



CONSTRUCTION METHOD STATEMENT – TRAFFIC MANAGEMENT PLAN

For the replacement of a commercial building, alterations to existing access and erection of two houses following demolition of existing dwelling and annex

at

**Glencoe Yard,
Walford Heath,
Shrewsbury,
SY4 3AZ**

PREPARED BY:

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Ref: 2056-CES-POW-TMP-Glencoe

Date: Nov 2023

1. Introduction

- 1.1 The purpose of this Construction Method Statement – Traffic Management Plan is to ensure that the development is carried out with minimum disturbance to neighboring occupiers (in terms of noise, vibration, traffic and dust) and does not detrimentally impact on the environment and the safe operation of surrounding highways. All main- and sub- contractors will adhere to the objectives of this plan.

2. Site Description and Surroundings

- 2.1 The site is currently a commercial yard with a dwelling and annexe at the front of the site also owned by the applicant. The site is located on the eastern side of Walford Heath. The site contains a parking area currently occupied by City Environmental Services (CES) and a cramped dwelling and annexe which is very close to the road frontage. The dwelling has been recently purchased by CES and now forms part of a cohesive redevelopment plan.



- 2.2 The site is accessed off the passing B5067, visibility currently is limited due to the positioning of the existing dwelling, this would be improved by the current application for housing at the front of the site, as well as the amended access proposed within this application.
- 2.3 Parking to serve the application site is currently provided to the front of the site but this will be moved to the rear large open plan yard space.

3. Construction Working Hours

3.1 No deliveries or noise-generating work (including the loading and unloading of waste and materials) is to take place on Sundays, bank holidays or outside the following working hours:

- 08:00 – 17:00 Monday to Friday
- 0800 – 13:00 Saturday

3.2 Any operations/activities carried out beyond these hours which are audible at the site boundary, will only be in emergency circumstances.

4. Site Access & Security

4.1 All vehicular access to the site will be via the existing arrangement which adjoins the B5067. Access will be via sliding security gates, which are to remain open during the above hours, and closed outside those hours.

4.2 Warning signage will be positioned at the site access to warn traffic and pedestrians of the construction works.

4.3 Existing fencing will remain in place with the addition of added temporary herras style fencing to create a safe working site.

5. Vehicular Movements and Deliveries

5.1 The construction will include the use of HGVs to bring the equipment to site. This will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. For clarity, the development does not require equipment to be delivered by abnormal loads (ie, vehicles over 16.5m length). There will be no queuing, parking or unloading on the public highway.

5.2 Whenever possible, there will be no major vehicle movements during 'rush hours', defined as 0730 – 1000 and 1630 – 1830 Monday to Friday.

5.3 A traffic marshal will be available on-site to coordinate deliveries and to ensure that the safety of pedestrians, cyclists and other vehicles is ensured at all times.

5.4 Other methods to optimise deliveries and to reduce their impact on traffic and congestion include:

- Consolidating deliveries whenever possible
- Not accepting part-loads unless essential
- Issuing notices to sub-contractors and deliver companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled.

5.5 In the interest of noise control and subject to a risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or are to disable reversing alarms (in presence of an experienced banksman).

5.6 On-street parking will not be allowed in connection with this development.

5.7 All loading/unloading is to take place within the site (see CMS plan) and not outside the permitted working hours unless previously agreed with the Local Authority. No on-street loading will be permitted without prior approval from the Local Authority.

5.8 The existing rear yard area to the rear of the site will be used during all phases of the works. This will provide on-site parking for site operatives and visitors, without disturbance to neighbouring properties, following the commencement of development.

5.9 The arrangement ensures a good surface and minimises potential for transference mud/dirt onto the public highway. The location of site parking is indicated on the accompanying plan. All contractors will be given prior notification of these parking arrangements, as part of their Site Induction.

6. Storage of Plant & Machinery

6.1 In addition to the delivery procedures listed above, the principle of “just in time” deliveries will be followed strictly throughout the demolition and build phases to ensure that plant, machinery and materials are not stored on-site before they are actually required for the building works.

6.2 When materials are kept on-site, this will always be within the loading/unloading compound area and only for as long as absolutely necessary. All materials, especially those prone to emitting dirt or dust, will be covered by appropriate sheeting and securely fastened.

6.3 All areas within the site and on adjoining highways will be checked for spillages on a regular basis. Machinery, when in use, will be kept away from noise-sensitive areas such as residential dwellings and their gardens.

6.4 All machinery and plant equipment that has to be kept on site will be switched off and secured when not in use.

7. Wheel washing facilities & Road Cleanliness

7.1 Wheel and chassis washing facilities will be provided on-site within an impermeable wash bay area which is to be isolated from other areas by a raised kerb or roll over bund to contain solids. These facilities will ensure that mud, stones and any other extraneous materials are removed from vehicles before they exit the site.

7.2 Lorries, especially those carrying any excavation material (mud or soil), are expected to be fully sheeted before entering and leaving the site in order to minimise the risk of any over-spilling onto the highway. Waste resulting from these facilities will not be directed into the public sewerage or any street gullies, but will be disposed of on-site with the necessary consents from Severn Trent and/or the Environment Agency.

7.3 The contractor will monitor the surrounding highways and footpaths on a daily basis and ensure that the construction works do not have a negative impact on the road cleanliness.

8. Dust & Dirt Control

8.1 In addition to the measures aforementioned for the suppression of dust and dirt, the following measures will be pursued:

- All site personnel to enter and leave the site wearing clean clothes and shoe wear
- The use of fine sprays during the loading and unloading of materials as well as on buildings and structures (during demolition works), cutting and drilling plant, unpaved areas, sand, spoil and aggregate stockpiles
- Preference of hydraulic construction over percussive techniques
- Where practical, the use of building materials that are pre-fabricated or cut off-site including structural elements and woodwork.
- Burning of waste or unwanted materials on-site to be strictly forbidden
- Covering of all skips
- Correct use of all plant and machinery and regular maintenance of their exhaust systems, which are to be positioned as far away from adjoining properties as practicable, whilst maintaining good neighbourliness of business park neighbours.

8.2 Where practical, further measures will be carried out in accordance with *GPP 1: Understanding your environmental responsibilities - good environmental practices* (October 2020), *PPG 6: Working at construction and demolition sites* (2012), BREs *Pollution Control Guides* (2003) publications, the GLAs *Best Practice Guidance on The Control of Dust and Emissions from Construction and Demolition* (2006) as applicable.

8.3 Dirt, dust and noise emissions will be continuously monitored by a designated person. Any deviation from the above methods will only be permitted in exceptional circumstances and with prior consent from the main contractor and relevant parties.

9. Site Waste Management

9.1 Waste will be managed under the principle of hierarchical waste management priorities which, in order of importance, are as follows: Reduce, Reuse, Recycle and Dispose.

9.2 Waste will be managed at the outset by reducing the amount of waste being produced in the first place, ensuring the correct quantity of materials is ordered in the most development- and environmentally- appropriate way.

9.3 Each sub-contractor will be responsible for ordering and supplying their own materials, thus minimizing the risk of waste through overordering (for which the subcontractor would be financially liable).

9.4 Each sub-contractor will be required to use the most environmentally sound packaging at its disposal (including recycled) without adversely affecting the safe handling and protection of materials. The principle of “just-in-time” deliveries will furthermore reduce the risk of damage (and thus waste) through stockpiling. The main contractor will employ as many local sub-contractors and suppliers as possible in order to reduce fuel consumption and packaging needs.

9.5 Hazardous materials are to be sealed, stored and disposed of in appropriate and safe manner in order to avoid contact with ground– or waste– water. Burning of waste will not be allowed on-site. The management and disposal of any remaining landfill waste will be handled in accordance with all relevant statutory requirements, including the Environmental Protection Act 1990

10. Noise and Vibration

10.1 Best practical measures are to be used at all times to minimise the noise and vibration impact of the works. Machinery and vehicles will be fitted with effective silencers wherever available, and kept in good working order. Acoustic covers are to be closed during operation. Equipment will be operated so it produces as little noise as possible. No idling engines or plant allowed onsite. Toolbox talks will take place for all contractors to ensure that they are aware of noise and vibration issues onsite.

11. Construction Management Site Plan

11.1 Please see accompanying Traffic Management Plan

TARFFIC MANAGEMENT PLAN:

Walford Heath



KEY:

- SITE ACCESS:
- SITE FENCING:
- PLANT/MATERIAL COMPOUND:
- PARKING:
- WELFARE:
- WHEEL WASH: