Construction Traffic Management Plan

Proposed Single Dwelling, 40 Deyne Avenue, Prestwich

Our reference: LB/250348/TN01 – Rev00

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Introduction

1. This Construction Traffic Management Plan (CTMP) has been prepared to discharge Condition 3 of the planning permission (Local Planning Application Ref: 65261) for the construction of 1 no. dwelling at the side and forming car parking spaces to the rear 40 Deyne Avenue, Prestwich.

2. Condition 3 states the following:-

> 3 No development shall take place, including any works of demolition, until a Construction Traffic Management Plan (CTMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by the Local Planning Authority. The approved CTMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CTMP shall confirm/provide the following:
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> - Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
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> - Measures to control the emission of dust and dirt during construction;
> - Access point for construction traffic from the adopted highway via Deyne Avenue, The Crescent and the un-named access to the rear of No.'s 8 - 38 Deyne Avenue;
> - Details of construction/delivery vehicles of suitable size that can be accommodated on the vehicular access route;
> - Dilapidation survey of the footways and carriageways on the un-named access to the rear of No.'s 8 - 38 Deyne Avenue leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;
> - In connection with the above, the reinstatement of any footways abutting and carriageways leading to the site the site affected by the construction of the proposed development and as a result of statutory undertakers works to serve the proposed development, to a scope and specification to be agreed;
> - Hours of operation and number of vehicle movements;
> - Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
> - Proposed site hoarding/gate positions, if proposed;
> - Measures to ensure that all mud and other loose materials are not spread onto the adopted highway as a result of the proposed ground works operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.
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> 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.
> Reason. Information not submitted at application stage. To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, to mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, 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.

3. The CTMP informs the Local Planning and Highway Authority on the measures that will be employed during the construction phases to minimise the impact of construction activities on the operation and safety of the local highway network. Any future revised CTMP prepared by the appointed contractor(s) must be approved by Bury Metropolitan Borough Council (BMBC) and complied with thereafter.

Construction Traffic Management

Proposed Days and Hours of Site Operation

4. The hours in which general vehicles will arrive and depart the site will coincide with the working hours which are 08:30 to 17:00 from Monday to Sunday. No construction works or associated traffic will take place on Sundays or Bank Holidays.

5. There may be occasions when heavy/wide loads may need to be delivered and removed from site outside of these hours.

Proposed Supply Route

6. Details of the agreed access/egress routes will be issued to all suppliers and subcontractors. This will be policed as far as practical but it must be recognised that the contractor has no jurisdiction over the vehicles once they have left site. Verbal and written briefings will be provided to all suppliers, contractors and visitors whilst also making them aware of any restrictions in the local area, including Deyne Avenue and The Crescent being cul-de-sacs.

Vehicles Accessing the Site

7. The exact number of vehicles that will be accessing the site on a daily or weekly basis will vary dependent upon the stage of the development. However, for the scale of the development the volume of construction vehicles for the works is anticipated to be very low.

8. The rear alleyway (Back Dayne Avenue) will only be used for deliveries and skip exchanges/collections. If any neighbours' bins need to be moved temporarily to allow access, they will be returned to their original position once the delivery or skip exchange has been completed.

9. The following vehicles are anticipated to be used for deliveries and access Back Dayne Avenue:

    - A transit van (approx. size 5.5m long and 2.5m wide); and

- Skip lorries (approx. size 7.5m long and 2.4m wide) and standard 8 yard skips for waste (approx. size 7m long and 2.4m wide);

10. On rare occasions that larger deliveries and vehicles will be required, deliveries can be taken directly from Deyne Avenue / The Crescent.

11. During the normal construction works, only the transit van will be present on site. The van will be parked in nearby legal parking areas and will not obstruct neighbouring properties, the highway, footpaths or access routes.

12. As a result, there is no requirement for cranes or other equipment which could oversail the tramway.

Banksman/Road Marshall – a Key Role

13. All vehicles will be controlled by a trained banksman. Deliveries are generally expected to be completed within one hour, and will follow a strict delivery procedure be managed carefully to minimise disruption to neighbours and surrounding roads. Banksmen will ensure that traffic flow is maintained at all times.

14. A strict delivery procedure will be implemented to ensure that deliveries arrive at set times, which will be confirmed by the site manager or site foreman to all suppliers and contractors before the required date. This will ensure that multiple deliveries do not occur at the same time and the set delivery times as detailed earlier are adhered to where possible in order to reduce traffic congestion and nuisance.

15. If deliveries do not arrive at the allocated time, the site manager will contact the supplier or contractor to make alternative arrangements should this be required. It will be stipulated to all affected that the delivery vehicles cannot wait on the public highway surrounding the site until their time slot is available.

16. The banksman will ensure that all pedestrians and vehicular traffic is safe when delivery vehicles arrive at the site.

Internal Measures

17. The following precautions will be put in place:

- Reversing manoeuvres, particularly onto the highway, all vehicles will be reversed by banksman;

- Designated storage areas to be full fenced and gated;
- Plant and vehicles to be fitted with mirrors and vehicle reversing warning sounds;
- Information and training including induction, tool box talks and onsite training as required
- Trained competent banksmen to wear identifying hi-visibility vests;
- PPE is to be worn by all operatives on site.

Control of Dirt and Dust on the Public Highway

18. Definition - any product of a construction process which forms a powder or cloud and is injurious to health or a substantial concentration. Those dusts which are injurious to health are listed in the HSE Publication EH40/2005 'Occupation exposure limits'.

Sources of high dust concentrates

19. On this project the following activities have the potential to give rise to high dust levels;

- Exposure of dust from aggregates delivered to site during placement or trafficking
- Exposure of dust from existing soils during trafficking
- Cutting of concrete products
- Cutting of bitumen surfacing
- Breaking up of concrete
- Use of powered tools
- Use of powdered cement for making mortars on site
- Cleaning of the workplace

Mitigation Measures

20. All site materials will be loaded within the site compound in order to minimise congestion. All material containers will be appropriately covered to prevent a delivery from soiling the highway.

21. Any cutting or drilling equipment on site shall be used with an appropriate watering device to dampen down the cutting operation and prevent dust production.

22. Cement bags will be handled with care and consideration given as to the wind direction and likely generation of dust particles. Dust extraction shall be fitted to circular saws and maintained during their use.

23. Vehicle areas will be laid to stone and kept free from mud / debris and ensure that mud and debris originating from the site is not deposited on the highway.

24. During the contract the site works and adjacent roads will be cleared by a road sweeper if required in order to prevent dust built up and migration to adjacent properties. On this basis and given no large vehicles will be accessing the site, there is no requirement for a wheel wash.

Other Off-Site Impacts

Impact on Other Highway Users

25. Given the scale of the site, it is not envisaged that any diversions will need to be carried out on the local highway network to allow the development to be built. Similarly, no hoardings will be used in the vicinity of the site.

26. The public highway in the immediately vicinity of the site will be kept clean and free from obstructions.

27. Should there be any complaints arising from the works, local residents will be able to call at the site and the contractor will deal with comments or complaints from the public and/or neighbours and will ensure that they are resolved swiftly.

Measures to Reduce the Impact of the Site

28. A record will be kept of all comments/complaints that are received from the local community during the construction stage and appropriate action taken in response to reasonable comments. Other points that will be actioned include:

- Ensuring that site lighting does not affect local residents.
- Ensuring that the workforce maintain a respectable standard of dress code.

General Management Issues

29. The CTMP will be periodically reviewed. Any significant changes to the CTMP will be reported to BMBC.

30. The site manager will ensure that all domestic and commercial waste collections are not disrupted. The days and times of refuse collections will be established, so that when time slots are being allocated to suppliers and contractors, no conflict will arise, where practically possible.

Summary

31. This CTMP has demonstrated how the construction traffic and staff could access the site as well as how the materials could be stored on site so there is no disruption to the surrounding local area and highway.