



Proposed Residential Development
1A Orwell Road, Harwich

Construction Traffic Management Plan

For
Architorium

Document Control Sheet

Proposed Residential Development

1A Orwell Road, Harwich

Architorium

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion is instructed by Architorium Developments Ltd (the "Developer") to prepare this Construction Traffic Management Plan (CTMP) in relation to a proposed residential development at 30 Snows Hill Road, Manor Park ("The Application Site"). The Application Site is located within the administrative boundaries of Essex County Council (ECC) and Tendring District Council (TDC). The location of the Application Site is illustrated on the figure below.

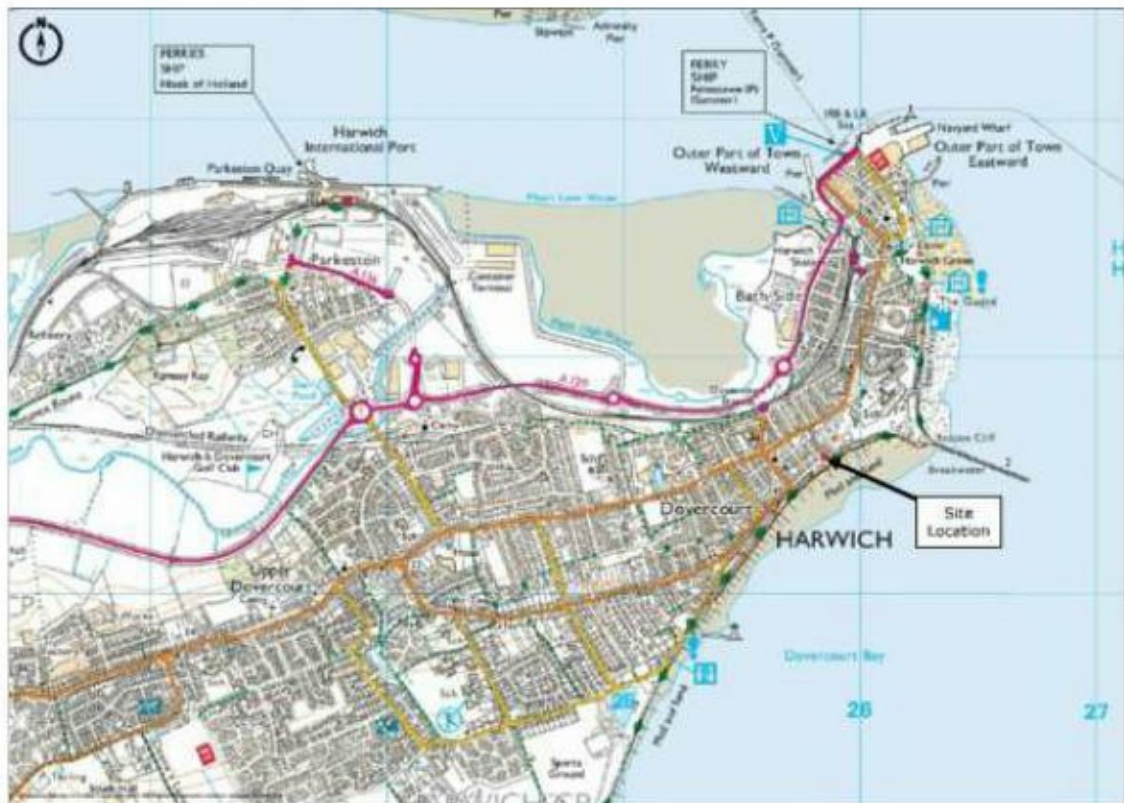


Figure 1.1: Site Location

- 1.2 The Application Site forms the southern end of Orwell Terrace, which is a Victorian terrace erected by John Bagshaw and is located in the Dovercourt Conservation Area. The Application Site is currently derelict and the Proposed Development seeks to sympathetically reinstate this southern end of the Terrace by constructing a 5-storey building providing 5no. 2-bed residential flats, new refuse storage and cycle parking ("The Proposed Development").
- 1.3 This CTMP sets out how traffic in relation to the construction phase of the Proposed Development will be managed.

Coordination with other construction works

- 1.4 During the construction of the Proposed Development, the Contractor will make reasonable endeavours to coordinate deliveries with other current construction sites in the immediate vicinity of the Application Site in order to minimise the cumulative impact of construction traffic.

Roles and Responsibilities

- 1.5 This CTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring the measures set out in this CTMP are adhered to remains with the Developer; with TDC as the enforcing agency.

- 1.6 Any concerns regarding the failure of part or all of this CTMP to be implemented or adhered to should be addressed to the Developer in the first instance. Should the response not be satisfactory then the concern should be raised with TDC as enforcing agency; contact details are provided below.

| Architorium Developments Ltd (for the Developer) | Tendring District Council (enforcing agency) |
|---|--|
| Contact: Akmal Muhammad Address: Architorium Developments Ltd Third Floor, Ferguson House, 113 Cranbrook Road, Ilford, Essex | Contact: To be completed by the Tendring District Council Address: To be completed by the Tendring District Council |

Scope

- 1.7 The CTMP is intended to be a live document to be monitored and reviewed on a regular basis by the Developer, the Construction, Design and Management Coordinator (CDMC) and TDC. The CTMP will be updated as needed by the Developer during the lifespan of the construction works.
- 1.8 Following this introduction, the report is structured as follows:
- ▶ **Section 2:** project programme, construction phasing and vehicle movements which are predicted to occur (i.e. types of vehicles, routing, time of day, day of week);
 - ▶ **Section 3:** Access and Site Compound;
 - ▶ **Section 4:** the arrangements for, and the controls and processes that the Developer will implement to ensure, safe deliveries including the approach to monitoring the vehicle movements and how this information will be distributed;
 - ▶ **Section 5:** the arrangements for environmental protection and safe storage / disposal of waste; and
 - ▶ **Section 6:** corrective measures/actions to be taken if these limits are exceeded.

2.0 Project Programme and Vehicular Movements

Project Programme

- 2.1 The expected project duration is circa 34 working weeks and the appointed Contractor will be expected not to exceed this time period unless unforeseen circumstances arise during the course of construction activities.
- 2.2 A breakdown of activities and their approximate duration during this 32-week period is provided below.
- ▶ Set up and mobilisation: 1 week
 - ▶ Construction of new building: 18 weeks
 - ▶ Internal fit out: 9 weeks
 - ▶ Snagging and site demobilisation: 2 weeks
- 2.3 The above breakdown of activities is subject to confirmation by the appointed Contractor. However, it is noted that the programme set out above allows a 4-week contingency period within the estimated 34-week construction programme.

Vehicle Types

- 2.4 Of the vehicle movements, the typical vehicle types will be as follows:
- ▶ Light vehicles – cars and small vans;
 - ▶ Low Loaders comprising up to 12m fixed bed;
 - ▶ 8 wheel lorry up to 32 tonnes gross weight;
 - ▶ Concrete mixers – delivering ready mixed concrete; and
- 2.5 Typical vehicle types are illustrated in Table 2.1 below

| Classification | Vehicle Type Description | Typical Vehicle |
|-------------------------------------|--|---|
| Cars and Light Goods Vehicles (LGV) | Saloon, Hatchback, Estate, 4WD, Pick-Up |  |
| | Light Vans |  |
| Other Goods Vehicles 1 (OGV1) | Flatbed material delivery vehicle (up to 12m long) |  |
| | Ready mixed concrete lorry. |  |


| Classification | Vehicle Type Description | Typical Vehicle |
|----------------|--|---|
| | 8 wheel delivery lorry (up to 32 tonnes gross weight) |  |

Table 2.1: Vehicle Types

Traffic Volumes

- 2.6 The following typical number of movements is expected:
- ▶ up to 2 vans per day
 - ▶ Skip lorries: 2 per week
 - ▶ Low Loaders (deliveries, plant and site establishment): 4 per week
 - ▶ Concrete lorry: up to 3 per day for limited periods of time
- 2.7 Staff working at the Application Site will be expected to either travel by non-car modes of travel or else park at adjacent public car parks such as Milton Road car park.

Daily Profile of Deliveries

- 2.8 The Site's hours of operation are proposed to be:
- ▶ 0800-1800 on Monday to Fridays; and
 - ▶ 0800-1300 on Saturdays
- 2.9 No work will be undertaken on Sundays and Bank or Statutory Holidays.
- 2.10 In addition to the above, the Contractor will ensure, where practicable, that no HGV deliveries will occur during the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00).
- 2.11 The Contractor will be expected to manage an even distribution of deliveries throughout the day to avoid 'bunching' by initiating a booking in system detailed within Section 3. This includes ensuring that no more than two vehicles are at the Application Site at the same time. Stacking of vehicles on the public highway will not be permitted.

Initiatives to Minimise Travel

- 2.12 The Contractor would undertake several activities to minimise the number and length of journeys made in relation to the construction work. These would include:
- ▶ Providing details of local public transport services;
 - ▶ Making reasonable endeavours to use local suppliers for materials where this is possible; and
 - ▶ Making reasonable endeavours to coordinate material supplies with other construction sites in order to minimise the number of delivery lorries on local roads.

Abnormal Indivisible Loads

- 2.13 There are no abnormal indivisible loads anticipated to be delivered to the Application Site.

3.0 Access and Site Compound Layout

Access

- 3.1 The land to the rear of the existing building will be made available to the Contractor for a site compound. Areas will be designated within this area for the following uses:
- ▶ Welfare facilities;
 - ▶ Secure storage of small plant / equipment (in steel storage containers or similar);
 - ▶ Open storage of materials; and
 - ▶ Storage of skips / waste containers.
- 3.2 The safety and suitability of the detailed layout within each area will be the responsibility of the Contractor.
- 3.3 Any reversing manoeuvres by construction traffic, either from Orwell Road Road or within the Application Site will be controlled by a qualified banksman. All Banksman / Traffic Marshalls working on the highway will be NRSWA qualified, so that they are qualified to control traffic entering and exiting the Application Site. There will be two banksman available at all times in order to also manage pedestrians.

Security fencing

- 3.4 Security hoarding/fencing at least 2.4m high will be erected and maintained in order to prevent unauthorised access to the Application Site. This height of fence will prevent pedestrians from entering the Application Site except via the Application Site access. The Application Site access will have a permanent banksman on duty who will prevent unauthorised pedestrians from entering the Application Site.
- 3.5 The hoarding / fencing will also prevent demolition or construction material from spilling into the footway and thereby prevent the potential harm to pedestrians that this could cause.

4.0 Delivery Arrangements

HGV Routing

Routes

- 4.1 The Application Site is located to the south of the B1352 High Street which is the principle road leading through Harwich and Dovercourt. Construction traffic will be routed on this road as far as possible.
- 4.2 Many of the local streets adjacent to the Application Site operate as one-way for motor vehicles. Access to and from the Application Site is therefore proposed as follows:
 - ▶ Construction Traffic travelling to the Application Site: Approach from B1352 and turn into Orwell Road; and
 - ▶ Construction Traffic travelling from the Application Site: Depart west along Marine Parade and then turn right into Kingsway to return to the B1352.
- 4.3 These routes are shown in **Figure 4.1**.



Figure 4.1: Construction Traffic Route (HGV Traffic)

- 4.4 Loading and unloading will take place within the Application Site wherever possible. Vehicles will be guided into the Application Site with the assistance of a banksman. A second banksman will be on hand during this manoeuvre to ensure pedestrians safety.
- 4.5 The construction traffic routes are currently used by commercial traffic including traffic associated with commercial businesses located in the vicinity of the Application Site. They are therefore suitable on a temporary basis for use by construction traffic.

- 4.6 Exceptions to this routing requirement would include where a local supplier is being used which would incur an unreasonable increase in journey length in order to meet the construction traffic route requirements.

Delivery Route Compliance

- 4.7 The delivery routes will be communicated in advance by the contractor to all individuals and companies involved in the transport of materials and plant to and from the Application Site.
- 4.8 Information signs will be erected at the Application Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to the local Council.

Road Safety

Signage

- 4.9 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the Application Site access will be provided in accordance with Chapter 8 of The 'Traffic Signs Manual' and its companion guide 'Safety at Street Works and Road Works'. These will be provided for motorists and pedestrians.

Wheel cleaning

- 4.10 Wheel cleaning facilities will be provided at the Application Site. Road sweeping will be carried out on a regular basis as well as at the request of TDC to keep the highway adjacent to the Application Site access clear of mud and debris.

Banksman

- 4.11 A banksman will be located permanently at the Application Site entrance. The role of the banksman will be, inter alia, to:
- ▶ control the entry and exit of construction traffic to / from the Application Site;
 - ▶ alert pedestrians to vehicular movements when the Application Site access is in use; and
 - ▶ instruct drivers of vehicles entering or leaving the Application Site to stop if pedestrians are passing.

- 4.12 Vehicle manoeuvring within the Application Site will also be controlled through the use of a qualified banksman.

Control of Deliveries

- 4.13 The Contractor is expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'.

On-Street Waiting

- 4.14 It will be communicated to the Contractor and supply chain that they are not permitted to wait on the public highway. The Contractor and supply chain will be advised in advance of the times when deliveries can be received and be required to meet those delivery windows.

Booking System

- 4.15 The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with the principles set out in this document. Up to date records of deliveries and exports from the Application Site will be maintained.

Communication Strategy

- 4.16 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the Application Site. The pack will be a convenient size so it can be stored in a truck cab.
- 4.17 The pack will include key information on delivery routes and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

Access

- 4.18 Staff will have telecommunication equipment to enable them to communicate with delivery drivers. Drivers will be required to call ahead to ensure the Application Site is ready to receive them in advance of their arrival to avoid the risk of queuing back on to the public highway.

Monitoring Vehicle Movements

- 4.19 The HGV movements associated with the construction work will be continuously monitored through the use of a booking system. This will require the Contractor to keep an up to date record of deliveries to, and exports from, the Application Site. The information will be provided to TDC within 14 days of a request from TDC to review it.

Stakeholder Input

- 4.20 Contact numbers will be on display at the Application Site entrance for the general public to raise any concerns with the Developer directly. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to TDC) detailing what action has been taken, if necessary

5.0 Environmental Protection

Recycling/Disposing of Waste

- 5.1 The Contractor will be required to maximise the amount of materials recycled on the Application Site and minimise the amount of waste removed from the Application Site.
- 5.2 The best practicable environmental options will be achieved at the Application Site to ensure compliance with the necessary UK and EU legislation for all site options. Methods relating to waste can be confirmed upon the appointment of a contractor at the Application Site.

Measures to control noise and vibration during construction

- 5.3 The Contractor will organise and undertake demolition and construction activities on site in a manner which demonstrates that Best Practicable Means (BPM) to control noise and vibration during activities is being adopted at all times. In particular the Contractor is expected to meet the requirements of *BS5288, 'Code of practice for noise and vibration control on construction and open sites'* and the *'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction' (2016)*. Notwithstanding this general requirement and the other provisions set out in this report, the Contractor will specifically be required to:
 - ▶ Use rubber linings in chutes, dumpers and hoppers to reduce impact noise.
 - ▶ Maintain all equipment in good working condition and take care that all mufflers or other noise dampening features are correctly fitted and maintained.
 - ▶ Staff will be trained in the correct use of equipment to ensure, inter alia, that it is only used for the purpose for which it has been designed.
 - ▶ Vehicles arriving, departing and manoeuvring within the Application Site will be controlled by trained banksmen. Therefore, where reversing is required sirens can be disengaged.
 - ▶ Low impact demolition methods such as non – percussive plant will be used wherever practicable.
 - ▶ Wherever practicable, larger sections will be lifted and removed from Application Site for breaking rather than being broken in-situ.
 - ▶ Assessments will be made at Application Site boundary to ascertain impact of noise / vibration on local residents during these periods of work; if deemed above acceptable levels, liaison with the client and adjoining properties will be undertaken to agree any further restrictions on working times.
- 5.4 Turning to construction methodology, piling has the potential to result in significant adverse noise and vibration impacts. In response the Development will utilise continuous flight auger (CFA) piling techniques. These are ideally suited to confined, urban sites at which noise and vibration arising from piling has the potential to cause significant adverse impacts on neighbouring people and property. The use of CFA piling at the Application Site therefore represents the BPM of controlling noise and vibration.

Measures to Control Emissions, Dust and Dirt During Construction

- 5.5 The Contractor is expected to follow best practice at all times to control and limit emissions of gaseous and particulate pollutants into the atmosphere from construction and demolition activities, including from vehicles and plant.
- 5.6 The Contractor is expected to meet the requirements of GLA's Best Practice Guide *"The control of dust and emissions from construction and demolition"* which inter alia includes following requirements:
 - ▶ Install solid screens or barriers around dust generating activities. These will be at least as high as any stockpiles on- site.

- ▶ Cover stockpiles – especially of sand, gravel and other granular material - to prevent wind whipping.
- ▶ Regular clean hoardings, fencing, barriers and scaffolding using wet methods where possible to prevent re-suspension of particulate matter.
- ▶ Undertake vehicle wheel cleaning on vehicles exiting the Application Site to reduce the risk of dirt being carried onto the public highway.
- ▶ The Contractor will be encouraged to utilise low emission plant at the Application Site.
- ▶ Manage the works so that vehicles do not have to wait to park safely. Should vehicles have to wait they should not idle. Generally, if a vehicle is stationary for more than a minute, turning off the engine will reduce emissions.
- ▶ Completely cover skips, chutes and conveyors to ensure that dust does not escape.
- ▶ Where necessary spray water (preferably from a water efficient spray pump) over material being worked to reduce the amount of dust generated.
- ▶ No burning of any material is permitted on-site
- ▶ Concrete batching is not permitted on-site.
- ▶ Demolition activities can generate significant dust and also cause resuspension of dust currently within the building. Water suppression will be used to damp down dust and other debris that could generate dust.
- ▶ Blasting during demolition will be avoided.

6.0 Corrective Measures

- 6.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

Correction Process

- 6.2 A three-stage correction process is proposed:
- ▶ **Stage one** – TDC highlights a potential breach and requests the Developer to review the data and concerns. The Developer and TDC will then agree the extent of the breach of controls, if it is material, and agree action. This is likely to be a Contractor warning at this stage.
 - ▶ **Stage two** – If a further material breach is identified, the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
 - ▶ **Stage three** – Should further breaches still occur the Contractor will be required either to remove the offender from site or to stop using an offending supplier.

Appendix A

Delivery Vehicle swept path



| Rev | Description | Date | Rev By | CHK'd |
|-----|-------------|------|--------|-------|
| | | | | |

FTA Design HG Rigid Vehicle (1998)

| | |
|-----------------------------|---------|
| Overall Length | 10.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.645m |
| Min Body Ground Clearance | 0.440m |
| Track Width | 2.470m |
| Lock to lock time | 3.00s |
| Kerb to Kerb Turning Radius | 11.000m |

Hoarding

Proposed Building

Gate

9 Greyfriars, Reading, Berkshire, RG1 1NU

Guildford - London - Reading

Project:

1A Orwell Road

Title:

**Swept Path Analysis
Construction Access**

Client:

Architorium

Drawing Status:

Scale: 1:200 (@ A3) Date: 14/09/2021

Drawn: CH Checked: JNR Approved: JNR

Drawing: **2108002-TK03** Revision: