Construction Traffic Management Plan
35 Turner Street & 40 Back Turner Street, Manchester

Prepared by Tom Craven on behalf of Craven Turner Street Ltd

28th FEBRUARY 2020

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Ref: CravenTurnerStreet-CTMP

1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by Tom Craven on behalf of Craven Turner Street Ltd to discharge planning condition #5 of the approved Manchester City Council (MCC) planning permission for the proposed residential development (MCC application number: 116255/FO/2017, approved 20th September 2017) at 35 Turner Street/40 Back Turner Street, Manchester, M4 1DW.

The planning permission decision notice states that the proposed development has been approved in accordance with the application and plans submitted subject to nine planning conditions. Planning condition #2 states that, *'the development must be begun not later than the expiration of three years beginning with the date of this permission'.* The planning permission was approved on 20th September 2017 therefore, therefore the works need to be started before 20th September 2020 (in approximately 7 months).

Of the nine planning conditions outlined with the decision notice, two conditions are pre-commencement conditions (condition #5 and #6) whereby no development work can be undertaken until both planning conditions have been discharged by MCC.

This report presents the proposals relating to the CTMP requested by MCC to ensure an acceptable development during the construction phase, pursuant to policy DM1 of the Core Strategy.

2. Development Proposals

The proposed development is to refurbish the upper floors (1st to 3rd) of 35 Turner Street/40 Back Turner Street into 4 no. residential apartments (2 no. studios and 2 no. 2-bed apartments), together with the use of space at ground floor level of 40 Back Turner Street for the only entrance into a refurbished lobby area for the apartments.

The construction works are to be carried out by Triple M Projects Ltd of Stalybridge (known hereafter as 'the contractor') who have worked on the building previously, bringing the structure up to shell condition in preparation to be redeveloped in apartments.

3. Work Programme

The construction programme for the development is proposed to be 14 weeks (3.5 months), split into 3 phases, as described in Table 1.

Table 1: Construction Phase Programme

Construction Phase	Duration of Phase
Site Preparation	2 weeks
All Building Work (including all electrics and plumbing)	10 weeks
Decoration & Final Fittings	2 weeks
Total Duration	**14 weeks**

Works will take place each week from Monday to Friday between the hours of 07:30 to 16:30, with no weekend working.

The start date for the works is provisionally programmed as Monday 4th April 2020 with an approximate finish date of 24th July 2020.

4. Site Access

The site entrance is located at 40 Back Turner Street, which is a narrow, two-way, single carriageway road providing access to a number of buildings (mainly restaurants, houses and small businesses) to the rear of Turner Street in Manchester city centre. Back Turner Street links Kelvin Street and St. John Street to the east with Back Thomas Street, Brick Street and High Street to the west.

The roads surrounding the development site consist mainly of a network of one-way single carriageway roads, such as Turner Street, Cross Street, Thomas Street and High Street with the occasional two-way single carriageway road allowing north-south connections and resilience routes through a compact network of roads in the city centre, known as the Northern Quarter. This network of one-way roads has been taken into account when devising suitable construction traffic routes to/from the site and the main urban road network serving the city centre, which is discussed further below in section 5 (construction vehicles).

5. Construction Vehicles & Deliveries

In order to construct the development, a number of construction vehicles will need to access the site via Back Turner Street to bring materials, tools and other construction equipment to/from site. Table 2 below presents the anticipated maximum vehicle movements to/from site per day for each construction phase (detailed in Table 1), identifying what type of vehicles will arrive and depart site during each construction phase along with details of the frequency, purpose and time in and out for each vehicle type.

Table 2: Maximum Construction Vehicle Movements To/From Site

Construction Phase	Vehicle Type	Frequency	Time In	Time Stopped	Time Out	Purpose
Site Preparation	LGV	3 per day (6 movements per day)	07.00 12.00 16.00	30 mins	07.30 12.30 16.30	Unloading/loading equipment/materials
Construction Phase	LGV	3 per day (6 movements per day)	07.00 12.00 16.00	30 mins	07.30 12.30 16.30	Unloading/loading equipment/materials
Decoration	LGV	3 per day (4 movements per day)	07.00 16.00	30 mins	07.30 16.30	Bringing decoration equipment to site and taking back to base at night

To avoid using large heavy goods vehicles (HGVs) to bring materials to/from the site along the narrow streets around Back Turner Street and Turner Street, the contractor will store all materials for the build at their warehouse in Stalybridge and bring to/from site in light goods vehicles (LGVs) when required.

The contractor has confirmed that no HGVs will be required to bring materials and tools to/from site and that all vehicles will follow the construction vehicle routing plan shown in Appendix 1.

All vehicles arriving to site/Back Turner Street from the contractor warehouse in Stalybridge will use Ashton Old Road, Great Ancoats Street, Tib Street, Thomas Street and Kelvin Street to access Back Turner Street. If Kelvin Street is still blocked off, vehicles can continue down to Thomas Street and use High Street to access Back Turner Street.

All vehicles departing site/Back Turner Street to go back to the contractor warehouse in Stalybridge will use Back Turner Street, High Street, Church Street, Lever Street, Greats Ancoats Street and Ashton Old Road.

These arrival and departure routes within the Northern Quarter (the zoomed in drawings in Appendix 1) are the city centre routes all other vehicles will use to arrive and depart to/from site.

All deliveries will park outside the site entrance and will unload/load from stationary on Back Turner Street. As this road is only wide enough for one vehicle, temporary 'unloading/loading' warning signs will be placed on Back Turner Street at the suitable locations to let potential drivers know that unloading/loading is occurring so they can reroute their journey. If a vehicle ignores the signs uses Back Turner Street whilst a vehicle is unloading/loading, a banksman/site worker will try and help reroute the driver or as a last resort the construction vehicle will move to a safe point on the road to allow the vehicle pass to pass safely. As the road is narrow and not heavily trafficked, it is not anticipated that this would occur very often, but measures are in the places to manage such potential conflicts. From past experience on working on the building, the contractor said these measures worked well with no adverse impacts on Back Turner Street or other local roads.

Once the LGVs have been unloaded/loaded they will either be parked back at the contractors' warehouse in Stalybridge or will be parked in a local car park. No vehicles will be parked on Back Turner Street.

No vehicle tracking has been undertaken or is required as the biggest vehicle to arrive/depart site will be an LGV which can access Back Turner Street with no problems. As described above, the contractors who are undertaking the build have worked on the building previously and used LGVs to access the site and manoeuvre to/from Back Turner Street with no issues.

There will be no abnormal loads arriving or departing to/from site.

6. Storage and Disposal/Collection of Materials

As detailed in section 5 above, all materials, tools and equipment will be bought to/from site when required and either stored on site where necessary or stored in the contractors' warehouse in Stalybridge.

It is proposed that no skips will be used for the development to avoid disturbing the local community and taking up valuable parking spaces. All waste needed to be disposed of will be held in the lobby and transferred to LGV trips leaving the site. The waste will then be disposed/recycled at a local refuse collection centre in Greater Manchester (i.e. Longley Lane, Sanford Lane, Reliance Street).

7. Summary

This report presents the full details of the proposed construction/fit-out arrangements from a highway's perspective. It is confirmed that only LGV's will be used to bring materials, tools and waste to/from site which can be easily accommodated around the local and urban road network.

The development will only create a maximum of 6 vehicle movements to/from site per day each trip dwelling outside the property on Back Turner Street for 30 minutes to load/unload accordingly. Established and effective traffic management is proposed to mitigate/reduce impact on other local trips using Back Turner Street whilst a Contractor van is loading/unloading at the property.

All loading/unloading will be undertaken as described in section 5 and will not have any adverse impacts on other vehicles using Back Turner Street.

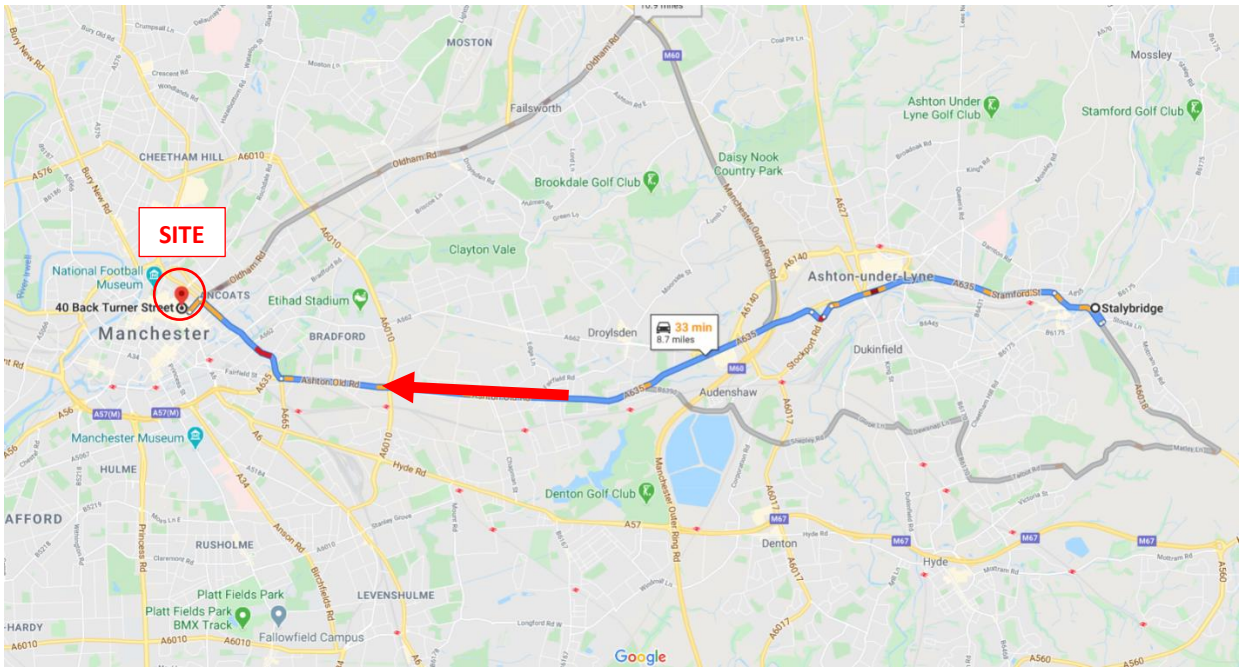
In conclusion, the construction of the development will be managed and planned so that any impact on local traffic using Back Turner Street is minimised. On the basis of this Construction Traffic Management plan, it is considered that planning condition #5 can be discharged.

Appendix 1

Construction Vehicle Routes To/From Site

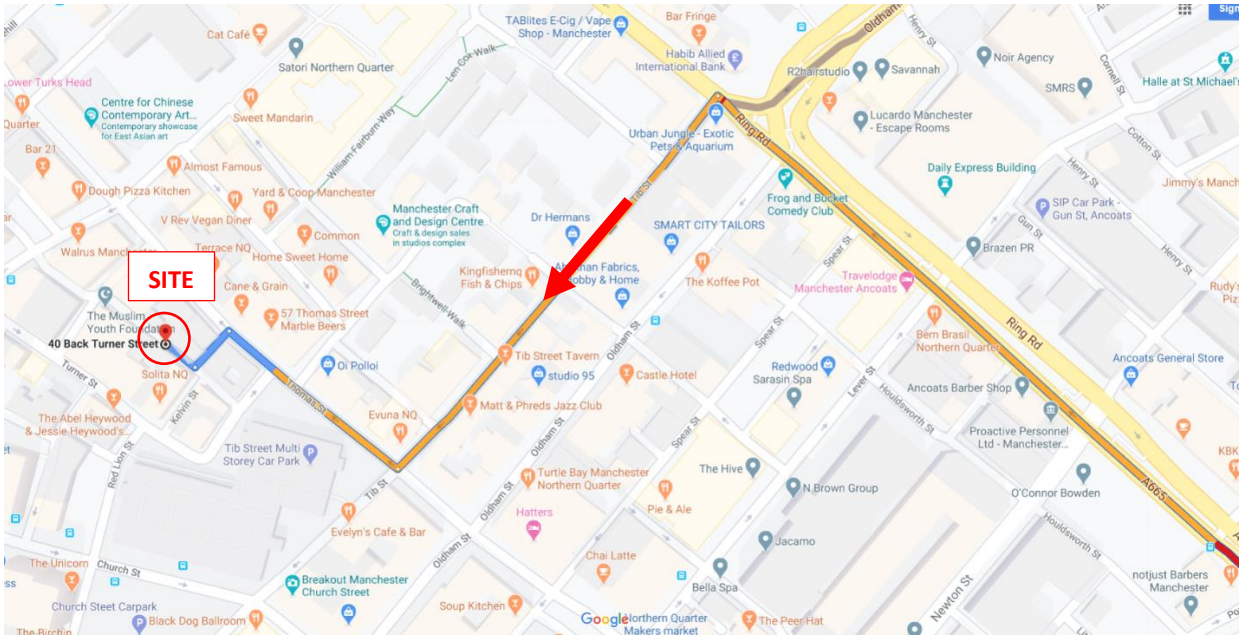
CONSTRUCTION VEHICLE ROUTES TO/FROM SITE

CONSTRUCTION ROUTE: STALYBRIDGE TO SITE



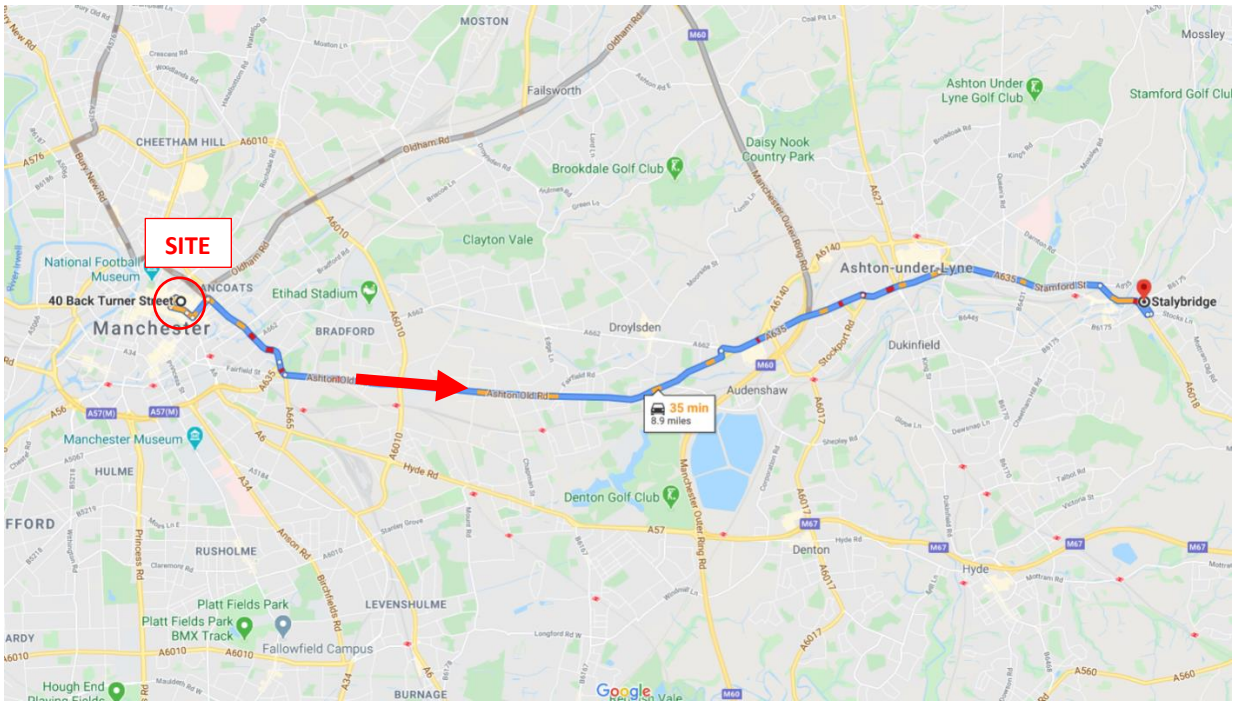
CONSTRUCTION VEHICLE ROUTES TO/FROM SITE

CONSTRUCTION ROUTE: STALYBRIDGE TO SITE (ZOOMED IN)



CONSTRUCTION VEHICLE ROUTES TO/FROM SITE

CONSTRUCTION ROUTE: SITE TO STALYBRIDGE



CONSTRUCTION VEHICLE ROUTES TO/FROM SITE

CONSTRUCTION ROUTE: SITE TO STALYBRIDGE (ZOOMED IN)

