

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CLIENT: N & JWPROPERTIES LTD.



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTENTS

Introduction

- Scope
- Need for CTMP
- Site Location
- Highway Description/Nature of Access
- Proposed Construction Programme

Local Considerations

- Public Relations/Engagement
- Site Working Hours
- Considerate Contractors Scheme
- Response to Complaints

Construction Operations

- Nature & Frequency of Construction Traffic
- Site Access/Egress
- Routing of Construction Traffic
- Vehicle Parking for Site Staff & Visitors
- Loading/Unloading of Plant & Materials
- Storage of Plant & Materials
- Fuel/Oil Storage
- Site Hoarding/Gates

Site Controls

- Site Cleanliness
- Control of Dust and other emissions
- Waste Management
- CDM Regulations 2015
- Control of Noise

APPENDICES

- Appendix A TN Plan
- Appendix B Site Location Map
- Appendix C Site Location & Block Plan – EDS

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

INTRODUCTION

On behalf of N & JW Properties Ltd and under the care of EDS, and in accordance with condition 8 of the notice of planning permission, a Construction Traffic Management Plan (CTMP) is required for the proposed residential development at 16-18 Paradise Street, Ramsbottom.

Scope

The purpose of this report is to advise and provide confidence to the local planning authority, Bury MBC, regarding construction traffic generated by the site and certain construction operations that may impact upon the public highway.

It aims to demonstrate that this development proposal can be delivered without detriment to highway safety, pedestrian safety and the amenities of the area.

The plan will cover areas of key significance as follows:

- ☐ Existing condition of Paradise Street (dilapidation Survey) and proposed new surfacing.
- ☐ the anticipated number, frequency and types of vehicles used during construction
- ☐ the method of access and routing of vehicles during construction
- ☐ the parking of vehicles by site operatives and visitors
- ☐ the loading and unloading of plant, materials and waste
- ☐ the storage of plant and materials used in construction of the development
- ☐ the erection and maintenance of security hoarding
- ☐ the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)
- ☐ measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security
- ☐ details of public engagement both prior to and during construction works.

Need for CTMP

The requirement for a CTMP has been requested by Bury MBC as part of the notice of planning permission for the present planning application reference 66076.

The letter dated 15th October 2020 is states as follows:

8. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) has been submitted and approved by the Local Planning Authority.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Site Location

The site is located in Ramsbottom town centre on Paradise Street, which is a cobbled street connecting Bridge Street to Factory Street. It has a small number of commercial units and is rear access to car parking and garages to Crow Lane. It is used minimally and has a low frequency of traffic usage.

Postcode: BL0 9BS

OSGR: SD 79150 17031

Please refer to the Site Location Plan at Appendix A.

Highway Description

A dilapidation Survey has been carried out and all photos are shown in Appendix B.

The road and footways are shown as in a state of disrepair as the road is unadopted.

The carriageway shows mainly a sett surface, but where works have been carried out, tarmac reinstatement has been carried out.

The footway opposite the development consists of uneven in line and level stone kerbing. The main footpath shows the odd York stone flag with sub-base to the remaining footway more likely caused through theft of York stone paving.

The footway to the front of the development is a mixture of tarmac patch, York stone paving and insitu concrete access ramps to the commercial units, The full footpath will be reinstated with new York stone paving to match aesthetically with the new development.

The garage and rear access to the side of the development is made up of tarmac planings, but has many puddled areas.

Proposed Construction Programme

It is anticipated works to commence in March 2022 and will take approximately 40 weeks for both demolition and construction works.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONSTRUCTION OPERATIONS

Nature & Frequency of Construction Traffic

The nature and frequency of construction traffic will change during the various stages of the build programme, but the site will be properly managed to ensure that the number of vehicle trips generated will be minimised as far as practicable. Numerous types of delivery vehicles will be used to bring materials to and from the site.

These include:

- ☐ Skip lorries. These will include standard 8/4-yard skips for waste to be stored on new building footprint area where possible. During demolition works, all roll on/roll off skip wagons will be loaded directly onto wagon, wait and load.
- ☐ Ready mix lorries (approx. 8.25m long x 2.45m wide) – pour and wait on site with approved wash off area within footprint.
- ☐ Flatbed delivery vehicles for the delivery of various plant and materials including scaffolding, steelwork, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. 8.5m long x 2.45m wide). Materials will be stored at the builder's merchant yard and called off for agreed delivery to site to minimise material storage requirements on site.

The average projected vehicle movements are between 4-5 per week.

Site Access/Egress

All construction traffic will access/egress the site from the Factory Street end of the site only. Upon arrival to site, they will reverse up Paradise Street, at all times being guided by a banksman.

There is a Traffic Management plan in place to ensure pedestrians use the footpath opposite to the development. See Appendix C.

By using the footway opposite the development, this reduces considerably the risk for interaction between site vehicles and pedestrians.

In all cases, access/egress for delivery and removal of materials will be planned, scheduled and co-ordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

Routing of Construction Traffic

All construction traffic will access/egress the site from Factory Street.

All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Vehicle Parking

All vehicle parking will be on Factory Street as shown in yellow below:



Loading/Unloading of Plant & Materials

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

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

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

Storage of Plant & Materials

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

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

No hazardous material will be stored on site.

Fuel/Oil Storage

All fuel for plant will be delivered to site and plant fuelled up with the provision of a fuel spill kit in the event of any spillage.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Site Hoarding/Gates

For public safety and site security, the construction site will be enclosed with a 2.4m high Heras fence with a gated entrance at the site access.

SITE CONTROLS

Site Cleanliness

The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.

All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.

It is not envisaged that site operations will be sufficient to necessitate dedicated wheel washing facilities on the site, but a portable pressure washer will be used to wash down vehicle tyres before exiting the site if required.

Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.

Control of Dust and other emissions

The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised

Water dust suppression will be utilised during demolition works by use of a jet wash as shown in the RAMS.

Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods.

Waste Management

As described and shown in the CPP, the site manager will ensure that all waste generated by the construction operations is dealt with appropriately so as to avoid nuisance and litter.

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

During transportation, all waste containers will be covered, wheels will be cleaned prior to leaving site.

No bonfires will be permitted on the site.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CDM Regulations 2015

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

Control of Noise

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

- ☐ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- ☐ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
- ☐ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
- ☐ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
- ☐ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

APPENDIX B

Site Dilapidation Survey

Paradise Street carriageway



Paradise Street footway outside development



CONSTRUCTION TRAFFIC MANAGEMENT PLAN



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Paradise Street footway opposite development



Garage access adjacent Paradise Street development



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APPENDIX C

Traffic Management Plan

