

Highgate*Transportation*

Canalside Development, Ellesmere

Construction Traffic Management Plan
(2314/CTMP/01)

July 2023

Copyright © Highgate Transportation Limited (07500534)

The material presented in this report is the property of Highgate Transportation Limited and shall not be used by or distributed or made available to any other company or person without the knowledge and written consent of Highgate Transportation Limited.

All OS used in this report © Crown copyright and database rights 2023 OS Licence 100056454.

Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL

<http://highgatetransportation.co.uk>

Contents	Page
1.0 Introduction and Background	1
2.0 Construction Traffic Management Plan	6

List of Figures

- Figure 1.1 The Site Location and the Local Highway Network
- Figure 1.2 Extract of the Proposed Indicative Masterplan
- Figure 2.1 Construction Vehicle Routing Plan

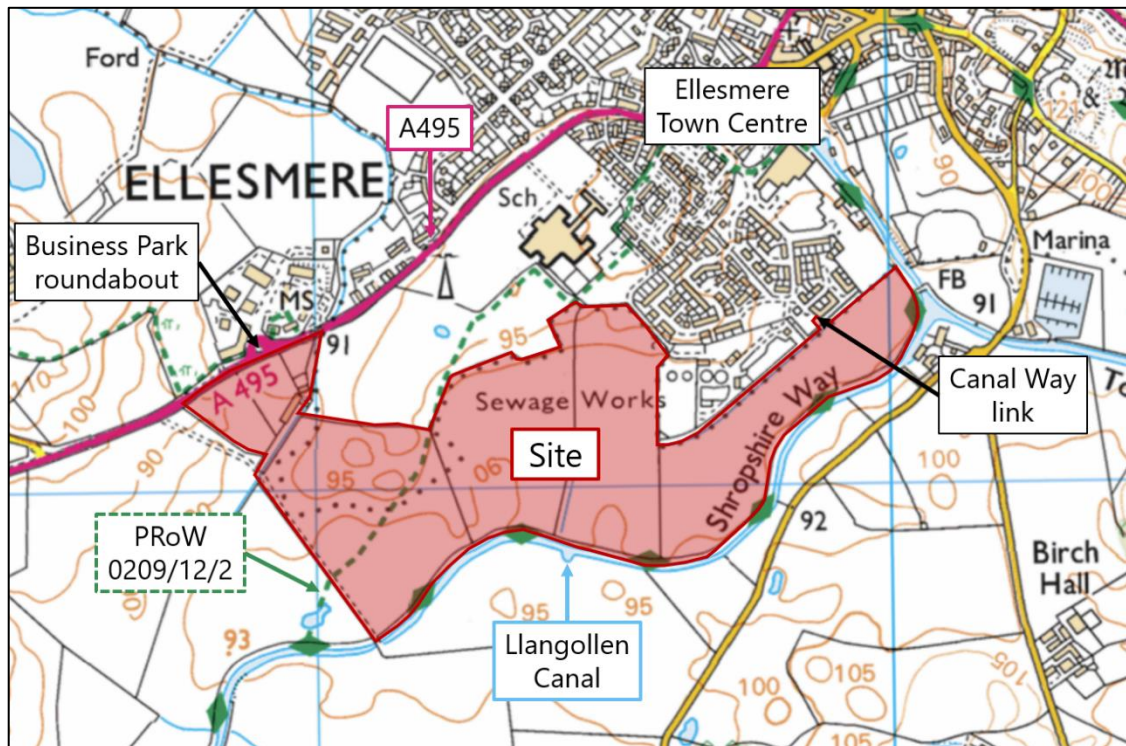
List of Appendices

- Appendix 1 Proposed Indicative Masterplan
- Appendix 2 Swept Path Analysis

1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Construction Traffic Management Plan (CTMP, reference HTp/2314/CTMP/01) in support of the planning application (reference: 23/02170/FUL) for a new link road to serve a mixed-use development to the south-west of Ellesmere in Shropshire, which is expected to comprise:
- i. Up to 350 residential dwellings
 - ii. A foodstore up to 2,000sqm
 - iii. Up to 10,000sqm of commercial floorspace
 - iv. A 100-bed care home
 - v. An 80-bed hotel
 - vi. 70 holiday cabins
 - vii. A touring caravan site with 35 berths
 - viii. A 750sqm pub/restaurant
 - ix. A 500sqm play centre
 - x. A 210sqm drive-through coffee shop
 - xi. A 210 sqm café/bakery
 - xii. A 0.15 hectare petrol filling station
- 1.2 It is expected that development of the application site will be delivered in several phases, therefore this CTMP should be considered as a live document, which starts with the link road construction and will evolve as each development phase comes forward.
- 1.3 The link road, which will include pedestrian and cycle infrastructure and be designed for low vehicle speeds, will join the existing highway network at the A495 Ellesmere Business Park roundabout in the west through the creation of a modified larger junction and a fourth arm to the south, and Canal Way, just south of Telford Avenue, in the east. The site location and local highway network are shown in **Figure 1.1**.

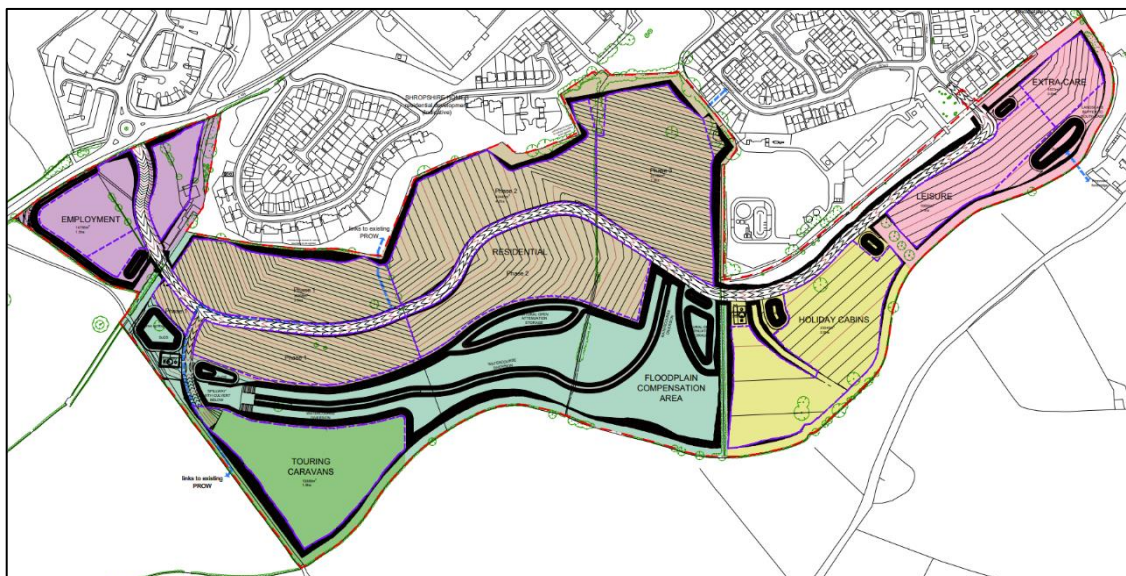
Figure 1.1 – The site location and the local highway network



Proposed Development

- 1.4 The Architect's proposed indicative masterplan (reference: PL500H) is contained as **Appendix 1**, together with the SGI drawing pack. An extract of the indicative masterplan is included as **Figure 1.2**, to provide context.

Figure 1.2 – Extract of the proposed indicative masterplan



1.5 From these plans, it can be seen that:

- i. The spine road links to the existing highway infrastructure at the A495 Ellesmere Business Park roundabout in the west and at Canal Way in the east
- ii. The spine road provides access to all of the proposed development along its course
- iii. The development will comprise mixed land uses
- iv. Pedestrian and cycle accesses to the wider highway network are proposed at several points around the site
- v. The existing footpath (PRoW 0209/12/2) is diverted through the site, partly along the spine road

Overview of the Construction Management Plan

1.6 All construction related traffic will enter and exit the application site via the A495 and this CTMP comprises the following:

- i. Hours of operation
- ii. Delivery times
- iii. Any necessary temporary traffic management measures
- iv. Parking of vehicles of site operatives and visitors
- v. Routes for construction traffic
- vi. Locations for loading/unloading and storage of plant, waste, and construction materials
- vii. 24-hour emergency contact number
- viii. Method of preventing mud being carried onto the highway
- ix. Measures to protect vulnerable road users (cyclists and pedestrians)
- x. Arrangements for turning vehicles
- xi. Arrangements to receive abnormal loads or unusually large vehicles
- xii. Existing Public Right of Way
- xiii. Methods of communicating the Construction Traffic Management Plan to staff, visitors and neighbouring residents and businesses
- xiv. Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works
- xv. Procedures for emergency deviation of the agreed working hours
- xvi. Control measures for dust and other air-borne pollutants
- xvii. Measures for controlling the use of site lighting whether required for safe working or for security purposes

- 1.7 Typically, there are expected to be up to 100 construction workers on site at any one time, with occasionally up to 150 workers at peak link road construction periods. The works are expected to be phased as follows:
 - i. Establish site compound
 - ii. Site clearance
 - iii. Excavation/plateau earth works
 - iv. Construction of enabling works, such as drainage
 - v. Construction of highway works, including the provision of a southern arm to the existing A495 business park roundabout to base course (as a minimum)
 - vi. Construction of the various elements that form the mixed-use development
 - vii. Surface course to all highway works
- 1.8 Subject to securing planning permission, the link road enabling works are schedule to commence January 2024 and construction of the link road is expected to take approximately 18 months.
- 1.9 Only contractors with an environmental policy as set out below will be considered for appointment:
 - i. Due environmental awareness, including all sub-contractors they appoint; they must provide training as necessary and encourage sub-contractors and suppliers to adopt sound environment practices
 - ii. The considerate use of land undergoing development, having special regard to archaeological finds and the storage, treatment, and disposal of any waste, hazardous or potentially toxic materials to avoid environmental harm
 - iii. The use and re-use of materials to minimise and curtail creating waste and whenever practicable, using materials and products from sustainable sources
 - iv. Control the emission of pollutants, noise and dust, and the use of potentially harmful substances and treatments during construction activities
 - v. Conserve energy through sensible selection, use and management of resources, equipment, plant, and transport
 - vi. The continued development, monitoring and investigation of systems, practices, and procedures at each stage of construction to ensure that the environment remains a foremost consideration

1.10 It should also be noted that only contractors with a considerate contractor policy as set out below will be considered:

- i. Before the commencement of any work, provide all neighbours, local businesses, the local highways department with a contact name and telephone number for the site manager and for the site office should they need to liaise or make a complaint
- ii. Will take care to ensure that works involving the utility companies are co-ordinated to reduce any disruption to the highway network
- iii. Contact the Council's Pollution Control Team and provide them with names and numbers to plan with the contractor as and when they require it. Reciprocal contact details will also be held by the contractor in case of any emergencies on site
- iv. Careful use of lighting with the intention being to only use lighting during normal site operating hours. Should lighting be required for security then this will be discussed with the Council and designed to minimise any impact on local properties and wildlife

1.11 **Section 2.0** sets out the CTMP and the strategy for managing transport movements.

2.0 Construction Traffic Management Plan

- 2.1 The individual elements of the CTMP are listed in **paragraph 1.6** and are considered in detail below.

Hours of operation

- 2.2 Construction of the link road will only be undertaken between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturday, which includes the hours of arrival and departure of construction workers. No construction is to take place on Sundays and Bank/Public Holidays unless agreed in writing by the Local Planning Authority (LPA) in advance.
- 2.3 All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the LPA, shall be carried out only between the following hours: 08:00 to 18:00 Monday to Friday, 09:00 to 13:00 on Saturday and at no time on Sundays and Bank/Public Holidays.
- 2.4 Subject to securing planning permission, works are scheduled to commence January 2024 and construction of the link road is expected to take approximately 18 months.

Delivery times

- 2.5 Delivery times will be restricted to 09:30 to 15:30 to reduce the risk of congestion and conflict on the wider highway network. In extraordinary circumstances, the contractor will liaise with the Local Highway Authority to agree potential relaxation of these times, subject to an acceptable justification, which may include the number of vehicles involved/trips generated.
- 2.6 There will be no restriction on the times of deliveries on a Saturday except that these must occur during the permitted hours of operation of the site.

Any necessary temporary traffic management measures

- 2.7 No road closures are required to enable the construction of the link road. However, temporary traffic management measures will be required to enable the construction of the fourth arm to the Ellesmere Business Park roundabout.

Parking of vehicles of site operatives and visitors

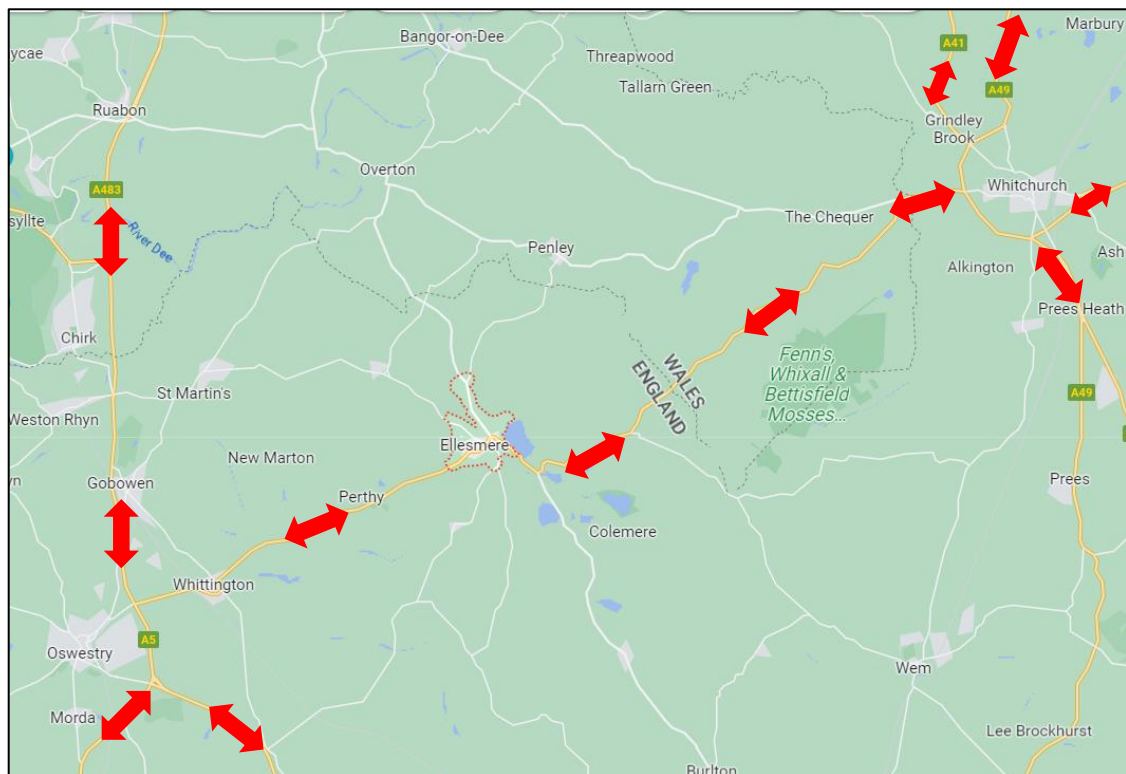
- 2.8 Sufficient parking for all site operatives and visitors will be provided within the site at all times.
- 2.9 Parking for site operatives and visitors will initially be located close to the existing access to the application site from the A495, east of the Ellesmere Business Park roundabout.
- 2.10 It is envisaged that parking for site operatives and visitors will be relocated upon completion of the construction of the fourth arm of the roundabout and continue to be contained within the site.
- 2.11 During all stages of the development, contractors will be instructed to park in a designated area/compound within the site.

- 2.12 Workers will also be encouraged to car share to minimise car parking demand and trip attraction.

Routes for construction traffic

- 2.13 As set out above, access to the site for all construction related traffic will be via the A495.
- 2.14 Construction traffic originating from the east will be expected to use the A49 and/or the A525 to Whitchurch before using the A41 around the west side of Whitchurch to join the A525 from where they will be expected to use the A495 to access and egress the application site.
- 2.15 Construction traffic originating from the west will be expected to use the A5 and/or the A438 around the east side of Oswestry to link into the A495 to access and egress the application site.
- 2.16 Local suppliers will be instructed to use these routes where appropriate and if not, they may take alternative local routes that they already use regularly. This is illustrated in the route plan at **Figure 2.1**.

Figure 2.1 – Construction vehicle routing plan



- 2.17 Vehicles can achieve direct access to the application site from the A495 and swept path analysis confirms that a 16.5 metre articulated heavy goods vehicle (HGV) can access the site from the west via the existing field gate access to the west of the Business Park roundabout, which will operate as a temporary construction access until the Business Park roundabout modifications have been completed (see **Appendix 2**).

- 2.18 Swept path analysis also confirms that a 16.5 metre articulated HGV can access the site from the east via the existing access to the east of the Business Park roundabout, which will also operate as a temporary construction access until the Business Park roundabout modifications have been completed (see also **Appendix 2**).
- 2.19 Banksman will be used at the temporary construction site access points to ensure that all vehicles arrive and depart safely.

Locations for loading/unloading and storage of plant, waste, and construction materials

- 2.20 Vehicles will load and unload within the site, as close to the compound as practicable, to minimise carry distances. There will be a marshal in place to ensure that vulnerable users of the A495, as well as contractors and visitors, are kept safe during loading or unloading. The contractor will be allocated a designated area within the site for the compound, including parking, and load/unloading and storage of plant, waste, and construction materials.
- 2.21 Deliveries will be managed so that no more than 10 delivery vehicles are present at one time.
- 2.22 The storage of plant, waste and construction materials will be wholly within the site.

24-hour emergency contact number

- 2.23 A 24-hour contact number for the site manager and the site office will be provided to all neighbours, local businesses and the Council should they need to make a complaint.
- 2.24 The Council's Pollution Control Team will also be provided with the number and reciprocal contact details will also be held by the contractor in case of any emergencies on site.
- 2.25 As a condition of employment, all staff will have undergone competency and training requirements and a risk assessment will have been carried out. However, if an accident requiring non-emergency medical attention was to occur then the nearest medical centre to the site is the Royal Shrewsbury Hospital, Mytton Oak Road, Shrewsbury, SY3 8XQ. The contact number for the Royal Shrewsbury Hospital is 01743 261000.

Method of preventing mud being carried onto the highway

- 2.26 Wheel washing facilities and obligations will be introduced to prevent mud being carried onto the local highway network.
- 2.27 At the start of the groundworks phase the required plant will be delivered onto the site and removed at the end of this phase. During this phase wheel washing will be employed. The cut and fill over the site will be broadly neutral and therefore the import and export of materials will be minimal. Vehicles removing demolition materials shall have their loads effectively sheeted.

- 2.28 The contractor will ensure that at all times during the development measures will be in place to ensure no mud/detritus enters the local highway network. Where water is used for cleaning, mitigation measures will be in place to ensure that it is not discharged onto the local highway network. This will be continually monitored, and additional measures put in place for removal should mud end up on the local highway network and to deal with freezing conditions.

Measures to protect vulnerable road users (cyclists and pedestrians)

- 2.29 The A495 does not benefit from a footway on its southern side, therefore, the only vulnerable users are likely to be cyclists and motorcyclists.
- 2.30 An authorised banks person will assist vehicles entering and exiting the site from the A495 during the loading or unloading of materials to protect cyclists and motorcyclists. However, there will not be a requirement for construction vehicles to reverse out onto the public highway in any event.
- 2.31 There will be physical barriers around the perimeter of the site to prevent inadvertent access. The site will also be surrounded by signage and site management will ensure that these are not obstructed.
- 2.32 All debris, equipment, vehicles, and construction workers will be contained within the perimeters of the site to ensure that they do not obstruct pedestrian/cyclists/motorcyclist movements.
- 2.33 The perimeter of the site will be secure and signed to ensure that cyclists and pedestrians are aware of the ongoing works, any construction vehicles will be well lit.

Arrangements for turning vehicles

- 2.34 Vehicles will enter the site from the A495 in a forward gear, load and unload goods on site, and manoeuvre within the site such that they can enter the adopted public highway in a forward gear.

Arrangements to receive abnormal loads or unusually large vehicles

- 2.35 The number and sizes of delivery vehicles visiting the site is set out in **Table 2.1** which shows that vehicle delivery numbers are likely to be a maximum of 12 per day and generally up to five larger vehicles per day.

Table 2.1 – Number, size, and frequency of construction vehicles during construction period

Type of LGV/HGV Construction Vehicle	Frequency
10.0 metres in length or less	Typically, no more than 12 vehicle every day
Greater than 10.0 metres up to 16.5 metres in length	Initially a maximum of 10 vehicles in any one day with typically no more than five per day after that

- 2.36 Construction workers and vans will be permitted to and from the site at any reasonable time to coincide with the hours of construction as set out at **paragraph 2.2 and 2.3**. Delivery and other construction traffic, including large vehicles, will be restricted to between 09:30 and 15:30 Monday to Friday inclusive; 08:00 to 13:00 on Saturday, with no such vehicular movements taking place on Sundays and Bank/Public Holidays. Any deviations in this will be agreed by the LPA in advance.

Public Right of Way

- 2.37 Existing Public Right of Way reference 0209/12/2 (PRoW 0209/12/2) runs generally north-east to south-west through the application site and crosses the proposed alignment of the link road. The PRoW will need to be temporarily diverted during construction works to ensure the safety of all users and this will be the subject of further discussions and agreement with the Local Planning Authority and Local Highway Authority.

Methods of communicating the CTMP to staff, visitors and neighbouring residents and businesses

- 2.38 All members of staff, contractors, and/or visitors will receive a copy of the CTMP which they will be required to read before permitted on site.
- 2.39 The contents of the CTMP will also be communicated to neighbouring residents and businesses.

Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works

- 2.40 The general principles for the control of noise during the construction works as set out in the above document are presented below:
- i. Appropriate choice of plant and equipment
 - ii. Regular plant maintenance to keep plant in good working condition and reduce noise from machinery
 - iii. Careful phasing of the proposed operations
 - iv. Provision of temporary barriers

2.41 The operating measures for noise reduction include:

- i. Ensure that all staff and operatives are briefed on the requirement to minimise nuisance from site activities
- ii. No equipment shall operate other than at the manufacturers' rated working levels; site staff shall not 'rev' equipment unnecessarily
- iii. Use of rock breakers on site shall be kept to an absolute minimum and only silenced or sound models shall be used
- iv. No plant and equipment shall be left running if not required for immediate use. Where this is not practicable, equipment shall be set to idle in the quietest manner to minimise noise emissions
- v. Resilient materials should be used where possible to reduce impact noise where materials are being moved or dropped e.g., lining chutes and dumpers. Materials should be lowered whenever practicable and otherwise drop heights should be kept to a minimum

Procedures for emergency deviation of the agreed working hours

2.42 Any emergency work will be reported to the emergency contact number which will be provided prior to the commencement of construction works. All required arrangements will be set out appropriately by the site construction management operatives.

2.43 Emergency work that requires immediate attention i.e., a broken perimeter fence, will be completed as soon possible within the noise and light conditions. In this case, the Council will be notified as soon as possible.

2.44 Procedures for emergency work that can be delayed until the next working day without an unacceptable risk to safety will be notified to the Council in advance of the required works. These works will not be permitted unless prior written agreement has been given by the LPA.

Control measures for dust and other air-borne pollutants

2.45 The construction will use hydraulic attachments where possible so dust will be kept to a minimum. However, if dust levels rise water and specialist equipment will be sourced on site to suppress dust emissions.

2.46 It will be required that Personal Protective Equipment (PPE) is worn whenever necessary, and that decontamination will occur at existing areas. A pre-clean and certification will be carried out prior to the commencement of the works.

2.47 Works will stop if visible contamination is encountered.

2.48 All works will be monitored by the site manager throughout the project to ensure that dust and other air-borne control measures are being carried out.

2.49 Dust will be contained via specific mitigation measures. The best policy to avoid dust is to insist on keeping the site clean and tidy, this will inspire the workforce to follow suit.

2.50 Vehicle movements and groundworks produce dust, especially in dry conditions plus when cutting steel and concrete, these activities will be mitigated via applying water via a bowser and hose.

2.51 Areas will be damped down with water prior to cleaning.

Measures for controlling the use of site lighting whether required for safe working or for security purposes

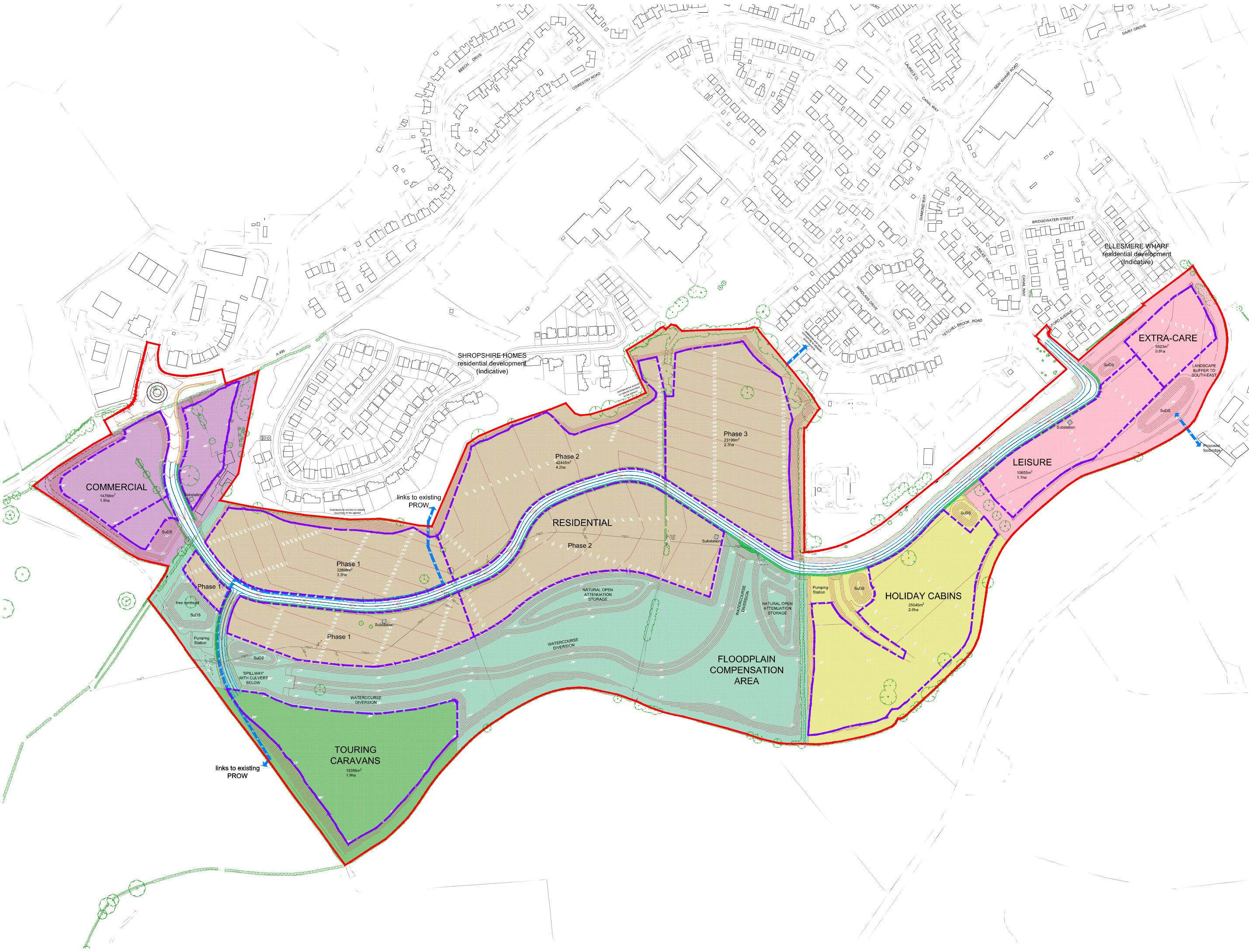
2.52 Lighting will be used carefully with the intention being to only use lighting during normal site operating hours. Should lighting be required for security then this will be discussed with the Council and designed to minimise any impact on local properties and wildlife.

2.53 Site lighting will be provided if required during the evening working hours to ensure that workers can maintain a safe visual working environment. No works are to be permitted if appropriate lighting is not present on site.

2.54 Throughout the night, lighting will be provided for security purposes if required. If provided, night lighting will be carefully positioned as to not negatively affect residents.

Appendix 1

The Architect's Proposed Site Layout Plan



This line should measure 80mm when printed correctly
This drawing is the copyright of Roberts Limbrick Ltd and should not be reproduced in whole or in part or used in any manner whatsoever without their written permission.
Responsibility is not accepted for errors made by others in scaling from this drawing. Use only figured dimensions and report any discrepancies or omissions to the Architect immediately.

Rev	Date	By	CN	Description
P	17.03.23	EP	CW	Label Information
Q	31.03.23	EP	CW	Indicative layout illustrated
R	06.04.23	EP	CW	Substations added
S	11.04.23	ML	EP	Substations relocated



03333 405 500
mail@robertslimbrick.com
robertslimbrick.com

Project Name
Ellesmere Canalside Development

Client Name
Burbury Investments

Drawing Title
Indicative Masterplan

Scale
1:1250 @ A0

Project No.
5614

Status
S0

Purpose Of Issue
Work In Progress

Project
5614

Org
• RL

Vol
• XX

Level
• 00

Form
• DR

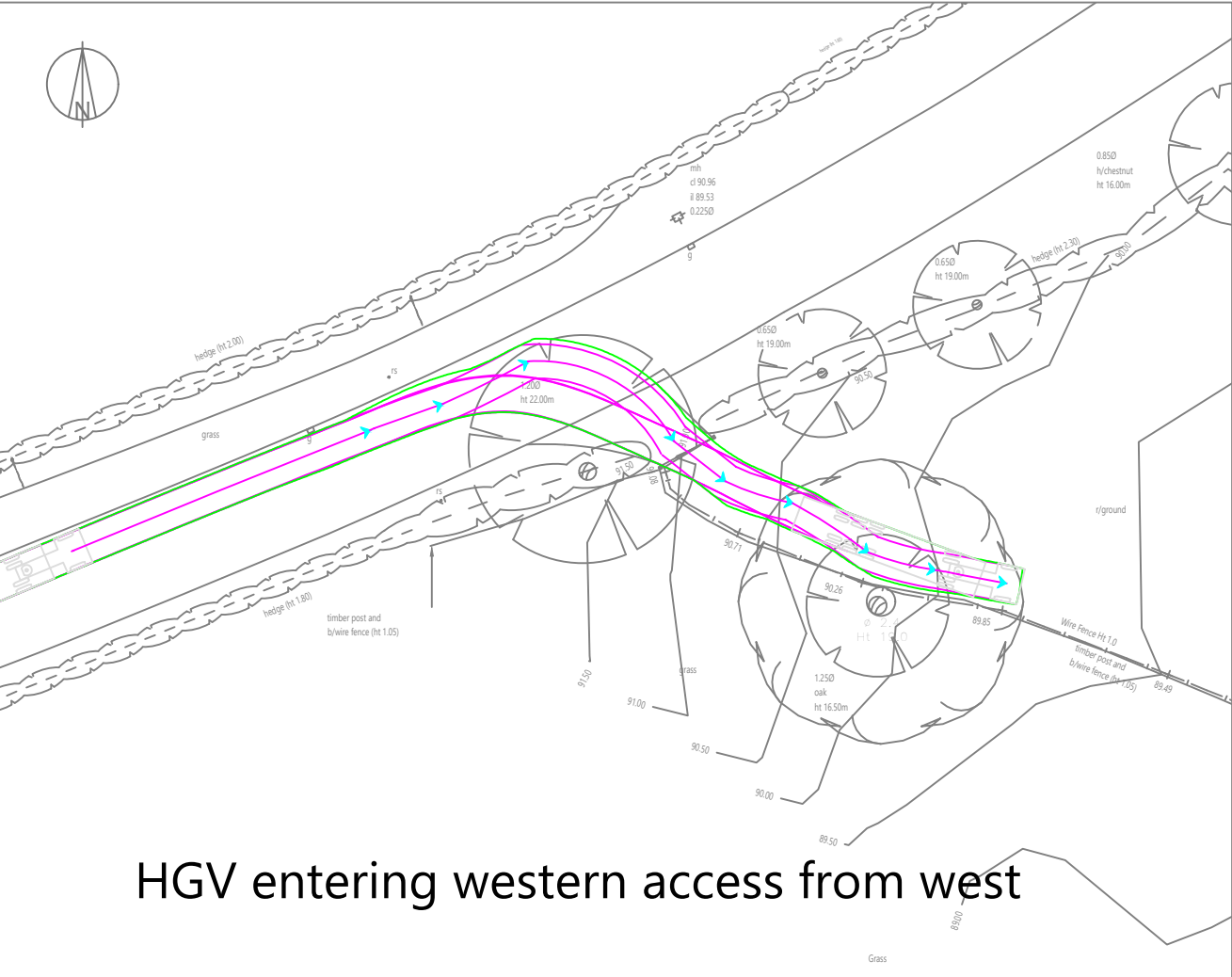
Role
• A

Number
PL500

Revision
S

Appendix 2

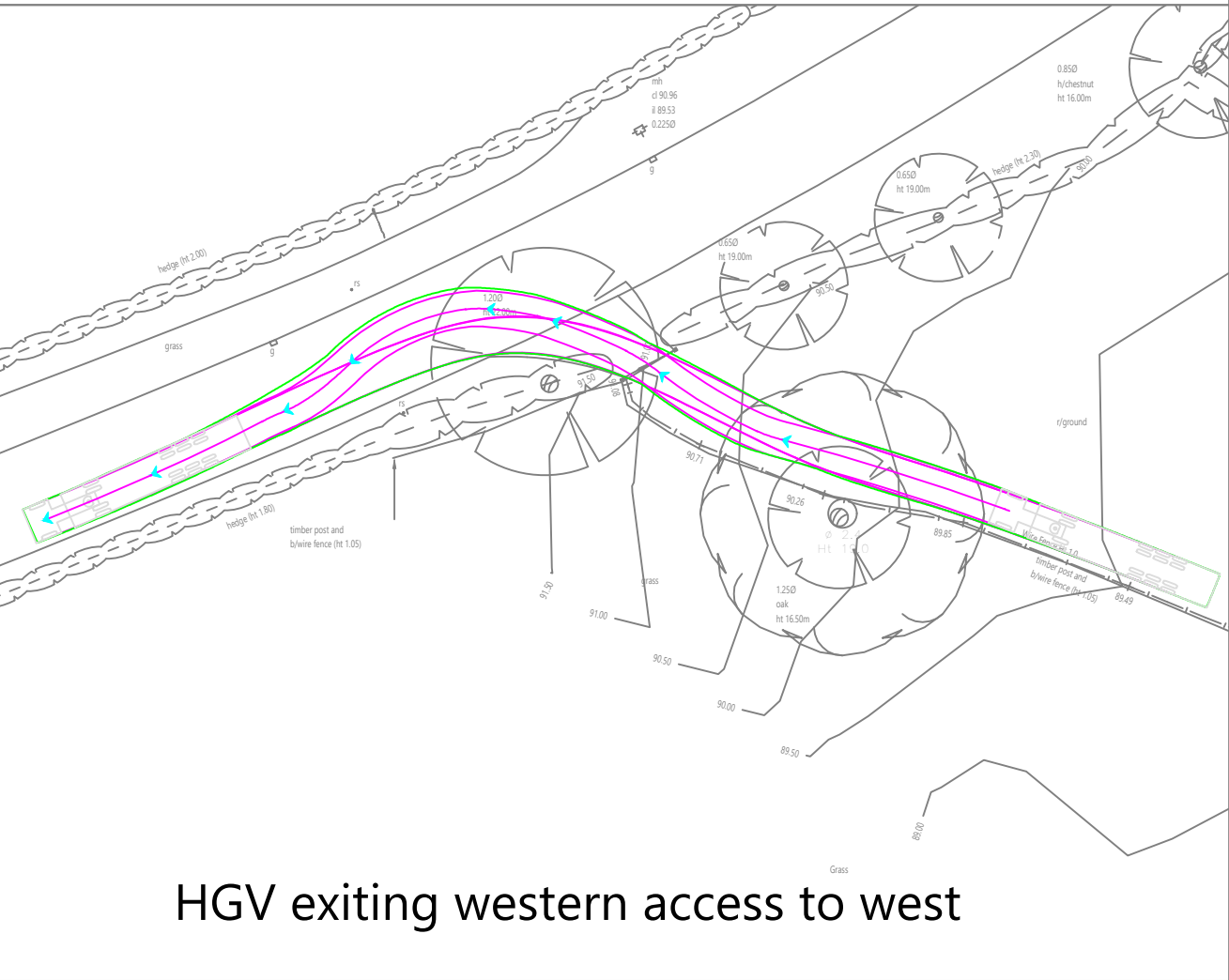
Swept Path Analysis



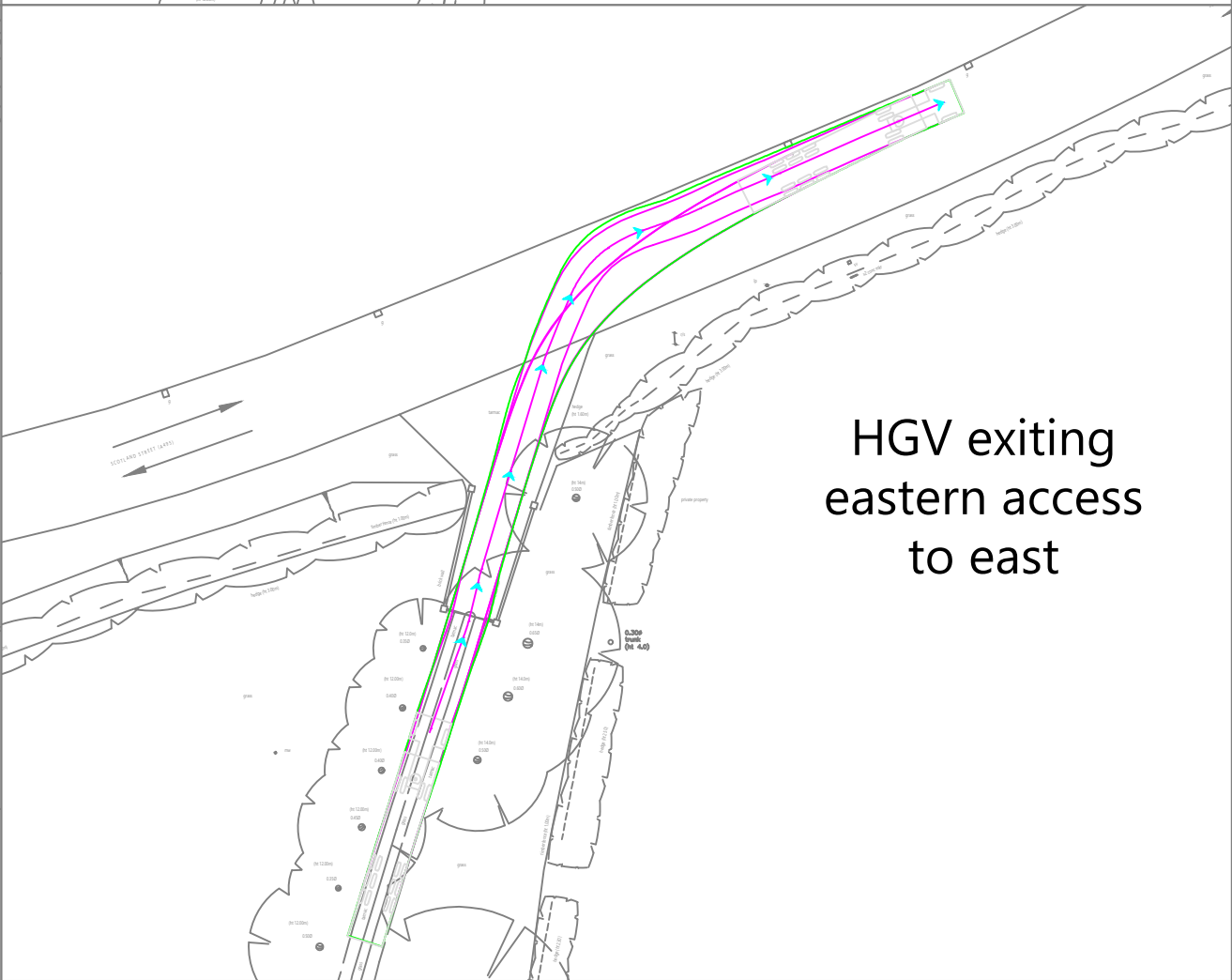
HGV entering western access from west



HGV entering eastern access from east



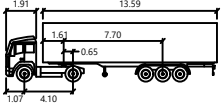
HGV exiting western access to west



HGV exiting eastern access to east

NOTES:
© Crown copyright and database rights 2023 OS Licence 100056454.

ISSUE	REASON FOR REVISION	BY	DATE



GUIDELINE Semi-Trailer

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 22.1
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

PROJECT:

CANALSIDE ELLESMERE

CLIENT:

FORMAL INVESTMENTS

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2314	TR01	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m

5m

10m

15m

20m

Highgate*Transportation*

www.highgatetransportation.co.uk

First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

© Highgate Transportation Limited

TITLE:

SWEPT PATH ANALYSIS
16.5m HGV (FOR CTMP)

DATE:	DRAWN BY:	CHECKED:
20.07.23	DB	FB