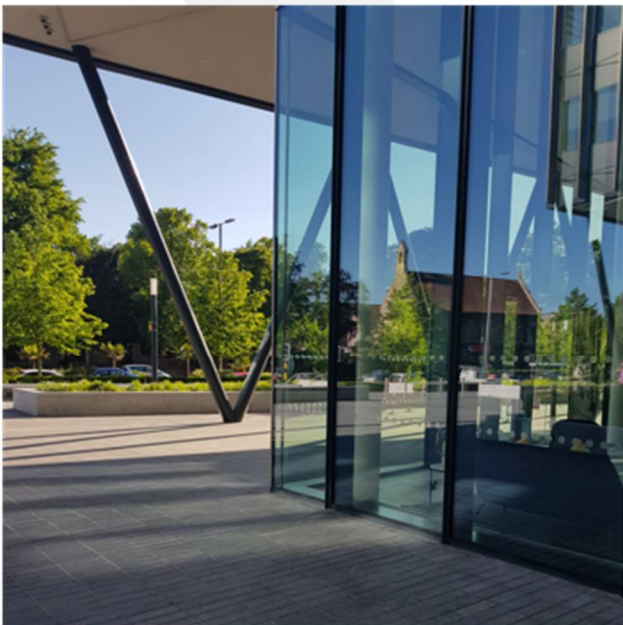




ASHTON OLD ROAD, MANCHESTER
CONSTRUCTION TRAFFIC MANAGEMENT PLAN
30 June 2023



ASHTON OLD ROAD, MANCHESTER

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PROJECT DETAILS

Project Name:	Ashton Old Road, Manchester
Client:	Ashton Power Ltd
Document Type:	Construction Traffic Management Plan
Document Reference:	R-22-0157-CTMP-01X
Date:	30 June 2023

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01A	Author:	Jon Williams	Principal Consultant	31/01/2023	Updated with client comments
	Checked:	Jon Williams	Principal Consultant	31/01/2023	
	Approved:	Richard Stacey	Managing Director	31/01/2023	
01B	Author:	Olivia Hennessy	Senior Consultant	26/06/2023	Updated strategy
	Checked:	Jon Williams	Principal Consultant	26/06/2023	
	Approved:	Richard Stacey	Managing Director	27/06/2023	
01C	Author:	Olivia Hennessy	Senior Consultant	30/06/2023	Finalised report
	Checked:	Jon Williams	Principal Consultant	30/06/2023	
	Approved:	Richard Stacey	Managing Director	30/06/2023	

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1. Introduction

1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Ashton Power Ltd to produce a Construction Traffic Management Plan (CTMP) to satisfy the requirements of a Planning Condition attached to planning permission (Ref: 121909/FO/2018) for the construction of a gas fired energy reserve facility and ancillary components at Ashton Old Road in Manchester, M11 1AA. The local planning authority (LPA) and the local highway authority (LHA) are Manchester City Council (MCC).

1.2. Existing Site

- 1.2.1. The site is located within the Tower Mill Industrial Estate, accessed via a private road off the A635 Ashton Old Road. The site is currently vacant land, however the yard is currently associated with a nearby car body/auto repair shop. The site is accessed through a wide double gate in the north-east of the site and extends to approximately 0.27 hectares . The location of the site is shown in Figure 1.

Figure 1 – Site Location



Source: Google Earth

- 1.2.2. The immediate surrounding area comprises of industrial buildings and a public footpath (Old Canal) to the west. The neighbouring employment uses include a recycling centre to the north, car body/repair shop and a motorbike accessories store to the south.

1.3. Planning Consent

- 1.3.1. The site has planning permission (Ref: 121909/FP/2018) for the erection of two single storey buildings to form an energy reserve facility with roof flues associated outbuildings, plant and storage enclosures, hard standing areas and 2.4m high perimeter fencing, which was consented on 14th January 2020.
- 1.3.2. The consented site layout plan is attached at **Appendix A**.
- 1.3.3. Following the consent, an application (Ref: 135650/NMC/2022) was submitted and consented on 20th December 2022 for a non-material amendment to Condition 7 of the application to allow a change in timeframe for the submission of the Construction Management Plan.

- 1.3.4. This report follows on from a Section 73 application which seeks to amend the consented plans to provide a total of 6 x 2.3MW engines instead of 4 x 4.5MW engines which was previously consented. The proposed plans are attached at **Appendix B**.

1.4. Purpose of Report

- 1.4.1. Condition 7 of the Decision Notice attached to the 20th December 2022 consent at the site states that:
- 1.4.2. *“Before the commencement of the development, other than the digging of the foundations for the gas skid in accordance with the details contained in the STOR Power letter dated 2nd December 2022, the submitted construction management plan ref: ‘Construction management plan for proposed gas fired energy reserve facility a proposed gas-fired energy reserve facility Ashton Old Road, Manchester’, Date: October 2018 Ref: STOR128Ltd ASH CMP V0 shall be supplemented with a report confirming the following:*
- *Working hours shall be limited to: Monday to Friday: 8:00 am to 6.00 pm / Saturday: 8:30 am to 1:00 pm.*
 - *No works will be undertaken on Sundays or public holidays.*
 - *The dimensions of the site access road;*
 - *The proposed methods for ensuring unobstructed access/egress to and from the site;*
 - *The proposed routing of construction vehicles;*
 - *A swept path analysis to demonstrate that the access is sufficient for any proposed larger/abnormal load vehicles into and within the proposed development site and that vehicles can enter and exit the site in forward gear;*
 - *Details of the proposed arrangements, from a highway perspective, for delivery, storage and disposal/collection of materials; and*
 - *Parking provision during the construction period”.*
- 1.4.3. The application was supported by a Construction Management Plan (Ref: STOR128Ltd ASH CMP V0) produced in October 2018 by STOR Power Ltd. The document outlined the basic principles of the construction of the site.
- 1.4.4. Whilst this document follows on from a recent Section 73 application at the site, it has been produced taking into account the previous planning condition associated with the development of 4 x 4.5MW engines.
- 1.4.5. This CTMP sets out the proposed approach to managing the construction related impacts arising from the proposed development. The CTMP has been produced by Evoke in conjunction with the Applicant and Contractor, as outlined below.
- Transport Consultant: Evoke Transport
 - Applicant: Ashton Power Ltd
 - Contractor: Green Frog Connect Ltd
- 1.4.6. This report has been developed based upon the draft construction programme provided by the Contractor which includes the anticipated timescales, phases of construction, vehicle types, number of workers expected to complete the development. This has been based upon extensive experience building other similar sized developments using best practice examples and methods that have previously been successfully implemented in the construction of other similar developments.
- 1.4.7. The focus of this CTMP is to provide the additional information requested by MCC and to outline the construction principles that will be employed at the site and set out mitigation measures that will be utilised to manage the impact of the construction phases on local residents, businesses, the surrounding community and the local highway network.

- 1.4.8. The CTMP has taken into consideration MCC and National guidance regarding construction traffic management. The contents of this CTMP must be complied with unless otherwise agreed with MCC. The Project Manager for the development will work with MCC to review the CTMP, if any issues arise in relation to the construction of the development.

1.5. Report Structure

- 1.5.1. Following this section, the CTMP is structured as follows:

- **Section 2: Baseline Conditions** – Outlines the existing site and the surrounding area's transport and highway characteristics;
- **Section 3: Construction Works** – Provides an overview of the proposed development, the construction scheme overview and construction programme;
- **Section 4: Logistics** – Considers the logistics of construction, including vehicular access routes, loading and unloading arrangements, anticipated vehicle frequencies, sizes and movements, and details of core working hours;
- **Section 5: Construction Mitigation** – Sets out the mitigation measures that will be employed during construction to minimise the impact of construction on residents, businesses and the local highway network;
- **Section 6: Summary and Conclusion** – Summarises the key points of this CTMP and provides a final conclusion.

- 1.5.2. All appendices are included at the end of this report.

2. Existing Situation

2.1. Context

- 2.1.1. This section of the report provides an overview of the existing transport and highway networks within the vicinity of the site in order to outline any potential constraints that need to be considered as part of the construction management plan. This has been informed by desk based research.

2.2. Existing Site

- 2.2.1. The site is located within the Tower Mill Industrial Estate, accessed via a private road off the A635 Ashton Old Road. The site is currently vacant land and is accessed through a wide double gate in the north-east of the site. The existing site accesses are shown in Figure 2.

Figure 2 – Existing Site Accesses



Source: Google Maps

2.3. Local Highway Network

- 2.3.1. The A635 Ashton Old Road is a local distributor road which connects with the M60 to the north-east and to the A57(M) to the west. In the vicinity of the site, the carriageway takes the form of a single carriageway with a hatched central reserve, as shown in Figure 3. The road is subject to a 30-mph speed limit and is provided with double yellow lines on both sides of the carriageway.
- 2.3.2. All vehicles are prohibited from loading and unloading where a loading ban is in place, on zig zags, in specialist parking bays (e.g. diplomat, doctor bays etc.) or in suspended parking bays.

Figure 3 – A635 Ashton Old Road Highway



Source: Google Maps

2.4. Parking

- 2.4.1. The site does not currently contain any formal parking bays and largely comprises of scrubland, however a small area of contractor parking has been provided to the south of the site which would be used temporarily during construction works by some construction workers associated with the site. However, due to the size of the site and accessible location, it is likely that a proportion of construction workers would travel by sustainable means including walking, cycling or public transport.

2.5. Walking and Cycling

- 2.5.1. To enable an assessment of the viability of walking and cycling as a realistic mode for trips to and from the site it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.5.2. The Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres.
- 2.5.3. Footways of good quality are provided on both sides of the carriageway on Ashton Old Road, providing connections to local amenities, shops for construction workers and connections to bus stops and railway station. Whilst access to the site for construction workers by foot is likely to be limited to any construction workers that live in local vicinity, connections are provided to a good standard.
- 2.5.4. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 2.5.5. It is considered that the site benefits from good cycle connections, ensuring that the opportunities for construction workers to travel via sustainable modes of transport will be maximised.

2.6. Public Transport

Bus Services

- 2.6.1. The closest bus stop to the site (Louisa Street) is located on Ashton Old Road approximately 120m south of the site, directly opposite the estate access road. Additional stops are located to the east and west of the access along Ashton Old Road. The stops are served by nine bus services which provide frequent connections to a host of destinations, including Manchester City Centre, Ashton-under-Lyne and Chorlton.

Rail Services

- 2.6.2. The nearest railway station to the site is Gorton, located 750m (a 10-minute walk) to the south of the site. Gorton railway station is on the northern rail line between Manchester Piccadilly and Glossop, with services operating on a frequent basis in both directions.
- 2.6.3. The level of accessibility to frequent bus and rail services to a wide range of locations and destinations ensures that travel to and from the site for construction workers by public transport is a viable mode.
- 2.6.4. It is not foreseen that the construction works will impact the operation of public transport services.

2.7. Census Data

- 2.7.1. An analysis of Census 2011 data has been undertaken to investigate the journey to work modal split for the workplace population of the area. The site is located within the Manchester 017 MSOA. The journey to work data is outlined in Table 1.

Table 1 – Journey to Work Workplace Population (Manchester 017 MSOA)

Mode	Workplace Population
Train	2%
Bus, minibus or coach	15%
Taxi	1%
Motorcycle	1%
Driving a car or van	61%
Passenger in a car or van	6%
Bicycle	3%
On foot	11%
Other	0%
TOTAL	100%

- 2.7.2. Table 1 shows that the majority (61%) of journeys to work undertaken by employees working within the Manchester 017 MSOA are undertaken by private car, with an additional 6% as car passengers. A total of 31% of journeys are undertaken by sustainable modes of transport, of which 15% would be undertaken by bus, 11% on-foot, 3% by cycle and 2% by train. It is evident that the journey to work modal share reflects the sustainable location of the site and the opportunities to travel by sustainable modes of transport on offer.

2.8. Other Local Constraints

Bus Stop

- 2.8.1. Louisa Street bus stop is located approximately 120m south of the site and on the opposite side of the carriageway, therefore it is considered that the operation of this stop will not be impacted during construction of the site.

Neighbouring Construction / Live Sites

- 2.8.2. The Site Manager will liaise with the Site Manager of any other construction sites that come forward within the vicinity of the site as well as the adjacent commercial units located on Tower Mill. Through engaging in cross site discussions, the Site Managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised. In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network. Through liaison it is envisaged that the cumulative impact on the surrounding road network will be minimised, however it is noted that this is dependent on the cooperation of the neighbouring site managers, which is beyond the control of the applicant, albeit every attempt will be made to satisfy this requirement.

Trees

- 2.8.3. Tree protection fencing has been erected along the sites western boundary in line with the approve tree protection plan.

Potential Impact on Utilities

- 2.8.4. Utility service diversions and temporary service connections would be carried out during the initial stages of the enabling works. These would be programmed to be completed prior to any construction works. The exact location of these services will not be known until a survey has been carried out prior to works starting. Prior to works commencing, utility services would be identified and disconnected across the site. Safe access routes would also be identified for vehicles and pedestrians across the site

access. A site investigation would be undertaken prior to the works. The appointed contractor will work with the utility and service providers regarding the need for diversions/mitigation works as required.

2.9. Summary

- 2.9.1. It is evident that the site is in a sustainable location with a range of sustainable modes of transport on offer to access the site from key residential areas and transport interchanges. This is reflected in the Census modal share which shows that 31% of employee's journeys to work are undertaken by sustainable modes of transport such as walking, cycling and public transport.

3. Construction Programme and Methodology

3.1. General

- 3.1.1. This chapter of the report outlines the anticipated programme of construction works for the consented scheme which has been developed based upon the draft construction programme prepared by the Contractor.

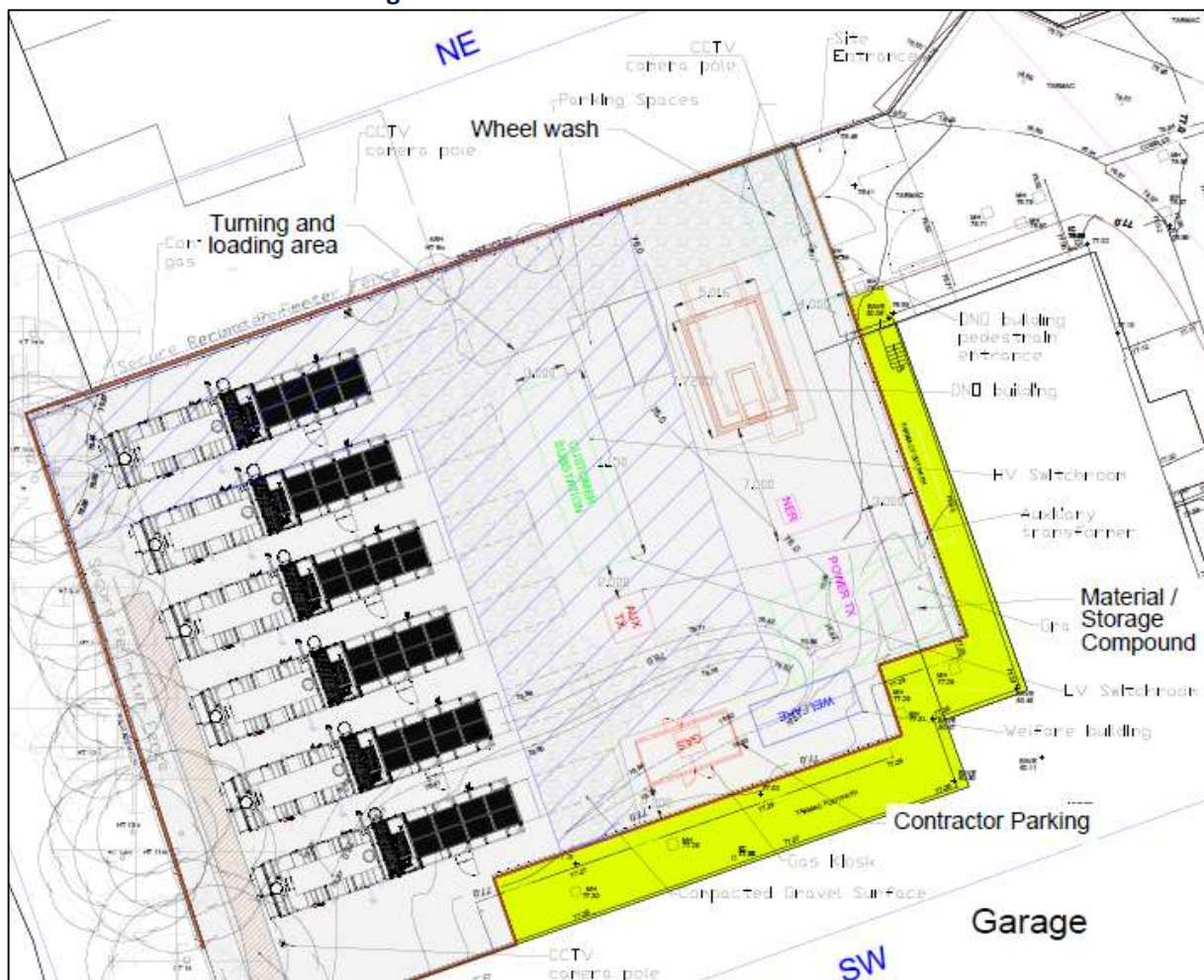
3.2. Construction Programme and Phasing

- 3.2.1. The construction contractor for the scheme will be Green Frog Connect Ltd.
- 3.2.2. The Site Managers details will also be displayed on hoardings at the site entrance. Works are expected to last approximately 52 weeks and will be split into the following stages;
- Site Set Up (Week 1-2);
 - Earthworks (Week 2-4);
 - Construction (Week 5-20);
 - BOP Installation (Week 21-29);
 - Electrical Installation (Week 30-41);
 - Commissioning (Week 42-50); and
 - Demob (Week 51-52).
- 3.2.3. The construction project programme and corresponding construction traffic strategy may be subject to minor changes, taking into account the supply of materials, weather conditions etc. Any significant changes in the build program will be communicated to MCC in advance of any significant works taking place.
- 3.2.4. A full review of the anticipated vehicle types and frequency of movements has been outlined within Section 3.5 of this report, however the sections below provide an overview of the type of vehicle movements together with a summary of the works anticipated during the following stages.

3.3. Site Layout

- 3.3.1. The site setup will be crucial to mitigating the impact on the surrounding highway network as well as neighbouring residents and businesses. For the first two weeks of the construction period the site will be prepared for the subsequent phases of development. This will involve any surveys, the erection of hoardings and Heras fencing, signage, site set up, sewers and the erection of the construction compound.
- 3.3.2. The purpose of the hoarding / Heras Fencing is to provide additional security, both to prevent unauthorised personnel from accessing the site.
- 3.3.3. A plan demonstrating the anticipated temporary facilities including wheel wash facilities, storage compound, on-site parking and loading / unloading areas has been provided below in Figure 4. No parking for contractors and visitors will be provided on site.

Figure 4 – Construction Site Plan



Source: Evoke Drawing Ref: R-22-0157-HY02-B (Appendix C)

- 3.3.4. The measures that will be employed to minimise the environmental impacts, including in relation to noise and air quality, throughout the development are set out within **Section 4** of this report.

3.4. Delivery of Plant and Materials

- 3.4.1. Most materials associated with the development process will be stored within the footprint of the site within the designated construction compound as shown on Figure 4. A general area for vehicle turning, loading and unloading area for plant and materials is detailed on the above plan. All vehicles will enter the site via the private access road off Ashton Old Road. Smaller vehicles will then be met at the compound by either the Site Manager or a qualified Traffic Marshall who will assist with any loading / unloading as well as any manoeuvres. Larger vehicles will be met at the Estates site access by either the Site Manager or a qualified Traffic Marshall who will assist with accessing the site.
- 3.4.2. For a small number of trips associated with the delivery of the crane and delivery of the six engines, the site will need to be accessed by vehicles classed as 'Abnormal Loads'. The relevant procedures for abnormal loads will be followed with the contractor liaising MCC and the police authority to discuss the timing and nature of these deliveries prior to them being undertaken. These vehicles will be required to reverse into the site from the A635 accompanied by traffic marshals.
- 3.4.3. No unloading from vehicles will take place until the Site Manager or Site Labourer is present. The Site Manager or Site Labourer will co-ordinate the transfer of materials from the vehicle into the site. Through this arrangement it is hoped that the dwell time of the delivery vehicles can be minimised.

3.5. Construction Vehicle Frequencies

- 3.5.1. A summary of the anticipated Heavy Good Vehicle (HGV) types and their frequency has been provided below in Table 2.

Table 2 – Anticipated HGV Frequencies

Activity	Vehicle Type	Total deliveries
Crane	450T Crane	1
Delivery of Construction Materials, Steel Concrete, etc	HGVs	75
Delivery of Gas Generators	24m long trailer vehicle	6
Delivery of BOP	15.4m long articulated vehicles	10
Delivery of Cables	HGVs	5
Delivery of Construction Plant Equipment	HGVs	30
Delivery of Gravel / Hard Core Material	10m rigids	50
Substation	HGVs	30
TOTAL		207

- 3.5.2. As demonstrated above, over the course of the main construction phase (40 weeks) a total of 207 (414 movements) could be made by HGVs associated, at an average of one delivery daily, or two movements daily.
- 3.5.3. In addition to the HGV movements identified above, there will also be a number of smaller construction vehicle movements such as collection of skips, transfer of materials / plants and transportation of construction workers and sub-contractors.
- 3.5.4. The majority of vehicles anticipated to access the site are between 3-32 tonnes. Where larger vehicles do require access, for example the 24m long trailer vehicle and crane, these will be abnormal loads, with the relevant procedures followed with MCC and the police authority.
- 3.5.5. To provide a worst-case assessment, the swept path analysis provided in support of this CTMP has assessed the largest vehicles (450T crane, low loader with abnormal load (24m long vehicle), max legal length articulated vehicle and a 12m rigid truck), however as noted above, the majority of vehicles travelling to and from the site would be smaller than the vehicles assessed.

3.6. Working Hours

- 3.6.1. In accordance with the Planning Condition, all works will be conducted between 08:00-18:00 Monday to Friday, and if required on Saturdays between 08:30-13:00 with no works taking place on Sundays and Public Holidays.
- 3.6.2. There will be no restrictions on delivery times, with large deliveries anticipated to occur outside of typical working hours to have a minimal impact on the local highway network.
- 3.6.3. For any noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

3.7. Construction Personnel

- 3.7.1. During the construction timeline, the maximum number of construction workers that will be employed on site is 10-20 workers.

- 3.7.2. The contractor, where feasible, will seek to recruit construction workers and sub-contractors from the local area. This will help maximise the potential for construction workers to walk, cycle and use public transport to access the site.
- 3.7.3. An area of car parking for construction worker vehicles will be provided within the construction compound. Construction workers will be asked not to park on any of the roads in the vicinity of the site. Any construction workers found to be parking on the surrounding highway network will be asked to remove their vehicle.

4. Logistics

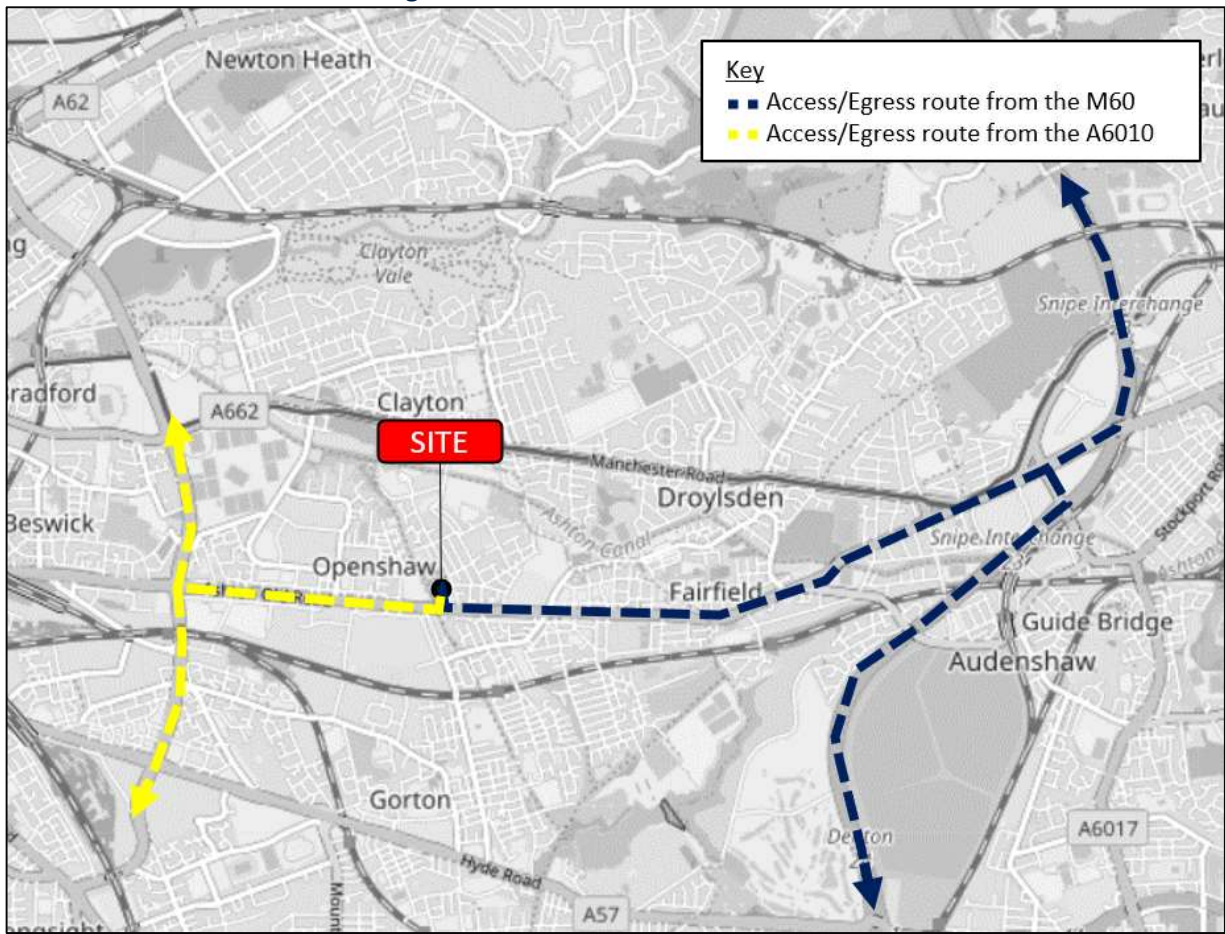
4.1. Context

- 4.1.1. Local traffic, transport and parking impacts are primarily issues and concerns for all construction projects. As such, managing the potential impacts of construction is a key priority. Potential construction impacts include on-street congestion causing traffic delays, potentially increased road hazards, conflict with pedestrians and cyclists, noise from vehicles and air quality impacts from vehicle emissions and dust. This section provides an overview of the logistics of construction, including vehicular access routes, loading and unloading locations, anticipated vehicle frequencies, sizes and movements, and details of core working hours.

4.2. Construction Vehicle Routing

- 4.2.1. All vehicles will access the route from the east via the M60 or via the west via the A6010, the two shortest routes to access the Strategic Road Network. The construction route options are shown in Figure 5 below.
- 4.2.2. It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. In this respect the Site Manager will keep up to date on scheduled roadworks in the area using the roadworks.org website.

Figure 5 – Construction Route



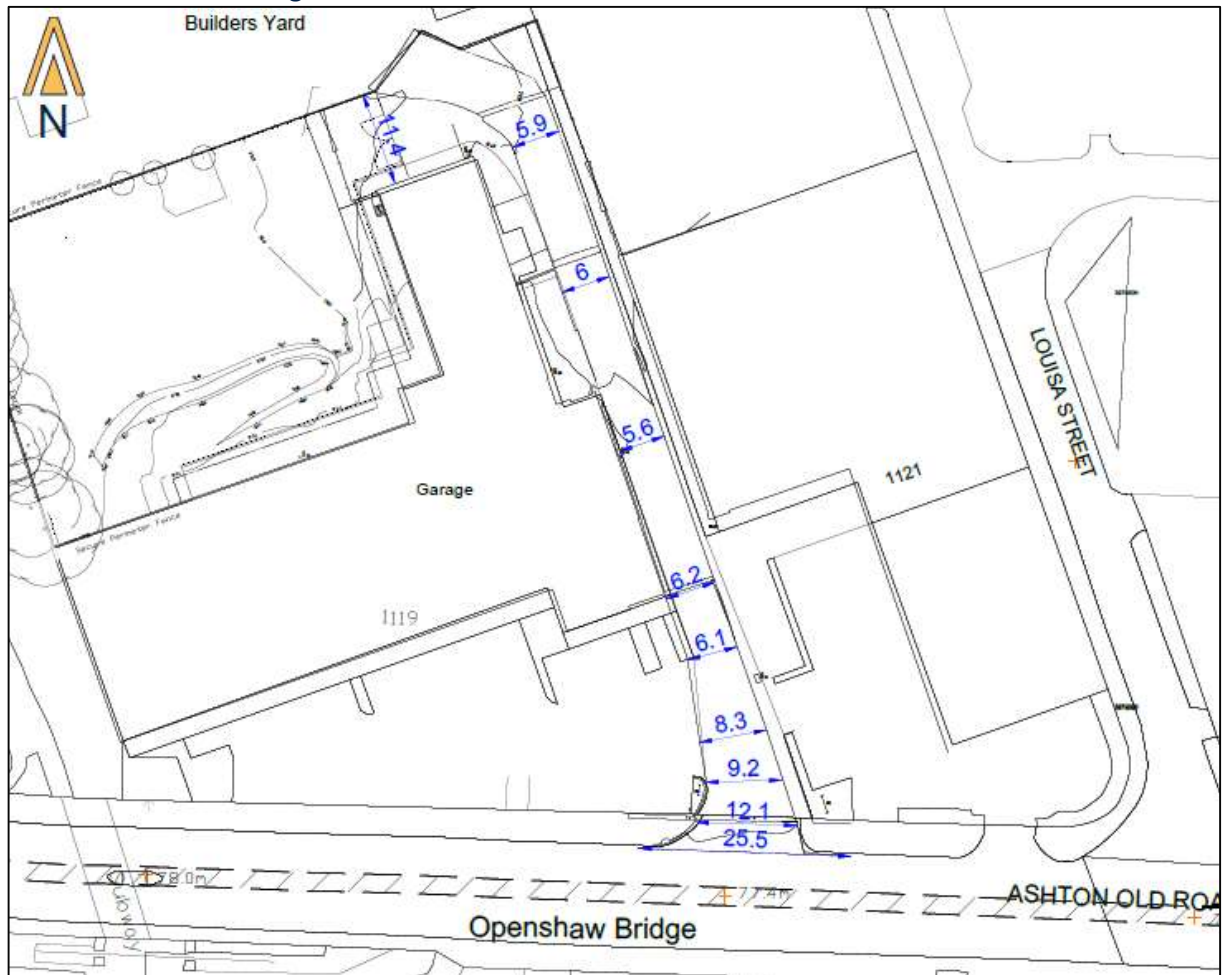
Source: OpenStreetMap

- 4.2.3. The proposed routing avoids the use of minor roads and maximises the use of the strategic roads where possible. All construction contractors will be made aware of construction route and loading / unloading location and appropriate safety measures and signage will be put in place to ensure safety of staff and pedestrians.

4.3. Access Route

- 4.3.1. The existing private access road widths are shown in intervals in Figure 6, as requested by MCC within the Planning Condition, demonstrating the access road measures between approximately 5.9 and 8.3m in width, suitable for two-way vehicular flow. Swept path analysis of the largest vehicles anticipated to construct the site has been undertaken for vehicles accessing and egressing the estate access road to demonstrate these vehicles can suitably access the site.

Figure 6 – Tower Hill Estate Access Road Widths



- 4.3.2. However, as shown in Figure 7, the estate currently experiences parking in the form of echelon parking on the eastern side of the access road, which reduces the useable carriageway width to approximately 4m.
- 4.3.3. With vehicles parked along the carriageway, as currently experienced, access for construction vehicles is still feasible with the widest vehicle approximately 3.0m (excluding the abnormal load vehicles), however to provide flexibility for drivers and to minimise conflict with parked vehicles it is proposed to liaise closely with the landowner to ensure that cars are not parked in this area when the largest vehicles

are planned to access the site. It is likely that this would mean that some deliveries are scheduled outside of normal working hours to minimise disruption on other businesses.

- 4.3.4. In addition, banksmen will be present at the access junction with Ashton Old Road when large vehicles are scheduled to ensure safe access for all users.

Figure 7 – Access Road Parking

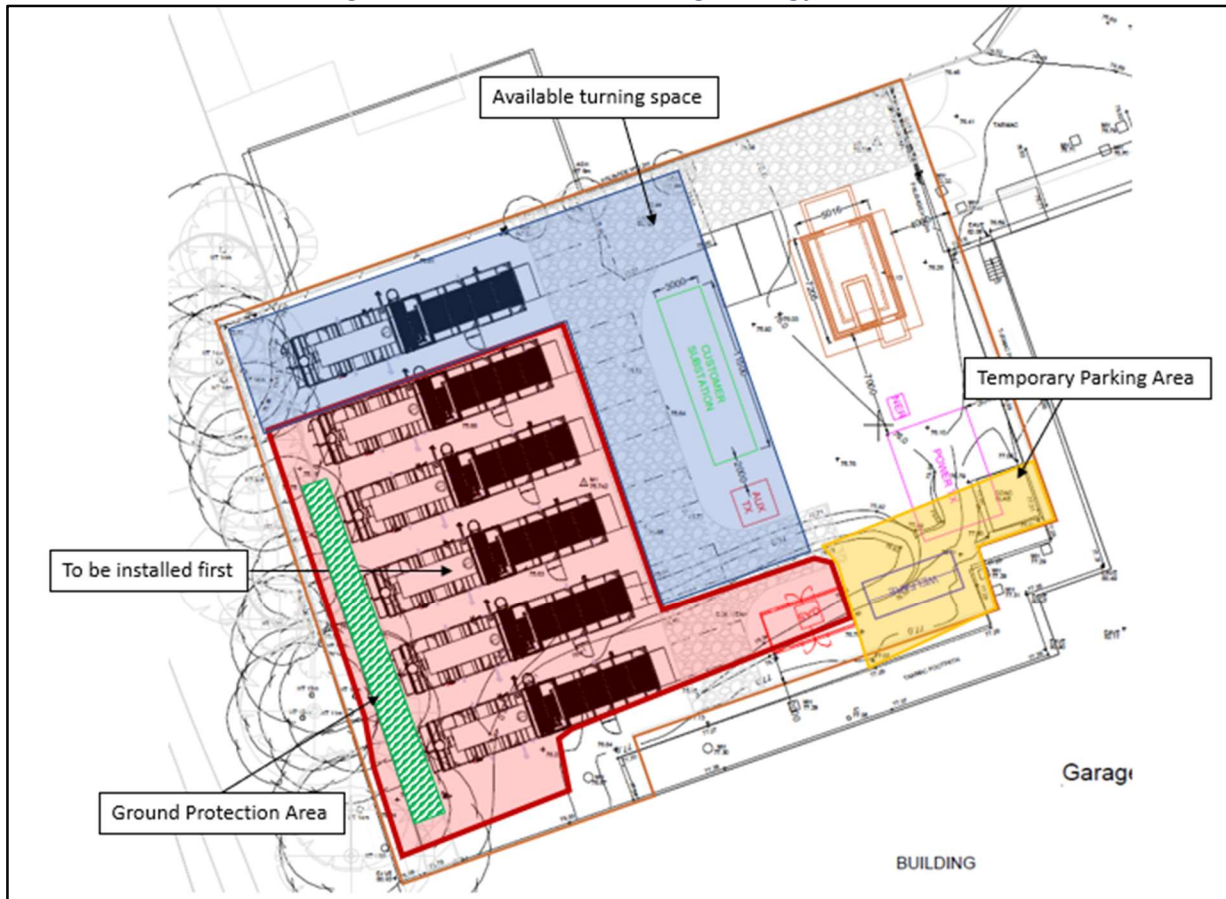


Source: Google Maps

4.4. Vehicular Access to Site

- 4.4.1. All vehicles, excluding the abnormal load vehicles, anticipated to construct the site can enter and exit the site in forward gear, with all vehicles able to turn within the site suitably when the site is vacant. For the abnormal loads, including the crane and six deliveries of engines, these vehicles will be escorted to the site at a pre-agreed time and would reverse off Old Ashton Road into the estate and to the site.
- 4.4.2. As shown in Figure 8 and in the swept path analysis attached at **Appendix C**, this will ensure that there is sufficient space on site for a 450T crane to be positioned. Once the crane is positioned, there is sufficient space within the site for the 24m long trailers carrying the engine structures to reverse into the site to allow the crane to position the structures. The 24m long trailers and crane can be positioned to offload all the large structures, including the final 6th generator before exiting the site in forward gear. This stage of construction is anticipated to last for three weeks and it is likely that the majority of the planned larger loads would be accessing the site during this time. The correct procedure for abnormal loads will be strictly adhered to.
- 4.4.3. However, once construction and the positioning of large pieces of equipment such as the prefabricated generators and the transformer commences, the site layout will be managed to safeguard sufficient turning space for vehicles. It is therefore proposed that the 6th northernmost generator would be the last piece of prefabricated / large structure to be craned into position in order to maintain sufficient turning space.
- 4.4.4. Following the installation of the 6th generator, all deliveries and trips to and from the site would be undertaken by vehicles smaller than a 12m rigid truck to ensure vehicles can turn fully within the site.

Figure 8 – Construction Phasing Strategy



4.5. Route Compliance

- 4.5.1. Use of the agreed routes is accepted by the Contractor and will be communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information including times of operation, delivery routes and site access requirements.
- 4.5.2. Any repeated non-compliance of the proposed construction route and delivery slots could result in disciplinary procedures or the termination of the workers / supplier's contract.

4.6. Signage Strategy

- 4.6.1. In order to direct construction vehicles to the site, and to alert other road users of the presence of construction traffic, signage will be erected during the construction phase. It is proposed that signage will be attached to existing street furniture such as lamp columns as opposed to A-boards.

4.7. Vehicle Dwell Times

- 4.7.1. Given the constraints of the access road, only one vehicle will be able to arrive and depart the site at the same time. The Site Manager will use a delivery booking system and will liaise and monitor all delivery vehicles and their arrival / departure times to ensure that no more than one HGV is arriving / departing at the same time.

5. Construction Mitigation

5.1. Context

- 5.1.1. This section of the CTMP sets out the mitigation measures that will be employed during construction to minimise the impact of construction on the local residents, businesses and the local highway network.

5.2. Construction Manager

- 5.2.1. A designated Site Manager has been appointed with contact details provided within this CTMP. The Site Manager will deal with any complaints and enquiries from the general public and any other interested parties. The details of the Site Manager will be provided to MCC prior to activities beginning on-site. The Site Manager's details will also be advertised at the site entrance.

- 5.2.2. The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the CTMP;
- Informing local residents and MCC of the commencement of construction works;
- Informing local residents MCC of any major or noise intensive works associated with the construction of the site to avoid / minimise disruption;
- Checking for scheduled road works, special events and incidents on <http://roadworks.org/websites>;
- Checking for scheduled refuse collections with MCC;
- Informing and liaising with MCC regarding abnormal loads;
- Handling any complaints; and
- Acting as a point of contact for employees, contractors, MCC and the general public.

- 5.2.3. The Site Manager will be responsible for keeping neighbours within the Industrial Estate informed of the construction progress. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The Contractor;
- The Developer;
- Site neighbours;
- MCC; and
- Other local stakeholders such as emergency services or local transport providers.

5.3. Subcontractors

- 5.3.1. Individual subcontractors involved in such activities such as waste removal will be required to incorporate the relevant requirements from the CTMP into their activities as well as statutory requirements.

5.4. Good Neighbour Policy

- 5.4.1. The contractor will strive to be 'Good Neighbours', with systems employed to ensure local issues are understood.

- 5.4.2. Consultation and communication with local residents and businesses will begin prior to commencement of construction. Adjacent residents and businesses will be provided with information on the planned construction including times and contact details of the Site Manager based on site. Contact details of

the Site Manager will be publicised on hoardings at the site to allow any questions or queries to be appropriately dealt with.

- 5.4.3. An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety, on-site construction works and issues and sensitivities in the context of the surrounding community.

5.5. Noise & Vibration Control

- 5.5.1. The Developer will use its reasonable endeavours to keep noise levels to a minimum at all times. Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration.

- 5.5.2. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works. Other measures to be implemented to minimise noise are:

- No construction works will take place outside the hours of 08:00-18:00 hours Monday to Friday and on Saturdays between 08:30-13:00 with no noisy works undertaken on Sundays and Bank Holidays;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- Keep voices and conversation outside the site perimeter to a minimum and low in volume;
- Ground activities that excite significant vibration levels around the frequency range 10 – 40 Hz will be discouraged whenever practical alternatives can be found;
- No machinery starting up on site before the designated start times;
- Locating plant, equipment, storage areas and worksites away from neighbouring properties, where reasonably practicable;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens, where practicable;
- Fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol (where feasible);
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading to the front of the site;
- Construction personnel carefully placing waste into the skip / vehicles when loading;
- Using low impact and low volume machinery and tools where possible; and
- Local residents will be advised of the start and finishing dates/times of particularly noisy works and these will be timed to minimise the disruption to local residents.

- 5.5.3. The Site Manager will inform all neighbours in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration. The various measures outline above will be employed to help minimise noise generated by the site.

- 5.5.4. In the event that noise levels are high, or a complaint or concern is raised by a local resident, business or Council, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

5.6. Air Pollution, Dust and Dirt Control

- 5.6.1. The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance provided by the Institute for Air Quality Management will be utilised to control dust. The following measures will be implemented at the site:

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site; and
- The Site Manager's contact details will be displayed on hoardings at the site.

Site and Dust Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- The Complaints Log will be available upon request to MCC;
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the logbook;
- The Site Manager will increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Machinery and dust causing activities will be located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;
- Hoarding will be erected around the front of the site;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- The provision of easily cleaned hardstanding's for vehicles;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed or fence stockpiles to prevent wind whipping. Damping down of dusty materials using water sprays during dry weather; and
- Undertake daily on-site and off-site inspections to monitor dust, record results, and make the log available to MCC, if asked.

Vehicles and Machinery

- 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 practicable;
- Ensure vehicles leaving sites with any spoil are covered to prevent escape of materials during transport;
- Implement a wheel washing system at the site entrance;
- 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; and
- Comply with the Construction Logistics measures within this report.

Operations

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and 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;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoid scabbling (roughening of concrete surfaces) if possible;
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

Waste Management

- No bonfires or burning of waste materials on site.

5.6.2. Daily inspections will take place at the site and on the surrounding highway network to identify any dust or debris. Dust emissions will be monitored visually throughout working hours. Whilst a CTMP is in place, in the event that significant levels of dust are observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

5.6.3. Wheel washing facilities are provided at the site entrance. The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. In the event that mud, dust or debris is deposited on the estate access road or Ashton Old Road then the contractor will organise for a road sweeper on the road.

5.7. Storage of Materials

5.7.1. The following policies and procedures, for the storage and handling of materials on-site within the designated compound, will be applied by the contractor:

- Providing dedicated material storage areas and suitable containers and covers that prevent / minimize the risk of contamination from spilled materials, e.g. placement of covered containers on hardstanding as well as prevent damage or loss through exposure to the elements;
- All liquids and solids of a potentially hazardous nature (for example, diesels, oils and solvents) will be stored in appropriate bunds over hard standing areas to prevent leakage to the ground and water regime, in compliance with legislation, Environment Agency standards and best practice; and
- All material/fuel storage areas will be secured to prevent and dissuade vandalism.

5.8. Waste Management

5.8.1. Contractors will be required to minimise waste at source and maximise recycling and re-use of materials wherever possible and practicable; such arisings will be dealt with in a manner that reduces environmental effects and maximises potential re-use of materials.

5.8.2. All wastes that cannot be reused or recycled will be disposed of in accordance with legislation and best practice. All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire / vermin risk.

5.8.3. Whenever deliveries are undertaken, qualified Traffic Marshalls will be used to ensure that no dirt or rubbish is left on the highway.

5.9. Lighting

5.9.1. It is not foreseen that any external lighting at the site will be needed. Any temporary task lighting or route lighting will be turned off when the site is closed to minimise impact.

5.10. Wheel Washing Facilities and Mud on Roads

- 5.10.1. Wheel washing facilities will be provided at the site entrance to ensure that no debris or mud is passed on to the Local Highway Network. The road outside the site will be regularly swept. Daily inspections will be undertaken in the vicinity of the site. In the event that mud, dust or debris is deposited on Ashton Old Road then the contractor will organise for a road sweeper on the road.

5.11. Pedestrian and Cyclist Safety Measures

- 5.11.1. Pedestrian safety throughout the construction programme will be paramount. Whilst there are no dedicated footways along private access road, the site frontage will be hoarded whilst the remainder of the site will likely have Heras fencing erected. The hoarding of the site will help to ensure that pedestrians and the general public cannot access the construction site unauthorised.
- 5.11.2. All loading and unloading activity will take place on site and will be met by the Site Manager or Site Labourer who will help minimise the likelihood of conflict with pedestrians / construction workers. Warning signage will be provided locally to the site to ensure that vehicles, pedestrians and cyclists are aware that construction activity is taking place. Site contact details and out of hours emergency contact details will be prominently displayed on site hoardings.

5.12. Fire Precautions

- 5.12.1. A fire marshal will also be appointed. The fire marshal will ensure that all fire escapes and assembly points are signed, and the appropriate extinguishers are on site. The fire marshal will inspect the areas at least once a day and report and put right any deficiencies.

5.13. Safety

- 5.13.1. All personnel will be required to wear safety helmets when on site, and safety instructions will be strictly adhered to. All precautions will be taken to ensure the safety of working personnel, visitors and the general public.
- 5.13.2. All relevant COSHH regulations will also be enforced. Manual handling regulation will also be implemented. Plant operatives are to be fully aware of all hazards e.g. Overhead cables, uneven ground, operatives and basements.
- 5.13.3. Operatives are always to work from a firm secure platform, especially when working at height. Roof ladders or crawling boards will be used when working on roofs. Service drawings will also be available on-site to make all personnel aware of potential hazards on-site including any live services.

On Site Facilities

- 5.13.4. The construction site will provide facilities in accordance with requirements set out in the HSE guidelines. As such the site will provide a drying area, storage facilities, toilets and offices. This will further encourage people to travel to the site by sustainable modes such as walking and cycling.

5.14. CTMP Monitoring

- 5.14.1. The CTMP will be regularly reviewed and monitored, with updates provided to MCC on request.

6. Summary and Conclusion

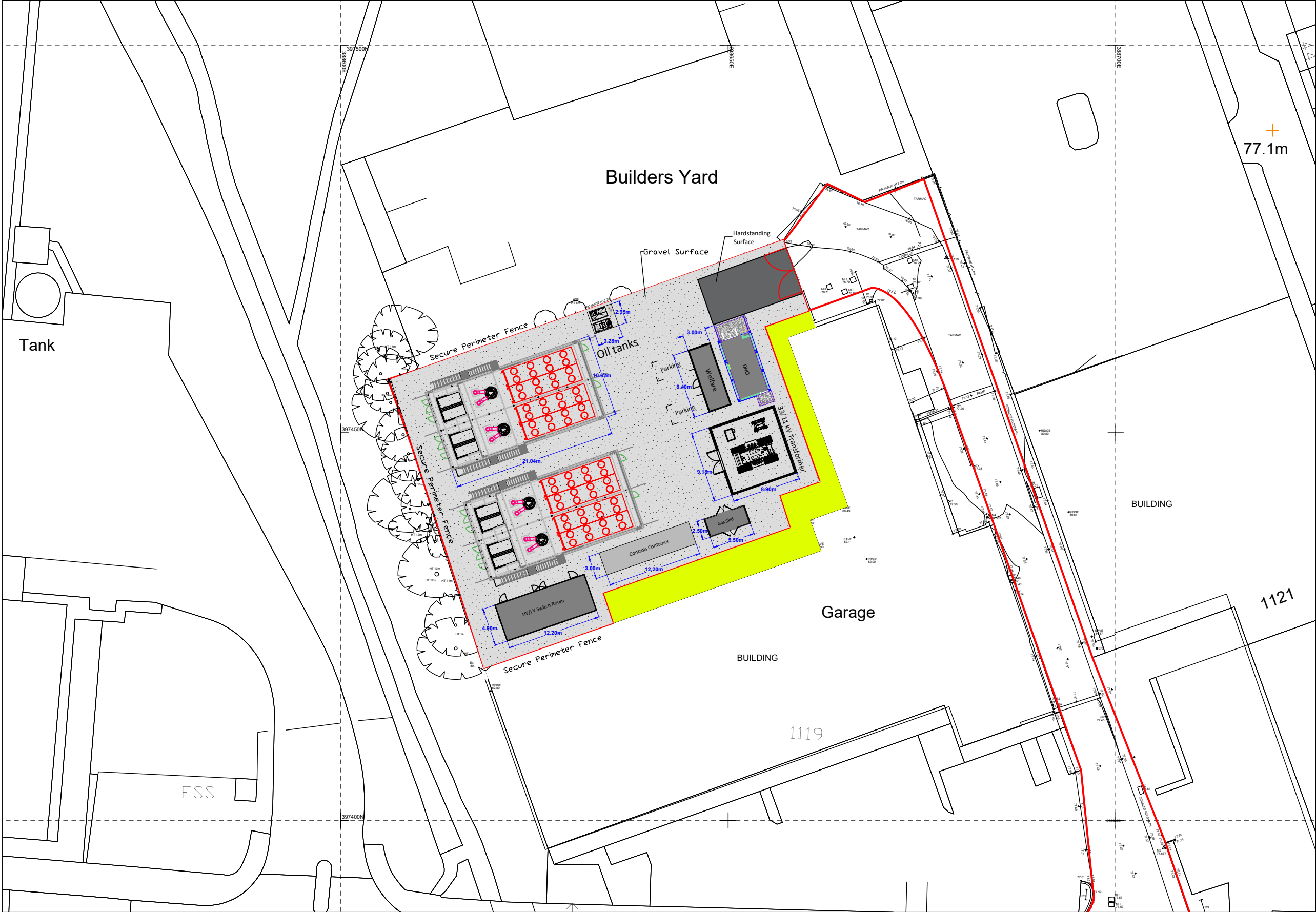
- 6.1.1. Evoke has been commissioned by Ashton Power Ltd to produce a Construction Traffic Management Plan (CTMP) to satisfy the requirements of a Planning Condition associated with a planning permission (Ref: 121909/FO/2018) for the construction of a gas fired energy reserve facility and ancillary components at Ashton Old Road in Manchester, M11 1AA.
- 6.1.2. This report has been developed based upon the draft construction programme provided by the Contractor which includes the anticipated timescales, phases of construction, vehicle types, number of workers expected to complete the development. Works are expected to last approximately 35 weeks.
- 6.1.3. In accordance with the Planning Condition, all works will be conducted between 08:00-18:00 hours Monday to Friday and on Saturdays between 08:30-13:00 with no noisy works taking place on Sundays and Public Holidays.
- 6.1.4. Over the course of the main construction phase (40 weeks) a total of 207 (414 movements) could be made by HGVs associated, at an average of one delivery daily, or two movements daily. The majority of vehicles anticipated to access the site are between 3-32 tonnes. Where larger vehicles do require access, for example the 24m long trailer vehicle and crane, these will be abnormal loads, with the relevant procedures followed with MCC and the police authority.

All construction vehicles accessing the site will route from the east via the M60 or from the west via the A6010, the two shortest routes to access to Strategic Road Network. The routes proposed are considered to provide the most suitable routes whilst minimising impact on residential roads.

- 6.1.5. The swept path analysis demonstrates that construction vehicles are able to access and egress the Estate access road, utilising the available carriageway space and land within the highway boundary. Existing vehicle parking along the estate access road will need to be temporarily suspended to ensure the largest construction vehicles can suitably access and egress the site. This will be arranged through liaison between the Site Manager and neighbouring businesses in order to minimise disruption. Banksman will be present at the access junction with Ashton Old Road when large vehicles are scheduled to ensure safe access for all users. For the abnormal load vehicles, the relevant procedures will be followed with MCC and the police authority.
- 6.1.6. In order to direct construction vehicles to the site, and to alert other road users of the presence of construction traffic, signage will be erected during the construction phase. It is proposed that signage will be attached to existing street furniture such as lamp columns as opposed to A-boards.
- 6.1.7. Wheel washing facilities will be also provided at the site entrance to ensure that no debris or mud is passed on to the Local Highway Network. The road outside the site will be regularly swept. Daily inspections will be undertaken in the vicinity of the site. In the event that mud, dust or debris is deposited on the estate access road and Ashton Old Road then the contractor will organise for a road sweeper.
- 6.1.8. All construction vehicles accessing the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. The Site Manager will ensure that, during these times, appropriate pedestrian and road safety information is relayed to local users and vehicle checks are made.
- 6.1.9. The construction process will be managed by the designated Site Manager, any changes to the designated Site Manager will be notified to MCC. Their responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public. Further to this they will also be responsible for delivery scheduling, construction route compliance and managing other contractors employed on-site.

- 6.1.10. The front of the site will be hoarded during construction works to reduce the impact of dust generated during construction. The hoarded site will provide additional security, both to prevent unauthorised personnel from accessing the site as well as provide suitable segregation between pedestrians and the work being undertaken.
- 6.1.11. The Contractor / Applicant will liaise with MCC, as the Local Planning and Highways Authority, should circumstances arise under which amendments will be required to this CTMP. The CTMP will be complied with unless otherwise agreed in writing by MCC. Overall it is considered that the measures and control processes outlined in this CTMP are appropriate to overcome the identified constraints associated with the site.

Appendix A – Consented Layout Plans



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Legend

Site Boundary

Note: -

This drawing is for illustrative purposes only and must not be scaled from.

Indicative site layout only - final plan subject to surveys and planning consultation.

Location of ancillary plant will be subject to location of incoming gas and electricity connections.

Rev	Description	Date	Initial	Checked

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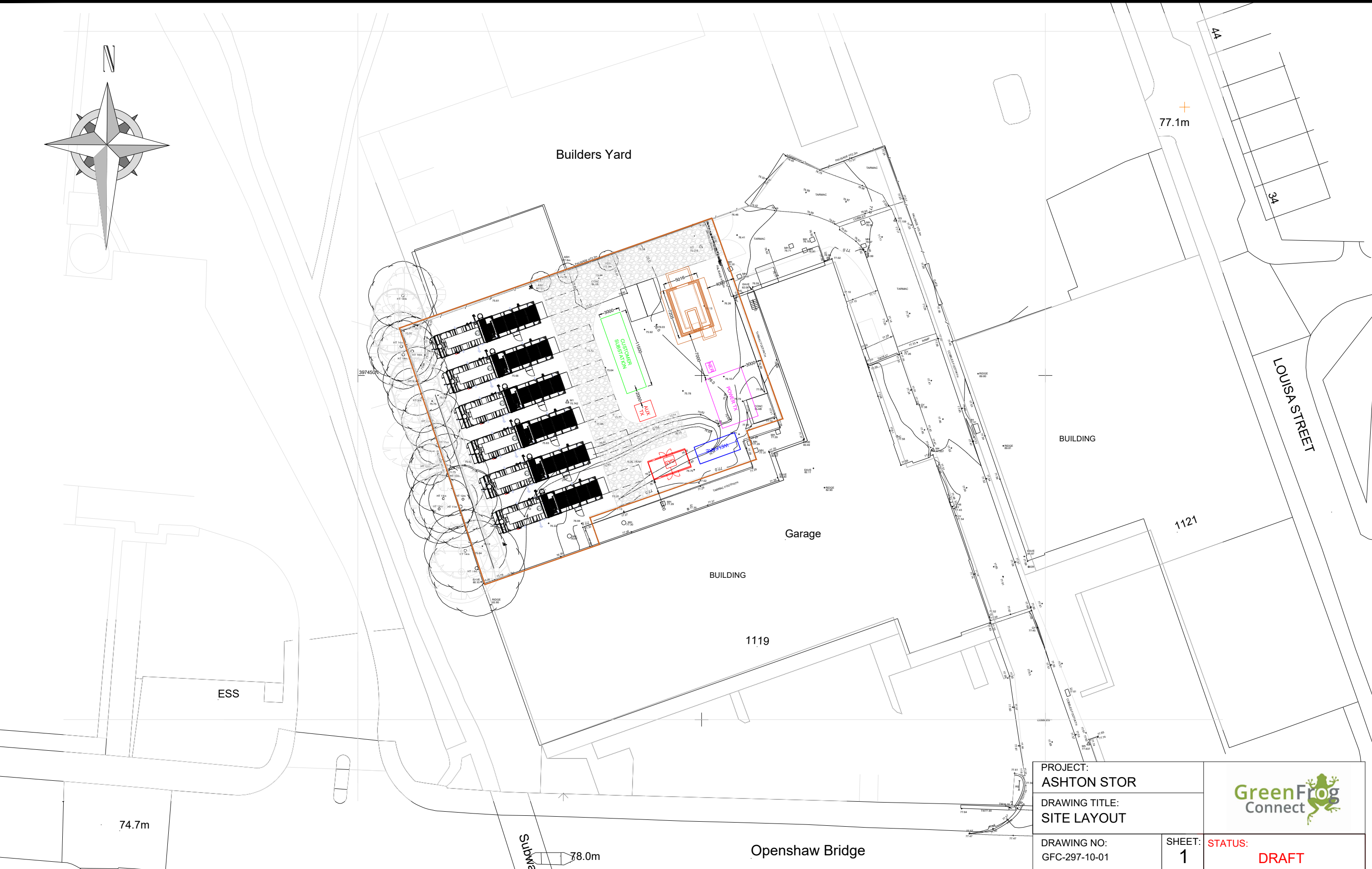
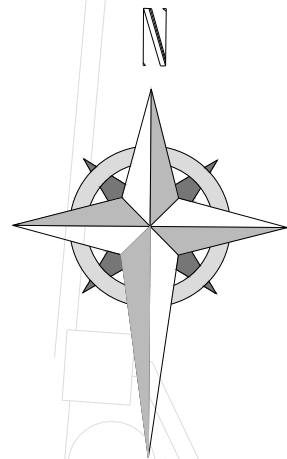
Client **STOR 128 Ltd.**

Project **Ashton STOR**

Title **Site Layout
Ashton STOR**

Status	Drawn By	PM/Checked by
-	MC	JK
Job Ref	Scale @ A3	Date Created
-	1:500	Nov-18
Drawing Number		Rev
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Appendix B – Proposed S73 Plans

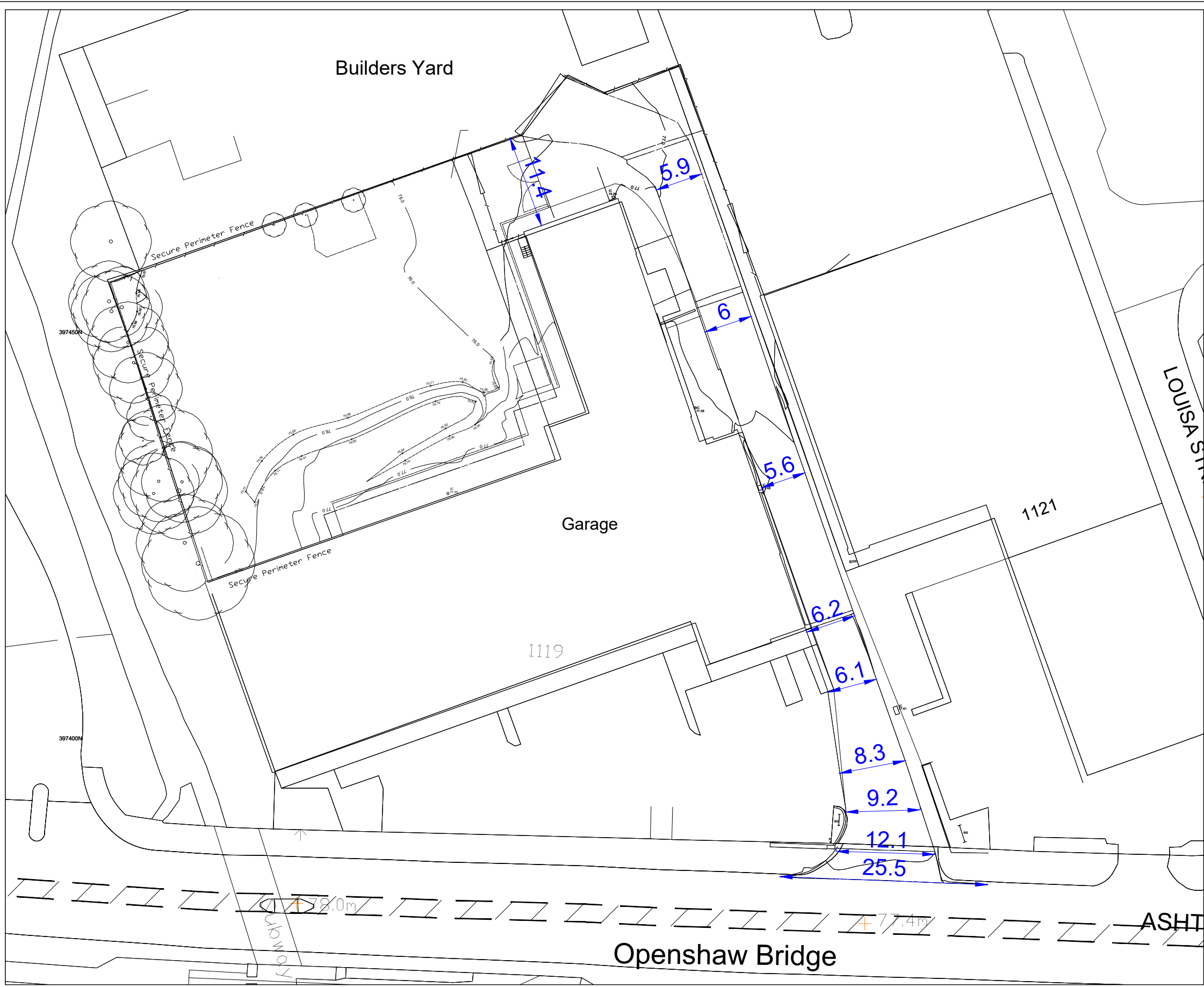


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CHECKED:	MM										
APPROVED:	MM										
ISSUE DATE:	14.12.22										

PROJECT: ASHTON STOR			
DRAWING TITLE: SITE LAYOUT			
DRAWING NO: GFC-297-10-01	SHEET: 1	STATUS: DRAFT	
CLIENT: STOR POWER		SIZE: A3	SCALE: 1:500
DNO: ENW		DATE: 14.12.22	
ADDRESS: 42 LOUISA STREET, MANCHESTER, M11 1AA		REVISION: 	

Appendix C – Swept Path Analysis

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NOTES

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A	UPDATED	OH	RS	30.06.23
-	FIRST ISSUE	OH	RS	09.12.22
Rev	Amendment	Drn	App	Date

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Project Name

ASHTON OLD ROAD,
MANCHESTER

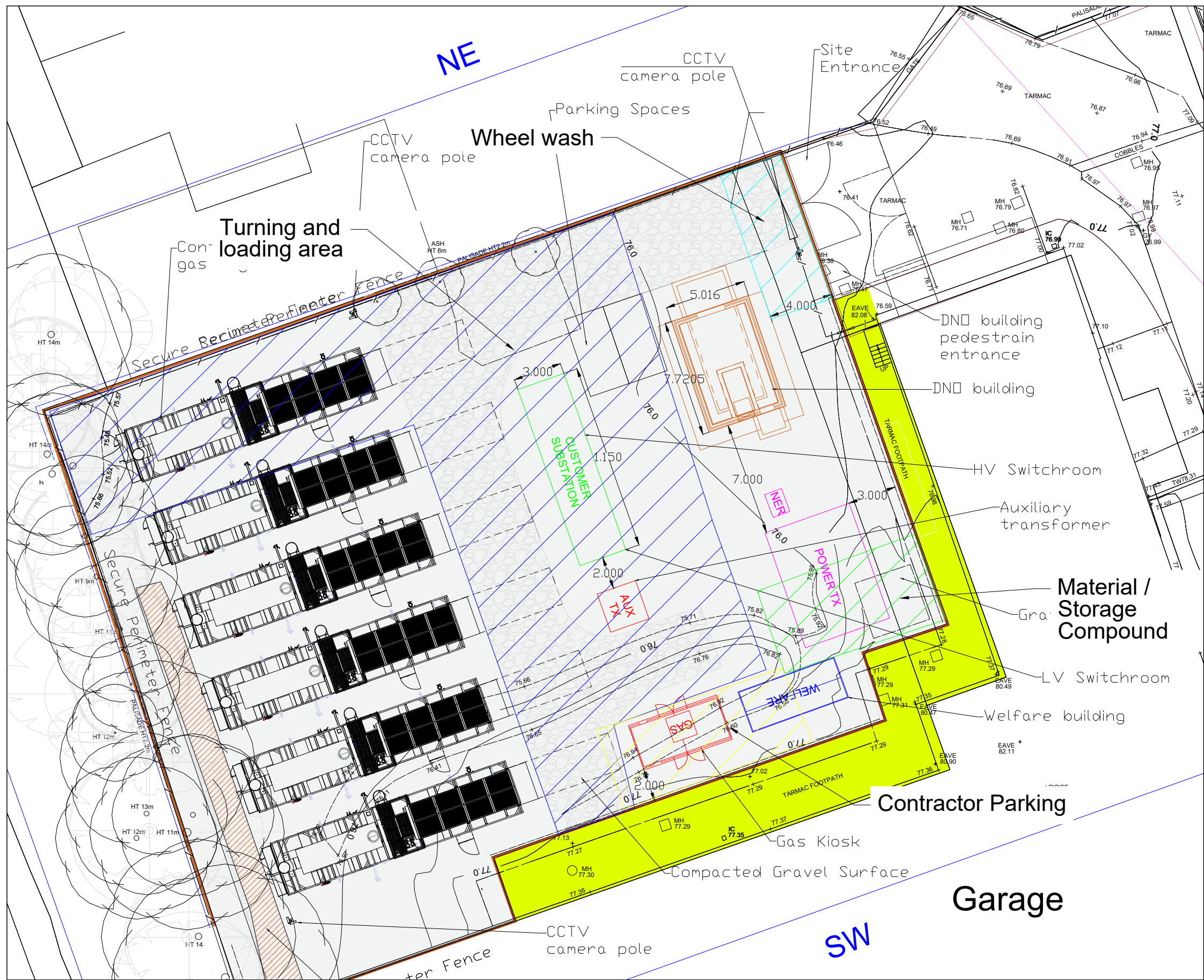
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SITE ACCESS
ARRANGEMENTS

Client

ASHTON POWER
LIMITED

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KEY

-  WHEEL WASH
-  MATERIAL / STORAGE COMPOUND
-  CONTRACTOR PARKING
-  TURNING AND LOADING AREA



B	UPDATED PLAN	OH	JW	27.06.23
A	UPDATED PLAN	OH	RS	31.01.23
-	FIRST ISSUE	OH	RS	20.12.22
Rev	Amendment	Drn	App	Date

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Project Name

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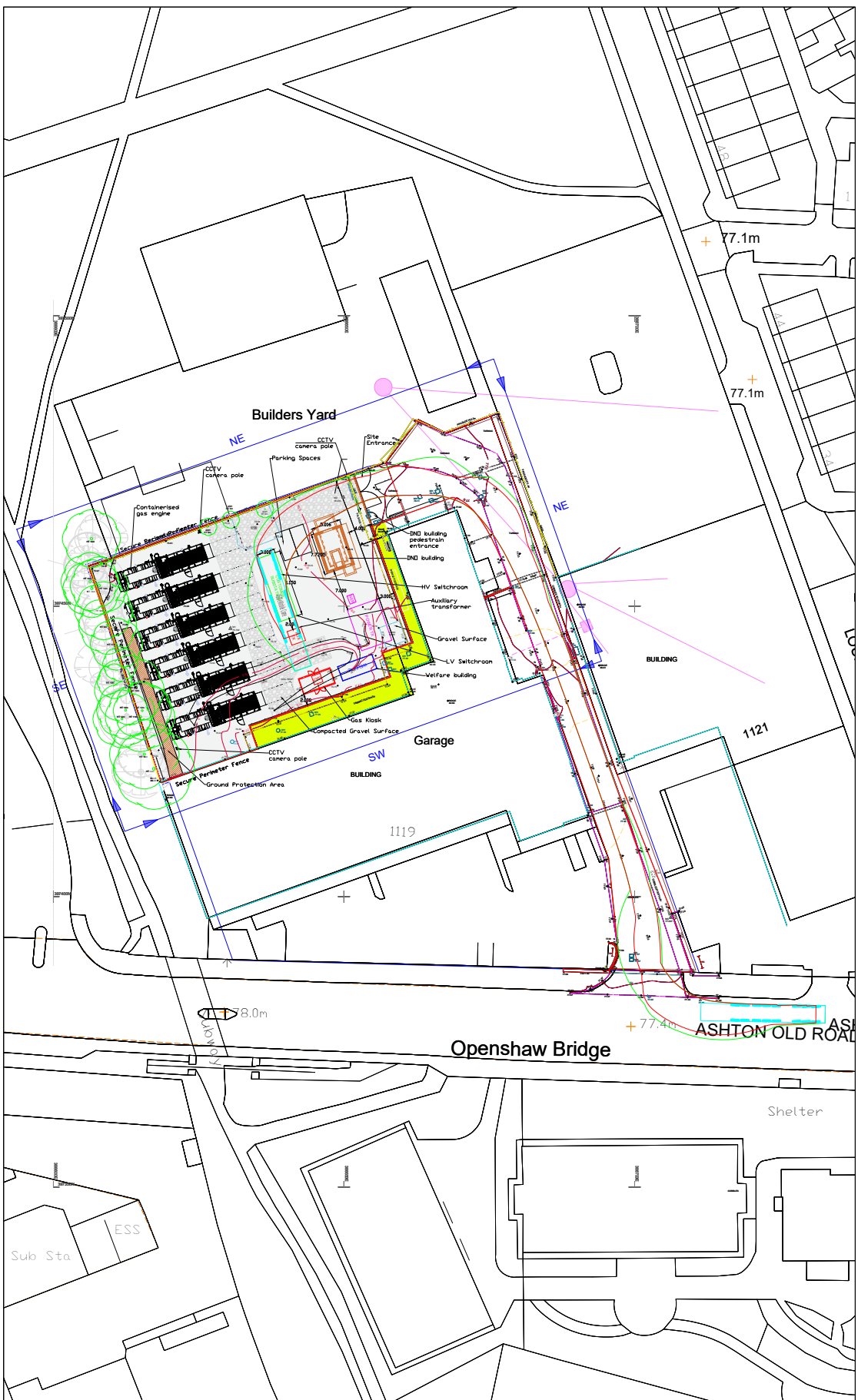
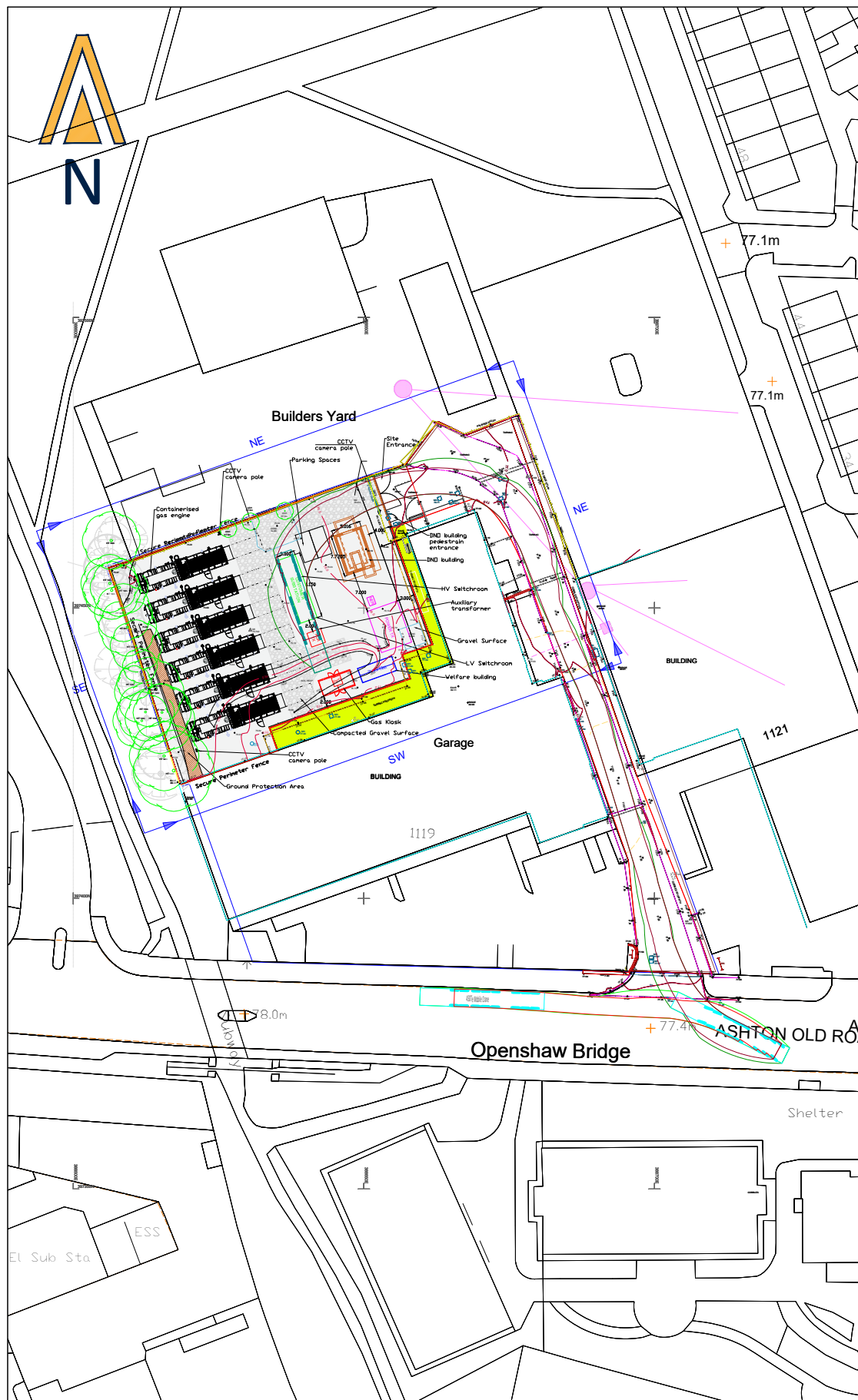
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**CONSTRUCTION
SITE PLAN**

Client

**ASHTON POWER
LIMITED**

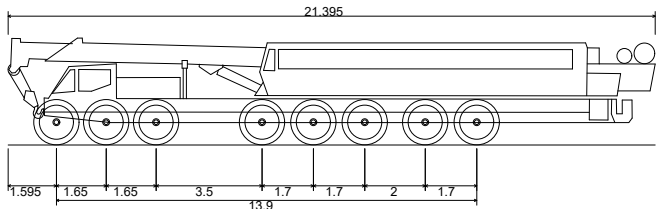
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VEHICLE PROFILE



450Te Mobile Crane
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Wall to Wall Turning Radius

21.395m
3.000m
3.536m
0.740m
3.000m
5.00s
16.500m

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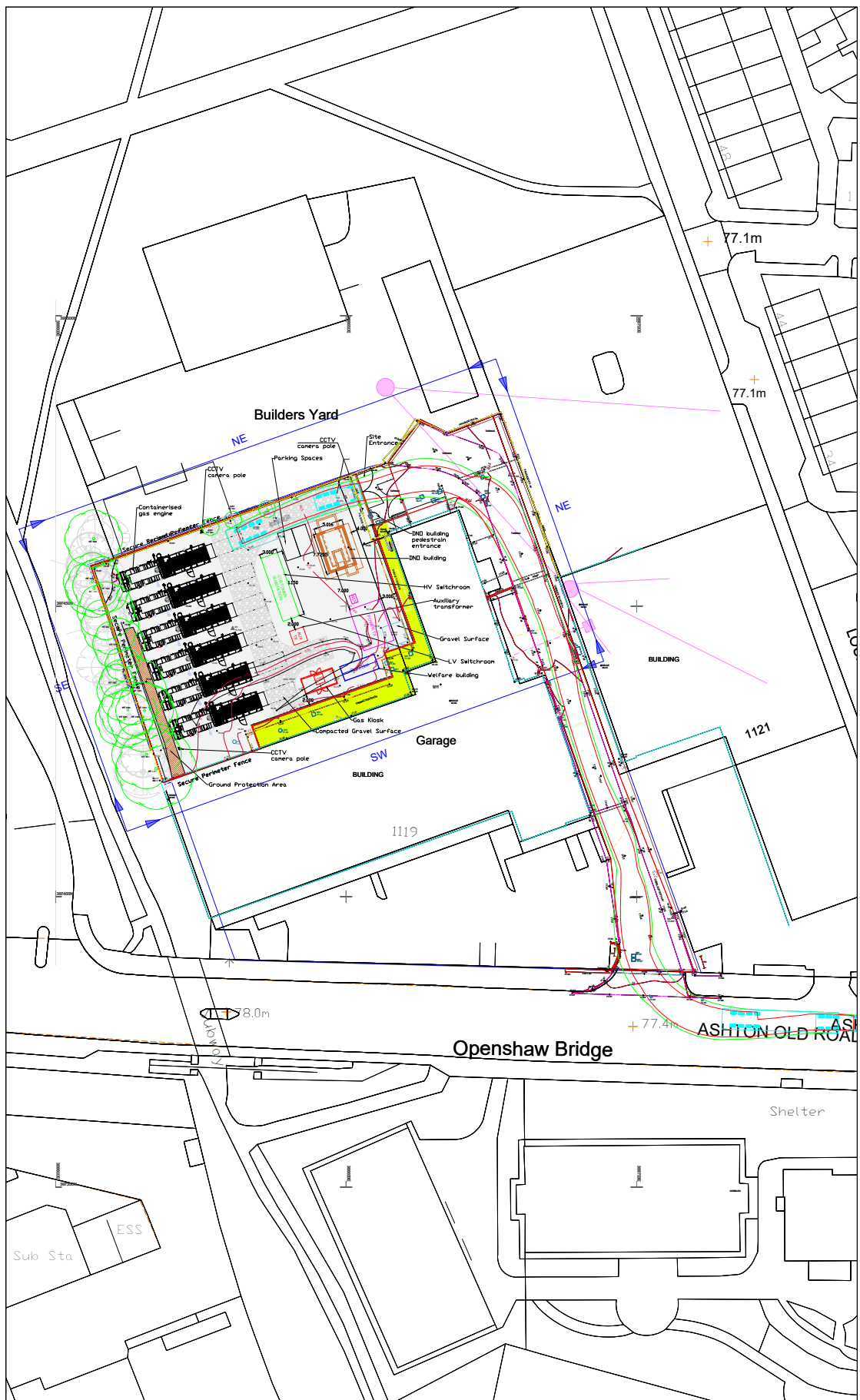
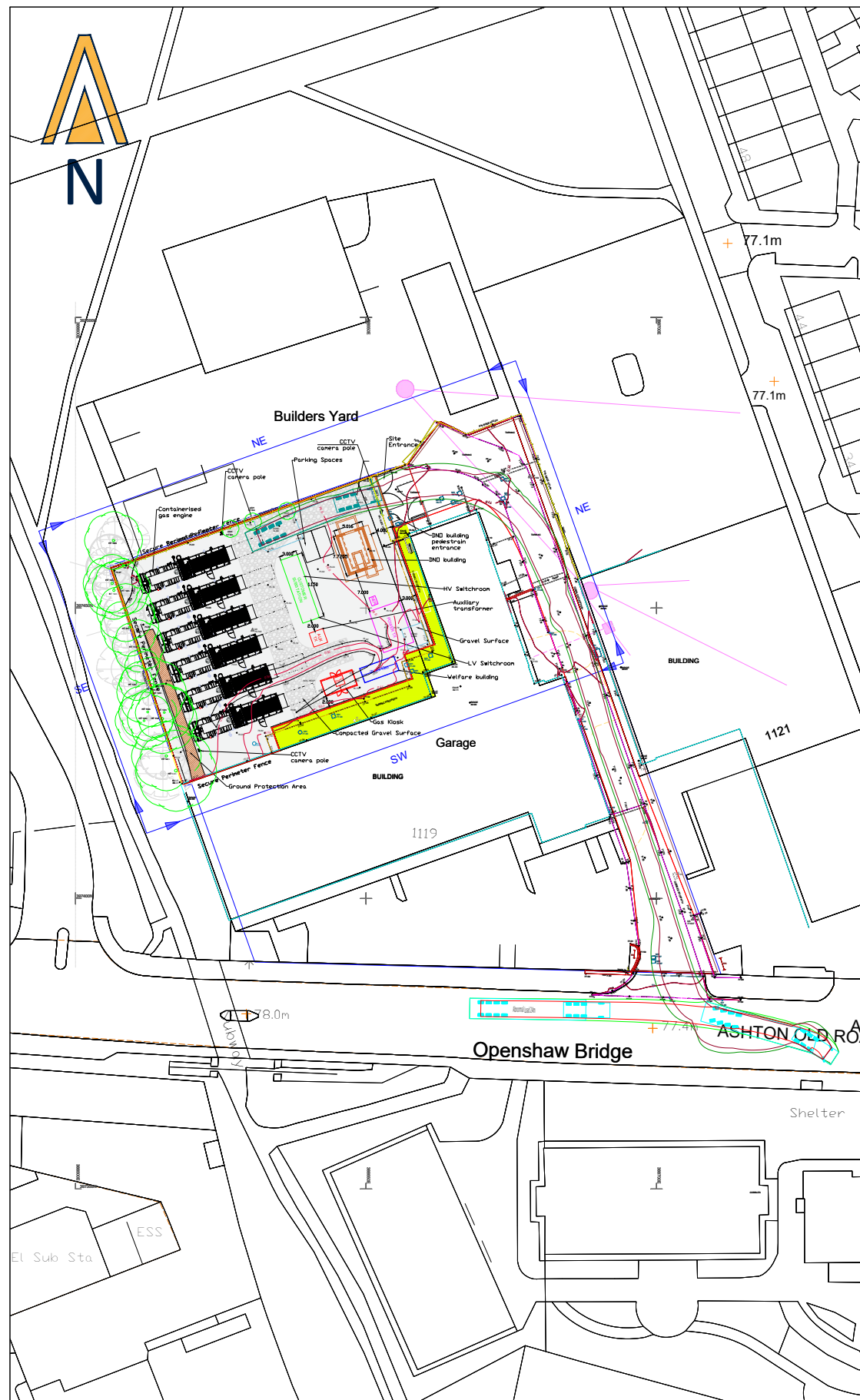
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**SWEPT PATH ANALYSIS -
450T CRANE**

Client

**ASHTON POWER
LIMITED**

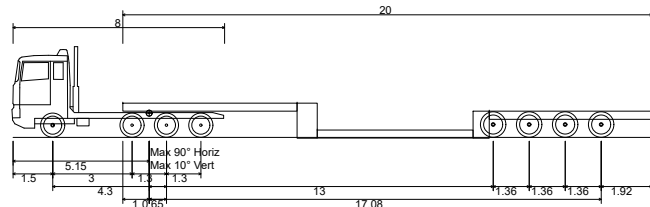
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VEHICLE PROFILE



Abnormal Load 24m
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Wall to Wall Turning Radius

24.150m
3.500m
3.425m
-0.030m
2.740m
6.00s
9.000m

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Project Name

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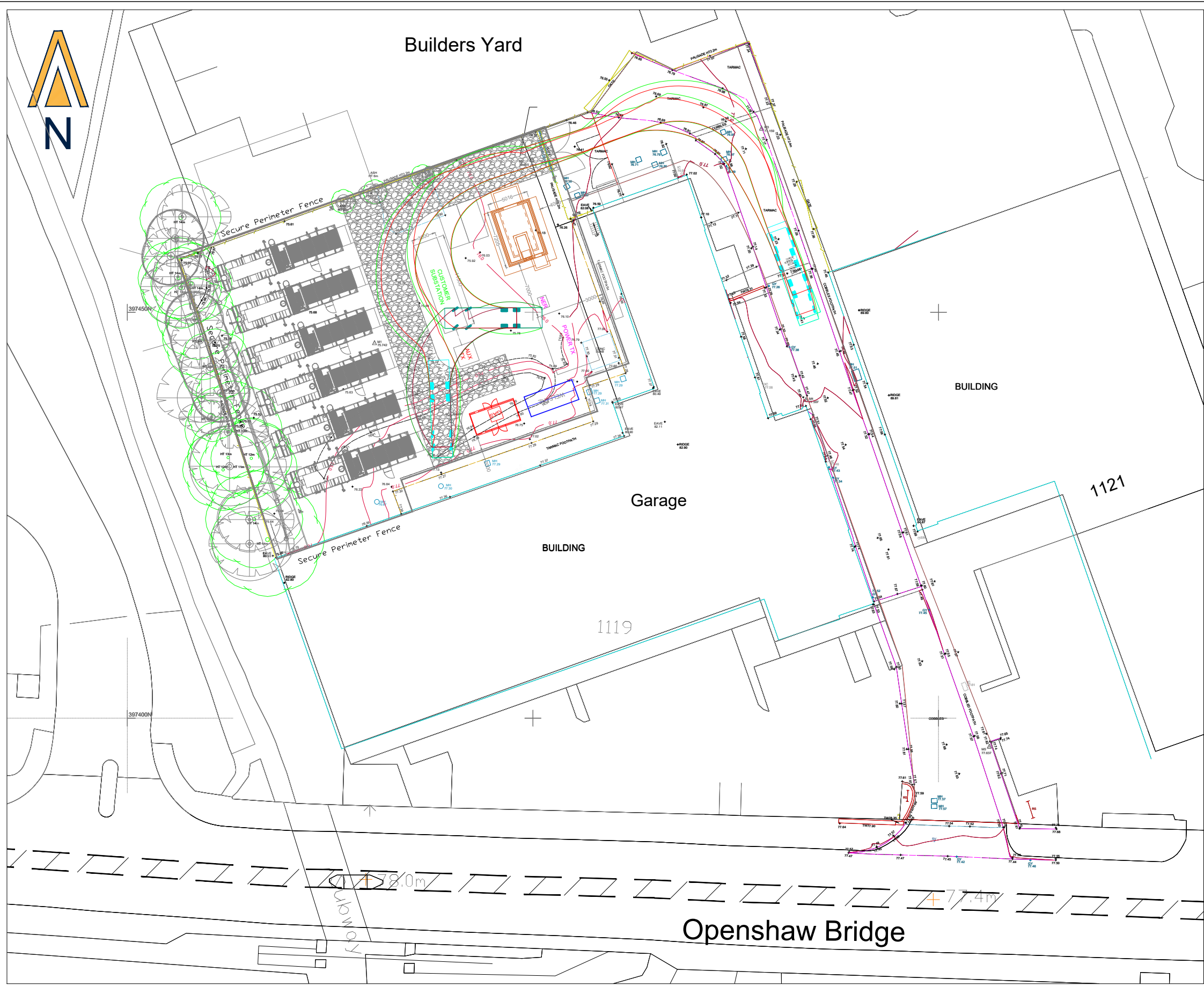
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**SWEPT PATH ANALYSIS - LOW LOADER WITH
ABNORMAL LOAD DURING CONSTRUCTION**

Client

**ASHTON POWER
LIMITED**

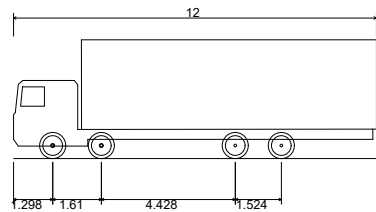
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VEHICLE PROFILE



Rigid Truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

12.000m
2.500m
3.928m
0.412m
2.471m
6.00s
11.900m

A	UPDATED LAYOUT.	RH	JW	19.01.23
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Rev	Amendment	Drn	App	Date

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Project Name

ASHTON OLD ROAD,
MANCHESTER

Drawing Title

SWEPT PATH ANALYSIS -
LOW LOADER POST CONSTRUCTION

Client

STOR POWER
LIMITED