

Tiddlywink Day Nursery Limited

Proposed Nursery School  
Croft Lane, Unsworth, Bury

Construction Traffic Management Plan



## Control Sheet

**CLIENT:** Tiddlywink Day Nursery Limited  
**PROJECT TITLE:** Proposed Nursery School  
 Croft Lane, Unsworth, Bury  
**REPORT TITLE:** Construction Traffic Management Plan  
**PROJECT REFERENCE:** 152508  
**DOCUMENT NUMBER:** 003  
**ISSUE NUMBER:** 01  
**DATE:** June 2023

| Issue & Approval Schedule | Issue 01    |      | Name         |             | Signature                                                                            |  | Date       |
|---------------------------|-------------|------|--------------|-------------|--------------------------------------------------------------------------------------|--|------------|
|                           | Prepared by |      | Luke Young   |             |    |  | 28.06.2023 |
|                           | Checked by  |      | Ian Ladbroke |             |    |  | 28.06.2023 |
|                           | Approved by |      | Ian Ladbroke |             |  |  | 28.06.2023 |
| Issue Record              | Issue       | Date | Status       | Description | Signature                                                                            |  |            |
|                           | 02          |      |              |             | Prepared                                                                             |  |            |
|                           |             |      |              |             | Checked                                                                              |  |            |
|                           |             |      |              |             | Approved                                                                             |  |            |
|                           | 03          |      |              |             | Prepared                                                                             |  |            |
|                           |             |      |              |             | Checked                                                                              |  |            |
|                           |             |      |              |             | Approved                                                                             |  |            |

*This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.*

*This document has been prepared in accordance with the instructions of the client, Tiddlywink Day Nursery Limited, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.*

*Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates Consulting Engineers unless otherwise expressly stated within this report.*

*Copyright - All intellectual property rights in, or arising out of, or in connection with this report, are owned by Sanderson Associates Consulting Engineers. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates Consulting Engineers and the client.*

*Sanderson Associates Consulting Engineers is a trading name of Fairhurst Group LLP, a limited liability partnership, registered in Scotland with the registered number SO307306.*

---

## Acknowledgements

Google My Maps has been used to generate figures in this report for illustrative purposes only.

## Contents

|                                                         |    |
|---------------------------------------------------------|----|
| 1. Introduction.....                                    | 5  |
| 2. Local Considerations.....                            | 8  |
| 3. Construction Logistics and Vehicle Routing .....     | 10 |
| 4. Vehicle Access and Estimated Movements.....          | 13 |
| 5. Mitigation Measures for the Construction Phase ..... | 15 |
| 6. Materials and Plant Storage .....                    | 17 |
| 7. Strategies to Reduce Impact .....                    | 18 |
| 8. Security.....                                        | 20 |
| 9. Health and Safety .....                              | 21 |
| 10. Implementation, Monitoring and Reporting.....       | 22 |

## List of Figures

|                                                |                      |    |
|------------------------------------------------|----------------------|----|
| Figure 1 – Approximate Extent of Site Boundary | [GoogleMyMaps] ..... | 6  |
| Figure 2 – Vehicle Routing to M66              | [© Google] .....     | 11 |

## List of Appendices

### Appendix A

Proposed Site Layout Plans

# 1. Introduction

## 1.1 Overview

- 1.1.1 Sanderson Associates Consulting Engineers has been appointed by Tiddlywink Day Nursery Limited to prepare this Construction Traffic Management Plan (CTMP).
- 1.1.2 Pre-application advice has been sought from Transport for Greater Manchester (TfGM) (Application Number: 02796/E), which states that:
- “An assessment of the likely environmental/ traffic impacts of HGVs during the construction process.”*
- 1.1.3 This CTMP sets out the framework for the management of construction traffic and the logistics associated with the construction phase of the development in advance of a contractor being appointed.
- 1.1.4 This CTMP details the access routes available to the site and how these will be utilised to ensure, wherever possible, that access by those vehicles associated with construction of the proposed development will result in minimal disruption to the highway network in the vicinity of the site and to other businesses and properties.
- 1.1.5 This CTMP also details the level of commitment required by the developer and their appointed construction contractors and the actions required to ensure the site is operated in a safe and sustainable manner during the construction period.
- 1.1.6 The developer has yet to appoint a main contractor for the construction of the development. As soon as this information is available, the Council will be advised.

## 1.2 Construction Traffic Management Plan (CTMP) Objectives

- 1.2.1 The overall objectives of this CTMP for the construction phase of the development are to:
- Lower emissions;
  - Enhance safety – improved vehicle and road user safety; and,
  - Reduce congestion – reduced trip overall, especially in peak periods.
- 1.2.2 To support the realisation of this objective, several sub-objectives will be promoted and including:
- Encouraging construction workers to travel to the site by non-car modes;
  - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate construction traffic trips in peak periods;
  - Encouraging greater use of sustainable freight modes;
  - Encouraging the use of greener vehicles;
  - Managing the on-going development and delivery of the CTMP with construction contractors;

- Communication of site delivery and servicing facilities to workers and suppliers; and,
- Encouraging the most efficient use of construction freight vehicles.

### 1.3 Site Context

- 1.3.1 The site is located on Croft Lane, approximately 2.5km southeast of Bury Town Centre. The site is bounded by residential properties to the south and east and industrial and retail premises to the north-east. The site boundary is shown within **Figure 1**.

**Figure 1 – Approximate Extent of Site Boundary**

[GoogleMyMaps]



- 1.3.2 Part of the site is unused land, while the remainder is a car park with 28 marked spaces.

### 1.4 Development Proposals

- 1.4.1 The principle aim of the proposed development is for the erection of a private nursery, together with play area, access, associated infrastructure and landscaping (Use Class E(f)). The proposed site layout plan is attached at **Appendix A**.

## **1.5 Construction Transport Management Plan Structure**

1.5.1 The Construction Transport Management Plan is divided into the following chapters:

1. Introduction
2. Local Considerations
3. Construction Logistics and Vehicle Routing
4. Vehicle Access and Estimated Movements
5. Mitigation Measures for the Construction Phase
6. Materials and Plant Store
7. Strategies to Reduce Impact
8. Security
9. Health and Safety
10. Implementation, Monitoring and Reporting

## 2. Local Considerations

### 2.1 Site Constraints

- 2.1.1 The site is flat with a vehicular surface and no buildings. The site has an existing access onto Croft Lane which is suitable for construction vehicles.
- 2.1.2 There is a southbound bus stop on the east side of Croft Lane opposite the site frontage and in the vicinity of the site access.
- 2.1.3 There are no formal or informal pedestrian crossings across Croft Lane on the site frontage.
- 2.1.4 The appointed Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that Croft Lane is kept clear from any debris.
- 2.1.5 When vehicles are entering or leaving the site, they will be supervised by on site operatives, and banksmen used if any vehicles are required to reverse onto/ off the highway. Such manoeuvres will only take place if necessary.

### 2.2 Local Considerations

- 2.2.1 Pedestrian facilities are located adjacent to site access on Croft Lane. Cyclists have been observed on Croft Lane during the site visit. Pedestrians and cyclists should therefore be anticipated at the site access which is to be used for construction vehicles. The construction site access should be closed at all times except when vehicle movements are taking place.
- 2.2.2 There is southbound bus stop on the east side of Croft Lane opposite the site frontage and in the vicinity of the site access. Buses should therefore be anticipated opposite the access which is to be used for construction vehicles. The construction site access should be closed at all times except when vehicle movements are taking place.
- 2.2.3 Traffic regulation orders in the form of double yellow lines are present on both sides of Croft Lane in the vicinity of the site which prohibits parking at any time. Immediately south of the site frontage on the opposite side of Croft Lane is a priority junction with Borden Way, which is a private road. The contractor will ensure that construction traffic and operatives do not park illegally or inconsiderably on Croft Lane or the surrounding highway network.
- 2.2.4 Croft Lane from the junction with the A56 to the south of the site to the Pilsworth Lane junction to the north of the site, is signposted with a traffic regulation order that prohibits goods vehicles over 7.5tons except for access. The restriction will not affect construction vehicles accessing the site.
- 2.2.5 Immediately north of the site, Croft Lane is signposted as an Urban Clearway to the M66 Junction3, which prohibits stopping at any time. The contractor will ensure that construction traffic and operatives do not contravene the clearway regulations.

- 2.2.6 Approximately 1km north of the site on Croft Lane is the M66 Junction 3. There are no direct accesses to residential properties along this route. There are accesses to employment and retail uses which includes a roundabout along the route. The roundabout is suitable for construction vehicles. Pedestrians, cyclists and buses should be anticipated at the roundabout associated with the adjacent retail uses.
- 2.2.7 To the south of the site on Croft Lane there are residential properties with a combination of direct access and parking laybys. Vehicles manoeuvring from drives and parking spaces should be anticipated. Pedestrians including children should be anticipated. There is a mini roundabout on this route. Hollins Grundy Primary School is accessed from the roundabout. Young school children should be anticipated. The roundabout is suitable for construction vehicles.
- 2.2.8 There are stables off Hollins Brow to the south of the site. Horses should be anticipated.

### **2.3 *Neighbouring Construction Sites***

- 2.3.1 There are potentially other development sites which may arise within the vicinity of the site. The appointed contractor will be responsible for establishing if any of these will coincide with the proposed development and work with other contractors/ developers to minimise conflict.

### **2.4 *Public Relations***

- 2.4.1 The Construction Site Manager will act in the role of community Liaison Officer to mitigate and resolve any issues and difficulties in the local community. Establishing and maintaining a good relationship with the properties nearby is key to the successful management of the proposed development. It is important to note the limited number of residents in the community in close proximity to the proposed development and so the impacts of the development on the local residential community are expected to be small.
- 2.4.2 Any sensitive works or other public issues will be dealt with in a professional and accountable manner, ensuring the local community are kept informed at all times. This may include instances such as out of hours deliveries.
- 2.4.3 Information boards will be displayed on the site hoarding which will highlight the key personnel on site and their contact details. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.
- 2.4.4 Before work commences, letters will be sent to neighbouring properties informing them of the works being carried out and giving them the contractors contact name and telephone number. This will include a 24-hour emergency hotline. Full and regular communications with affected neighbours regarding site activity, traffic and deliveries should continue throughout the duration of the build.

### 3. Construction Logistics and Vehicle Routing

#### 3.1 Deliveries – Plant and Materials

- 3.1.1 Wherever possible, deliveries will be made outside of peak activity hours, which will include avoiding school AM drop-off and PM pick-up times to minimise conflict with pedestrians and cyclist travelling to nearby employment/educational facilities.
- 3.1.2 The loading and unloading of all plant and materials will take place within the confines of the site. There will not be requirements for any vehicles to park on Croft Lane. All materials and plant will be stored safely and securely within the site boundary.
- 3.1.3 A banksman will oversee vehicles entering, egressing and within the site. Whenever site operatives or the general public are in close proximity to any delivery activities the operation will stop until the construction vehicle has safely passed. During unloading/ loading activities, vehicle audible and visual devices will be used.
- 3.1.4 The access gates to the site would open inwards so that there are no obstructions to the highway.
- 3.1.5 When deliveries and vehicles are entering and exiting the site, the footpath will be closed to ensure the safety of the public.
- 3.1.6 A Traffic Marshal will be responsible for maintained pedestrian safety as well as ensuring the footway and highways are clean, and free of debris. During times of vehicle deliveries, the Traffic Marshal will set out Avalon plastic barriers and signage either side of the site access cross over to form a visible and physical barrier. Priority will be given to footpath users; the Traffic Marshal will aid pedestrians and vulnerable users across the site cross over.
- 3.1.7 The Principal Contractor will be responsible for coordinating deliveries to the site and wherever possible will seek to combine deliveries for various construction disciplines on site at any particular time, to limit the number of vehicle movements associated with the construction process.

#### 3.2 Construction Operatives Parking

- 3.2.1 Designated parking areas will be set out within the confines of the site to accommodate vehicles belonging to construction operatives.
- 3.2.2 The Principal Contractor will, however, instruct all staff to access the site using sustainable transport wherever possible, to limit the number of vehicles accessing the site on a daily basis, during the construction period.
- 3.2.3 Car sharing and the use of company transport will be actively encouraged to further reduce the number of vehicle movements associated with the construction process.

3.2.4 The Principal Contractor will similarly advise any subsequently appointed sub-contractors of this process.

### 3.3 *Limitation of Off-Site Impact*

3.3.1 The Principal Contractor will be advised by the site manager that they are required to accommodate all associated development parking within the site, and that this will be monitored by the site manager.

3.3.2 This Construction Traffic Management Plan sets out an undertaking that there will be no overspill parking into the surrounding streets as a result of any work, loading/ unloading, or operatives parking. If contractors fail to observe parking restrictions repeatedly, penalties may be introduced, such as the removal of the worker from the site.

### 3.4 *Vehicle Routing*

3.4.1 The site benefits from its proximity to the motorway network, with the M66 Junction 3 located approximately 1km to the north east of the site. A 7.5tonne weight restriction is in place in the vicinity of the site, but this does allow HGVs for access and therefore HGV construction traffic would not be restricted from accessing the site from the M66.

3.4.2 The route from the site access to the M66 is shown in **Figure 2**.

**Figure 2 – Vehicle Routing to M66**

[© Google]



- 3.4.3 Heading south on the M66 will connect to the M60/M62 interchange and heading north on the M66 will connect the construction traffic to the A58. All construction traffic will be directed to access the site via the M66 Junction 3 to avoid local roads.

## 4. Vehicle Access and Estimated Movements

- 4.1 A detailed programme of construction for the proposed development has not been finalised. The Council will be informed as soon as this information is available.
- 4.2 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway.
- 4.3 At the time of writing this report, contractors for the development have not been appointed. Following the appointment of the principal contractor, the contractor will be required to provide a detailed Construction Traffic Management Plan [CTMP], setting out a detailed construction program and detailed method statements for construction traffic and associated risk assessments. The detailed CTMP will be submitted to the Local Planning Authority for approval before works commence on site.
- 4.4 The typical construction operations envisaged at this stage are:
  - Erect site work hoarding;
  - Site clearance;
  - Excavate/ lay foundations;
  - Erection of structure and brickwork;
  - Erection of scaffolding;
  - Roofwork; and,
  - Internal fit out.
- 4.5 A programme and schedule of works will be prepared by the Principal Contractor, once they are appointed. The programme may be subject to change as with many construction projects, if this is the case, the Principal Contractor will confirm the details and any potential change to the CTMP to the Council.
- 4.6 All existing access to the site is provided from Croft Lane via a gated access. Croft Lane has street lighting, has footways on both sides of the carriageway across the site frontage and is subject to a 30mph speed limit.
- 4.7 To the north of the site, Croft Lane becomes Pilsworth Road which provides access to various industrial and commercial sites. The 1km route links to the M66 at Junction 3. The M66 connects to the M60 and M62 to the south. All construction traffic will be directed to access the site via the M66 Junction 3 to avoid local roads.
- 4.8 Construction hours and in term traffic movements to and from the site will be limited to between 08:00 to 18:00 Monday to Friday, with heavy vehicle movements avoided during typical highway peak hour periods and school pick-up/ drop-off periods (07:45 – 09:15, 14:00 – 15:45 and around 17:00) and from 08:30 to 13:00 on Saturday. Bank Holidays or Public Holidays will not be normal working days.

- 4.9 It is not expected that works on the site itself will need to be undertaken outside these hours. All vehicles will access the site from Croft Lane and contractors will be given specific instructions not to park/ wait/ unload on Croft Lane.
- 4.10 It is envisaged that typical daily construction traffic will be;
- Skip Lorries – these will include standard 8 yard skips for general building waste.
  - Flatbed Delivery Vehicles – For the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/ blocks, timber, roofing materials, plaster, joinery etc.
  - LGVs, Panel Vans and Cars – These will be used by suppliers and by workers at the site.
- 4.11 Larger deliveries will be timed and instructed to contact the Site Manager before arrival to avoid the peak hour periods, this will be detailed in all material and subcontract orders. It will also be made clear to contractors that all large vehicle deliveries will require the aid of a Banksman.

## 5. Mitigation Measures for the Construction Phase

### 5.1 Overview

- 5.1.1 The construction process can generate a number of effects on the general environment and local amenities/ residents. These include:
- Reduction in local air quality due to dust generation and increased traffic movements during construction of the development; and,
  - Increase in current noise levels associated with construction activities.

### 5.2 General Measures

- 5.2.1 The site is to be kept as clean and clear as possible at all times, with vehicles to be positioned to not obstruct the site entrance.
- 5.2.2 The contractor will erect solid, well signed boundary barriers around the site, and appropriate barriers around dusty/ noisy activities.
- 5.2.3 A method of cleaning mud and debris from vehicles wheels and chassis will be provided, this will be operated and maintained by the appointed contractor. If required, this will be supplemented with visits from a road sweeper to ensure deposits are cleaned from Croft Lane and the adjacent footway. Any small deposits will be dealt with by the contractor's site operatives.

### 5.3 Site Waste Minimisation Measures

- 5.3.1 The following measures will be undertaken on-site to minimise waste:
- All arisings to be segregated on site;
  - Re-usable materials to be identified on site, removed for storage and re-sale;
  - Recyclable/recoverable materials will be removed from the site for processing in appropriate licensed facilities.
- 5.3.2 The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the required standards, in turn reducing the nuisance caused to local residents and amenities

### 5.4 Reducing Emissions from Vehicles

- Vehicles delivering to or collecting from the site will not be left idling and will be instructed to turn off their engines if waiting for more than a minute.
- The loading and delivery procedures are outlined earlier in this report.

### **5.5 Operations**

- The Local Authority will be informed if a mobile crushing plant or concrete batching are to be used.
- Skips, chutes and conveyors will be completely covered to ensure that dust does not escape.
- 'Damping down' the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken.

### **5.6 Waste Managements**

- No materials will be burnt on site. Any excess material will be re-used or recycled on/ or off-site, where practicable.
- All excess materials will be separated on site into reusable materials, recyclable materials and waste materials.

### **5.7 Measures Specific to Trackout**

- On-site access roads and the footway fronting the site will be swept regularly, in order to keep the surrounding area free of dust. Care will be taken not to contaminate adjacent waterways;
- Vehicles – in particular wheels – will be washed or cleaned before leaving site. This will be in the form of a high-powered jet wash, which will be located within the site. All construction vehicles wheels will be washed down, depending on the stage of construction and state of the site.
- All vehicles carrying dusty materials will be securely covered before leaving site, to prevent dust spilling on the road and being swept away by the wind.

5.8 The proposed mitigation measures will ensure that dust generation is minimised and therefore, the associated hazard and nuisance caused to pedestrians and vehicles will be reduced.

---

## **6. Materials and Plant Storage**

- 6.1 All materials and plant will be stored safely and securely within the boundaries of the site.
- 6.2 Material storage areas and stockpiles will be clearly defined, set away from watercourses, ditches and drains to ensure there is no possible contamination from rainwater washing through concrete stockpiles. Stockpiles are to be adequately protected to prevent rain-washing.
- 6.3 Stockpiles for contaminated material must be on an impermeable surface, in a bunded area and covered to prevent run-off. It is recommended to not store any contaminated materials on-site and to remove them immediately.
- 6.4 Stockpiles should not be constructed with steep sides or sharp changes in shape.
- 6.5 Materials should only be delivered to site when required.
- 6.6 Plant should be stored securely on the construction site at the end of each working day.

## 7. Strategies to Reduce Impact

### 7.1 Measures Influencing Construction Vehicles and Deliveries

#### *Safety and Environmental Standards and Programmes*

- 7.1.1 The Developer is committed to ensuring all contractor and sub-contractor vehicles arriving at the site comply with sufficient safety measures and requirements relating to Work Related Road Risk.
- 7.1.2 It is a requirement for all vehicles and driver management practices to comply with the FORS. FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/ haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at [www.fors-online.org.uk](http://www.fors-online.org.uk)
- 7.1.3 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Site Manager and any other relevant parties. The 'FORS Collision Manager' reporting tool will be used.

#### *Adherence to Designated Routes*

- 7.1.4 Details of routes to be used for journeys to and from the site for operations are provided in **Section 3**. The route to/ from the nearest motorways are identified.
- 7.1.5 A copy of the routing plans will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that the route is required to be followed at all times, unless agreed or alternate diversions are in place.

#### *Delivery Scheduling*

- 7.1.6 All construction vehicles accessing the site will have to book in advance with the banksman who will keep a record of the schedule and all deliveries. All vehicles will then be met by the banksman who will assist them when entering and egressing the site.
- 7.1.7 The appointed site contractor will be responsible for the booking/ management system to control the level of construction and delivery vehicles on site. This is likely to involve the site contractor generating a weekly forecast sheet that details the daily profile of deliveries proposed for the upcoming week.
- 7.1.8 Daily vehicle movements will be controlled by a telephone booking system. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the agreed weekly delivery schedule. This will be overseen by the site Road Marshall to ensure that separate deliveries will not occur simultaneously at the site.

- 7.1.9 Deliveries to the development site will be managed with consideration given to surrounding construction projects, road closures and vehicle movements.

#### ***Re-timing for Out of Peak Deliveries***

- 7.1.10 Re-timing for out of peak time deliveries will aid the operational efficiency of the construction site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the network peak periods (08.00-09.00hrs and 17.00-18.00hrs).

## **7.2 Other Measures**

### ***Collaboration***

- 7.2.1 The developer and appointed contractor will consult with the Local Highways Authorities to minimise the disruption of construction traffic.

### ***Fuel Consumption and Emission***

- 7.2.2 The Developer will look to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner that will help to minimise the number of vehicle movements that will be generated.
- 7.2.3 Delivery vehicle drivers will be required to switch off engines as they are waiting at the site, thereby preventing unnecessary idling of vehicles and reducing emissions.

### ***Waste Management***

- 7.2.4 In order to reduce the number of Heavy Goods Vehicles that are generated during the demolition and construction phase, aggregates generated on site during the demolition and excavation phases will be re-used wherever practical. Similarly, where possible, materials from the demolition of the existing property will be recycled.

### ***Manoeuvres and Banksman***

- 7.2.5 All deliveries are expected to be undertaken within the extents of the site. In order to facilitate the turning of larger vehicles on site a banksman will be employed to assist vehicles as they manoeuvre.

---

## 8. Security

- 8.1 Only authorised personnel will be allowed on the construction area of the site and they will be required to sign in and out upon arrival and leaving the site. All personnel will be made aware of this during site induction.
- 8.2 Access into the construction area of the site should be locked with a combination lock so that unauthorised access is prevented, hoardings should also be checked regularly to ensure they remain secure.
- 8.3 An appropriate member of staff should be appointed and their contact details made available to deal with emergencies.

---

## 9. Health and Safety

- 9.1 A Construction Method Statement will be prepared in accordance with regulations by the Principal Contractor. Further method statements and risk assessments are produced to establish safe methods of work and access.
- 9.2 All new personnel on site will be required to attend a site induction where safety procedures and site rules will be explained and they will be required to sign to acknowledge they have been informed and understand them. This information should also be included on the noticeboards.
- 9.3 A Site Fire Safety Coordinator should be appointed who will be responsible for producing a Site Fire Safety Plan and assessing the risk of fire on site. The location of emergency assembly points, fire alarms and firefighting equipment will be mentioned during site induction and included on the site noticeboards.
- 9.4 All users will be kept up to date with developments and advised of emergency procedures.

## 10. Implementation, Monitoring and Reporting

- 10.1 Delivery of the Construction Traffic Management Plan [CTMP] will begin prior to construction with the production of contractor specific plan. The plans will be kept 'live' and updated throughout the entire construction process.
- 10.2 The CTMP will be implemented and monitored by the appointed Principal Contractor.
- 10.3 The Principal Contractor will appoint a Site Manager to take overall responsibility for the delivery of this CTMP. Their job description will include collecting data on:

### *Number of vehicle movements to site; collected through a delivery booking-in system*

Total  
 By vehicle type/size/age  
 Time spent on site  
 Consolidation centre utilization  
 Delivery/collection accuracy compared to schedule

### *Breaches and complaints*

Vehicle routing  
 Unacceptable queuing  
 Unacceptable parking  
 Supplier FORS accreditation  
 Low Emissions Zone (LEZ) compliance

### *Safety*

Logistics-related accidents  
 Record of associated fatalities and serious injuries  
 Ways staff are travelling to site  
 Vehicles and operations not meeting safety requirements  
 Description of the contractor's handbook  
 Description of the driver's handbook

- 10.4 The data collected will be reported back to the Developer with full transparency to the Local Authority.
- 10.5 Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction project programme and associated impacts, it is possible that complaints may be raised by local residents about the works. The Site Manager will be available to meet and explore issues with concerned residents directly via appointment.
- 10.6 Complaints shall be taken seriously and addressed immediately by the Principal Contractor. All complaints will be reviewed at weekly site meetings to ensure that any required actions are followed up by the Site Manager.

- 10.7 The Site Managers contact details will be provided to Bury Council and Transport for Greater Manchester prior to work commencing on site. Contact details for the Site Manager will also be displayed on the site hoarding along with contact details for the Considerate Constructors Scheme (Tel: 0800 783 1423 / Email: [complaints@ccscheme.org.uk](mailto:complaints@ccscheme.org.uk)).



## Appendix A

### Proposed Site Layout Plans



Scale: 0 2 4 6 8m  
1:200 @ A2

Notes

Figured dimensions are to be used in all cases.  
Dimensions should not be scaled from drawing unless for planning application purposes.

Land Registry and ownership boundaries are produced by Studio KMA using all reasonable endeavors. Studio KMA cannot be held responsible for scale discrepancies in plans supplied by others.

Any discrepancies in dimensions should be clarified with the Architect at the address below prior to commencement of the works.

No deviation from this drawing will be permitted without the prior written consent of the Architect.

This drawing is to be read in conjunction with all the relevant Mechanical and Electrical drawings.

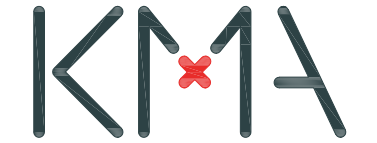
This drawing is to be read in conjunction with the relevant Structural Engineer's drawings, structural calculations and recommendations.

This drawing is to be read in conjunction with the relevant Fire Safety Strategy drawings.

Please note that the use of any quantification data is done so at the users own risk.

This drawing is the copyright of Studio KMA and to be returned to the Architect on completion of the contract. The drawing should not be reproduced without the written permission of Studio KMA.

| Revision Notes |          |                      |               |
|----------------|----------|----------------------|---------------|
| Rev            | Date     | Revision Description | Drawn Checked |
| P1             | 24.04.23 | Initial Issue        | RH AT         |



Project Name  
Unsworth  
Croft Lane

Drawing Title  
Proposed  
Site Plan

Drawing Number  
UCL-KMA-XX-XX-DR-A-9402

|                         |                              |                |
|-------------------------|------------------------------|----------------|
| Project Number<br>T1033 | Station<br>S2<br>Information | Revision<br>P1 |
|-------------------------|------------------------------|----------------|

|                |                     |                  |
|----------------|---------------------|------------------|
| Drawn by<br>RH | Authorised by<br>AT | Date<br>24.04.23 |
|----------------|---------------------|------------------|

Studio KMA  
Clarence Arcade | Stamford Street | Ashton-under-Lyne | OL6 7PT  
T: 01457 873163  
E: info@studiokma.co.uk www.studiokma.co.uk



# FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,  
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES  
PORTS & HARBOURS • GEOTECHNICAL & ENVIRONMENTAL ENGINEERING • PLANNING &  
DEVELOPMENT • WATER SERVICES • HEALTH & SAFETY / CDM SERVICES

