

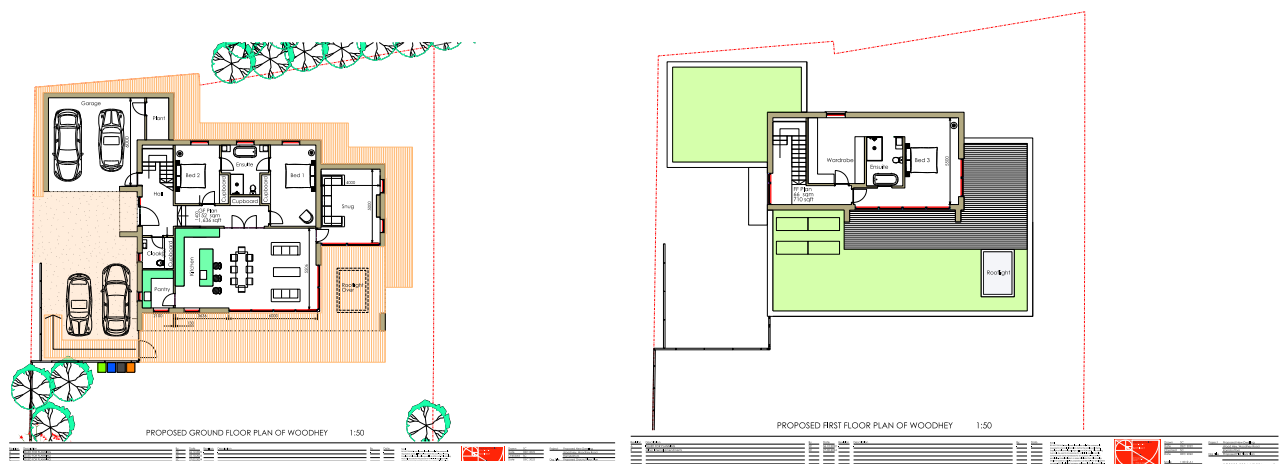
CONSTRUCTION SITE TRAFFIC MANAGEMENT PLAN

WOODHEY ROAD - LEADING TO WOODHEY BUNGALOW, Woodhey Road,
Ramsbottom, Bury, BL0 9RD

Planning Reference 70193

Proposed Demolition of existing bungalow and erection of 1 no. two storey dwelling

Timing: APRIL 2024



Declaration

This Traffic Management Plan has been designed following a site inspection on March 12th 2024.

Signature: *C Rowley*

Date: 15/03/24

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

1.	Project Details	page 2
2.	Project Representatives	page 2
3.	Site Specifics	page 3
4.	Considerations and Key issues	page 4
5.	Actions and Plans	page 5 & 6
6.	Parking and Delivery areas	page 7
7.	Site Map	page 8

1. PROJECT DETAILS

ITEM	DESCRIPTION
Project	Development of site at Woodhey Bungalow
Location	Woodhey Road, Ramsbottom, BL0 9RD
Road Classification	Unadopted, unmade Lane,
Worksite Speed Limit	10 MPH on the approach lane
Traffic Volumes	Low
Road Authority	NA
Scope of Works	Demolition and Construction work
Staging of Work	to be done over 6 to 12 months
Project Date	Starting April 2024
Hours / Days of Work	0800 and 1700 on Mondays to Fridays and between the hours of 0900 and 1400 on Saturdays and at no time on Sundays and Bank Holidays.
Duration of Work	12 months
Other Constraints	

2. PROJECT REPRESENTATIVES

Position	Name	Contact Details
Project Manager	Chris Rowley	07419 177255
Site Manager	TBC	
Traffic Management Representative	Chris Rowley	07419 177255

3. SITE SPECIFICS

The site is located at Woodhey Bungalow, Woodhey Road, Ramsbottom, BL09RD. Accessed via an unadopted lane off Bolton Road West, Ramsbottom. (A676 Main Road).

Woodhey Road is a tarmac surfaced single track lane, with speed humps on the first section and is unmade on the lower section which is in poor condition.

A Photographic Road dilapidation report has been carried out under separate cover as required in condition 6 on the application 70193.

This is a small site for the construction of a single dwelling. In the main, only one other property will be directly affect by the construction, which is Rylston Bungalow, next door. Communication with the neighbours has already commenced and will continue throughout the project.

Deliveries will be made direct to the site onto a cleared and hard core area in the existing garden, site opening hours are 8am-5pm (Monday - Friday) and 9am- 2pm (Saturdays)

Deliveries will be set up to avoid peak times (suppliers will be advised of 10 mph speed limit on the lane and that there will be no deliveries 8-9.30 and 3-5pm)

Where required, suppliers will provide the provision of a trained, qualified banksmen for guiding vehicles

Routing of construction traffic and delivery vehicles will be down the unadopted road, which will be planned in advance.

There will be no requirements for any road closures and no Public Rights of Way (86 & 87 Ramsbottom) will be affected.

Construction traffic and delivery vehicles will be monitored so we can manage our deliveries, these will be outside peak network and school hours and we will ensure there are measures for mitigation of noise, vibration, dust and dirt. Considering the small size of the project, it is envisaged that, for the majority of the build there will be just 2 or 3 vehicles on site.

4 CONSIDERATIONS, KEY ISSUES AND NEED FOR CTMP

The requirement for a CTMP has been requested by Bury MBC as part of the notice of planning permission for the present planning application reference 70193, which states:

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

1. The access route for all demolition/construction vehicles to the site from the Key Route Network;
2. Access point/arrangements for demolition/construction traffic from Woodhey Road, taking into consideration the need to maintain safe pedestrian/vehicular access on the shared access and to the adjacent residential property, and any temporary works that may be required to facilitate access for demolition/construction vehicles;
3. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to the adjacent residential property;
4. The provision, where necessary, of temporary pedestrian facilities/protection measures on the shared access;
5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
6. Confirmation of hours of operation, demolition, delivery & construction vehicle sizes that can be accommodated on the Public Rights of Way that serves the site and number of vehicle movements;
7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
8. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/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.

5 ACTIONS AND PLANS

1. The only route to site is off Bolton Road West onto Woodhey Road, a single track Road / Lane which is accessed off Bolton Road West. Traffic on this road is very limited as it is a private road for the residents only.

2. The demolition and construction traffic will be coordinated by the site manager ensuring only 'single' vehicles enter and leave Woodhey Road, meaning one vehicle at a time. All hauliers and drivers will be advised of the speed limit location and of the Passing Places on Woodhey Road.

Only one adjacent property may be affected by vehicular and pedestrian access, (2 occupants in this property) this will be kept to a minimum by using the existing drive/garden space for works vehicles. This space will be hard core to create a firm base. (Area shown in red on picture below) Neighbours have already been informed and are happy with the arrangements.

3. No hoardings or gate positions will restrict neighbour vehicular access. For public safety and security, Site Fencing will enclose the construction site and will be removed for deliveries as required which will be unloaded onto the designated area.

4. Woodhey Road is a narrow single track road therefore Pedestrian facilities are not deemed practical or necessary due to extremely low pedestrian interaction and movement. Pedestrian interface will be very low at the site as this is a private "no through" road with only 2 occupants in the neighbouring house. Signage will be used to highlight construction traffic movement.

5. Speed signage to be located on Woodhey Road to site and access will be discussed with all drivers and suppliers prior.

6. Working Hours as noted above.

The nature and frequency of construction traffic will change during the various stages of the build programme but will be generally low, the site will be properly managed to ensure that the number of vehicle trips generated will be minimised as far as practicable. No articulated vehicles will be used. Numerous types of delivery vehicles will be used to bring materials to and from the site., Demolition and delivery vehicles are maximum 21 tonnes, W2.95 L8.5, Delivery vehicles maximum 11.5 tonnes, W2.45 L8.25 Number of movements is low, estimated 1 or 2 per week, with exception of 3 day demolition period which is 1 or 2 per day.

7. Existing drive/garden will be utilised for turning and manoeuvring along with a large parking and passing area adjacent to Abotts Hall if required. In all cases, access/egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

8. Existing drive and garden areas will be used for storage of demolition/construction materials and vehicles. Sub contractors vehicles can also be parked at the top of Woodhey Road or in the area adjacent to Abotts Hall. see additional parking notes below

Loading / Unloading

All plant and materials will be unloaded/loaded within the site boundary where is reasonably practicable.

A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the site, but deliveries will be restricted to one at a time.

Nominated waiting areas for delivery vehicles will be identified in the locality to allow safe waiting where necessary say for example during a concrete pour.

9. There should be limited mud and loose materials as the delivery area and road is hardcore etc, however operatives will ensure that any excess materials which are removed before leaving site and driving onto the highway. It is not envisaged that site operations will be sufficient to necessitate dedicated wheel washing facilities on the site, but a portable pressure washer will be used to wash down vehicle tyres before exiting the site if required. Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

Control of dust and other emissions

The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised. Water dust suppression will be utilised during demolition works by use of a jet wash as shown in the RAMS. Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods.

Waste

The site manager will ensure that all waste generated by the construction operations is dealt with appropriately so as to avoid nuisance and litter.

All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.

No bonfires will be permitted on the site.

CDM Regulations 2015

In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

Control of Noise

Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:

All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.

Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.

All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.

All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.

All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

6 Parking and Delivery Areas



Parking

Vehicle parking will be in the areas shown or can be accommodated at the top of Woodhey Road

Loading/Unloading of Plant & Materials

All plant and materials will be unloaded/loaded within the site boundary where is reasonably practicable.

Storage of Plant & Materials

All plant and materials will be stored within the site boundary. No materials will be stored, even temporarily, on the public highway.

To maximise the available working space on the site, storage of plant and materials will be minimised and operated on a just in time basis and as previously stated will be called in from external storage at the builder's merchant.

No hazardous material will be stored on site

7. SITE LOCATION AND MAP

