For and on behalf of Gateley Smithers Purslow Ltd.

106 Nelson Street, Bury

Construction Traffic Management Plan

DC Development Consultants
Driving Sustainable Development

April 2026

26-387-DC-PM-CTMP-04-106-XX-R1

Document Revision Details

Item	Information
Report title	106 Nelson Street, Bury, Construction Traffic Management Plan
Report reference	26-387-DC-PM-CTMP-04-106-XX-R1
Revision number	R1
Issue Date	27th April 2026
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Document Revision Status

Issue	Date	Comments
R1	27/04/2026	First issue for Client review.

Important note about the report:

The sole purpose of this report and the associated services performed by D & C Consultancy Ltd. (trading as "*DC Development Consultants*"; referred to as DC hereafter) is to develop and present the Construction Traffic Management Plan in accordance with the scope of services set out in the Contract between DC and the Client. That scope of services, as described in this report, has been developed with the Client.

In preparing this report, DC has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, DC has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

DC have derived the data and assessments in this report from information sourced from the Client, produced in house and/or available in the public domain at the time of reporting. The passage of time, changes to either design or construction details by either the Client, Designer or Contractor, changes in the Clients requirements, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent re- evaluation of the data, findings, observations and conclusions expressed in this report. DC has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by DC for use of any part of this report in any other context.

The report is based on the available information provided to date and subject to agreement with the relevant Regulators. This report has been prepared on behalf of, and for the exclusive use of the Client, and is subject to, and issued in accordance with, the provisions of the contract between DC and the Client.

DC accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any Third Party. A fee may be levied against such arrangements.

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1.0 Introduction

1.1 Preliminary Information

DC Development Consultants have been commissioned by Gateley Smithers Purslow Limited to produce the Construction Traffic Management Plan (CTMP) for the development works at 106 Nelson Street, Bury, BL9 9HX, hereafter referred to as "the site".

The planning application reference for this development is 72226. This CTMP has been prepared in relation to Condition 7, scheduled in Table 1.1 below. A copy of the decision notice is presented in Appendix A for reference.

Table 1.1 – Document Requirements and Reference Sections

Condition Ref.	Requirement	Section Addressed
7 Construction Traffic Management Plan	*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:*	
	Hours of operation and number of vehicle movements;	5.1 4.6
	Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;	4.1 4.5 5.4
	Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;	4.3 5.4
	Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.	5.5 5.6
	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.	

1.2 Report Objectives

The objectives of this report are to:

- Address the LPA comments detailed in Table 1.1 and ensure suitable actions are developed throughout the report, facilitating the discharge of the aforementioned condition;
- Develop a suitable Construction Traffic Management Plan to cover all stages of the development works, including groundworks and construction works; and,
- Ensure the site is developed safely with regards to construction and environmental risks, and nearby receptors.

1.3 Development Works

The scope of the development shall comprise the following works:

- Groundworks and foundation construction (shallow foundations anticipated);
- Construction of a two-storey, two-bedroom mid-terrace dwelling in red brick with a slate roof to match the existing terrace;
- External works including reinstatement of front and rear garden areas, boundary walls and paving; and,
- Final landscaping and site demobilisation.

The works are to be undertaken using conventional construction methods appropriate to the scale and nature of the development, with all activities managed in accordance with the measures set out within this CTMP.

1.4 Confidentiality

D & C Consultancy Ltd. (trading as "*DC Development Consultants*") have prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from D&C Consultancy; a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular, centred on approximate grid reference SD 8045 1095 and encompasses an area of circa 0.001 hectares (approximately 70m²). Figure 2.1 below shows the existing site area prior to the previous gas explosion. The full drawing is presented in Appendix B.

Figure 2.1 – site area.

The site formerly comprised a two-storey end of terrace dwelling which was severely damaged by a gas explosion at the previous property in 2024. The building has been subject to a total collapse, with Heras fencing erected around the site perimeter.

The front of the site, facing Nelson Street to the east, consists of a small garden area with grass and paving leading to the former front entrance. A low concrete wall with metal railings defines the boundary to the street. The rear of the site is accessed from Back Nelson Street South to the east via timber gates, with the rear garden area comprising grass, paving and a small freestanding timber shed.

The surrounding area is characterised predominantly by traditional two-storey terraced housing arranged in a grid pattern typical of this part of Bury.

Nelson Street is an unclassified residential road running broadly north to south, connecting to Gigg Lane at its southern end. Gigg Lane provides a link between the A56 Manchester Road (part of the Strategic Road Network) and the wider residential area to the west. The A56 Manchester Road carries significant traffic volumes and provides access to the M66 motorway to the north.

St Luke's C of E Primary School is located approximately 180 metres to the north of the site, and Learning Cubs childcare is situated approximately 120 metres to the south.

Localised double parking has been observed on Gigg Lane, which may intermittently reduce the effective carriageway width. No formal traffic restrictions are in place on Nelson Street or the immediate surrounding roads. On-street parking is unrestricted and generally available in the vicinity of the site.

There are no hospitals, care homes, places of worship or other significant sensitive land uses within the immediate vicinity of the site beyond the residential properties and educational facilities identified above. The site is not located within or adjacent to a conservation area, and there are no listed buildings within the influencing distance of the proposed works.

Relevant drawings are presented in Appendix B, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.

Figure 2.2 – Site in context (red).

3.0 Outline Methodology

3.1 Enabling Works

3.1.1 Site Clearance

The site shall be cleared of remaining demolition arisings, redundant hardstanding, low-level vegetation and obstructions within the site boundary. Clearance works shall be undertaken to prepare the site for groundworks and construction activities and to establish suitable working areas for plant and materials storage.

3.2 Construction

3.2.1 Groundworks and Substructure

Construction shall commence with localised excavation works to facilitate the formation of foundations, below-ground drainage and service infrastructure. Excavations shall be undertaken using appropriately sized plant operating within the site boundary.

Foundations and substructure works shall then be constructed in accordance with the approved drawings and specifications, including the formation of ground-bearing floor slabs and associated below-ground drainage and service connections.

3.2.2 Superstructure

Following completion of the substructure, the superstructure of the replacement mid-terrace dwelling shall be erected. Works shall include the construction of load-bearing and non-load-bearing masonry

walls, intermediate timber floor and roof structures, progressing in a logical sequence to maintain structural stability at all times.

3.2.3 Building Envelope and Weatherproofing

External envelope works shall include the installation of a slate roof covering, external walls of red brick with a concrete band course painted black to match the existing terrace, and new windows and doors to replicate the original design.

3.2.4 Internal Works and Utilities

Internal construction works shall comprise the installation of internal partitions, fixtures, fittings and finishes, together with the installation of building services including electrical, water, drainage and telecommunications infrastructure.

Works shall be managed to minimise concurrent activities where practicable, reducing noise and disturbance to neighbouring residential properties.

3.2.5 External Works and Completion

External works shall include External works shall include reinstatement of front and rear garden areas, paving, boundary walls and metal railings to match the original arrangement. Final surfacing works shall be undertaken following completion of heavy construction traffic movements to prevent premature damage.

Soft landscaping works, including planting and turfing, shall be undertaken in accordance with the approved landscaping proposals and programmed towards the latter stages of the construction phase.

3.2.6 Finalisation and Site Reinstatement

Soft landscaping works, including turfing of the front and rear garden areas and reinstatement of planting, shall be undertaken in accordance with the approved landscaping proposals and programmed towards the latter stages of the construction phase.

4.0 Construction Logistics

4.1 Site Access

4.1.1 Access from the Highway Network

On-site loading, unloading and turning is not achievable given the constrained nature of the mid-terrace site frontage and working areas required for the new dwellings, which are all to be rebuilt at the same time under separate planning applications. As such, all delivery vehicles shall approach

from the south via Gigg Lane and shall be directed by a banksman stationed at the site frontage during loading and unloading operations.

Vehicles shall park at the kerbside under banksman control, with pedestrians and other road users managed using a wait-and-hold system to maintain safety, where required. Vulnerable road users, cyclists and pedestrians shall have right of way unless it is not safe to proceed, in which case the area shall be made safe and they shall be allowed to pass under controlled conditions.

Swept path analysis for the largest construction vehicle anticipated to regularly access the site during the demolition phase is provided at Appendix B. The assessment is based on a 10-tonne rigid body vehicle in accordance with Freight Transport Association (FTA) guidance (2016). This vehicle represents the maximum practicable size capable of safely navigating the surrounding highway network and accessing the site.

The selected vehicle envelope is considered representative of the typical delivery and collection movements associated with the works at this constrained mid-terrace site, including skip exchanges, scaffold deliveries and material deliveries. Given the kerbside delivery arrangement on Nelson Street, larger vehicles are not considered appropriate for regular access to the site.

The site shall utilise a delivery booking system shall ensure that vehicle arrivals are managed to avoid conflict, with only one vehicle in attendance at any one time. At no point shall deliveries be allowed to wait on the public highway unless being actively loaded/ offloaded.

All deliveries shall be timed to avoid school drop-off and collection periods at St Luke's C of E Primary School (180 m north) and Learning Cubs childcare (120 m south), with deliveries restricted to between 09:30 and 15:00 hours.

4.1.2 Routing to the Site

Construction vehicles shall access the site from the Strategic Road Network (SRN) via the A56 Manchester Road, turning onto Gigg Lane and proceeding to Nelson Street. This route makes use of the Strategic Road Network for the majority of the journey and limits travel on residential streets to the final approach only.

Upon departure, vehicles shall continue north on Nelson Street and turn left onto Parkhills Road, rejoining the A56.

No alternative route offers a shorter or less disruptive approach to the site.

All construction traffic shall be instructed to utilise this prescribed route only, and alternative routes through the surrounding streets shall not be permitted. Delivery drivers shall be provided with routing details prior to departure.

The routing strategy is presented as Figure 4.1 below.

Figure 4.1 – routing path to and from the site from the Strategic Road Network (Blue – access & egress. Red – approximate site area).

4.2 Highway Defect Monitoring

The Contractor shall undertake a photographic dilapidation survey of the adjacent highway and access points prior to commencement of the Works. A copy of this survey shall be retained on site for the duration of the project and made available to the LHA upon request.

The Contractor shall also undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.

4.3 Parking

Parking associated with the construction phase shall follow a hierarchy of sustainable transport options.

Operatives will be encouraged, where reasonably practicable, to travel to the site by public transport, walking or cycling in preference to private car use.

The site is well served by public transport. Bus services 95, 97, 135, 524 and 899 operate along the A56 Manchester Road, which is located approximately a five-minute walk to the east of the site. These services provide regular connections to Bury town centre, Manchester city centre and

surrounding areas. The proximity of these services makes public transport a viable option for site operatives and shall be promoted as part of the site travel arrangements.

No on-site parking is available for operatives or visitors given the constrained nature of the mid-terrace site. On-street parking on Nelson Street and the surrounding residential roads is unrestricted and generally available.

Where travel by car is unavoidable, operatives may park on the surrounding residential streets provided that this is undertaken legally, safely and without causing obstruction or disruption to local residents. Given that site working hours will generally coincide with normal daytime commuting periods, significant parking pressure is not anticipated.

Should any complaints regarding workforce parking be received, the Contractor shall investigate promptly and implement appropriate mitigation measures, which may include restricting or managing workforce parking arrangements as necessary.

The Contractor shall seek to employ local labour where practicable in order to increase the viability of sustainable travel modes. Car sharing among site personnel will also be actively encouraged to minimise the number of vehicles associated with the development and to reduce potential impacts on the surrounding highway network.

4.4 Sheeting of Construction Vehicles

Construction vehicles entering and leaving the site shall be appropriately sheeted to ensure that dust from any materials contained within is secured and is not liberated into the local atmosphere.

4.5 Vehicle Holding Areas and Delivery Strategy

No dedicated vehicle holding area is available within the site area as the 3 No. properties (102, 104 & 106 Nelson Street) are being reconstructed at the same time.

All deliveries shall be managed through a pre-arranged booking system administered by the Site Manager.

Vehicle movements shall be managed through a structured delivery booking system to ensure that only one delivery or collection vehicle is scheduled to attend the site at any one time. This shall avoid vehicle queuing on Nelson Street or the surrounding residential roads. Drivers shall be instructed not to arrive before their allocated time slot. In the event that a delivery vehicle arrives early, the driver shall be directed back to their point of origin and rebooked.

All deliveries shall be coordinated by the Site Manager, who will be responsible for programming and controlling vehicle arrivals. A “just-in-time” delivery approach shall be adopted to prevent an accumulation of materials on site and to ensure that adequate space is available to receive each scheduled vehicle safely.

Any vehicle arriving outside of its agreed booking slot shall be instructed to leave the area and return at a rebooked time. Under no circumstances shall vehicles be permitted to queue, wait or circulate on the public highway while awaiting access to the site.

Delivery and scheduling logs shall be provided to the LHA upon request.

4.6 Number, Type and Frequency of Vehicles

The number, type and frequency of vehicles is estimated below in Table 4.1.

Table 4.1 – Number, Type and Frequency of Vehicles

Phase	Vehicle Type	Frequency	Comment
Substructure	10T rigid	1–2 per day	Concrete and aggregate deliveries
	7.5T rigid	2–3 per week	Reinforcement and formwork
	3T van	2–3 per week	Small plant and materials
	Small van/car	Daily	Operative access
Superstructure	10T rigid	1–2 per day	Bricks, blocks and timber deliveries
	7.5T rigid	2–3 per week	Roof trusses and joinery
	3T van	3–4 per week	Windows, doors and fixings
	Small van/car	Daily	Operative access
Internal Fit-Out	7.5T rigid	2–3 per week	Kitchen and bathroom units
	3T van	Daily	M&E, plumbing and plastering materials
	Small van/car	Daily	Operative and trade access
Landscaping & Sundries	7.5T rigid	2–3 per week	Paving and topsoil deliveries
	3T van	2–3 per week	Railings, fencing and planting materials
	Small van/car	Daily	Operative access

5.0 Construction Management

5.1 Site Hours of Operation

The site hours of operation shall strictly be 0800 – 1800 Monday to Friday. Saturday working hours shall be 0800 – 1300. No working shall be permitted on Sundays or bank holidays. The Contractor shall verify these hours against the most current Local Authority guidance prior to commencement, as permitted hours may vary. Should piling be required, the method and restrictions shall be agreed with the LPA in advance.

Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Authority before any such works take place. Any exceptional activities, including night-time working, shall be discussed and agreed with the Local Authority in advance. It is the Contractors responsibility to manage this process and to maintain all necessary liaison with the

Local Authority, although it is noted that out of hours working is not anticipated given the scope of the works.

5.2 Site Security

The site shall be secured using Heras fencing panels installed around the full site perimeter for the duration of the works. The fencing shall be maintained in good condition throughout and inspected regularly to ensure it remains secure. Given the residential nature of the surrounding area, the Heras fencing provides a proportionate level of security while clearly delineating the construction site boundary and preventing unauthorised access.

5.3 Welfare Arrangements

Indicative site layout plans for the works are provided at Appendix B.

A road legal, mobile welfare van shall be positioned on the highway adjacent to the site frontage on Nelson Street for the duration of the works. The welfare unit shall provide toilet facilities, a drying room, a rest area with seating and heating, and facilities for the preparation and consumption of food and drink in accordance with the Construction (Design and Management) Regulations 2015 and the Health and Safety Executive's guidance on welfare at construction sites. The use of a highway-based welfare van is appropriate given the constrained nature of the site, which does not provide sufficient space for a fixed welfare unit within its boundaries.

Welfare facilities shall include appropriate provisions in accordance with the Construction (Design and Management) Regulations 2015, including rest areas, toilet facilities and hand-washing facilities.

5.4 Plant and Material Loading/ Unloading and Storage

All loading and unloading operations shall take place at the site frontage on Nelson Street, with materials transferred from delivery vehicles directly into the site compound under banksman control.

Materials shall be stored within the site boundary in a manner that maximises available working space and maintains safe access and egress. A just-in-time delivery system shall be employed to minimise the volume of materials stored on site at any one time and to reduce the frequency of delivery vehicle movements.

Where lifting operations are required, they shall be planned and undertaken in full compliance with the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER), using competent personnel, appropriate equipment and task-specific lift plans proportionate to the nature of the works.

Throughout the works, the site shall be maintained in a clean, safe and orderly condition. All waste materials shall be stored securely within the site boundary in designated areas only and shall be removed from site at regular intervals to prevent accumulation.

Building materials, plant and equipment shall be stored neatly within the defined storage locations shown on the site layout plans, and shall not be placed on the public highway or outside the agreed working area.

Deliveries shall be scheduled on a just-in-time basis to minimise on-site stockpiling and to ensure that adequate space remains available for safe unloading and storage.

Loose materials shall be appropriately covered or contained to prevent dispersal by wind, and skips or waste containers shall be sheeted when not in active use. The burning of waste on site shall be strictly prohibited.

Regular housekeeping inspections shall be undertaken by the Site Manager to ensure that access routes, working areas and the site frontage remain tidy and free from obstruction. Any litter or debris generated by site activities shall be promptly collected and removed. In the event that material is inadvertently deposited on the public highway, it shall be cleaned and removed without delay.

5.5 Wheel Washing

The Contractor shall implement appropriate mud and debris control measures for the duration of the works.

Although no on site loading or unloading is possible, a jet-wash unit shall be installed within the site, positioned at the site frontage so that all vehicles can be cleaned where required prior to departing from the site. It is noted that the likelihood of vehicles requiring cleaning is considered low given that loading and unloading is to take place from the bound highway surface.

The Contractor shall ensure that no mud, dust or debris arising from site activities is deposited on Nelson Street or the surrounding streets.

In the event that any tracking or soiling of the highway occurs, immediate remedial measures shall be implemented, including manual clearance and, where necessary, the use of a road-sweeping vehicle, to maintain the highway in a clean and safe condition at all times.

5.6 Dust Control Measures

The site has been assessed in accordance with IAQM Guidance on Assessment of Dust from Demolition and Construction V1.1. This has considered the cumulative impacts of 102, 104 and 106 Nelson Street being rebuilt at the same time. A summary of the assessment is provided in Table 5.1 below.

Table 5.1 – Overall Dust Risk Assessment

Development Phase	Dust Emission Magnitude	Sensitivity of Area	Overall Risk
Demolition	Small	High	Low
Earthworks/civils	Small	High	Low

Construction	Small	High	Low
Trackout	Small	High	Low

Relevant dust control measures for the site are presented in Table 5.2 below.

Table 5.2 – Dust Control Measures	
Phase	**Control Measure**
COMMUNICATIONS & SITE MANAGEMENT — All Phases	
All Phases	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
	Display the head or regional office contact information.
	Record and respond to all dust and air quality pollutant emissions complaints.
	Make a complaints log available to the local authority when asked.
	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
	Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.
	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation in the log book.
PREPARING AND MAINTAINING THE SITE — All Phases	
All Phases	Plan site layout: machinery and dust causing activities should be located away from receptors.
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
	Avoid site runoff of water or mud.
	Keep site fencing, barriers and scaffolding clean using wet methods.
OPERATING VEHICLES / MACHINERY AND SUSTAINABLE TRAVEL — All Phases	
All Phases	Ensure all vehicles switch off engines when stationary — no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
OPERATIONS — All Phases	

All Phases	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
	Use enclosed chutes, conveyors and covered skips.
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
WASTE MANAGEMENT — All Phases	
All Phases	Reuse and recycle waste to reduce dust from waste materials.
	Avoid bonfires and burning of waste materials.
MEASURES SPECIFIC TO DEMOLITION	
Demolition	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
	Ensure water suppression is used during demolition operations.
	Avoid explosive blasting, using appropriate manual or mechanical alternatives.
MEASURES SPECIFIC TO CONSTRUCTION	
Construction	Avoid scabbling (roughening of concrete surfaces) if possible.
MEASURES SPECIFIC TO TRACKOUT	
Trackout	Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site.
	Avoid dry sweeping of large areas.
	Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.

6.0 Conclusion

This Construction Traffic Management Plan has been prepared on behalf of Gateley Smithers Purslow Limited by DC Development Consultants in relation to the requirements of Condition 7 of planning permission 72226, for the reinstatement of an end of terrace dwelling at 106 Nelson Street, Bury, BL9 9HX.

The CTMP sets out the management procedures and control measures that shall be implemented throughout the demolition and construction phases to manage construction traffic, protect highway safety and minimise disruption to the local community.

It is considered that the measures set out within this CTMP, if implemented in full, are sufficient to satisfy the requirements of Condition 7 and to ensure that the development can proceed without unacceptable impacts on highway safety or residential amenity.

End of Report

DC Development Consultants
Driving Sustainable Development

APPENDIX A – Planning Decision Notice

NOTICE OF PLANNING PERMISSION

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2015

To:
Mr Thomas Scrimshaw
Gateley Smithers Purslow
Glaston Hall
Spring Lane
Glaston
Oakham
LE15 9BZ

On Behalf Of:
Waqas Anwar
106 Nelson Street
Bury
BL9 9HX

PART 1 - Particulars of Application

Application Number: 72226

Date of Registration: 17/09/2025

Proposal:
Reinstatement of end-terraced house at no. 106 Nelson Street following collapse after gas explosion

Location:
106 Nelson Street, Bury, BL9 9HX

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:-

1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2 This decision relates to drawings numbered 251107-100, 251107-101 B, 251107-102 A, 251107-103 D, 251107-104 C, 251107-105 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

3 The external finishing materials for the proposal hereby approved shall match those of the existing terraced dwellings.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

4 The development hereby permitted within any approved phase shall not be occupied/brought into use until the works relating to land contamination detailed

below are fully completed:
Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.
A Verification Report must be submitted to the Local Planning Authority for approval upon completion of remediation works. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

5 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

6 No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

7 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:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not 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.
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 materials 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 interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

H1/2	H1/2 - Further Housing Development
H2/1	H2/1 - The Form of New Residential Development
H2/2	H2/2 - The Layout of New Residential Development
EN1/2	EN1/2 - Townscape and Built Design
EN6/3	EN6/3 - Features of Ecological Value
EN7/2	EN7/2 - Noise Pollution
EN7/5	EN7/5 - Waste Water Management
HT2/4	HT2/4 - Car Parking and New Development
HT5/1	HT5/1 - Access For Those with Special Needs
SPD6	Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S5	Clean Air
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G7	Trees and Woodland
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
NPPF	National Planning Policy Framework

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:
251107-100
251107-101 B
251107-102 A
251107-103 D
251107-104 C
251107-105

NOTES TO APPLICANT
Not Applicable

Signed:

.....
On behalf of the Council

Date of Decision: 24/11/2025

DC Development Consultants
Driving Sustainable Development

APPENDIX B – Drawings

A4

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Location Plan

Scale 1:1250 @ A4

N

REV.		CHKD.	DATE

Gateley / SMITHERS PURSLOW

Engineering | Surveying | Architecture

gateleysmitherspurslow.com

Project:
106 Nelson Street
Bury, Greater Manchester
BL9 9HX

Drawing Title:
Location Plan

PLANNING

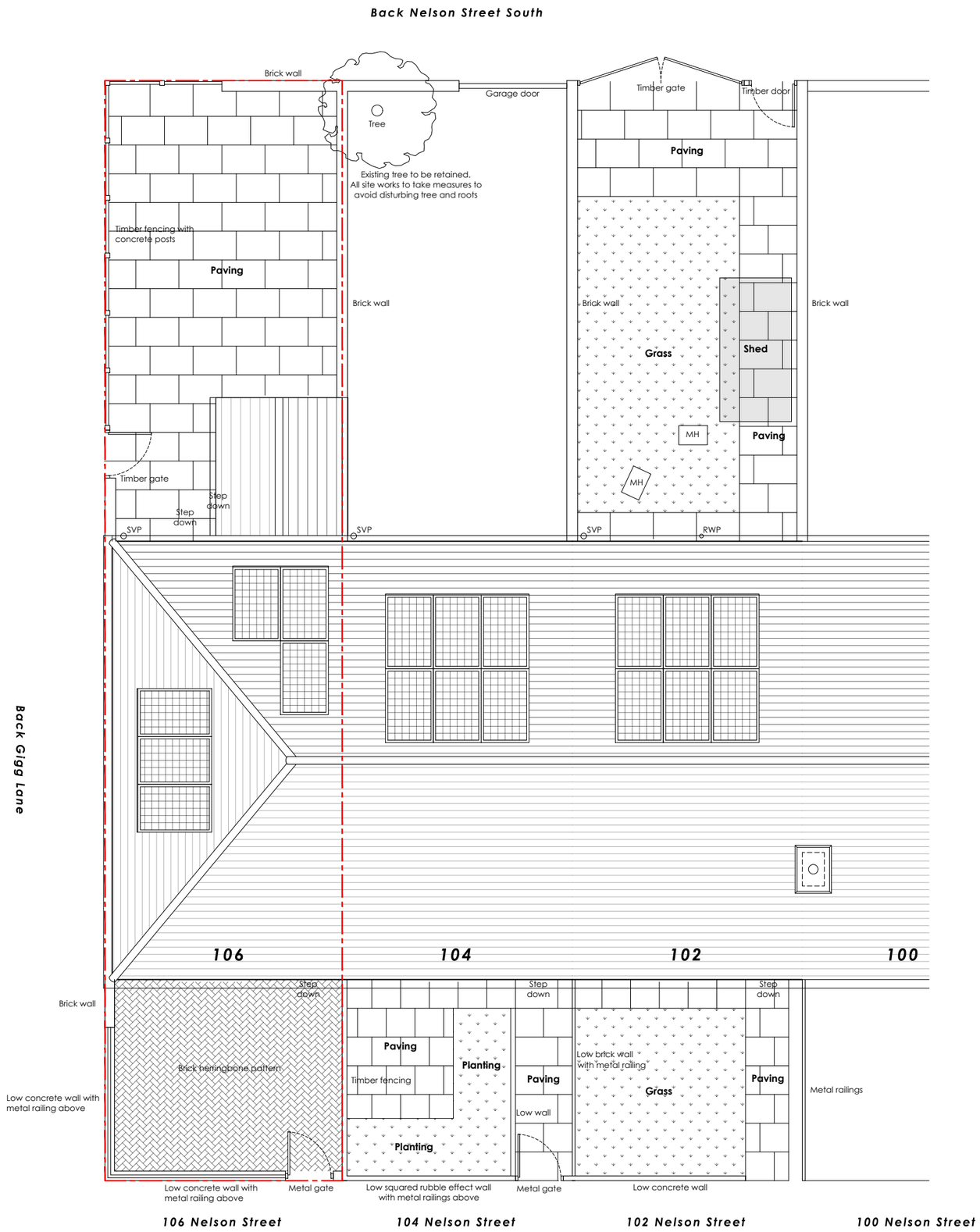
0m 20 40 60 80m

scale 1:250

Drawing No.	251107 – 100		Rev. ~
Scale @ A4	1:1250	Drawn T.S.	Date 13/06/25
Status	P	Checked –	Design GSP

PP6/F2

A3



Site Plan
Proposed
Scale 1:100 @ A3

0m 1 2 3 4 5m
scale 1:100

PLANNING

NOTES

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3. THE CONTRACTOR SHALL VERIFY ALL SITE AND SETTING OUT DIMENSIONS/LEVELS BEFORE PUTTING WORK IN HAND. ANY DISCREPANCY IS TO BE REPORTED TO GATELEY SMITHERS PURSLOW STRAIGHT AWAY.
4. SCALE FROM THIS DRAWING FOR PLANNING PURPOSES ONLY. USE FIGURED DIMENSIONS ONLY.
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6. THE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR ENSURING THE STABILITY OF THE WORKS, SERVICES AND ADJACENT STRUCTURES AT ALL STAGES OF CONSTRUCTION. THE DESIGN OF ALL TEMPORARY WORKS SHALL BE THE CONTRACTORS RESPONSIBILITY. THE CONTRACTOR IS TO COMPLY WITH ALL HEALTH AND SAFETY LEGISLATION AND ADHERE TO THE REQUIREMENTS OF THE H.S.E.
7. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE LATEST RELEVANT LEGISLATION, REGULATIONS, GUIDANCE, STATUTORY CONSENTS AND COMMON LAW. ALL WORKS TO BE TO THE ENTIRE SATISFACTION OF LOCAL AUTHORITY OR WARRANTY PROVIDER NOT WITHSTANDING ANYTHING SHOWN OR INDICATED ON THESE DRAWINGS. ALL WORKMANSHIP AND MATERIALS TO BE TO THE BEST OF THEIR RESPECTIVE KIND AND AT LEAST EQUIVALENT OF THE APPROPRIATE BRITISH STANDARDS AND BRITISH STANDARD CODE OR PRACTICE.

REV.		CHKD.	DATE

Gateley / SMITHERS PURSLOW
Engineering | Surveying | Architecture
gateleysmitherspurslow.com

Project:
106 Nelson Street
Bury, Greater Manchester
BL9 9HX

Drawing Title:
Site Plan
Proposed

Drawing No. 251107 - 105		Rev.
Scale @ A3 1:100	Drawn T.S.	Date 15/10/25
Status P	Checked –	Design GSP

PP6/F3

Rev A

Drawing Number 387-SPA-001

Job Title
102-106 Nelson Street

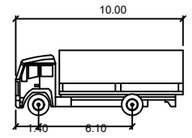
Location
Bury

Client
GSP

Key

- Approximate site boundary
- Vehicle Body
- Wheel path
- Body path
- Center line

Vehicle modeled:



Large Truck

	Meters
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.00 s
Steering Angle	: 37.75 deg

Rev	Date	Description
A	27/04/26	Information

Drawing Status
Information

Drawing Title
Swept Path Analysis
Largest Regularly Anticipated Vehicle

Project Code	387	Scale	1:500
		Date Drawn	27/04/26
		Drawn By	TM
		Reviewed By	JM
		Original Size	A3

Drawing Number
387-SPA-001

Rev
A

Drawing Number 387-SLP-001

Rev A

Job Title
102-106 Nelson Street

Location
Bury

Client
GSP

Key

- Approximate site boundary
- Main works area
- Welfare area
- Skip/ storage area
- Wheel wash location

Note that locations of individual activies may need to be readjusted as works, particularly civils works, progress.

102, 104 and 106 to be progressed at the same time, therefore logistics strategy combined to prevent conflict.

Rev	Date	Description
A	27/04/26	Information

Drawing Status
Information

Drawing Title
Site Layout Plan

Project Code	387	Scale	1:500
		Date Drawn	27/04/26
		Drawn By	TM
		Reviewed By	JM
		Original Size	A3

Drawing Number
387-SLP-001

Rev
A

DC Development Consultants

Driving Sustainable Development