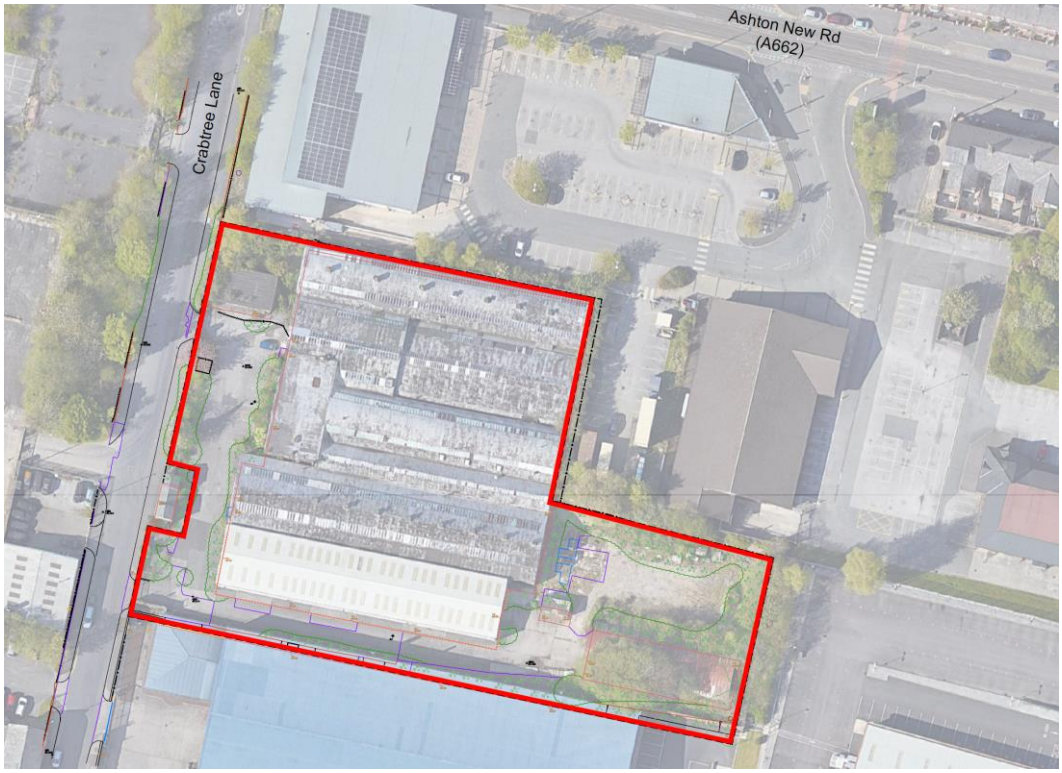
TRAFFIC MANAGEMENT PLAN

For all associated demolition works



Crabtree Lane, Clayton
MANCHESTER
M11 4GU

Reference No.	Date	Description
198.1.TMP.00	20.12.2023	First Draft

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DEMOLITION
SERVICES LIMITED

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Introduction

This Demolition Management Plan is provided to illustrate the operational approach and procedures proposed for the site enabling and demolition works to demonstrate that they are to be carried out in a safe, controlled and documented manner such that the site remains fully compliant with relevant permits, legislation and planning conditions at all times.

This plan has been prepared on behalf of Demolition Services Limited (DSL), acting as principal contractors for the works

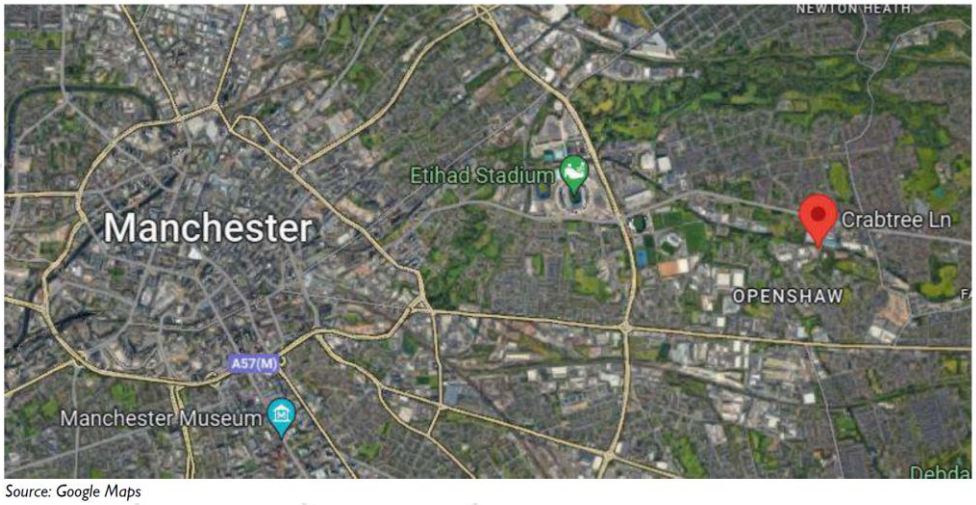
Site Location

The site is located on Crabtree Lane, Clayton, Manchester. The postal address for the site is;

- Crabtree Lane, Clayton, Manchester, M11 4GU

The property fronts Crabtree Lane, which is accessed off Ashton New Road. The property sits 2.95 miles east of Manchester city centre and close to the Croft Street Triangle area of the Eastlands Regeneration Area. Eastlands includes Manchester City Football Club's Etihad campus and stadium, and the forthcoming £365m Co-Op Live entertainment venue.

The immediate area comprises a variety of uses, with a small, primarily roadside retail scheme fronting Ashton New Road (Aldi, Subway, Greggs, Home Bargains, and Iceland), a dense residential catchment and some industrial uses Sonoco Consumer Products and a car garage opposite the property, Elcometer directly adjacent to the subject and a Lyndon SGB on Claytonbrook Road.



Source: Google Maps

Overview of the Works

The scope of demolition works required at the industrial park includes for the demolition of a number of large warehouse buildings, office buildings and general stores following the removal of any asbestos containing materials and or hazardous material identified prior to demolition.

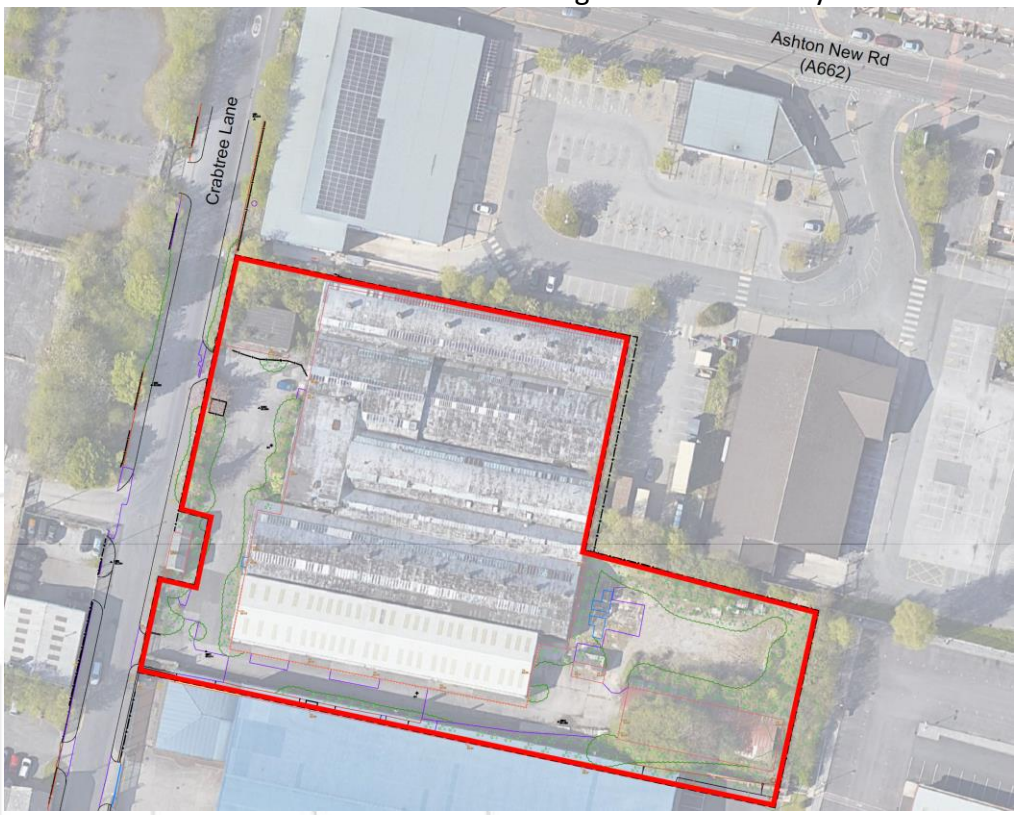
Following the demolition of all above ground structures, the grond bearing slab and foundations will be broken and grubbed up before all suitable material is processed and crushed on site and stockpiled for futre re-use by the client as part of the sites re-development.

Duration of Works

The demolition works, including all enabling works are anticipated to take 12 weeks, commencing early 2024

Site Boundary

The demolition works will be contained within the following red line boundary.



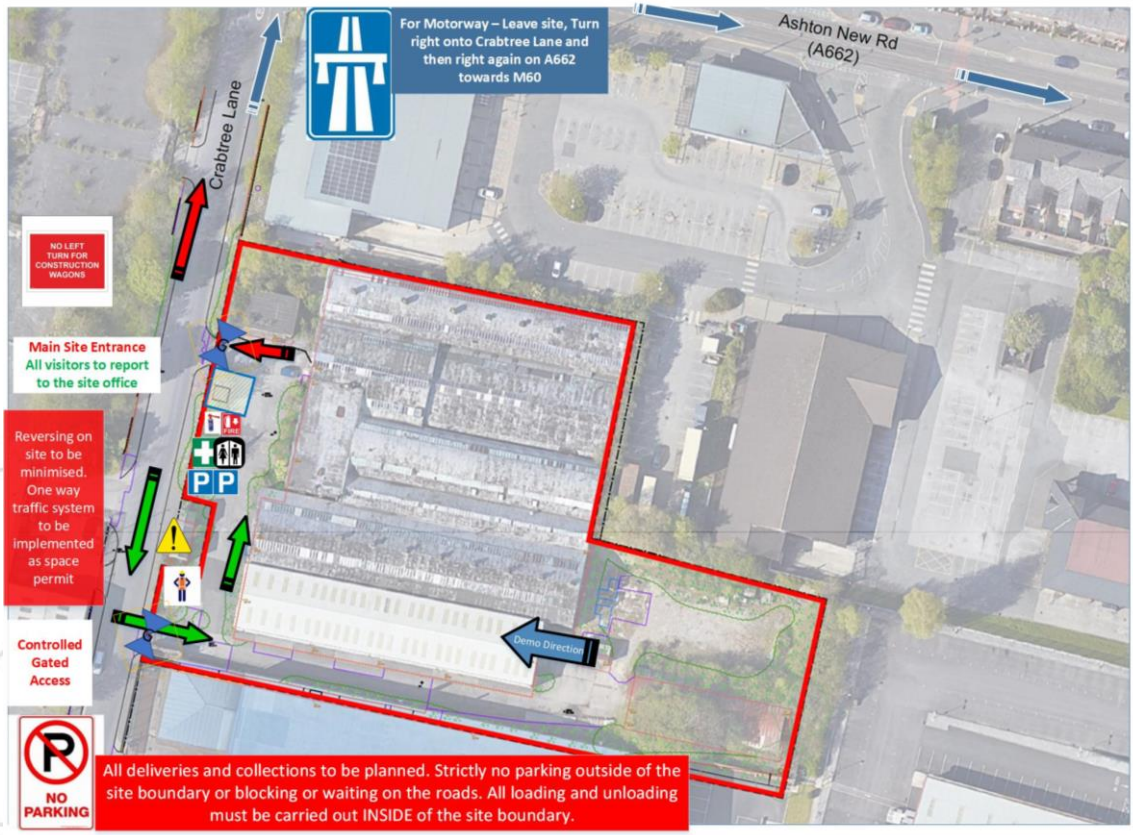
Site Access

Throughout the duration of the demolition works, access/egress to the site will be gained directly from the main gated entrance. No other entrance to the site will be permitted.

The site entrance will be controlled by a physical barrier and a manned by gateman during working hours. The delivery of demolition materials, plant and equipment shall be restricted to approved working hours unless in exceptional circumstances.

For the avoidance of doubt, details of access arrangements to and from the site will be distributed in advance to any suppliers servicing the demolition works at the point of pre-qualification and again at the point of placing the order. This will be practically done so by using a plan and access route to the site consistent with the above.

No visitors shall be allowed directly onto site unless they have been appropriately inducted in accordance with the site Health, Safety and Environmental Rules.



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Delivery Times

All deliveries and collections will be made during normal working hours of site and shall be restricted to: -

- 0800-1800 hours Monday to Friday
- 0800-1300 hours on Saturdays

No vehicular deliveries or collections will be allowed on Sundays, Bank Holidays or other Public Holidays, unless otherwise agreed in writing with the Local Planning Authority.

The only exception to this would be in the case of an on-site emergency, which would be notifiable and carried out within the requirements of the H&S Executive regulations.

All loading and unloading will be carried out inside of the site boundary and in designated areas only.

No parking or waiting outside of the site boundary is permitted.

Estimated Vehicle Movements

The number of vehicles accessing the site has been estimated according for each of the stages of demolition. Our demolition expertise has been applied to the proposed programme and demolition methodology tool to develop the estimates below.

Construction Stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup	80	5
Asbestos	100	6
Strip Out	140	8
Demolition	160	8
Processing and Crushing	140	6
Demobilization	100	5

Loading and unloading

The main works to be carried out on the site is the demolition of the former industrial unit which will be demolished using mechanical, demolition spec excavators.

Looking firstly at site set-up, this will require the delivery of temporary site offices, probably in the form of porter cabins and lockable containers for storage of smaller items of plant.

These are likely to arrive on large low-loaders and would be craned off as single units.

Large plant items, including demolition spec excavators, would typically, arrive by low-loader. Smaller plant item will arrive on Flat-Bed Lorries and small vans.

In the paragraphs above, four main types of delivery vehicle have been identified:

1. **Small Vans:**
   These range between 3500kg and 7500kg and used for small or handheld tools and equipment
2. **Low-Loaders:**
   Low-Loaders are generally a maximum of 15m long and have a maximum weight of 38,000kg.
3. **Tipper Trucks:**
   Tipper Trucks have between two and four axles and range in size from 6.35m long to 9m long. The smaller end of the range have Gross Vehicle Weight [GVW] of 16,260kg up to 30,490kg for 4 axle Tippers.
4. **Flat Bed Lorries with HIAB Crane/Loaders:**
   Flat Bed Lorries with hydraulic lorry loaders are similar in size to tipper trucks. The maximum Gross Vehicle Weight [GVW] is generally lower at around 24,390kg.

All loading and unloading will be carried out inside of the site boundary and in designated areas only.

No parking or waiting outside of the site boundary is permitted.

The swept path analysis has identified that the maximum size vehicle able to access the site is a 9m long 4 axle tipper. This will be reassessed following possession of the site. This means that low loaders will not be able to access the site or Crabtree lane. Crabtree lane is a dead end. No turning is available. Access into the site is therefore restricted.

Planning Considerations

This traffic management plan has been developed to ensure a clear, accessible and safe network of roac streets, pathways and cycle ways local to site and ensure that all construction vehicles entering and leav site do so safely and with little impact to the existing, local transport infrastructure.

Fundamental to the traffic management plan the safe access and egress of construction vehicles and the segregation of pedestrians and site traffic.

This is and will be continuously monitored and where required will be adapted as work progresses

This includes the production of the **Emergency Procedures** which will be monitored and revised as necessary throughout the construction period.

Any changes to the traffic management plan will be shared with all site and office based staff as part of the site induction process and planned meeting.

Sub-Contractors, Suppliers and all visitors will also be made aware of these changes and compliance to the latest requirements is the responsibility of all site personnel and will be monitored.

All traffic management, access and egress to this site is specific to this development and is further detailed on the appendices.

All construction traffic entering and leaving the Site will be closely controlled. Vehicles making deliveries to the Site or removing spoil material etc. will travel via designated routes, as denoted on Traffic Management Plans, sent out with contractor and material orders.

Clear and concise signs will be erected by Demolition Services, warning of the nature of the works to be undertaken and a signboard displayed with all relevant contact names including a 24hr telephone number.

All deliveries to and from site, in particular Heavy Goods Vehicles, will be carefully controlled to ensure minimal disruption to the local environment is caused.

A gateman will be nominated on site whose role includes liaising with all delivery drivers to prevent congestion and ensuring records (waste tickets etc) are in place.

Site and road conditions will be continuously monitored and adequate facilities will be provided for wheel washing and road cleaning should it be necessary.

The site gates will be kept closed when not in use to prevent unauthorised entry to the site during the working day.

The site will be secured at the end of each day.

On site haul routes are restricted to a maximum speed limit of 10 mph.

Demolition Services will impose a lower speed limit of 5 mph for all vehicles travelling over unmade ground to minimise the likelihood of dust creation.

These speed limits apply to all vehicles at all times.

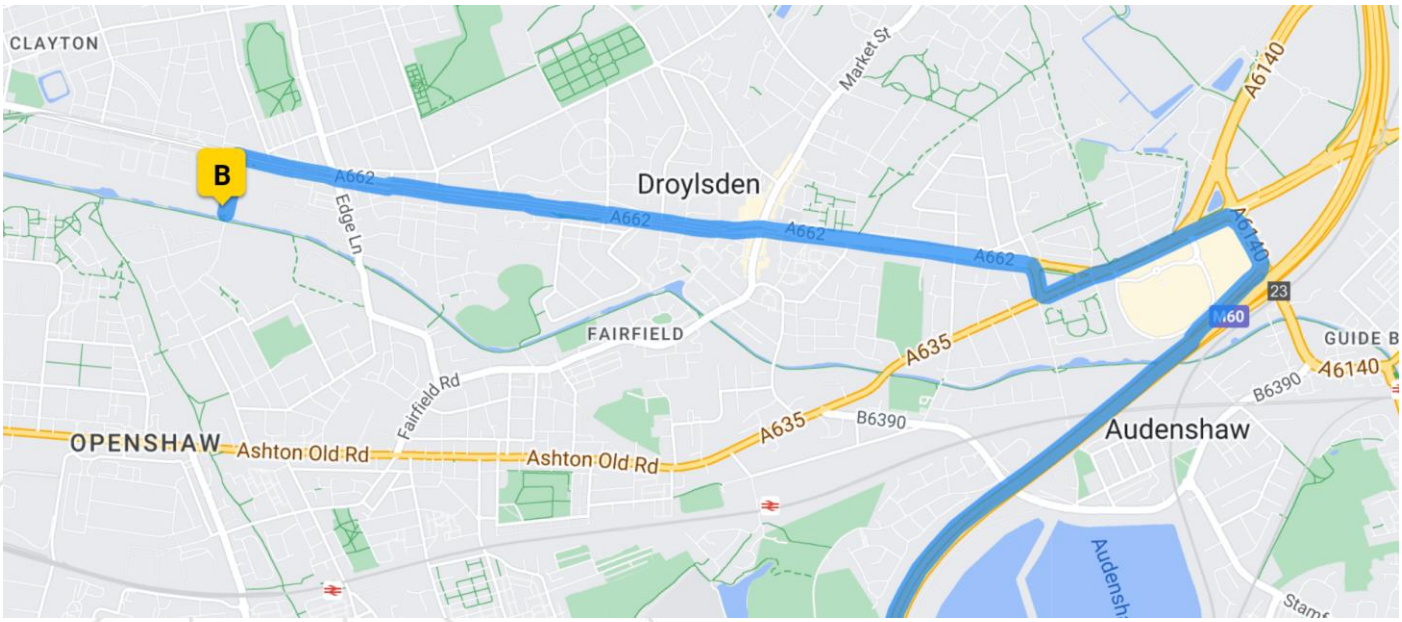
Monitoring and enforcement will be controlled via the Considerate Constructors Scheme.

All traffic management considerations must adhere to the following key points:

a) Traffic movements, including deliveries and collections MUST BE PRE-PLANNED and booked in with the site

b) All traffic leaving the site MUST TURN RIGHT onto Crabtree lane and right again onto Ashton New Road (A662) to exit the area via the A662. Vehicles are strictly prohibited from turning left which is likely to result in an obstruction or nuisance.

c) Access to the site from the M60 motorway is gained from Junction 23 from which signs for the A6140, and A662 are followed, before taking a left onto Crabtree Lane. Vehicles will then turn left into the site as shown on the map below.



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Site Security and Signage

Out of hours security will be maintained on the site under the control of Demolition Services and will consist of a number of security camera of which have remote access facility with all footage being sent to a main control center.

Demolition Services Ltd will ensure a suitable and sufficient heras fencing or hoarding has been erected around the perimeter of the site and in accordance with the site set up plan, prior to the commencement of any works.

Warning signs will be placed along the fence/boundary at suitable locations to ensure persons approaching are aware of the demolition site, exclusion zone and the dangers therein.

Contact details for the site manager, the company and in case of emergency, will also be displayed.

All visitors to the site will enter through the main entrance gate and report to the Site office.

A traffic route plan will further be provided to all suppliers and any other persons, in advance of their visit.

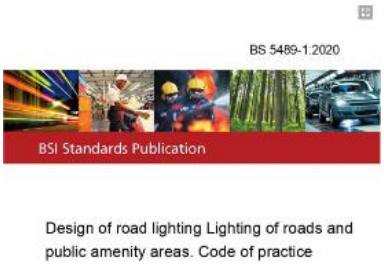
The fence line / hoarding will be checked on a daily basis to ensure that it is maintained in good condition and remains secure. Gates/barrier into the site will be secure at all times and when wagons enter and leave the site they will be aided by a banksman.

All mobile plant left overnight will be parked safely and in a locked and secure position.
The keys for the machines will be kept secured or removed from site by the Site Manager/Supervisor or other nominated responsible person and left inside the Site Office.

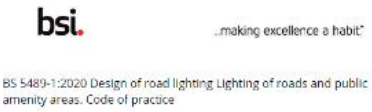
Lighting

The HSE requires that the site has adequate lighting installed.
"Adequate lighting should be provided to all areas and especially to those used in darkness hours, or where loading/unloading can be carried out in poor visibility or diminished lighting conditions."

As a minimum, lighting should be provided for junctions, around plant and buildings, pedestrian routes and areas where loading/unloading is to be carried out.



Guidance for Road Lighting can be found in: **BS 5489-1:2020**



The workplace (Health, Safety and Welfare) Regulations 1992 will be complied with in this respect.

In addition, all activities will be undertaken in accordance with the Environmental UK Light Pollution Leaflet.

Appropriate lighting will be installed on site to ensure that access/egress points are clearly visible during operational hours

Care will be taken to ensure that lighting does not cause a nuisance to neighbouring businesses or distract existing road users.



Traffic and Access Rules Generally

- Traffic routes will be clearly indicated by suitable signs, regularly checked and suitably maintained. No turning right when leaving the site.

- A safe parking area will be established within the site boundary. No parking will be permitted externally of the site.

- Drivers must obey the site traffic management system, including any speed restrictions and access routes. (traffic routes and management plans issued at engagement and each and every time an order is placed)

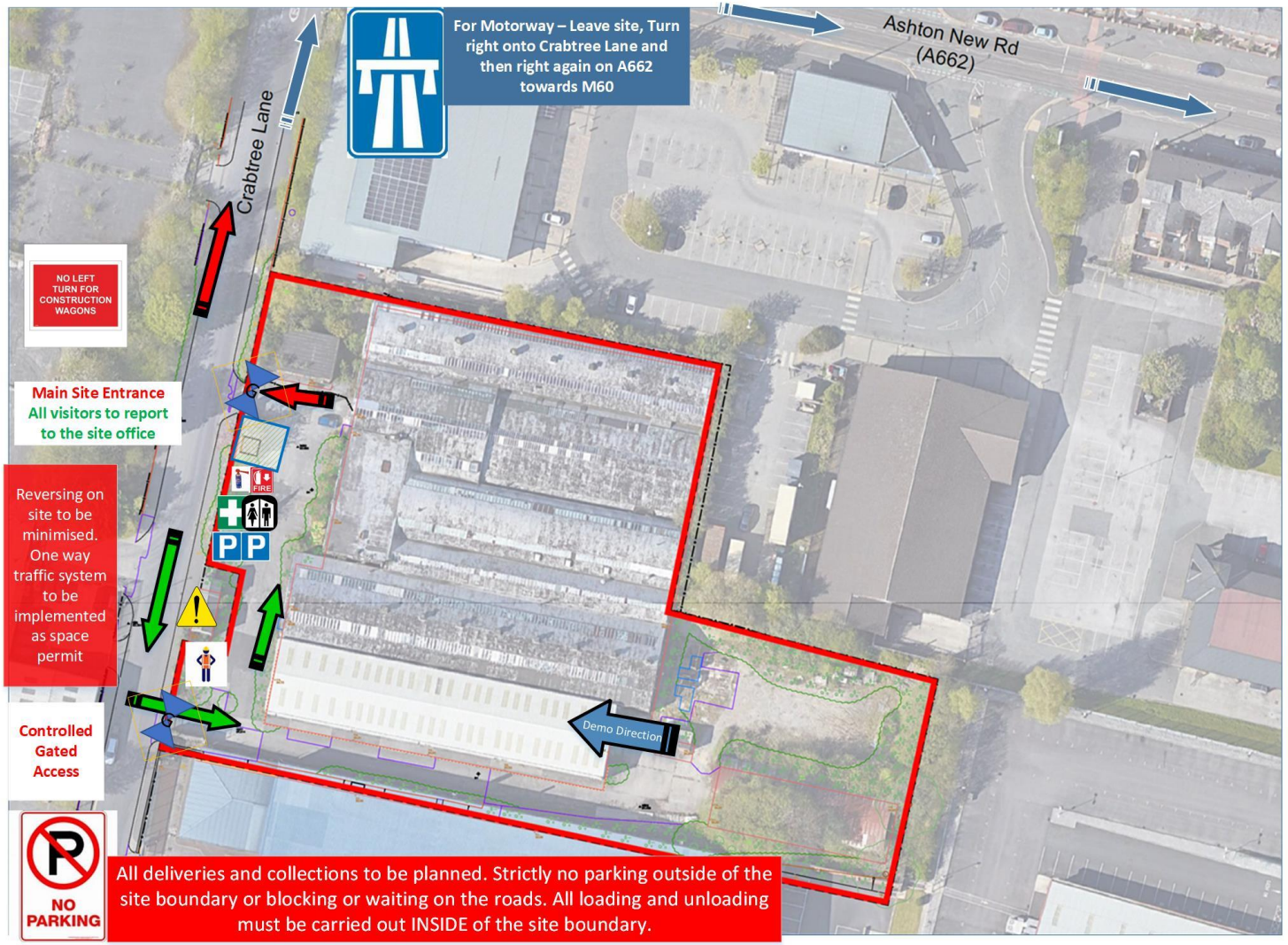
- In the event of an emergency, a nominated person will meet the emergency services at the entrance to the site and guide them to the emergency. In advance of the commencement of the works, the agreed traffic management plan will also be furnished to the local fire authority.

- Banksmen will be employed to assist in traffic movements on and off the demolition site with consideration for other road users and pedestrians.

- Wherever possible, the need for vehicles to reverse will be minimized.

Overview of Works, Site Set up and Logistics Plan

Crabtree Lane, Clayton, Manchester M11 4GU



LEGEND

- Traffic Route
- Site Office / Welfare
- CDM Red Line Boundary
- Vehicular access gate
- Demolition Direction
- Substation – Outside of site bounday

Note that in some cases, localised exclusion zones may be established, particularly between trades and / or where buildings fall outside of the area shown

Project	Crabtree lane
Drawing Title	Overview of Works
Drawn by;	Charlene Walsh
Date	20.12.23
Drawing No	001
Project Number	198.1
Scale	NOT TO SCALE
Revision No	