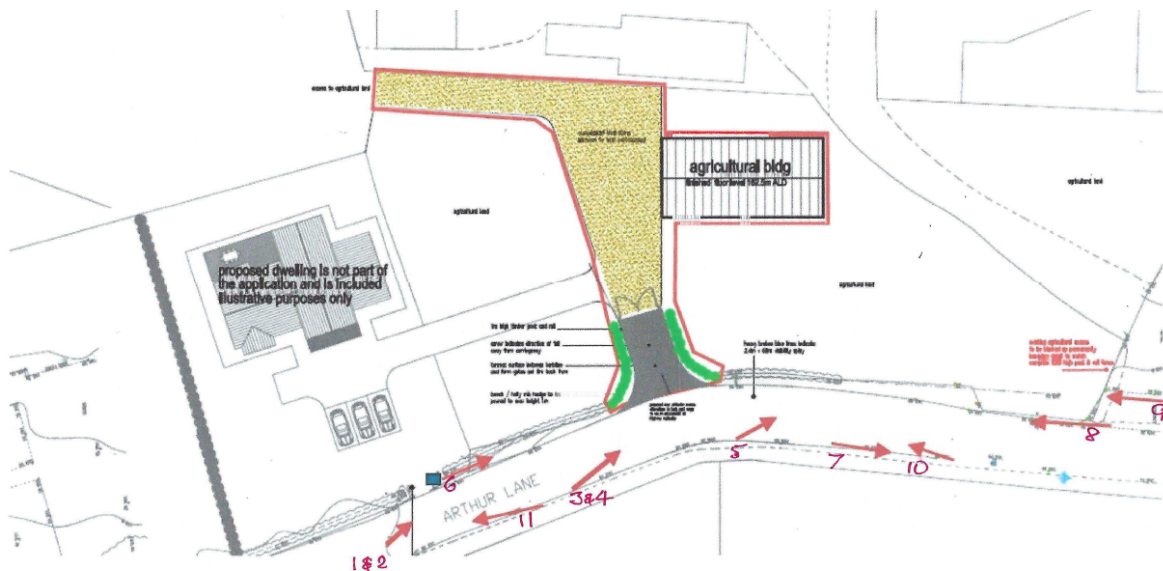
- *Traffic Signs Manual, Chapter 8* (DfT)
- *Safety at Street Works and Road Works – A Code of Practice*
- Where applicable, signs will match TSRGD (Traffic Signs Regulations and General Directions 2016) standards.

Appendix

Photographic survey of highway at Arthur Lane in the vicinity of planning approval
70641

1 March 2026

Index for photos



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