

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

FORMER GEORGE HOTEL/PUBLIC HOUSE

DUKE STREET, SOUTHPORT, PR8 5DH

Client: Central England Cooperative

Reference: ADL/AM/5391/21A

Date: December 2023

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Client:

Central England Cooperative

Project: Duke Street, Southport

ADL Reference: 5391

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1.0 INTRODUCTION

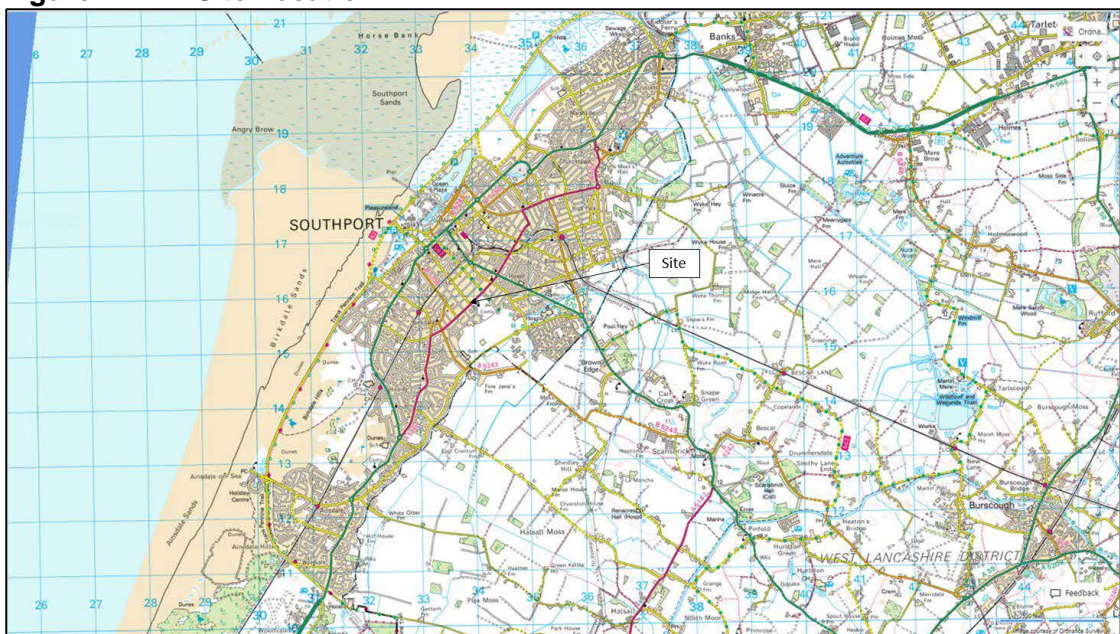
- 1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by Central England Cooperative Ltd to prepare this Construction Traffic Management Plan (CTMP) in support of a planning application for the demolition of a former public house (Sui Generis) and construction of a new building to form a ground floor convenience store and café (Class E) with 4 residential units on the first floor, at The George Hotel, Duke Street, Southport, PR8 5DH.
- 1.2 The CTMP provides details of the development proposal in the context of the site and its surroundings, the predicted construction traffic movements, and analysis of the impact on the local highway network. This CTMP provides details of the following:
- Programme of works;
 - Days and hours of working;
 - Site layout during the construction phase;
 - Routes to be taken by delivery vehicles;
 - Methods for traffic management; and
 - Details of the proposed measures to ensure that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance.
- 1.3 The CTMP provides a framework for managing construction traffic and all contractors would be expected to conform with the requirements of the CTMP.
- 1.4 The CTMP is a live document through the construction phase and may require revision during the course of the development to reflect any changes in legislation, standards and guidance or other issues such as complaints. Any revisions will need to be agreed with the Local Planning Authority (Sefton Council).

2.0 SITE LOCATION

2.1 Site Location

2.1.1 The site is The George Hotel, which is a public house located on Duke Street in Southport. The application site is located on the north corner of the Duke Street junction with Cemetery Road, approximately 1.5 kilometres south of Southport town centre. The site location is shown in Figure 2A.

Figure 2A Site Location



2.1.2 The existing site is a former public house and hotel, which is currently not trading.

2.1.3 The application site is situated in an area designated as Primarily Residential in the Council's Adopted Local Plan. The site is bound by Duke Street to the southwest, Cemetery Road to the southeast, residential properties fronting Duke Street to the northwest, and George Business Park to the northwest.

2.2 Local Highway Network

- 2.2.1 Vehicular access to the site is gained via a crossover with Duke Street which is approximately 6.5 metres wide. There is a 'KEEP CLEAR' road marking at the access on Duke Street.
- 2.2.2 Duke Street runs in a broadly northwest-southeast direction, is approximately 7.3 metres wide in the vicinity of the site, and is subject to a 20-mph speed limit. To the south of the access, there are double yellow line (DYL) parking restrictions on both sides of Duke Street.
- 2.2.3 Cemetery Road (the A5267) runs in a broadly southwest-northeast direction, is approximately 6.7 metres wide in the vicinity of the site, and is subject to a 30-mph speed limit. At the junction with Duke Street, there are advanced cycle stop lines on both Cemetery Road approaches.
- 2.2.4 The junction between Duke Street and Cemetery Road is signalised, with DYL parking restrictions on all corners. There are signal controlled pedestrian crossing points across all four arms of the junction, with dropped kerbs and tactile paving.

2.3 Accessibility by Non-Car Modes

Public Transport

- 2.3.1 There are bus stops on Duke Street and Cemetery Road in the immediate vicinity of the site. The southbound stop on Duke Street is located less than 30 metres north of the site access and the northbound stop is approx. 290 metres to the north near the junction with Sefton Street. Both stops are equipped with bus flags and timetable information.
- 2.3.2 Construction vehicles would not disturb bus routes as they will either be contained within the site.

Cycling

- 2.3.3 National Cycle Network (NCN) Route 562 is located approximately 320 metres northeast of the site via Portland Road and provides access to Southport. NCN 562 also provides access to NCN 62 (traffic-free coastal route) which continues south towards NCN 810 at Ainsdale.

Walking

- 2.3.4 The site is located within a mature suburban environment. There are footways on all arms (and on both sides) of Duke Street and Cemetery Road. There are also signal controlled pedestrian crossings across each arm, which dropped kerbs and tactile paving.
- 2.3.5 Duke Street is subject to a 20-mph speed limit and is primarily residential in nature. There is street lighting present throughout. It is therefore considered a safe environment for walking.

2.4 Community Considerations

Local Policy

- 2.4.1 Construction sites should ensure that disturbance by reason of noise, vibration, dust, smoke etc. arising from building works is kept to an acceptable level without the imposition of unnecessary or unduly onerous restrictions on contractors. Its primary objective is to minimise nuisance.

Local Residents and Businesses

- 2.4.2 The areas surrounding the site is predominantly residential in nature. There is also George Business Park to the northeast of the site, and The Woolen Pig opposite the site on Duke Street. As such, disturbance would be kept to a minimum and construction would adhere to the permitted hours of 08:00 to 18:00 (Monday to Friday), 08:00 to 13:00 on Saturdays and no time Sundays and Bank Holidays.

- 2.4.3 A Site Manager, along with other typical construction duties, will also perform a role of a Community Liaison Officer and the purpose of this would be to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours.
- 2.4.4 Local residents will not be inconvenienced by the activities of the site, in particular on street car parking availability. Any complaints encountered during construction can be reported directly to the site manager who will keep a full log of any complains for resolving, if necessary.

3.0 DEVELOPMENT PROPOSAL AND ACCESS

3.1 The Proposal

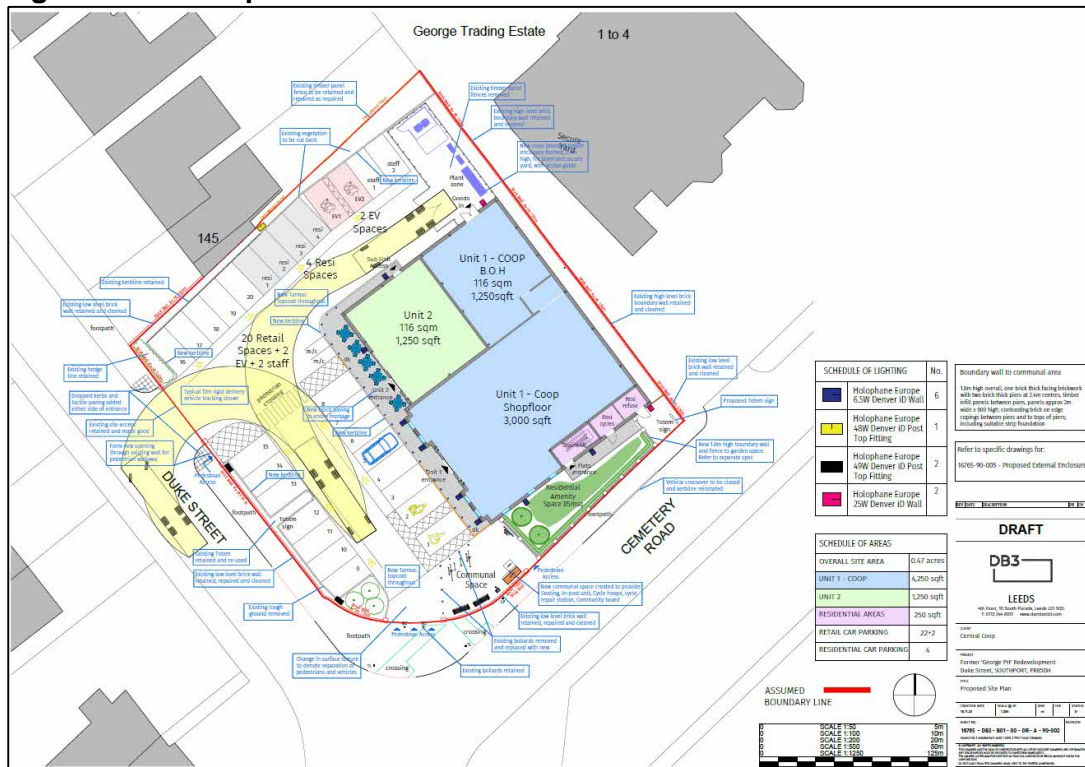
3.1.1 The proposal comprises the demolition of a former public house (The George Hotel) and construction of a new two-storey building with a convenience store and an adjoining café on the ground floor and 4 × residential units on the first floor, as well as associated car parking, secure yard/plant enclosure, installation of plant, and a new shop front.

3.1.2 The schedule of areas is as follows:

- Unit 1 –Coop Shopfloor: 279 sqm
- Unit 1 –Coop BOH: 116 sqm
- Unit 2 –Café: 116 sqm
- Residential: 4 × 2-bed units

3.1.3 The proposed site layout is shown in Figure 3A.

Figure 3A Proposed Site Plan



3.2 Access Arrangements

Pedestrians

- 3.2.1 An opening to the existing wall on the south side of the vehicular crossover access would be provided for pedestrians, leading to a zebra-style crossing across the car park to the building façade. There are dropped kerbs with tactile paving proposed across the access at the crossover with Duke Street.
- 3.2.2 Additional pedestrian accesses will be available from the north corner of Duke Street junction with Cemetery Road (as per existing situation) and from the footway on the west side of Cemetery Road. These access points will connect to a new communal area at the south boundary of the site.
- 3.2.3 Pedestrian access to the residential units would be gained via an entrance at the northeast corner of the site.

Vehicles

- 3.2.4 The existing vehicular crossover and access road off Duke Street would be retained. Given that there have been no collisions recorded at this site access, there are no highway safety issues that need to be resolved.
- 3.2.5 Construction vehicles would use the existing site access only to enter and exit the site, via Duke Street.

3.3 Proposed Construction Compound

- 3.3.1 Welfare facilities, offices, and parking for up to 11 cars/vans would be provided in the construction compound for staff and visitors within the boundary of the site.
- 3.3.2 Where possible, small construction vehicles would be used. Loading area and storage for materials and plant would be provided within the site. Drivers would be instructed to call the site prior to arrival to obtain clearance to deliver their load.

- 3.3.3 A wheel wash facility would be provided adjacent to the site access, within the site, to ensure construction vehicles do not carry dust / mud / debris onto the carriageway.

- 3.3.4 An indicative construction site compound plan is provided as Appendix 1.0.

4.0 CONSTRUCTION PROGRAMME AND METHODOLOGY

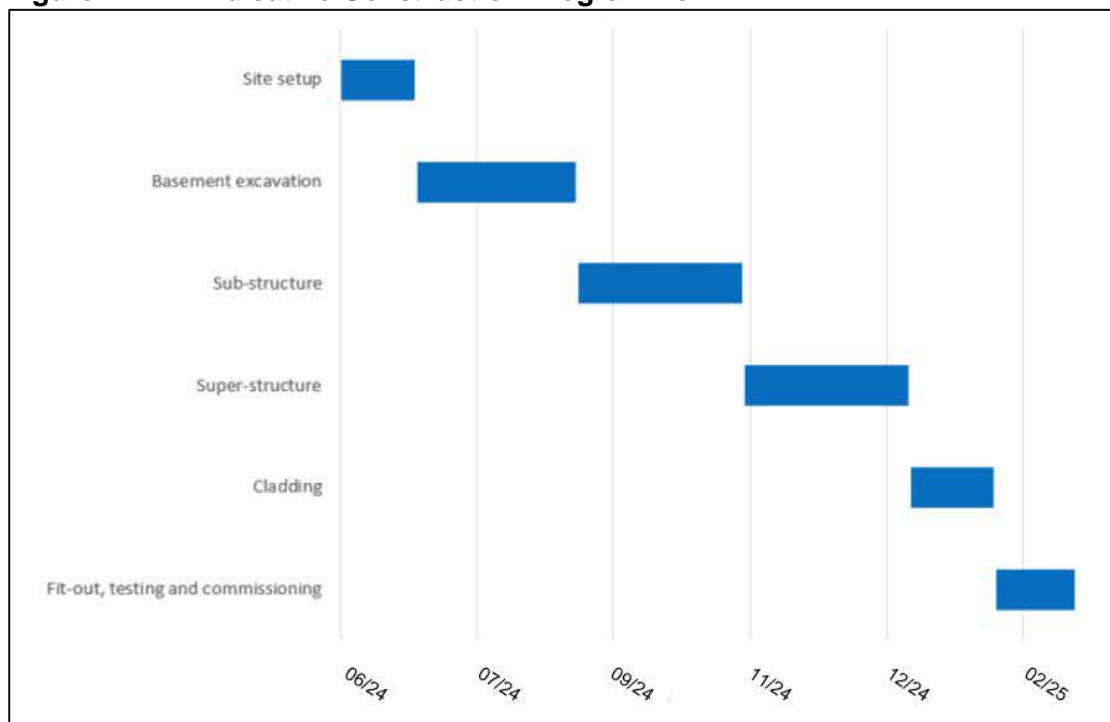
4.1 Setup and Demolition

4.1.1 Site setup has been preliminarily scheduled to commence at the beginning of June 2024 as shown in Table 4A. It is aimed that the site would be completed in maximum nine months, including fit-out. The appointed contractor would redefine these phases and timings as appropriate.

Table 4A Indicative Construction Phasing (9-Months)

Construction Phase	Start	End
Site Setup and Demolition	Jun-2024	Jun-2024
Site Excavation	Jul-2024	Aug-2024
Sub-Structure	Sep-2024	Oct-2024
Super-Structure	Nov -2024	Dec -2024
Cladding	Jan-2024	Jan-2025
Fit-Out, Testing and Commissioning	Feb-2025	Feb-2025

Figure 4A Indicative Construction Programme



4.1.2 The site setup plan is provided as Appendix 1.0. Hoarding would be erected along the perimeter of the site, ensuring continued adequate pedestrian footway provision on Duke Street and Cemetery Road. The site access would be gated for security purposes.

4.1.3 The construction vehicles would deliver via the existing site access on Duke Street and exit at this point as well.

4.1.4 Given the existing GFA of the site (i.e., approximately 400 sqm) it is expected that the approximate amount of material to be demolished would be 400cum. Based on a load of 10cum per lorry (3.5T), 40 HGVs would be required. Over a two-week period, this equates to approximately 3-4 trips per day.

4.2 Site Excavation

4.2.1 The excavations will take approximately one week which will start immediately after the site setup and demolition stage.

4.2.2 The proposal has a ground floor area of approximately 525 sqm. It has been assumed for the purposes of this CTMP that the excavated material will amount to about 525cum. Based on a load of 10cum per lorry (3.5T) over a two-week period the number of HGV movements would be in the order of no more than 5 loads per day.

4.3 Sub-Structure

4.3.1 This stage will commence following the completion of the excavations. During the foundation phase of the project the following construction vehicles are likely to be used:

Concrete Mixer (Length = 8.4m, Width = 2.4m)

Large Tipper (Length = 10.2m, Width = 2.5m)

4.3.2 The swept path analysis for a concrete mixer and large tipper lorry entering and exiting the site are provided as Appendices 2.0 and 3.0, respectively. The tracking demonstrates that these vehicles can enter and exit the site in forward gear.

4.3.3 Small mobile cranes would be used on site during the main construction phase to handle concrete, form work and building materials.

4.4 Super-Structure

- 4.4.1 The frame will be built using steel girders tied into the concrete core and the flooring panels will be pre-cast concrete. The girders will be brought by small flatbed lorry to the site and loaded from a loading area at the rear of the site.
- 4.4.2 The flooring will also be brought to site by small flatbed lorry.
- 4.4.3 Using pre-manufactured components, the number of vehicles accessing the site will be reduced significantly. It is anticipated that no more than one truck enters and exits the site on a daily basis.

4.5 Cladding

- 4.5.2 Cladding and glazing will be delivered in consolidated loads and loaded into the building all together. There will be no immediate demand for the supplies so deliveries can be planned in advance.

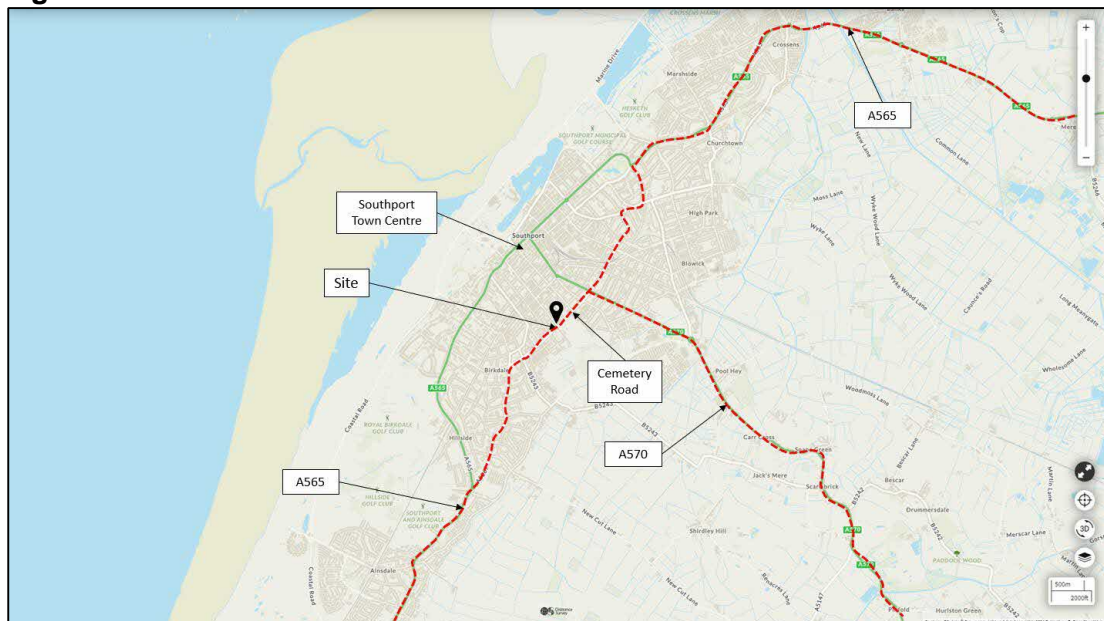
4.6 Fit-Out, Testing and Commissioning

- 4.6.1 Components with a precise fit and finish will be manufactured off site to ensure the quality and programme sequencing objectives are achieved. This will reduce the number of small vehicle and ad-hoc deliveries required.
- 4.6.2 Plant used for the project is likely to comprise conventional demolition, earthworks, and construction plant.

5.0 VEHICLE ROUTING AND ACCESS

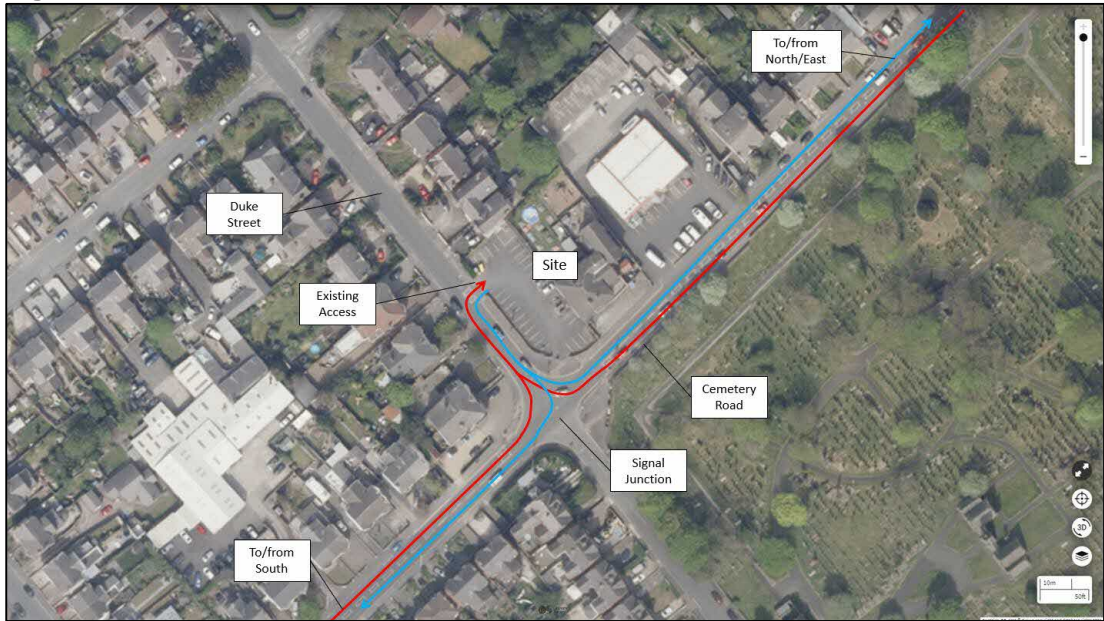
- 5.1 The origin of specialist plant and materials is likely to originate from outside the Southport town area. As such, construction vehicle would access the site via A5267 Cemetery Road.
- 5.2 From the south, construction vehicles would use A565 Liverpool Road, before using A5267 (also Liverpool Road) to access Cemetery Road. From the north, construction vehicles would use A565 Water Lane/Cambridge Road towards the site, before using Park Avenue to reach A5267. From the east, construction vehicles would use A570 Scarisbrick Road to reach A5267.
- 5.3 The wider scale construction vehicle route is shown in Figure 5A.

Figure 5A Wider Vehicle Route Plan



- 5.4 Locally, construction vehicles would turn north onto Duke Street, at the Duke Street/Cemetery Road signal junction, before turning right into the site. It is unlikely that construction vehicles would access the site from the north.
- 5.5 The local scale construction vehicle route is shown in Figure 5B.

Figure 5B Local Vehicle Route Plan



6.0 MITIGATION MEASURES

6.1 Measures Influencing Construction Vehicles and Deliveries

- 6.1.1 The construction traffic would be routed to and from the site as outlined in Chapter 5.0. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 6.1.2 Delivery would be timed to avoid peak periods. All vehicles arriving at and leaving the site will comply with Sefton's permitted construction hours. The Developer shall ensure these instructions are given to all drivers, including those delivering site materials.
- 6.1.3 The placement of orders for materials shall be carefully managed to ensure that vehicle movements to and from site are minimised. Opportunities to combine and consolidate deliveries shall be explored by the Contractor which could significantly reduce the number of HGV movements.
- 6.1.4 Deliveries will be programmed to arrive during permitted hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed to minimise disturbance to residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.
- 6.1.5 By committing to only delivery at scheduled times, the developer would prevent any deliveries occurring during network peak hours, or out of hours.
- 6.1.6 There will be a strict no idling policy on site, all engines are to be shut off when the vehicle is safely parked on site.

6.2 Material Procurement Measures

- 6.2.1 Where possible materials will be prefabricated off site and only assembled on site once delivered.

- 6.2.2 Where possible, material would be picked up and dropped off by the same vehicle, therefore minimising trips to the site.
- 6.2.3 The developer would seek to use local suppliers where possible and source materials from the same supplier(s).

6.3 Storage of Plant and Materials

- 6.3.1 A good standard of housekeeping is required across the site, particularly within plant and material storage areas. Flammable materials must be stored away from other materials and protected from accidental ignition as detailed with the fire safety protocols.
- 6.3.2 Storage of materials is to be kept inside locked containers for increased security. Movement of storage areas, and re-purposing of land throughout the development for use as storage is going to be likely considering the limited space available on site. Consideration will be given to the use of multistage and/multi-storey temporary offices and stores, for maximum land use efficiency.

6.4 Preventative Measures for Highway Debris

- 6.4.1 Prior to construction a submission of the existing condition of the highway will be required, and a commitment is recommended to make good any damages to the highways during construction. Public highways would be cleaned by a dedicated site operative, and the use of road sweepers deployed as appropriate.
- 6.4.2 Vehicles arriving on the site should be inspected before to check for debris that could fall on to the road. The site would contain a dedicated wheel washing facility with debris swept up and placed into appropriate waste containers.
- 6.4.3 Good housekeeping practice, if properly applied, will greatly reduce waste or debris littering the public roads. This in turn will reduce the need for cleaning of public areas.

6.5 Pedestrian Safety

6.5.1 Hoarding will be used to protect the pedestrians and other road users and provides a clear demarcation during the works. The Contractor will apply the following measures:

Ensure that the management and interaction of pedestrians and vehicular movements to and from site are controlled, managed and safe by way of traffic marshals;

Secure hoarding will be provided to prevent unauthorised access to the site; and

Temporary lighting will be provided to ensure that there is a safe environment for pedestrians after dark.

6.6 Site Operative Travel Planning

6.6.1 Site operatives will be encouraged to opt for non-car modes of transport. The following travel planning measures would be in place:

Walking

Safe pedestrian routes in the direct vicinity of the construction site will be maintained during the entirety of the construction. This will be achieved by containing all operations on-site.

Maps will be displayed of convenient and safe pedestrian routes from key locations, such as tube stations and bus stops.

Cycling

Temporary secure cycle parking will be set up on site to allow site operatives to cycle to sites.

Information for cycling will be promoted, including route planning websites/apps.

Public Transport

Public transport information will be available to all site operatives. This will be provided in the Travel Pack as well as in the construction site office.

Car Sharing

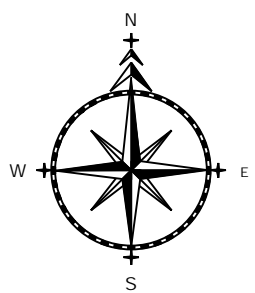
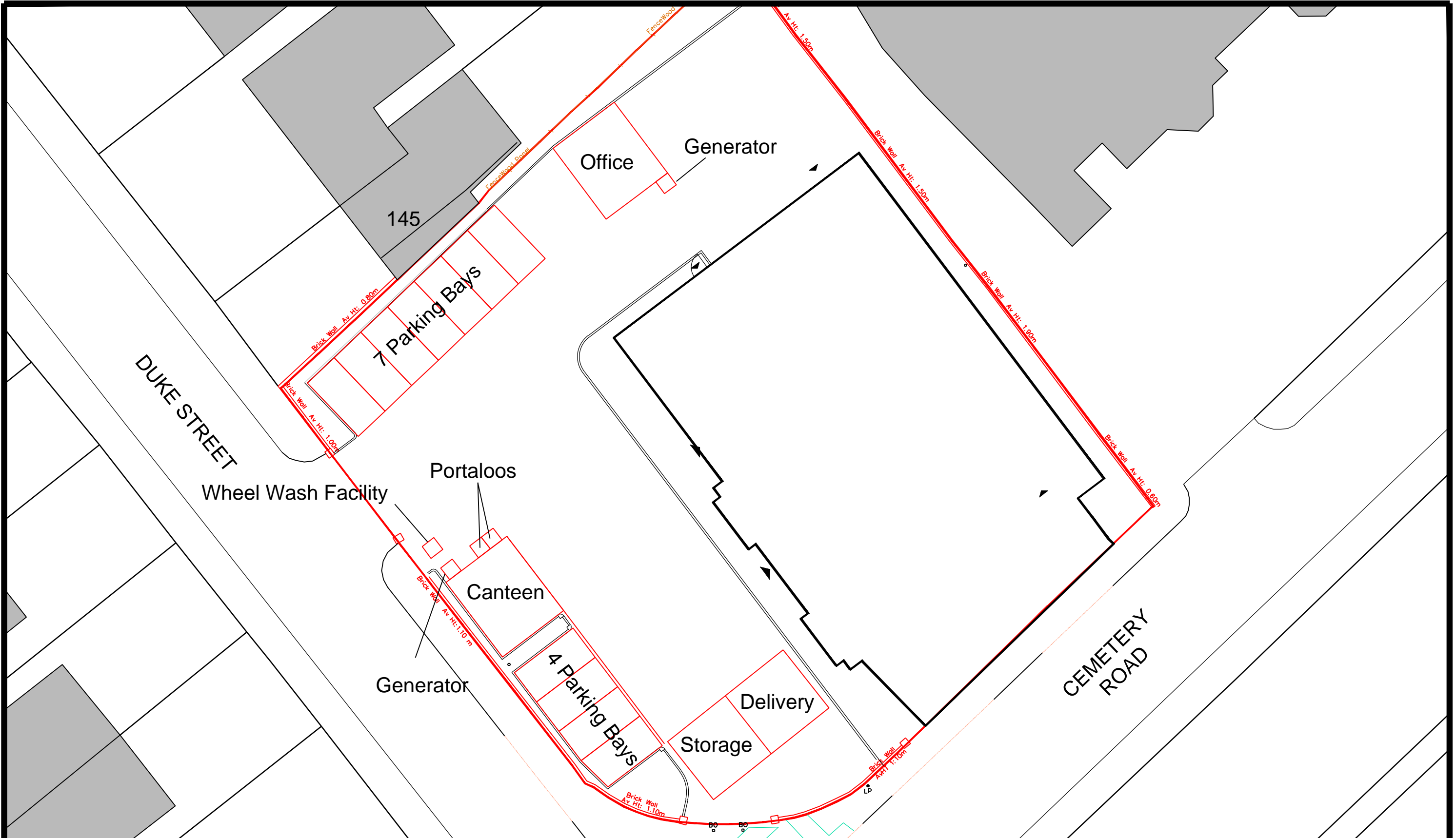
Site operatives who do plan to drive to site will be encouraged to car share by the site manager.

The site manager will make the site operatives aware of the car sharing websites which staff could use to locate people travelling on the same commuter route as they do in order to car share.

7.0 SUMMARY

- 7.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by Central England Cooperative Ltd to prepare this Construction Traffic Management Plan (CTMP) in support of a planning application for the demolition of a former public house (Sui Generis) and construction of a new building to form a ground floor convenience store and café (Class E) with 4 residential units on the first floor, at The George Hotel, Duke Street, Southport, PR8 5DH.
- 7.2 The CTMP provides details of the development proposal in the context of the site and its surroundings, the predicted construction traffic movements, and analysis of the impact on the local highway network.
- 7.3 A 9-month demolition and construction programme has been outlined, detailing how the proposal will be undertaken. Construction would adhere to Sefton Council's permitted hours of operation.
- 7.4 Construction vehicle routing has been considered at the regional and local level to determine the routes taken by construction vehicles. Swept path tracking shows how vehicles will enter/exit the site. Given the scale of the site, small construction vehicles would be used to undertake the works where possible.
- 7.5 Strategies to mitigate impacts to the surrounding residents, traffic conditions, and environment have been laid out to ensure that the construction process is sustainable and offers minimal possible disturbance in terms of dust, noise, vibration, pedestrian movement, local congestion, security, and waste.
- 7.6 The CTMP is a live document through the construction phase and may require revision during the course of the development to reflect any changes in legislation, standards and guidance or other issues such as complaints. Any revisions will need to be agreed with the Local Planning Authority (Sefton Council).

CONSTRUCTION SITE COMPOUND PLAN



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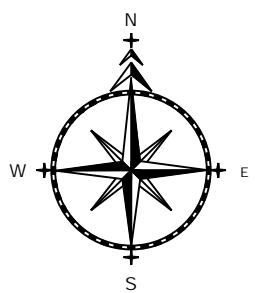
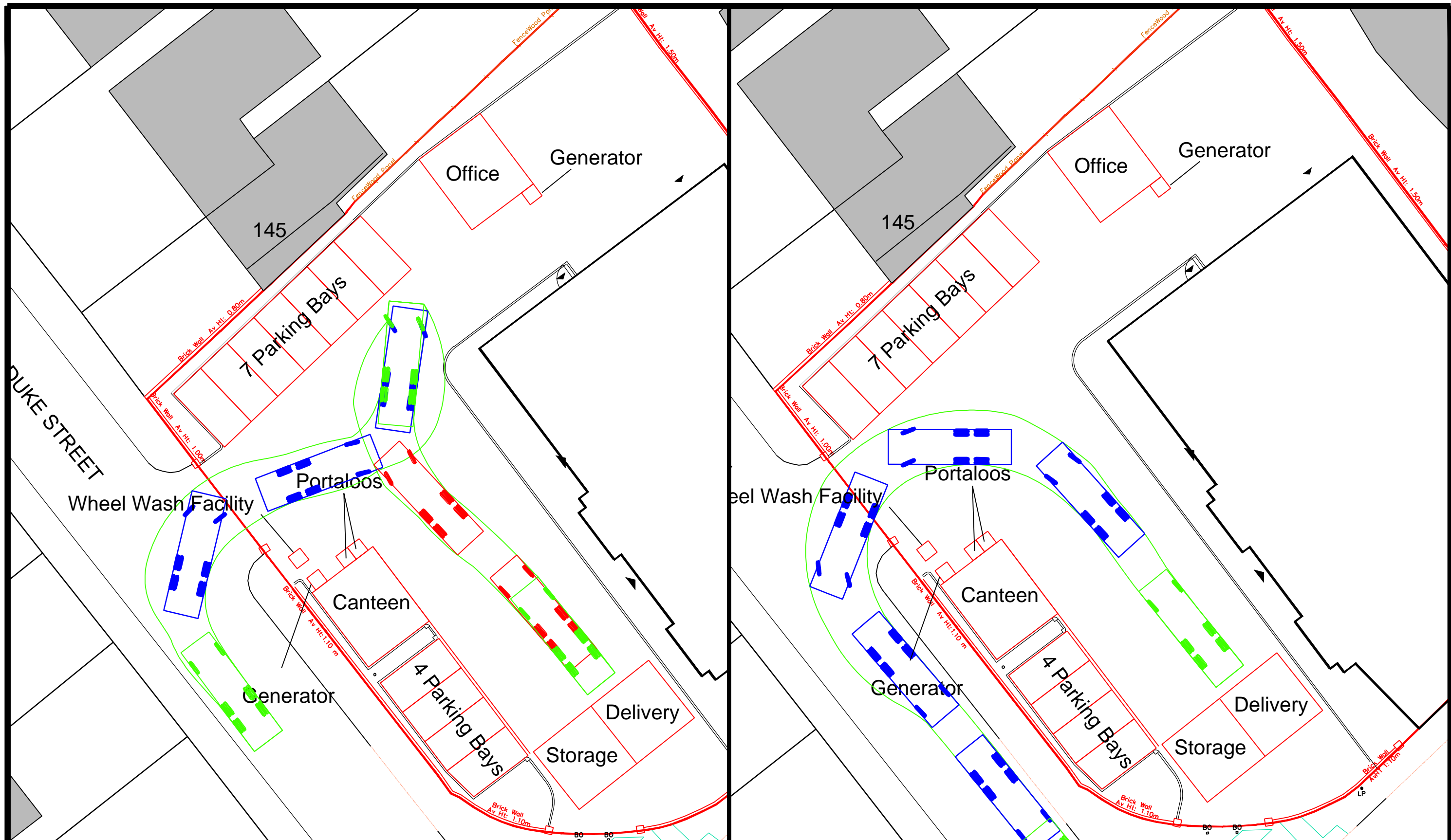
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REF.	DATE	DESCRIPTION

ADL Job No. **5391**

Project DUKE STREET, SOUTHPORT			
Title CTMP: SITE COMPOUND LAYOUT			
Date 15/ 02/ 2022	Drawn MAW		
Checked	Date	Approved	Date
Scale 1:250 @ A3	Drg No. APPENDIX 1.0		Rev.

VEHICLE TRACKING: CONCRETE MIXER



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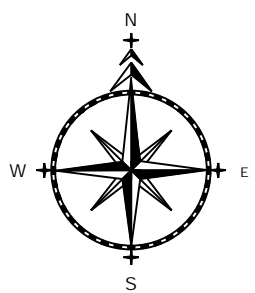
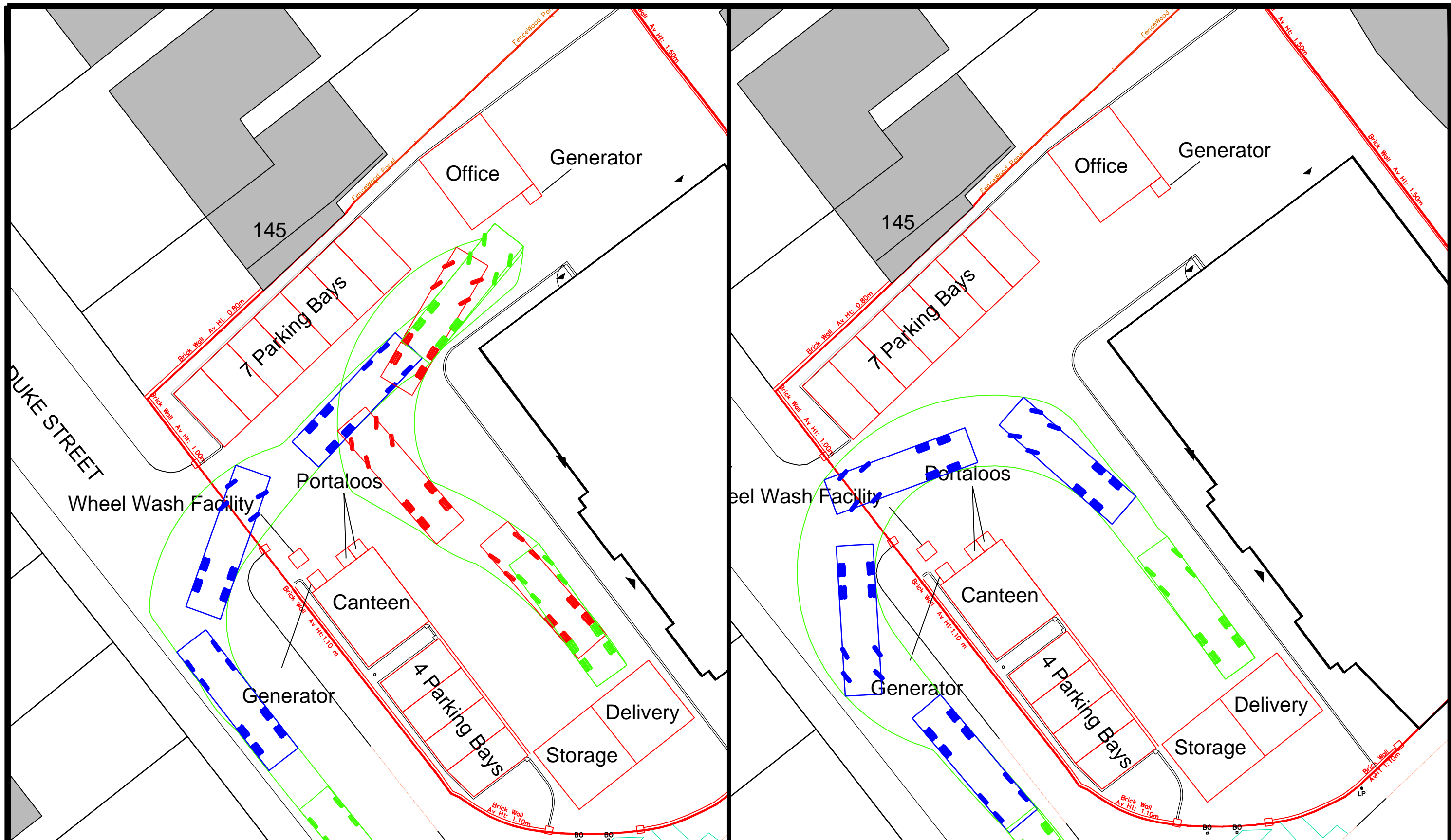
REF.	DATE	DESCRIPTION

Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

ADL Job No. 5391

Project DUKE STREET, SOUTHPORT			
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Date 15/ 02/ 2022	Drawn MAW		
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VEHICLE TRACKING: TIPPER LORRY



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