



Construction Traffic Management Plan

in relation to

Former Lord Hill Inn

to deliver

Tesco Express



The Lord Hill, Shrewsbury Rd,
Market Drayton
Construction Traffic
Management Plan

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1.0 Introduction

1.1 Objectives of the Plan

Planning permission ref. 22/05267/FUL for the 'Partial demolition and change of use of existing public house (Sui Generis) to a convenience store (Use Class E) including single storey extension, utilising the existing accesses off Shrewsbury Road and erection of 2no. detached dwellings (Use Class C3) on land to rear, including hard and soft landscaping' (the planning permission) was approved by Shropshire Council on 9 February 2023.

Condition no. 5 attached to this permission states:

Prior to the commencement of development a Construction Traffic Management Plan/Method Statement (CTMP/MS) shall be submitted to and approved in writing by the Local Planning Authority; the CTMP/MS shall be fully implemented in accordance with the approved details and shall remain in force for the duration of the construction period.

Reason: To protect local amenity and in the interests of highway and pedestrian safety.

The purpose of this Construction Traffic Management Plan (CTMP/MS) is to provide the local planning authority with details to discharge the aforementioned condition relating to the conversion and extension of the existing building to form a convenience store only. A separate CTMP/MS will be submitted to discharge the condition in respect of the erection of the 2no. dwellings, at a later date.

The CTMP/MS outlines the approach to managing the traffic relating to the construction works at the Former Lord Hill Inn, Market Drayton. This document includes specific comment on site establishment, logistics and the process of managing the impact of traffic movements on the environment surrounding the site. It will also ensure that the works cause the minimum disruption to the residents by achieving a safe working and living environment with no harm to residential amenity or to highway safety.

These proposals are to enable any third parties to understand the nature of the works and how the traffic related construction activities associated with the development will be managed.

This CMP/MS should be read in conjunction with the Site Logistics Plan located in Appendix A.

1.2 Project Overview

The project involves asbestos removal, soft strip, structural demolition of part of the building. We will be building new extension which will form Tesco's back of house area. We will refurbish and repair the building shell, roof and install new windows and doors.

Internal refurbishment will include infilling the existing basement, installing a new steel frame structure to carry the first floor and create an open layout at ground floor. The external walls will be lined and insulated as required to meet the required U-Values stipulated by the Building Regulations.

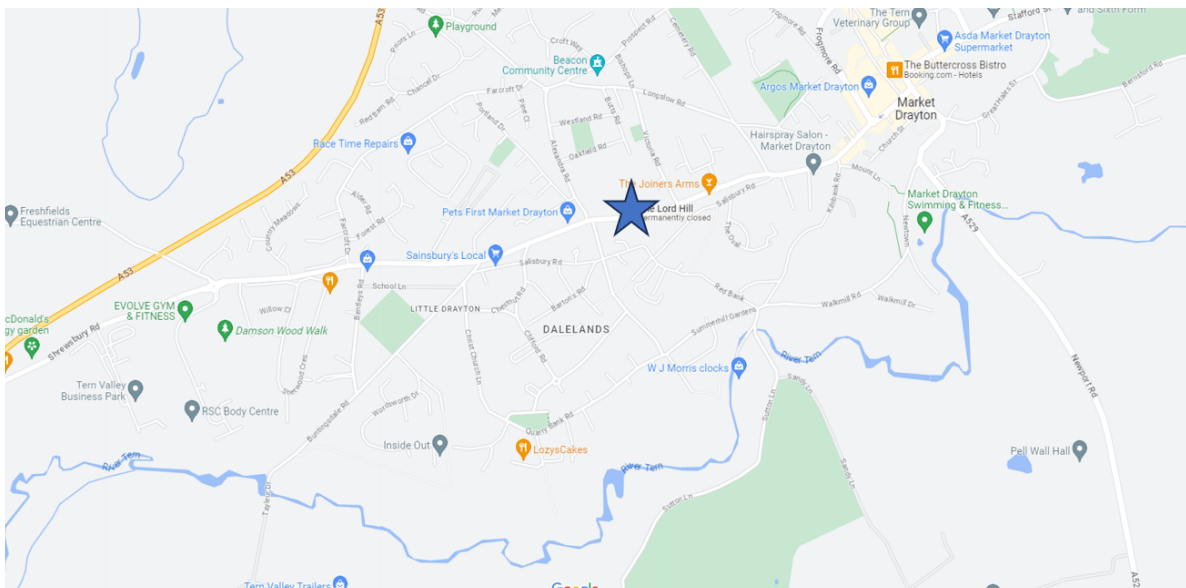
PA Contract Services are responsible for delivering the shell, envelope and external works only with all fit out and finishing works to be managed by Tesco's direct.

The building is a former pub constructed in the 50's. Investigations on structure is ongoing, however it is likely a traditional load bearing masonry construction with timber floors, trussed roof and Welsh slate. Any defects identified will be evaluated and remedied.



1.3 Project Location

The site is located at 143 Shrewsbury Road, Market Drayton, TF9 3DU and was formally The Lord Hill Inn. Position on the map is depicted in the screenshot below.



For visitors and deliveries for site, the most efficient route is via the A 53, which connects to other main road networks, depending on whereabouts in the country you're traveling from.

The site is located within a residential area and located on a local bus route. There is no train station in Market Drayton however should rail transport be required, there is a bus from Market Drayton bus station to Stoke on Trent, which has onwards rail options.



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The screenshot displays a Google Maps interface with a route from Market Drayton to Stoke-on-Trent. The route is highlighted in blue and passes through several towns including Mowson, Loggierheads, and Ashley. The map interface includes a search bar, travel time estimates (53 min, 1 hr 9 min, 1 hr 2 min), and a sidebar with nearby points of interest like restaurants and hotels.

Route	Time
Market Drayton to Stoke-on-Trent	53 min
Stoke-on-Trent to Market Drayton	1 hr 9 min
Market Drayton to Stoke-on-Trent (via Loggierheads)	1 hr 2 min



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2.0 Construction Traffic Management Action Plan

Communication

2.1 Neighbourly Relations

The site is located within a residential area and in proximity with members of the public and a highway. Maintaining good neighbourly relations is assisted greatly by good communication, and by keeping third parties regularly informed of the site activities which are likely to impact on adjoining residents and occupiers. PA have found that listening to reasonable concerns and demonstrating a considerate and professional approach will always maintain a well-balanced relationship.

If regular newsletters will be produced to keep neighbours advised of future events, general progress of the works and the requirements for any abnormal works.

Appropriate signage and information boards will be displayed on site hoardings.

2.2 Considerate Constructor Scheme

PA will register and comply with the requirements of the Considerate Constructors Scheme (CCS) for the duration of the project.

The works will be carried out in accordance with the CCS and in such a way as to minimise the impact on the local environment and amenities.

A contact board will be displayed outside the site providing contact details. This will include names and telephone numbers of key construction staff so that neighbours and the public can contact us should they have cause to do so.

A complaints / contact book will be kept on site, which will be used to record details of any complaints. This will include the name of the person making the complaint, the date, time and nature of the complaint and the action necessary to resolve the complaint. The complaints book will be regularly reviewed to ensure that any complaints are dealt with and resolved promptly.

2.3 Responsible/Competent Persons & Hot Line Telephone Numbers:

Contracts Manager

Adam Thompson
PA Contract Services Ltd

Mobile No.: 07834342751

Site Manager:

TBC
PA Contract Services Ltd

Mobile No.: TBC



3.0 Site Establishment & Traffic Management Proposals

3.1 Access & Erection/Maintenance of Perimeter Barrier

For visitors and deliveries for site, the most efficient route is via the A 53, which connects to other main road networks, depending on where abouts in the country you're traveling from.

Deliveries and visitors should access site from A53 and via Shrewsbury Road. The site can be accessed directly from Shrewsbury Road with PA's site set up being located within the existing car park.

Solid metal or Heras style perimeter fencing will be set up around the site where any existing boundaries are insufficient, with both pedestrian and vehicle gates located at the entrance to stop any unauthorised access and to completely separate site from the public realm.

Signage will be placed on the fencing to warn any pedestrians or site works with particular focus on the risk of construction vehicles accessing / egressing the site.

Details of site establishment, access and vehicle tracking can be seen in our logistics plan included in appendix A.

3.2 Parking of Vehicles of Site Personnel, Operatives and Visitors

A small number of vehicles will be allowed to park on site, with any excess vehicles parking in the surrounding areas, subject to any local parking restrictions

Contractors will be encouraged to make arrangements to share vehicles and utilise local public transport, where practicable, to alleviate any potential problems with car parking and reduce environmental impacts.

3.3 Site Security

PA will operate on a traditional signing in and out process. This will be incorporated into the Site Rules and included as part of the site induction process.

The front hoarding will be regularly inspected to ensure that it remains secure. All windows and external doors will remain closed when the site is not operational. All access points into the site will be fitted with a security lock to only allow access for authorised personnel.

The name and contact details of an appropriate member of staff to contact in case of emergencies can be found in Section 3.1.3, above.

3.4 Hours of work:

It is proposed the working hours on this site are as follows;

Monday to Friday;	08:00 – 18:00
Saturday;	08:00 – 13:00 (Where necessary)

No work shall take place on Sundays or Bank Holidays.



3.5 Traffic Management:

Deliveries will be managed on a 'just-in-time' basis. Deliveries will be carefully planned, pre-booked and managed on site to ensure no back up of vehicles in the adjacent roads. Deliveries can enter site and be offloaded before existing as detailed in the traffic management plan.

All deliveries to site will be undertaken with full regard paid to;

- Reduction and control of plant movements
- Reversing vehicles directed by a Competent Person
- Pedestrian and vehicle directional signage – suitable barriers will be erected when deliveries arrive to prevent pedestrians accessing the unloading area.
- Mobile plant will only be operated by a Competent Person with a Banks Person in attendance to any movements

3.5 Delivery by HGV

In accordance with planning condition no. 3 attached to the planning permission, no HGV deliveries will be permitted on the premises before 0700 or after 2200 on weekdays nor before 0800 or after 2200 on Saturdays. Additionally, no deliveries shall take place on Sundays or Bank Holidays.

3.7 Times, Routes and Means of Access into the Site for Construction & Delivery Vehicles:

Notwithstanding condition no. 3, it is intended proposed delivery times will be as follows:

Monday to Thursday	09:30 – 16:00
Friday	09:30 – 15:00
Saturday	09:30 – 13:00

Deliveries outside the above times will be in accordance with condition no. 3 adherence with which will take precedence at all times.

Access to the site will be off Shrewsbury Road and vehicles can turn within site and egress back onto the main highway in a forward direction. There will be a gated vehicle and pedestrian entrance which will be kept closed when not in use.

Vehicles will be loaded and unloaded on site directly onto the existing car park (Hiab deliveries) and therefore all possibility of mud being deposited on the highway is eliminated.

Where isolated trenches are excavated for drainage and services, site operatives will wash down the hard standing to ensure it is clear any debris.

Mobile road cleaning facilities will be provided on an ad-hoc basis to clean any residual mud and debris deposited on the highway from vehicles exiting the site.

3.8 Loading and Unloading of Plant and Materials:

As noted above access will be straight off Shrewsbury Road. Waste collection and delivery vehicles will pull onto the existing car park area and are able to turn within the site confines.



Materials will be offloaded in this area using a Hiab. Materials and loaded into the building via a pallet truck and / or handball. Any vertical distribution of materials, such as roof slates and windows will be hoisted using a block and tackle or similar means.

3.9 Storage of Plant and Materials Used in Constructing the Development:

Storage area for materials will be limited and will need to be carefully managed from a logistics point of view. The method will be to deliver materials, as required for the construction phases and to utilise storage areas within the building, where possible, therefore minimising the need for external storage areas. External storage zones are defined on our construction logistic plan, however the preference would be to keep these areas as clear as possible.

Before the project commences, access routes will be planned, and deliveries programmed to ensure excess materials are not stored on site. The storage area will be clearly defined, and all employees will be made aware of the requirements with regards to access, storage, tidiness, etc.

Materials will be called off in quantities which will not create difficulties to the delivery area or the Highway.

All material deliveries to site will be stored safely.

3.10 Monitoring Protocols:

Monitoring is carried out by the Site Manager completing a weekly site audit which is backed up by the Safety Manager completing a monthly audit. The Site Manager will regularly walk around site to ensure that operatives are working to their method statement and that control measures identified in the risk assessment are being followed.

A site log book/diary will be maintained to record details and actions taken in response to exceptional incidents or dust causing episodes, and record the results of routine site inspections.

3.11 Inventory of Off-road Machinery and Control Methods:

Details of all machinery is to be confirmed; however, the following off-road machinery is envisaged:

- Mini Digger (Foundations and Services)
- Dumper Trucks (General Ground Works).
- Roller (General Ground Works).

All plant/machinery is required to have an examination certificate with it when it arrives on site. All operatives will be suitably trained and hold licences as necessary to use the respective plant/machinery.

The operator is required to complete a daily/weekly check on any plant on site and the results of the inspections are recorded and kept on site. All plant is to be turned off when not in use and the key removed to prevent unauthorised use.

3.12 Health and Safety:

A Construction Health and Safety Plan will be prepared for the works in accordance with the CDM Regulations. Risk Assessments will be developed and agreed. Sub-contractors' detailed method statements will also be produced, and safe methods of work established for each element of the works.



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Site inductions will be held for all new site personnel to establish the site rules and to enforce safety procedures. All site personnel will be required to read the emergency procedures when signing in for the first time, and sign to the effect that they have read the procedures. These will include any relevant neighbourly issues.

3.13 Details of Staff/Contractor Training:

All personnel including visitors involved with the project will undergo a site induction, which will include a section on complying with this CTMP/MS.

All contractors who come onto site are required to provide the manager with copies of any relevant documents to ensure he has been adequately trained to do the job. Copies of the documents are kept on site with the operative's site induction.

Further onsite training and awareness will be undertaken through toolbox talks etc., as works proceed.

4.0 Environmental Considerations

4.1 Suppression of Dust and Site Emissions:

Follow 'The Control of Dust and Emissions from Construction and Demolition,' best practice guidance.

The following best practice measures will be followed:

Site Planning:

- Erect solid barriers to site boundary.
- No Bonfires.
- Plan site layout, machinery and dust creating activities located away from sensitive receptors.
- Responsible person in control of site.
- Vehicle hardstand areas.

Construction Traffic:

- All vehicles to switch off engines, no idling vehicles.
- Effective vehicle cleaning provisions (see above).
- All load entering and leaving site to be covered.
- No site runoff of water or mud.
- Use of ultra low sulphur tax-exempt diesel (ULSD) for site machinery, as available.
- On-road vehicles to comply with Low Emission Zone Requirements, as required.

Site Activities:

- Minimise dust generating activities, use of pre-mixed, pre-fabricated and pre-cut building components.
- Use water as dust suppressant where applicable.
- Enclose and/or sheet stockpiles of loose material.

All activities will be assessed, using a risk assessment procedure, and method statement prepared to alleviate the potential emission of dust, following a hierarchy of; prevention; suppression; containment.

An inventory and timetable of potential dust generating activities is as follows:

- Foundations & Drainage.
- Internal Blockwork Walls.
- PCC Floors Screed Topping.
- Soft/Hard Landscaping.

The following methods of dust suppression and control measures will be used to control dust emissions from the site:

- Undertake regular cleaning procedures to prevent dust build up.
- Specify hand tools as opposed to power tools for cutting/sawing, if power tools used, make arrangements for the work to be carried out in a controlled area with LEV (local exhaust ventilation device) fitted to the tools.
- 'Damp down' materials with water by fitting spray attachments to Stihl saws (but not to electrical equipment).
- Use vacuums and extractors and bags to remove dust at source.
- Avoid dry sweeping by using vacuum equipment.
- Screen of work areas to stop dust from spreading.
- Fresh air and ventilation in confined spaces.



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- External facing blocks to be pre-cut off site, and masonry designed to brick modules to avoid need for site cutting.
- Order ready mixed products as opposed to loose dry goods.
- Utilise pre-fabricated and pre-cut components wherever possible, for floors and roofs etc.

4.2 Site Construction Noise:

All activities will be assessed to alleviate the potential for noise pollution. Where unavoidable noise generating activities will be planned so as they are located away from sensitive receptors and undertaken at times which minimise disruption and disturbance where possible.

All plant and vehicles are to be turned off when not in use and the key removed to prevent unauthorised use.

Appendix A – Site Logistics

