



Existing

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
FOR THE PROPOSED RESIDENTIAL DEVELOPMENT
HOLLYMOUNT FARM, HOLLYMOUNT LANE
TOTTINGTON, BURY, BL8 4HP
FOR JEREMY BUCKLEY PROPERTIES

Rev -A



Proposed

PREPARED BY R. LEWIS (RIBA)
FOR HAWTHORN ESTATES LTD



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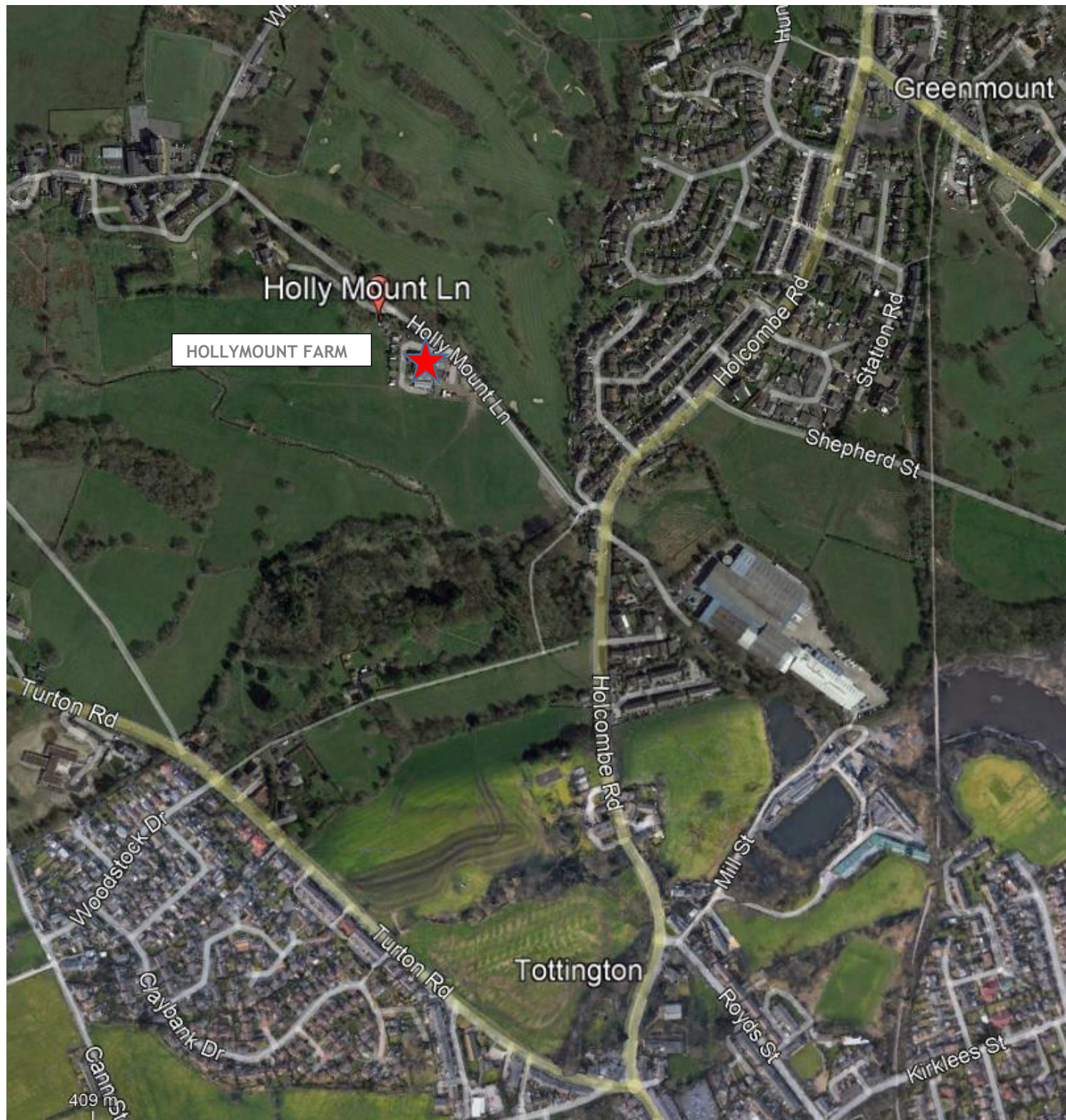


Figure 1 -General Location

1. Introduction

In accordance with Condition 10 of the approved Planning Permission, App no. 68505, a Construction Traffic Management Plan (CTMP) is to be provided

It notes:-

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:

- Photographic dilapidation survey of Holly Mount Lane (Public Footpath No. 26, Tottington) leading to and abutting the site the event that in subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
- Access point(s) for demolition/construction traffic from Holly Mount Lane (Public Footpath No. 26, Tottington) and all temporary works required to facilitate access for ground works/construction vehicles, including the provision (to basecourse level) of the passing places on Holly Mount Lane indicated on the approved plans (incorporating signage in accordance with Traffic Signs Regulations and General Directions 2016);
- If proposed, details of site hoarding/gate positions clear of the visibility splays onto Holly Mount Lane (Public Footpath No. 26, Tottington) indicated on the approved plans;
- The provision, where necessary, of temporary pedestrian facilities/protection measures;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- 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;
- Confirmation of hours of operation (taking into consideration school start and finish times), demolition, delivery & construction vehicle sizes that can be accommodated on the Public Right of Way that serves the site and number of vehicle movements;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent Public Right of Way/adopted 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.

It also notes

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. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use. 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.



Figure 2 -Site Location

2. Project Overview

2.1 The following CTMP is for the extension of the existing farmhouse; extension & conversion of the existing barn, 3 new build dwellings together with the construction of 5 car ports and associated hard and soft landscaping

3. Site Description

3.1 The site is located to the West side of Hollymount Lane to the North of Tottington Village and South of Greenmount Village

3.2 The site is currently occupied by a the existing farmhouse and barns. The site is accessed from a large existing farm access , from Hollymount lane which in tern is accessed from Holcombe Road

3.3 The existing farmhouse and barn are identified on the plan below and there are substantial existing hardstanding areas

3.4 To the North West of the site is a dwelling. A golf course to the North East (across Hollymount Lane) Open fields to the South9in the clients ownership)

3.5 Hollymount Lane is also a PROW no 26 Tottington, however there is a footpath off the road which is used by pedestrians as there is no pavement on Hollymount Lane

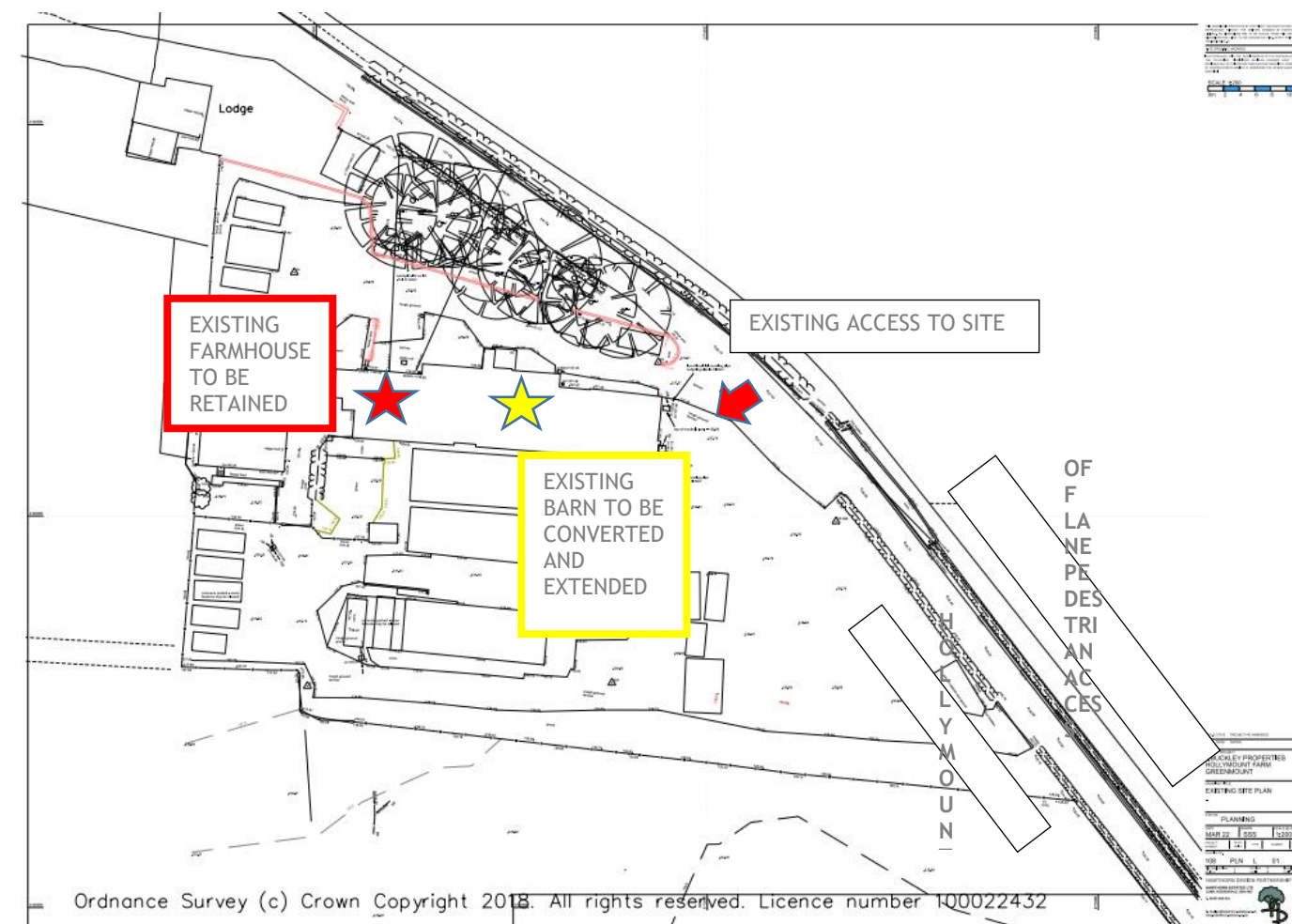


Figure 3 -Existing site plan



SOUTH EAST VIEW DOWN HOLLYMOUNT LANE



EXISTING VEHICULAR ENTRANCE TO FARM



NORTH EAST APPROACH TO SITE FROM HOLLYMOUNT LANE



SOUTH WEST VIEW OF FARMHOUSE AND BARN



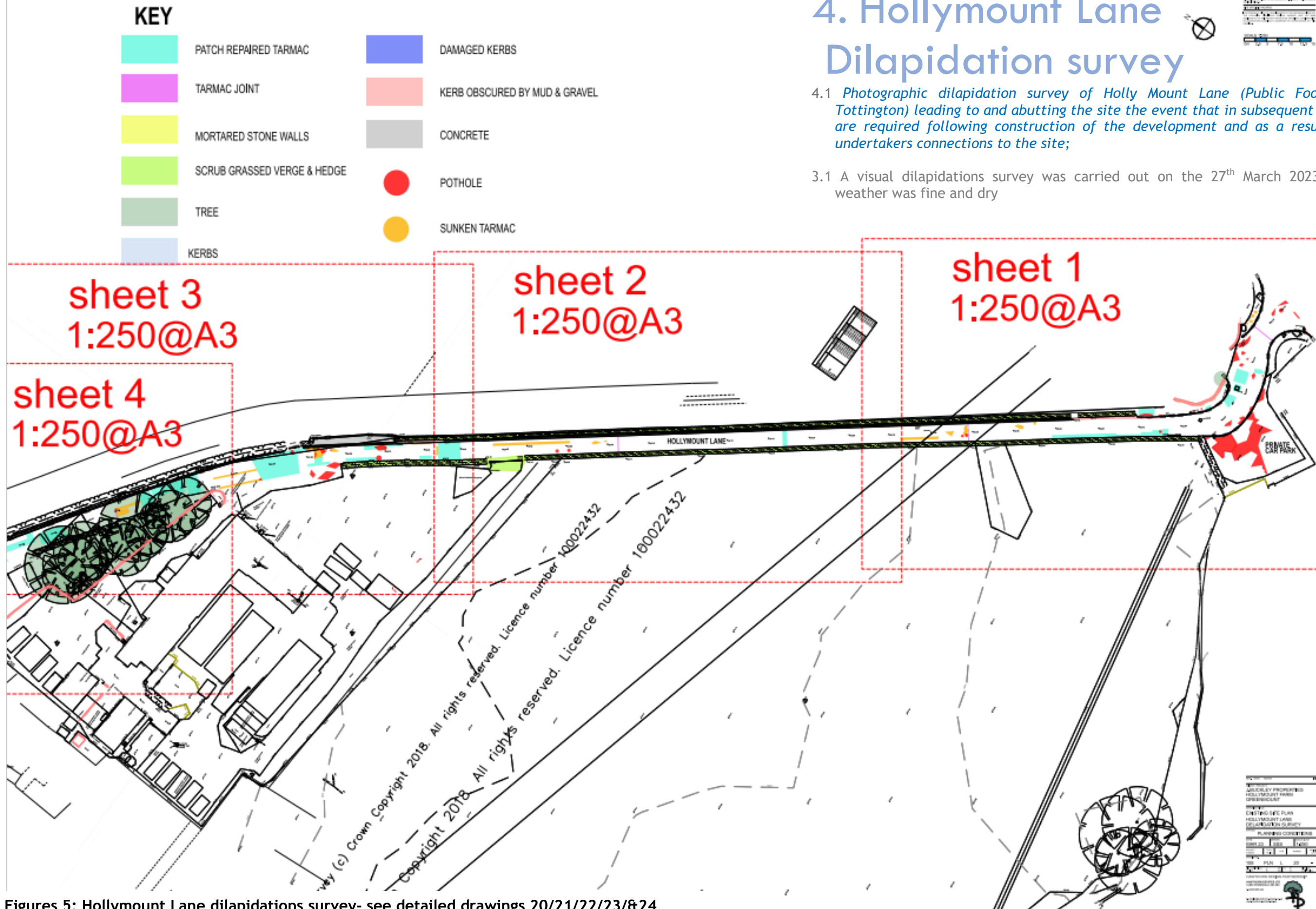
SOUTH VIEW OF BARN TO BE CONVERTED AND EXTENDED



SOUTH VIEW OF FARMHOUSE TO BE EXTENDED

Figure 4. Photographic record of the location

3.1 A visual dilapidations survey was carried out on the 27th March 2023, 9.30am. The weather was fine and dry



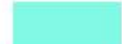
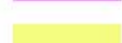
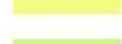
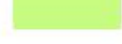
Figures 5: Hollymount Lane dilapidations survey- see detailed drawings 20/21/22/23/&24

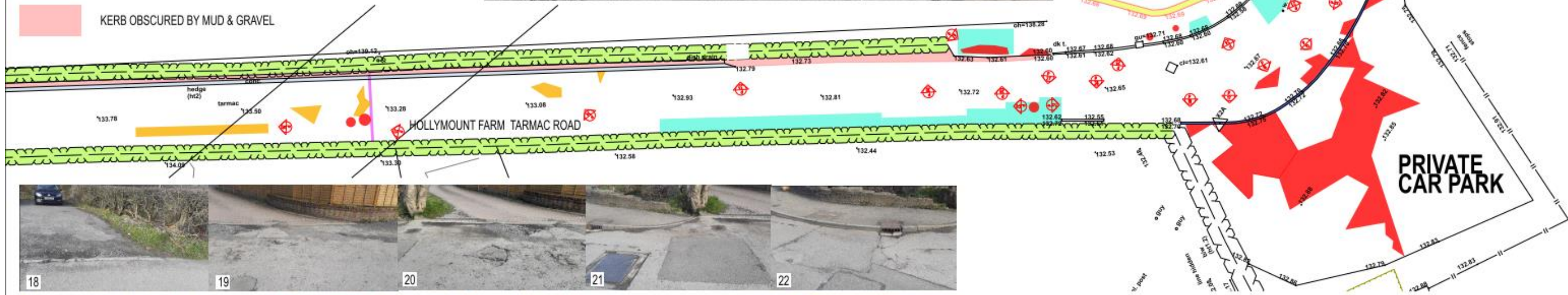
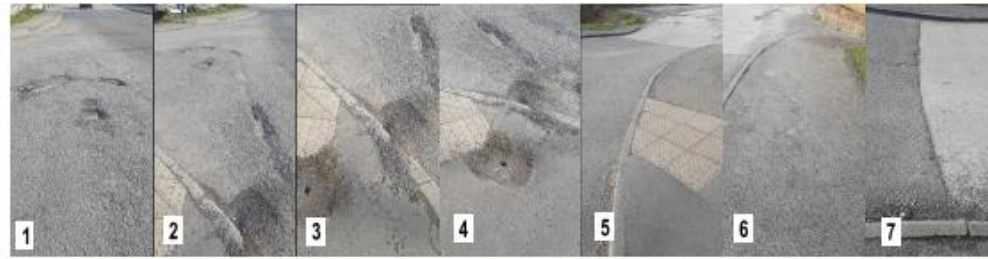
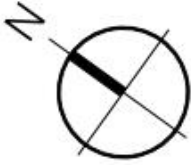
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SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:

KEY

	PATCH REPAIRED TARMAC		CONCRETE
	TARMAC JOINT		POTHOLE
	MORTARED STONE WALLS		SUNKEN TARMAC
	SCRUB GRASSED VERGE & HEDGE		PHOTOGRAPH LOCATION / DIRECTION & NUMBER
	TREE		
	KERBS		
	DAMAGED KERBS		
	KERB OBSCURED BY MUD & GRAVEL		



SCALE 1:250
0m 2.5 5 7.5 10 12.5 15

REV. DATE NOTES INIT.

CLIENT / PROJECT
**J.BUCKLEY PROPERTIES
HOLLYMOUNT FARM
GREENMOUNT**

DRAWING TITLE
**EXISTING SITE PLAN
HOLLYMOUNT LANE
DELAPIDATION SURVEY
SHEET 1**

STATUS
PLANNING CONDITIONS

DATE **MAR 23** DRAWN **SSS** SCALE @ A3 **1:250**

PROJECT NUMBER	PLAN / BUILD	TYPE	NUMBER	REVISION LETTER
108	PLN	L	21	-

DRAWING NO. **108** **PLN** **L** **21** **-**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefic Colour	C

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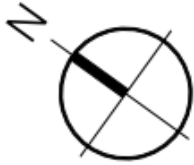
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SITE SPECIFIC HAZARDS

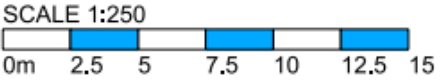
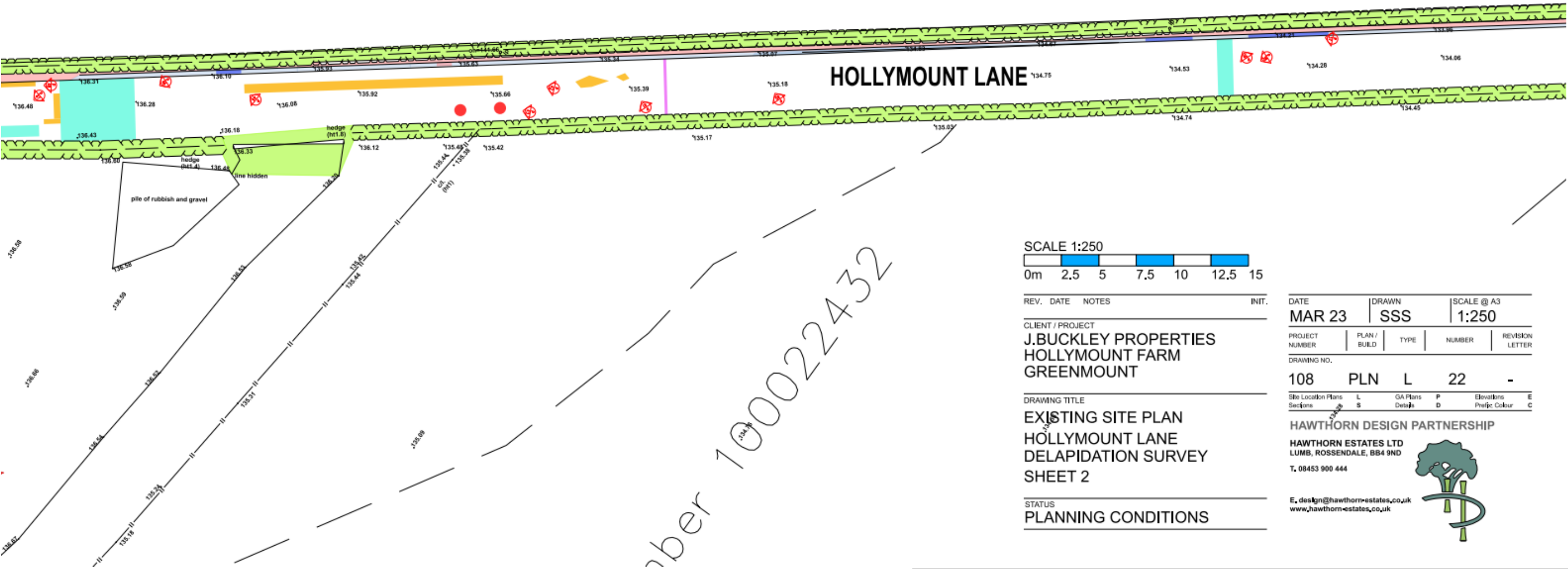
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- MORTARED STONE WALLS
- SCRUB GRASSED VERGE & HEDGE
- TREE
- KERBS
- DAMAGED KERBS
- KERB OBSCURED BY MUD & GRAVEL
- CONCRETE
- POTHOLE
- SUNKEN TARMAC
- PHOTOGRAPH LOCATION / DIRECTION & NUMBER



SHEET 2



REV. DATE NOTES INIT.

CLIENT / PROJECT
J.BUCKLEY PROPERTIES
HOLLYMOUNT FARM
GREENMOUNT

DRAWING TITLE
EXISTING SITE PLAN
HOLLYMOUNT LANE
DELAPIDATION SURVEY
SHEET 2

STATUS
PLANNING CONDITIONS

DATE	MAR 23	DRAWN	SSS	SCALE @ A3	1:250
PROJECT NUMBER		PLAN / BUILD	TYPE	NUMBER	REVISION LETTER
108	PLN	L	22	-	
Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Profile Colour	C

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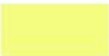
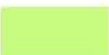
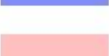


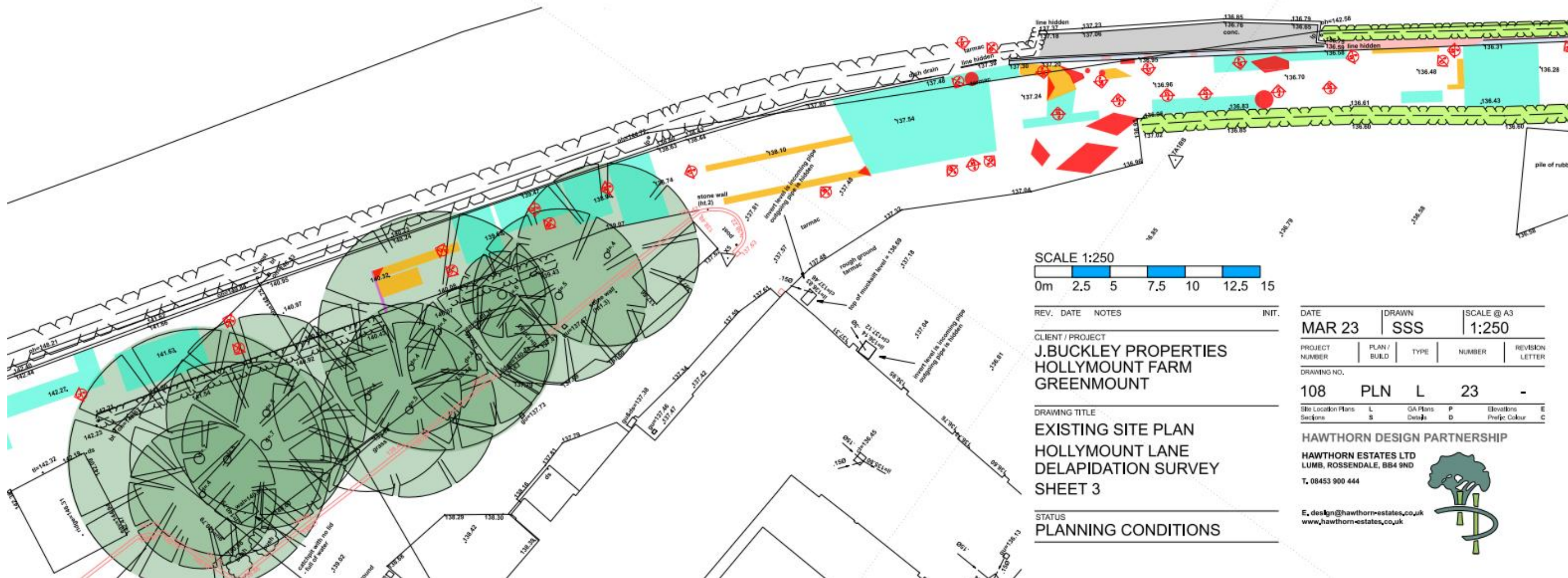
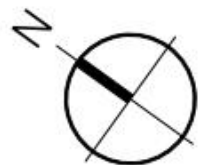
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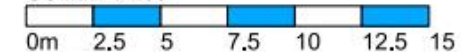
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SCALE 1:250



REV. DATE NOTES INIT.

CLIENT / PROJECT
**J.BUCKLEY PROPERTIES
HOLLYMOUNT FARM
GREENMOUNT**

DRAWING TITLE
**EXISTING SITE PLAN
HOLLYMOUNT LANE
DELAPIDATION SURVEY
SHEET 3**

STATUS
PLANNING CONDITIONS

DATE **MAR 23** DRAWN **SSS** SCALE @ A3 **1:250**

PROJECT NUMBER	PLAN / BUILD	TYPE	NUMBER	REVISION LETTER
108	PLN	L	23	-

DRAWING NO. **108** **PLN** **L** **23** **-**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Drawings	D	Profile Colour	C

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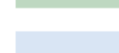


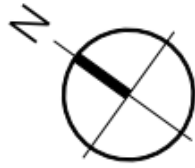
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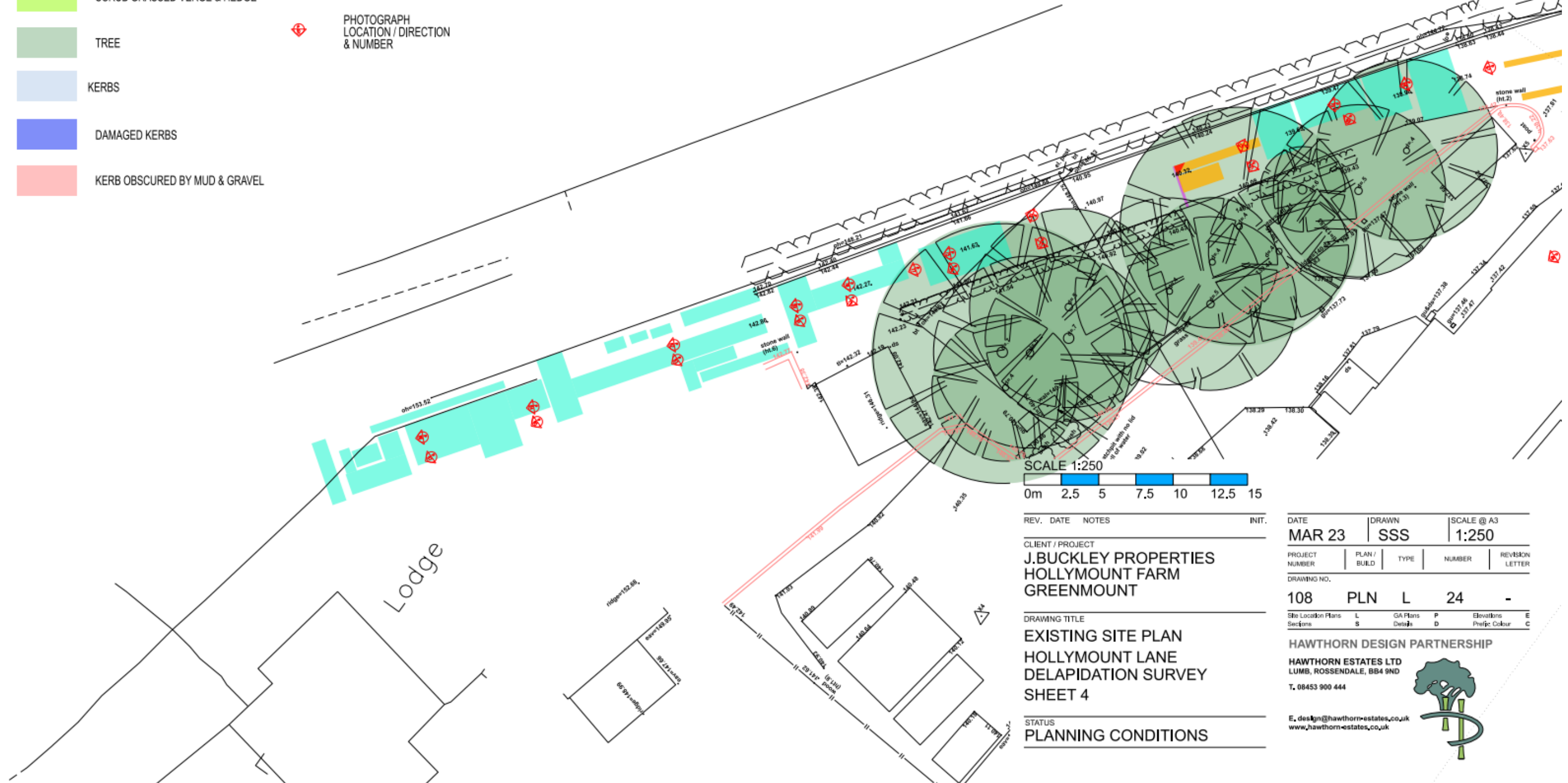
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SHEET 4



REV. DATE NOTES INIT.

CLIENT / PROJECT
J.BUCKLEY PROPERTIES
HOLLYMOUNT FARM
GREENMOUNT

DRAWING TITLE
EXISTING SITE PLAN
HOLLYMOUNT LANE
DELAPIDATION SURVEY
SHEET 4

STATUS
PLANNING CONDITIONS

DATE MAR 23 DRAWN SSS SCALE @ A3 1:250

PROJECT NUMBER	PLAN / BUILD	TYPE	NUMBER	REVISION LETTER
108	PLN	L	24	-

DRAWING NO.

108 PLN L 24 -

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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5. Site Access

5.1 Access point(s) for demolition/construction traffic from Holly Mount Lane (Public Footpath No. 26, Tottington) and all temporary works required to facilitate access for ground works/construction vehicles, including the provision (to basecourse level) of the passing accordance with Traffic Signs Regulations and General Directions 2016);

5.2 Access to Hollymount Lane is from the North and South is via Holcombe Lane via Greenmount and Tottington villages.

- Entrance/Exit from site for visitors/contractors/deliveries will be clearly signed with an in and out arrangement together with a lay-by area for waiting to enter the site to ensure Hollymount Lane is not obstructed
- Vehicles/drivers accessing and entering the site will be required to sign in and out of the security office located at the entrance
- At the security point/gates there will be a posted site speed limit of max 5 mph.
- On exiting the site there will be a posted site notice of the speed restrictions on Hollymount Lane and a vehicle marshal will be in attendance for the exit of large vehicles.
- Where practical all deliveries will be pre-planned around peak-traffic flows. And deliveries will not occur during the school drop off and pick up times see section 7-
- Signage will be strategically located on the site hoarding directing drivers to report to the security office.
- Site security will be by controlled gates at the site entrance as per the attached plan.
- No construction traffic beyond the site up Hollymount Lane

5.3 It is anticipated that the passing places will be constructed in advance of the main contract (as an enabling contract) and before the main site compounds are to be set up, just using the existing farm yard and fields (NOT Hollymount Lane) to access and create the passing bays. In this way working from the adjacent land, in the ownership of the client, it is anticipated that there will no impact upon the Hollymount Lane vehicular route.

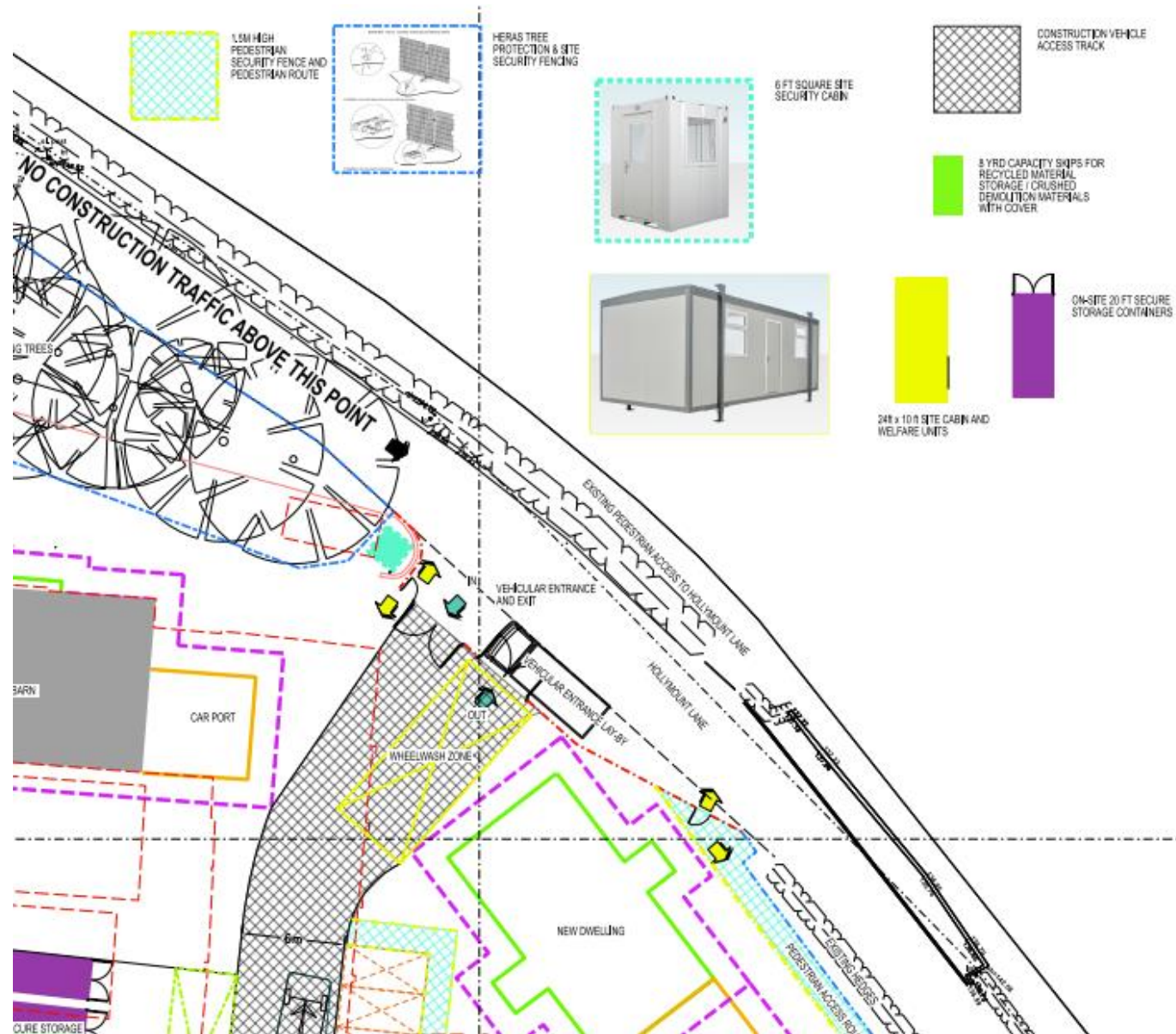


Figure 6: Extract of entrance details from site arrangement plan during construction-see drawing 108-L19

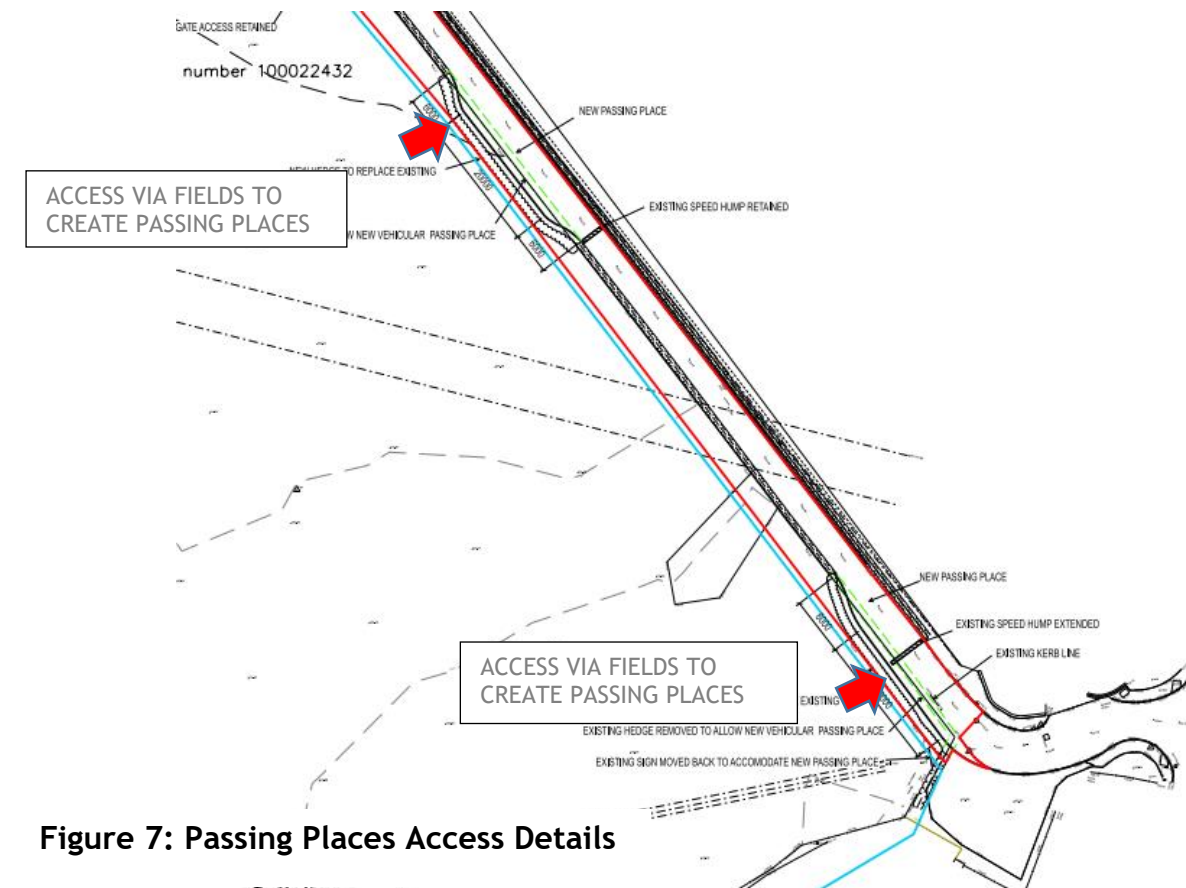


Figure 7: Passing Places Access Details

6. Site Establishment and Operation

6.1 • If proposed, details of site hoarding/gate positions clear of the visibility splays onto Holly Mount Lane (Public Footpath No. 26, Tottington) indicated on the approved plans;

- The provision, where necessary, of temporary pedestrian facilities/protection measures;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- 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;

6.2 - All boundaries will be made secure at the start of the construction programme.

Fig 7 illustrates the construction plan site set up, this includes

- Turning heads to ensure all construction traffic enters and exits in a forward gear
- Contractors welfare facilities
- Contractors and storage area
- Delivery zones
- Recycling areas
- Secure storage areas
- Contractors visitor car parking
- Clear pedestrian routes and escape zones
- Security cabins
- Adequate working zones including scaffolding
- Wheel wash area- see also section 8

6.3 No contractors car parking will occur on Hollymount Lane.

6.4 Contractors vehicles will enter and exit the site in a forward gear

6.5 Large vehicles / deliveries will be managed by the client and the narrow width of Hollymount Lane conveyed to the delivery team- see Section 7- Hours of operation

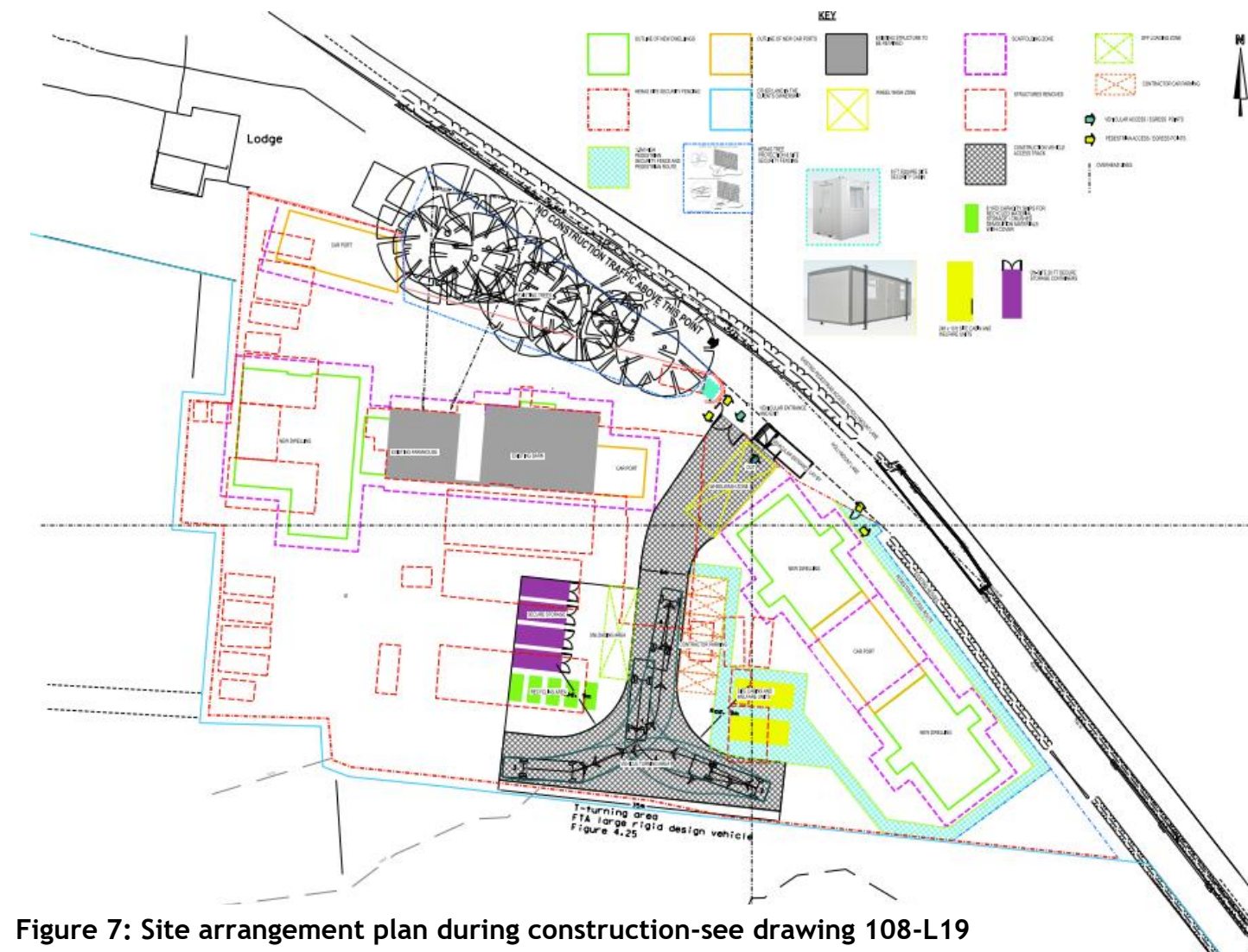


Figure 7: Site arrangement plan during construction-see drawing 108-L19

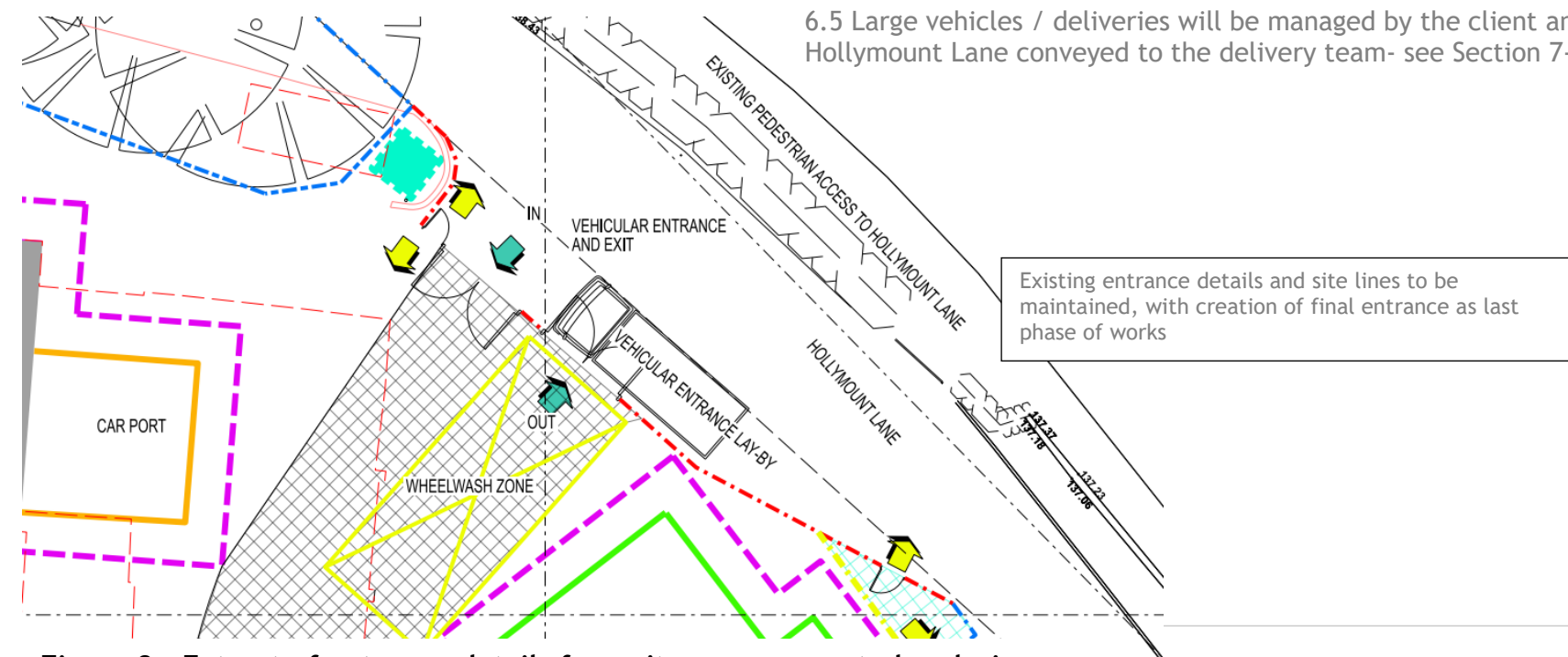


Figure 8: Extract of entrance details from site arrangement plan during construction-see drawing 108-L19



7. Hours of Operation

7.1 Hours of operation
It is intended that the construction site will operate during the following hours of operation,

Saturday	08:00 until 17:00 hrs
Sunday	08:00 until 13:00 hrs

7.2 Hours of deliveries
Due to the congestion on Hollymount Lane, from dropping off and pick-up from Hollymount RC Primary School, deliveries will only occur during the following times

Monday - Friday	09:30 until 14:30 hrs resuming at 16:00 until 17:30
Saturday	08:00 until 17:00 hrs
Sunday	08:00 until 13:00 hrs

7.3 Phasing
Detailed phasing of works has not been established at this time, however it is anticipated that the phasing will work to set up the site , construct the dwelling safely, working out of the site, towards the entrance, to avoid dirt and debris, on Hollymount lane and finished areas, together with accidental damage of completed structures and hard landscaping, with the final site entrance details last, leaving the site in a pristine condition, with soft landscaping to follow in the next planting season

- Phase 1 - Enabling works to create passing places to Hollymount lane
- Phase 2 - Establishment of site compound, secure boundaries and set up contractors welfare facilities including setting out of delivery /carparking zones and turning areas etc.
- Phase 3 - Construction of dwellings
- Phase 4 - Construction of internal hard landscaped areas
- Phase 5 - Construction of new site entrance details and site lines
- Phase 6- Soft landscaping

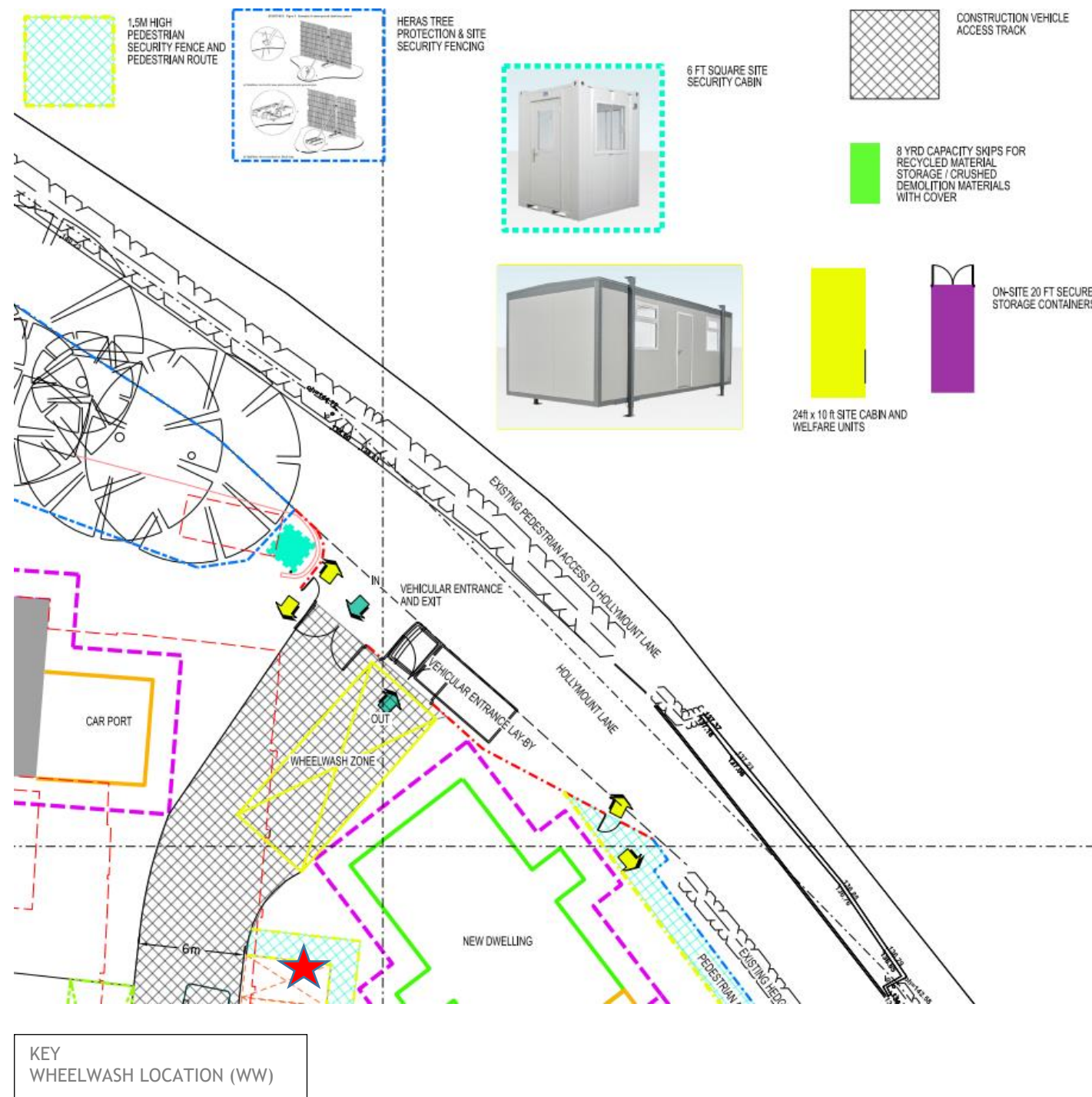


Figure 10. Wheel wash location



Example of type of wheel

8. Wheel Washing

8.1 • *Measures to ensure that all mud and other loose materials are not spread onto the adjacent Public Right of Way/adopted 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.*

- Flexible and adaptable Wheel washing facilities are identified in the plan opposite.
- As dedicated are will be set aside for construction vehicles exiting the site.
- To ensure the safe turning in of larger delivery vehicles a double /flexible gate arrangement is proposed, which requires a flexible / movable wheel wash area rather than a static proprietary wheel wash unit



Example of type of wheel wash enclosure to be used

Figures 11-13