

# Azure Cladding Remediation

55 Cliff Road

Plymouth

PL1 2PE

## Construction Traffic Management Plan

Issue date 27/11/23

32476-MS-XX-XX-RP-O-6400-ConstructionTrafficManagementPlan-A1-C0

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## 1. Introduction

### 1.1. General

1.1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Morgan Sindall following comments/conditions within the Full Planning Application (**21/00920/FUL**) which was approved by Plymouth City Council on 30 June 2021.

1.1.2. The CTMP strategy is for the proposed construction works at **Azure & Azure West, 1 Grand Hotel Road, Plymouth, PL1 2PQ**

The application can be summarised as follows:

#### **Removal and replacement of existing combustible cladding and external wall insulation system with non-combustible cladding and external wall insulation system**

1.1.3. The strategy's main aim is to minimise -

Contact wherever possible between public and site traffic.

Reduce the number of deliveries where practicable.

Manage the deliveries such that the volume of traffic is kept as even as possible

Avoiding highway traffic peaks.

Controlling the likely vehicular movements on the project.

1.1.4. Avoiding hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The Health and Safety Executive (HSE) expect to see traffic management plans that consider the planning and managing of both vehicles and pedestrian routes to ensure:

- Eliminate the reversing of vehicles where possible.
- Safe driving and working practices.
- Protection of the public.
- The provision of signs and barriers
- Adequate parking, turning and unloading/storage area.

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## 2. Construction Traffic Management Plan (CTMP)

### 2.1. General

2.1.1. The route map, Figure 1 below, shows the proposed route that all site vehicles will be directed along to gain access to/from site from the A38 utilising the A374, Gydinia Way and the B3240. This will reduce site traffic from entering the centre of Plymouth, all construction traffic will be informed to arrive/exit using this route.

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2.1.2. This CTMP will be communicated to contractors and supply chain at time of placing orders.

2.1.3. The CTMP and the control measures will be included within all contractor and supply chain's contracts.

2.1.4. Under no circumstances will construction or delivery vehicles be permitted to lay-up in the surrounding residential roads.

## 2.2. Delivery Vehicles/Laying Up

2.2.1. Delivery times will be limited to working hours. This will form part of the contract with contractors and supply chain. Work hours are 07.30 and 17.30 Monday to Friday & 07.30 to 12.00 on Saturday.

2.2.2. Deliveries are to be booked in with the Site Management team and communicated to the gate man.

2.2.3. All delivery vehicles to be moved off the public highway as soon as practically possible and on to site to await unloading as shown in Figure 2.

2.2.4. All deliveries will be unloaded in the off-road storage area as shown in Figure 2.

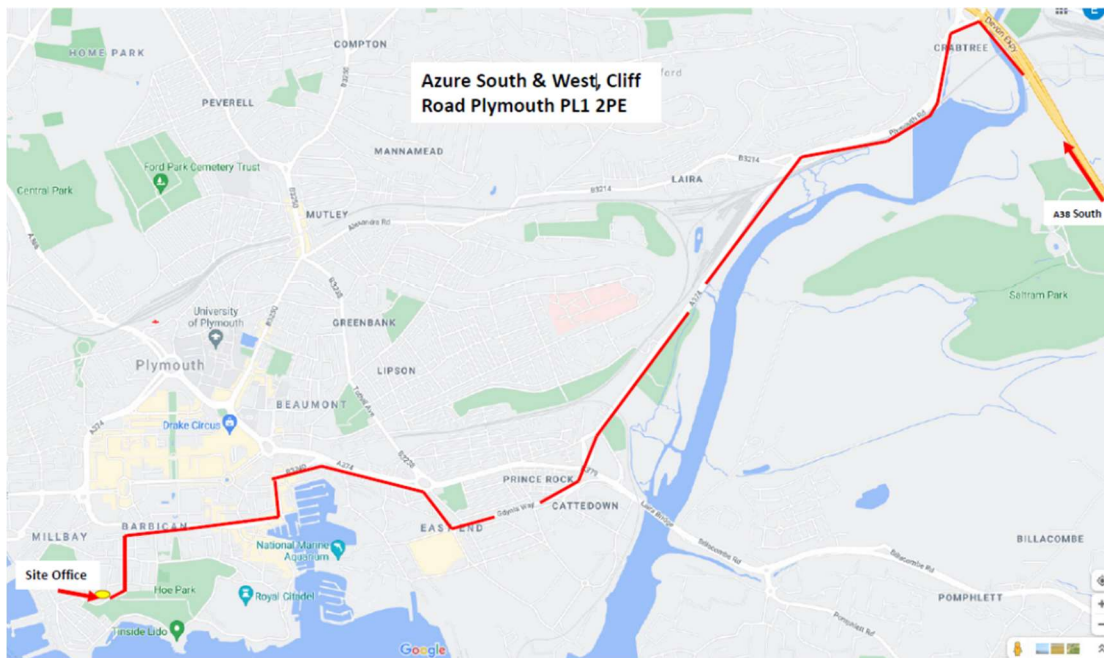


Figure 1 – Proposed vehicle route

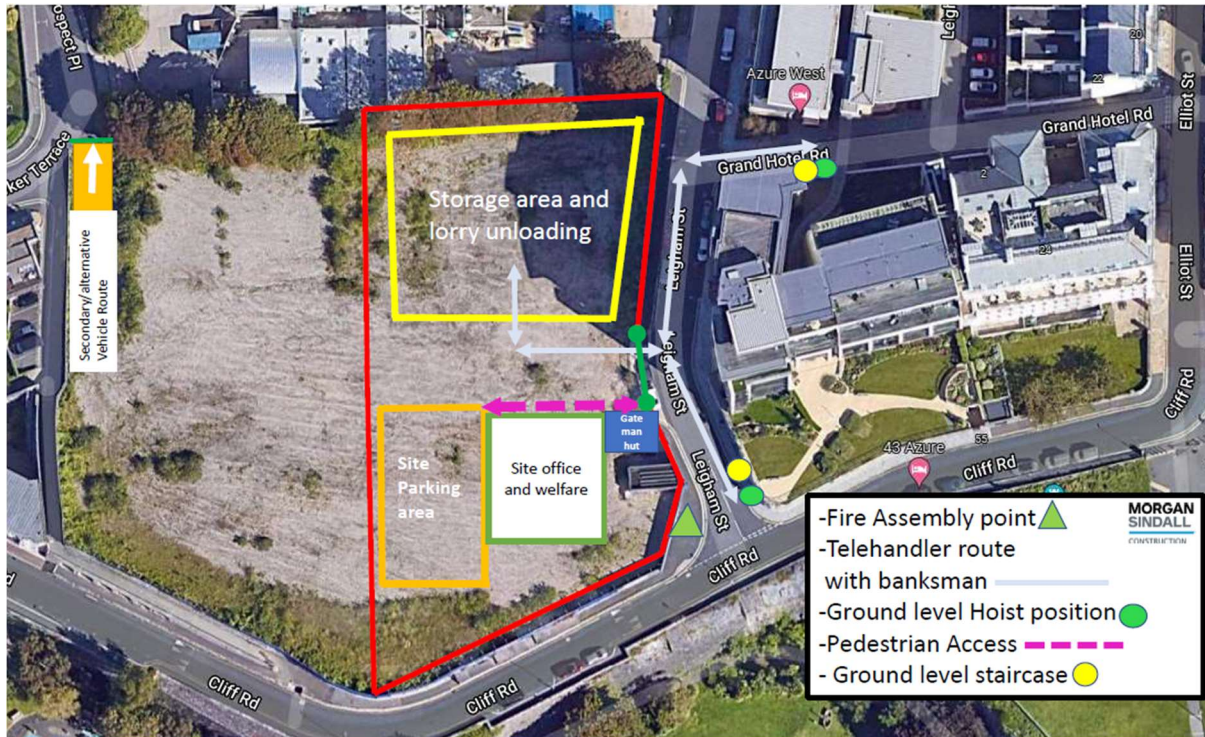


Figure 2 – AZURE site set up.

### 3. Vehicle Routing

#### 3.1. Main Vehicle Routing

3.1.1. Access to/from the site to be as Figure 1. All exiting delivery vehicles are to exit right from the site onto Cliff Road, Elliot street and then re-join route as Figure 1.

3.1.2. construction plant and equipment will be sourced locally through local suppliers and merchants and they will mainly use the same routing.

3.1.3. As the highway routes involved are currently trafficked by large vehicles (commercial vehicles, fuel deliveries, supermarket deliveries etc.), they are deemed fit for purpose for the construction traffic required for the development. Contractors and supply chain are to make sure that vehicles to be of a suitable size to use planned access route.

3.1.4. All construction vehicles will be of suitable wheel/track type so as not to damage the public highway.

#### 3.2. Main Site Access

3.2.1. The site's access for the construction works will be via Leigham Road as Figure 2.

3.2.2. The access gates off Leigham Road will always be controlled by a qualified Gateman.

3.2.3. Separate pedestrian access to site, adjacent to gateman's hut will be provided to avoid clash of site vehicles and pedestrians.

3.2.4. On arrival at the site all construction traffic will be directed by gateman/site manager to the designated unloading area. The Site Manager will enforce that there will be no parking of site vehicles on or at the main site access, or anywhere within the existing immediate surrounding highway network. Off road parking is provided within the site set up shown in Figure 2.

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3.2.5. All delivery vehicle entering and accessing site will be under the direction of the qualified gateman with no reversing on to Leigham Road.

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## **4. Deliveries**

### **4.1. Working Hours**

4.1.1. Site hours will be 07.30 to 17.30 Monday to Friday and 07.30 to 12.00 on Saturday.

### **4.2. Construction Staff Transport**

4.2.1. The likely maximum or minimum number of staff on site daily at any one time is not definitive at this time and will vary during the construction phase. Public transport is to be encouraged for those living in the Plymouth area.

4.2.2. All staff vehicles to be parked in the off-street parking area as shown in Figure 2.

4.2.3. Extended and earlier working hours are commonplace in the construction industry but will be communicated to Azure residents and consideration taken of the effect on local residents.

4.2.4. Culture of CLOCS is to be embraced for all stake holders. Information can be found at – [CLOCS - Construction Logistics and Community Safety](#)

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## **5. Construction Methodology**

### **5.1. Traffic Related Steps**

5.1.1. As it relates to best construction processes/safety as well as deliveries, it is important to note the following traffic-related steps:

- Temporary Highway Signage will be erected to warn of construction traffic and site.
- Full Time on-site Banksman. Banksman(s) will be utilised for all telehandler operations as shown on Figure 2.
- Temporary hoist/staircase to be erected on footpaths as shown Figure 2. Currently under review to try and reduce inconvenience of obstruction.
- Scaffold crash desk to be installed over the footpath/road to ensure this remains open to the public. Closure may be required to erect crash deck.

### **5.2. Number, type and size of vehicles**

5.2.1. The construction works will see various types of construction vehicles access the site. The following considers the number, type and size of vehicles that will be in use during the construction works.

- 2Nr roll on- roll off skip in storage area as shown in Figure 2. Regular collection of full skips will be required.
- 1Nr telehandler as shown in Figure 2.
- Regular delivery lorries. Minimum 1 per day.
- Fluctuating numbers of contractor/staff cars. Parking to be in site parking area as shown in Figure 2.
- Fluctuating numbers of contractor's vans. Parking to be in site parking area as shown in Figure 2.

### **5.3. Waste**

5.3.1. Waste from the work face will be “bagged up” and removed to storage area skips utilising hoists and telehandler.

5.3.2. Waste is to be stored in skips on site in the storage area as Figure 2.

5.3.4. Waste of new materials will be minimised through design and accurate site measuring (to prevent over ordering).

5.3.5. Spill kits, retained on site, will be used in the event of spillage.

#### **5.4. Site Notice**

5.4.1. To ensure that neighbouring building users and pedestrians are aware of the ongoing works, site notices will be at a publicly visible point at the entrance to the site.

5.4.2. Letter drops will take place to neighbouring properties to keep them informed of works and possible impacts.

5.4.3. The site notice will contain contact information for the developer’s point of contact, including a full name, a contact telephone number.

5.4.4. The site notice is to be retained for the duration of the construction works.

5.4.5. Considerate Constructors Scheme will be in place for this project. Information can be found at the following link - [Considerate Constructors Scheme \(ccscheme.org.uk\)](https://www.ccscheme.org.uk)

#### **5.5 Current Programme**

5.5.1. Current programme is due to run for a period of 12 months from January 2024 to January 2025.

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## **6. Summary**

6.1.1. This Construction Traffic Management Plan (CTMP) sets out to minimise the impact of the construction traffic during the construction phase of the works.

6.1.2. Consideration of the construction traffic likely to be generated by the proposal and the route available to/from site has been undertaken in detail. Proposed routes are detailed within this CTMP.

6.1.3. This CTMP sets out a variety of measures during construction designed to minimise the impact of the construction traffic on the environment and local communities. Best practice techniques are to be embraced including Considerate Constructor Scheme, CLOCS. The Site Manager will regularly review the CTMP and maintain a communicative relationship with all stakeholders. The proposals outlined within the CTMP shall enable all stakeholders to understand the nature of the works and the various construction activities.

6.1.4. This CTMP will be incorporated into contractor/supplier orders and briefed in the site inductions.