



Mark Jones
PLANNING CONSULTANCY

Construction Traffic Management Plan - CTMP

Erection of 14 garages – 2 identical blocks of 7 units each

Lands to rear of Westminster Avenue, Radcliffe, Manchester, M26 3WD

Condition 10 of Application No. 71464



27th April 2026 – updated 10th June 2026

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1.1 Background

The Construction Traffic Management plan (CTMP) has been issued to develop a parcel of land off Westminster Avenue. hereby referred to as “the site”.

The CTMP relates to the site works that the ‘developer’ will undertake as principal contractor for this development. The developer is Mr. Ian McDonald of Failsworth Property.

On 10th June the Council responded to the submitted CTMP by stating:

1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, replacement of all boundary features and as a result of any statutory undertakers connections to the site;

*2. Access route for all construction vehicles to the site from the Key Route Network; **Only the access from Westminster Avenue is shown***

*3. Access point/arrangements for construction traffic from Westminster Avenue **and all temporary works required to facilitate access for construction vehicles; This relates to the poor condition of the site access where pedestrians cross the site access at Westminster Avenue***

4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;

*5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Westminster Avenue; **The signage only covers the access into the site, not on the highway***

*6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on Westminster Avenue and enter **and leave the site in a forward gear** and number of vehicle movements; **This needs to be demonstrated on plan***

*7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres; As above, **this needs to be demonstrated on plan, including the phasing being proposed***

8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;

*9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. **The fact that most of the concrete hardstanding has been constructed only now means that this bullet point has been addressed***

1.2 Proposed Development

The site is to comprise of two blocks of seven garages. The site is fully surfaced with a concrete hardstanding. No changes are proposed to be made to the existing access from Westminster Avenue, which is surfaced in tarmacadam.

1.3 The Site

The site is located to the rear of Westminster Avenue, Radcliffe and comprises an existing garage court that has been resurfaced in concrete. The site is bounded on all sides by existing houses.

1.4 Planning condition 10 of 71464

This CTMP is intended to support planning application 71464 where the following condition 10 was imposed:

10. No further 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. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, replacement of all boundary features and as a result of any statutory undertakers connections to the site;*
- 2. Access route for all construction vehicles to the site from the Key Route Network;*
- 3. Access point/arrangements for construction traffic from Westminster Avenue and all temporary works required to facilitate access for construction vehicles;*
- 4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;*
- 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Westminster Avenue;*
- 6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on Westminster Avenue and enter and leave the site in a forward gear 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 construction vehicles, together with storage on site of construction materials;*
- 9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the*

wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

1.5 Applicable Environmental Legislation

- Control of Pollution Act (COPA) 1974
- Clean Air Acts 1993
- The Health and Safety at Work Act 1974
- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- Water Resources Act 1991
- The Environmental Protection Act 1990

2.0 Scope of the CTMP

The CTMP addresses Construction Traffic Management as per condition 10 of Application No. 71464.

3.0 Responsibilities

3.1 Roles, Responsibilities and Reporting

The principal contractor is responsible for:

- Implementing the CTMP
- Monitoring sub-contractor's performance to the CTMP
- Developing and implementing mechanisms for dealing with problems and acting as point of contact for consultation and feedback with adjacent landowners, statutory consultees, the public and other interested parties.

The principal contractor would also be responsible for establishing management procedures for compliance with:

- All relevant legislation (see section 1.5)
- The environmental controls and mitigation measures contained in the CTMP, and any environmental or other codes of conduct required by the applicant

3.2 Environmental Management Principles

Environmental management issues throughout the life of the development will be governed or guided by the following standards, including:

- Those contained in legislation (see section 1.5)
- Those established by industry codes of practice (see section 1.5)
- Those that are specific to commitments made during consultation and measures as may be set out in conditions or in other consents.

3.3 External Communications

The principal contractor would be responsible for formal external communications particularly those with statutory consultees. The main consultees likely to be involved would include:

- Bury Council
- Environmental Agencies
- Health and Safety Executives
- Other Stakeholders/Client

The principal contractor and their sub-contractors would therefore be required to attend meetings as appropriate.

A complaints procedure will be established whereby any complaints would be made direct to the principal contractors' project supervisor, details of a telephone number and contact details will be made available to all potential complainants and other interested parties. Details of the complaint, its source, location, date, and time will be recorded in line with the complaint's procedures detailed in the site managers site records.

Complaints will be investigated by the site manager as appropriate. Appropriate action will be taken where necessary, and records of all such complaints and actions will be maintained on-site.

3.4 Training

All site personnel including contractors and sub-contractors would be made aware of their responsibilities with respect the CTMP, and its appropriate implementation. As part of the implementation of the CTMP, the site induction programme will ensure that all site personnel are conversant with:

- The CTMP and its on-site implementations
- The environmental sensitivities of the site, particularly in respect of nearby receptors

3.5 Monitoring

The site manager will monitor the environmental effects of the construction phase daily. This would:

- Evaluate the effectiveness of environmental mitigation and identify environmental problems and appropriate responses at an early stage.
- Ensure that the works are carried out in accordance with the provisions of the CTMP
- Identify and implement any environmental improvements that would contribute to the overall environmental performance of the project.

The developer will also undertake monthly health and safety and environmental audits by the contracts manager which covers the environmental issues addressed in this CTMP. Where any non-conformances are identified, these will be rectified in line with non-conformance, corrective and preventative action procedures.

4.0 Construction Traffic Management Plan – as per condition 10 of planning application 71464

1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, replacement of all boundary features and as a result of any statutory undertakers connections to the site;

Photographs taken April 2026 of Westminster Avenue



Access onto Westminster Avenue



Westminster Avenue



Westminster Avenue



Westminster Avenue – Council grass verges and footpaths



Westminster Avenue – speed humps



Westminster Avenue – grass verges and footpaths



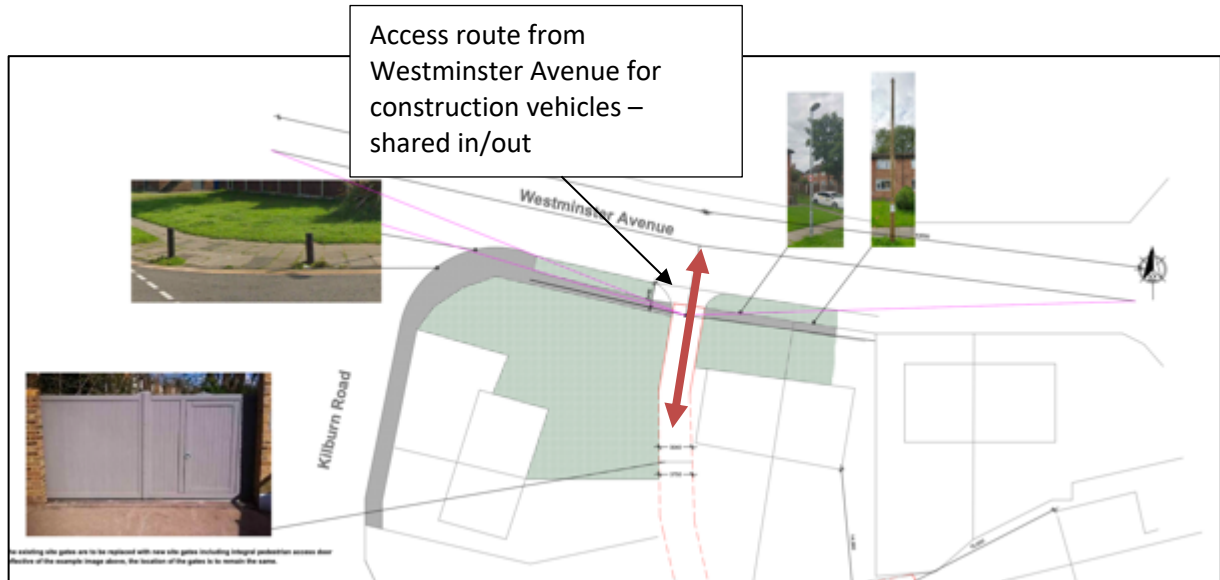
Westminster Avenue – grass verges and footpath



Westminster Avenue

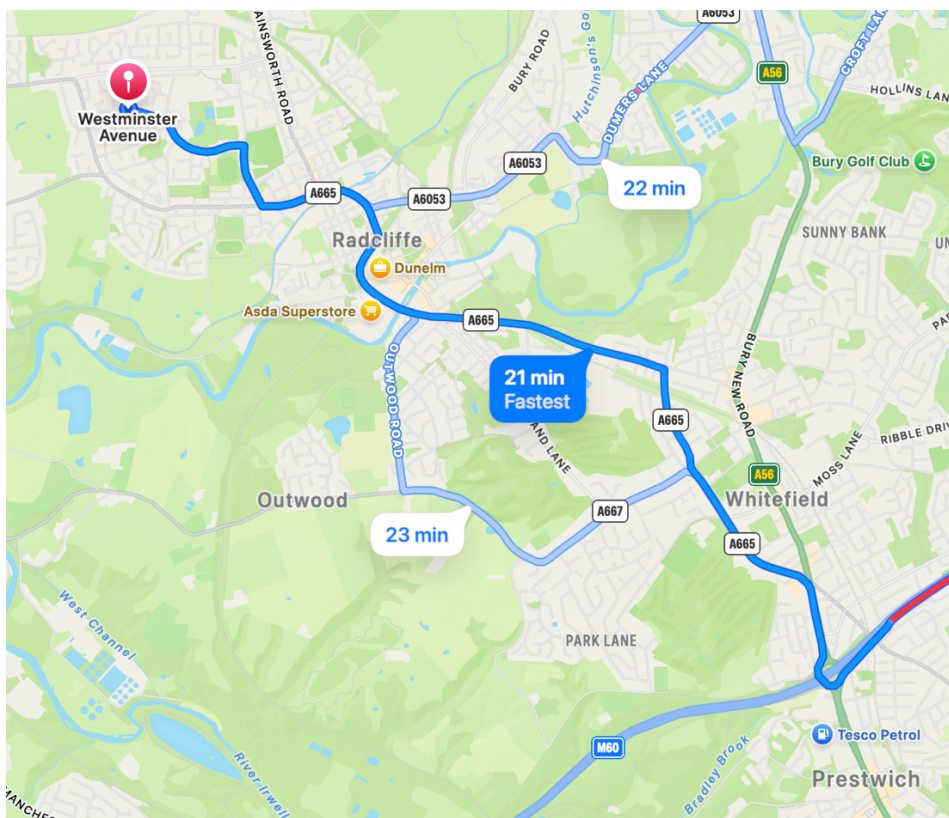


2. Access route for all construction vehicles to the site from the Key Route Network;



LPA comments – 10th June 2026 - 2. Access route for all construction vehicles to the site from the Key Route Network; **Only the access from Westminster Avenue is shown**

Deliveries of building materials will come from the Prestwich area – below is a map showing the route delivery vehicles will follow from the M60 motorway to Westminster Avenue.



3. Access point/arrangements for construction traffic from Westminster Avenue and all temporary works required to facilitate access for construction vehicles;



Site access onto Westminster Avenue

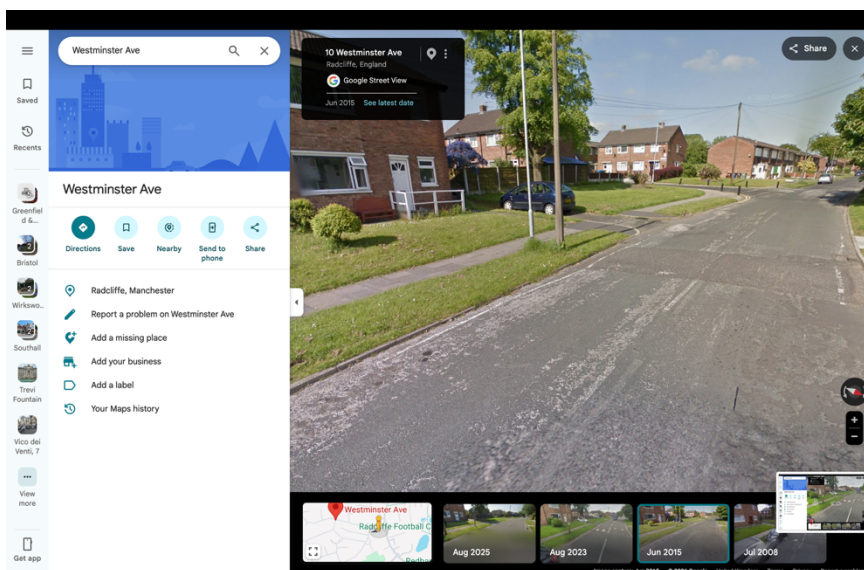




Existing access from the site to Westminster Avenue will be used for all construction traffic. Construction traffic will involve delivery vehicles that will deliver building materials – this will happen only a couple of times during construction of the 14 domestic garages. On a daily two transit van sized vehicles will be at the site – builder’s vehicles.

LPA comments – 10th June 2026 - 3. Access point/arrangements for construction traffic from Westminster Avenue and all temporary works required to facilitate access for construction vehicles; This relates to the poor condition of the site access where pedestrians cross the site access at Westminster Avenue

The condition seeks clarification regarding the access point/arrangement for construction traffic from Westminster Avenue only. The plan shows the existing access from Westminster Avenue to the site. No temporary works will be required as the existing access is acceptable.



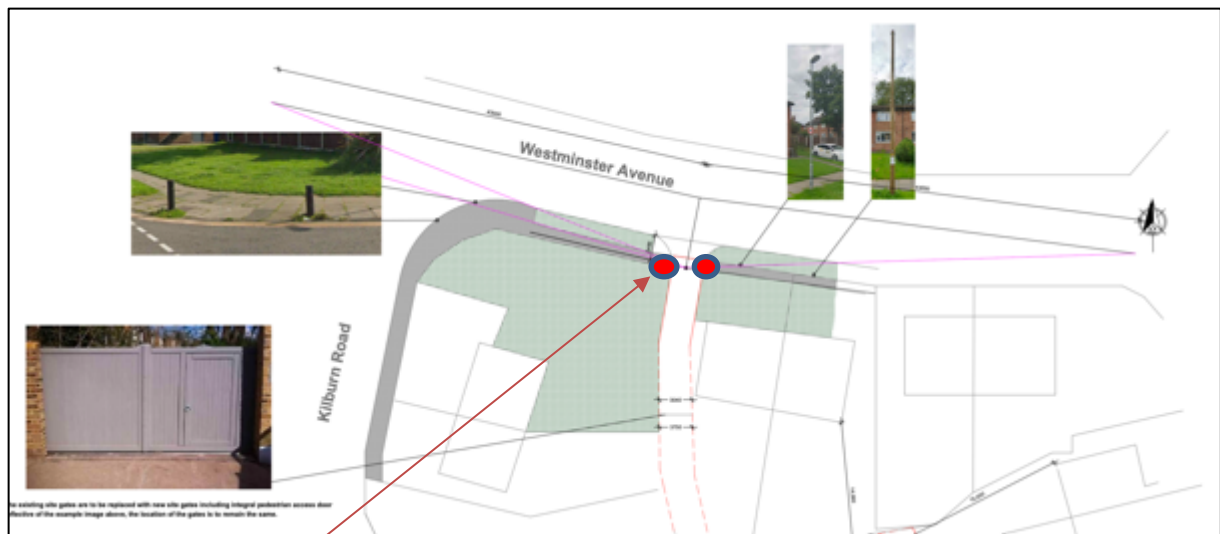
The above photograph was taken in 2015 when the site was used as a garage court – the condition of the pedestrian crossing point has not changed.

4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;

No site hoardings are proposed given the small-scale nature of the development.

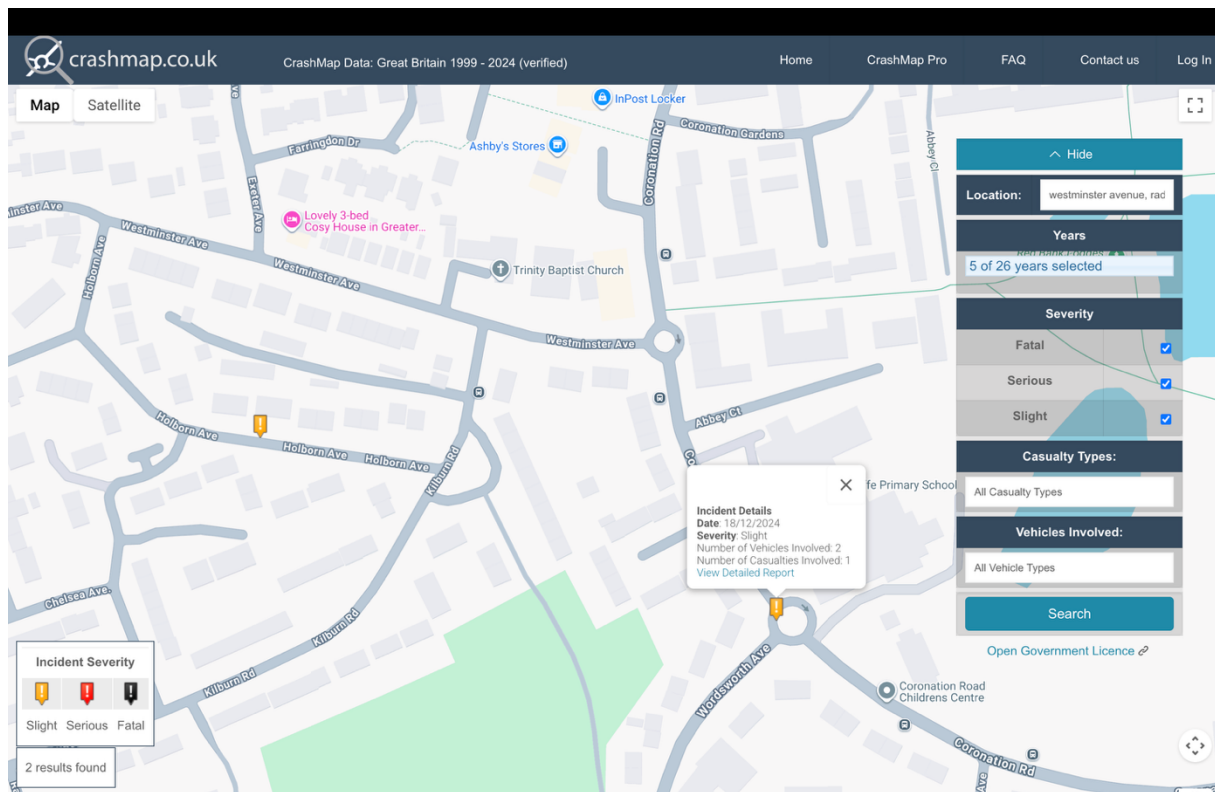
A temporary access gate has been installed for security. This will be replaced with the approved entrance gate prior to the occupation of the garages.

5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Westminster Avenue;



Two 5mph sign will be erected at the site entrance to inform drivers of the speed limit from Westminster Avenue into the site and from the site onto Westminster Avenue. Westminster Avenue is a 30mph road and has double parked cars on both sides due to the nearby community centre and houses, so this will naturally reduce vehicle speeds.

Accident data for the last 5 years does not show any accidents on Westminster Avenue.



LPA comments – 10th June 2026 - 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Westminster Avenue; The signage only covers the access into the site, not on the highway

The nature of the development is to build two blocks of domestic garages. The concrete hardstanding has already taken place, so there will be limited traffic flow for construction vehicles. Two 5mph signs will be erected at the entrance to the site warning drivers to enter and leave the site at low speed.

The Council's condition requires traffic speed signage on the highway that is not in the control of the applicant and given the scale and nature of the development it is not considered reasonable for additional speed signage to be required.

6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on Westminster Avenue and enter and leave the site in a forward gear and number of vehicle movements;

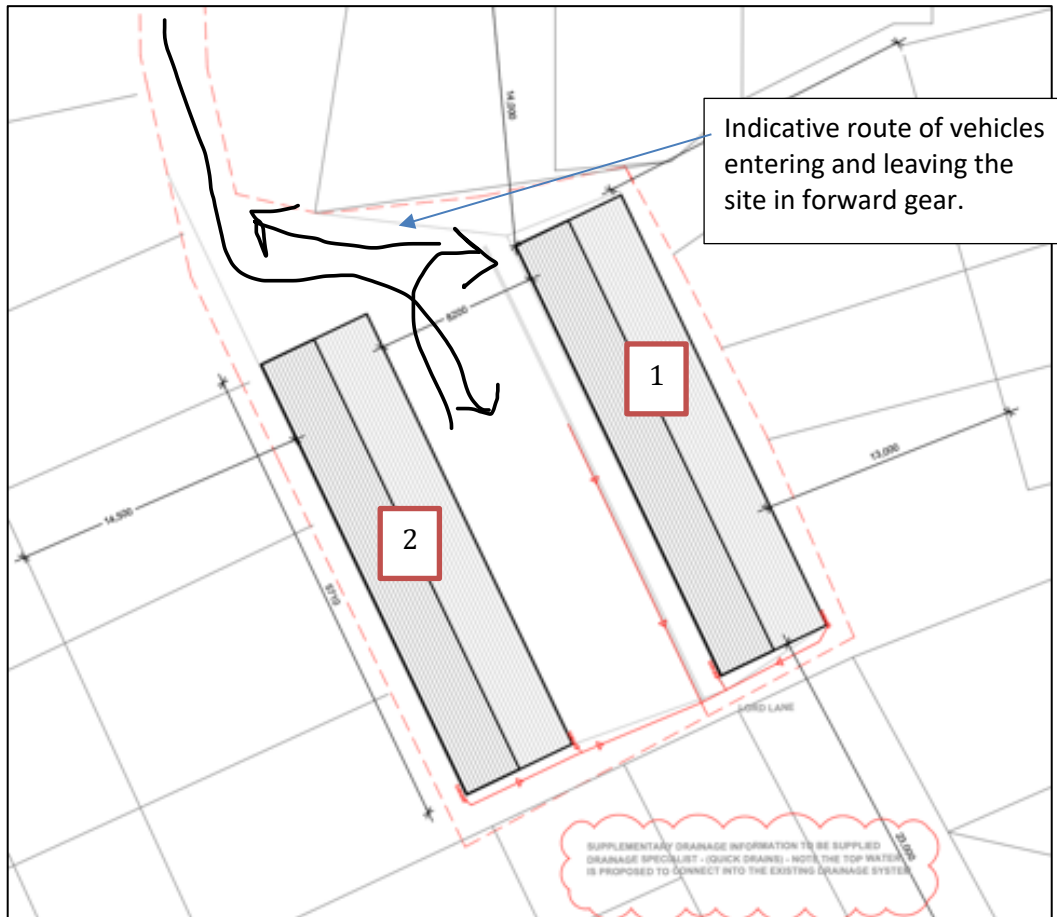
Hours of operation – 8am – 6pm Monday to Saturday, no work on Sundays

Builder's vehicles – 2 builders – each have a Transit van sized vehicle or smaller – daily during hours of operation.

Delivery vehicles – smaller 3.5 tonne flatbed delivery vehicles – as and when needed

The site is clearly large enough for all construction vehicles to enter and leave the site in forward gear. The site access is over 3 metres in width, so a 4.5 tonne delivery vehicle (2.5 metres wide) can easily access the site in forward gear. One block of garages will be built first and the other will follow once the first block is completed.

LPA comments – 10th June 2026 - 6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on Westminster Avenue and enter *and leave the site in a forward gear* and number of vehicle movements; ***This needs to be demonstrated on plan***



The arrows above show how a delivery vehicle can enter and leave the site in forward gear, even when both garages are built. In practical terms garage block 1 will be built first and then garage block 2. The space between the garages is 8.2 metres – delivery vehicles will mainly be transit size vans, so can easily enter and leave the site in forward gear.

7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;

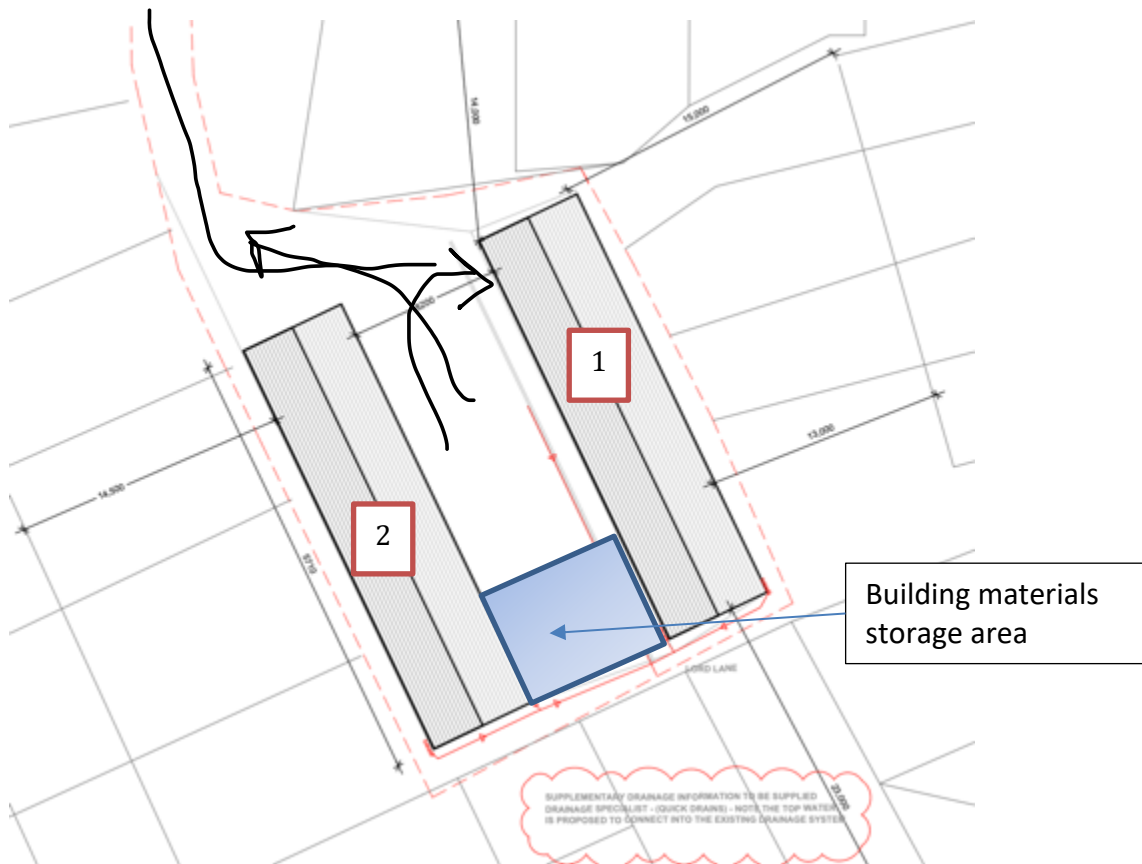
Given the small-scale nature of the development – 14 domestic garages, there will be limited delivery vehicles entering the site. It is anticipated that there will be small 3.5 tonne delivery vehicles delivering building materials to the site.

Garage block 1 will be built first, followed by garage block 2.

Deliveries will be timed, so that the developer is on site to receive the building material.

The site access will be open to receive the delivery.

A designated storage area has been identified below for all building material to be stored.



*LPA comments – 10th June 2026 - 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres; As above, **this needs to be demonstrated on plan, including the phasing being proposed***

The arrows above show how a delivery vehicle can enter and leave the site in forward gear, even when both garages are built. In practical terms garage block 1 will be built first and then garage block 2. The space between the garages is 8.2 metres – delivery vehicles will mainly be transit size vans, so can easily enter and leave the site in forward gear.

8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;



9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The entire site is hardstanding. There will be no mud or loose material on the site as it is a completely clean site – see photograph below. No material from the site will be brought onto the public highway. No nuisance will be caused by the operations.



Site – hardstanding – no mud or dust

4.1 Community Responsibility

The developer will liaise with local resident groups if required should issues arise. They will make available to the general public details of the following:

- Details of the site manager, including contact number
- Details of out of hours contact telephone numbers in the event of an emergency.

Conclusion

The CTMP will be adhered to throughout the construction period and the above measures shall be retained during the construction of the fourteen garages.