
Planning Condition 5

1. A construction programme including phasing of works.

The anticipated construction programme is from 22nd January 2024 to 16th February 2024. Works to be completed in a single phase with enabling works 22nd January to 28th January and demolition and construction works carried out during a period of road closure from 29th January to 16th February.

2. 24 hour emergency contact number.

The site manager will be the 24 hour contact and his number will be forwarded to all interested parties prior to works commencing.

A 24 hour contact number for local security number will be displayed on the fencing and forwarded to all interested parties.

3. Phasing and quantification/classification of vehicular activity, to include expected number and type of vehicles accessing the site for: Deliveries; Waste removal; Cranes; Equipment, Plant; Works; and Visitors.

It is anticipated that three private vehicle per day will access the site throughout the works. Enabling works will include a hook wagon to deliver the welfare unit and MEWP in week one. A crane will be required for two days during week three to remove the bridge which will also require a flat bed lorry to remove the bridge from site. Rigid body wagons will be required in week three to deliver steelwork, bricks etc. All vehicles will be accommodated within the site boundary and not on surrounding roads. A vehicle marshal will be in attendance for all vehicle movements on and off site.

4. Size of construction vehicles.

Deliveries to and from site will be by 20 T hook wagon and 32 T rigid body wagon. Crane will be 140 T mobile.

5. The use of a consolidation operation or scheme for the delivery of materials and goods.

There will be a minimal requirement for new materials on the project and the most efficient method of delivery will be direct from the supplier. Where possible materials will be sourced from a single **local** supplier to reduce the number of deliveries required.

6. Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction), such as programming, construction methodology, shared deliveries, car sharing, travel planning, parking facilities for staff and visitors, on-site facilities to encourage the use of public transport and cycling.

There will be a minimal number of vehicles required throughout the project. All vehicles attending the site will be required to park within the site boundaries or in the adjacent multi storey car park. Car sharing will be encouraged and no vehicles will be allowed to park on neighbouring roads.

7. Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads.

See site set up plan appended to the end of this document showing proposed traffic routes to and from site.

The site is located in the city centre and there are no residential roads along the proposed traffic route.

Access to site is via King Street West which is a one way street leading into Southgate which is a two way street. The traffic route is then along Southgate onto Saint Mary's Street which is also one way. This is the route delivery vehicles for the department store are required to use and therefore there will be no additional impact on surrounding building users as there will be a minimal amount of site traffic throughout the project.

8. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site.

There will be minimal deliveries required for the project. All deliveries will be accommodated within the site boundary. Delivery drivers will be required to phone the site manager to confirm delivery times. A vehicle marshal will be in attendance for all traffic movements on and off site as well as within the site boundary.

9. Locations for storage of plant/waste/construction materials.

There will be a minimal amount of waste and new materials and these will be stored onsite before being placed in skips for removal. New materials will be stored in a fenced area within the site boundary.

10. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable.

The traffic route requires vehicles to enter the site from King Street West and travel through the site exiting onto Southgate. Turning of vehicles will not be required. If due to unforeseen circumstances a vehicle must be turned outside the site boundary then sufficient vehicle marshals shall be employed to ensure movements are carried out safely with minimal disruption to traffic.

11. Arrangements to receive abnormal loads or unusually large vehicles.

The largest anticipated vehicle will be the mobile crane. This will enter the site off King Street West and exit via Southgate onto St Marys Street.

12. Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available.

The largest proposed vehicle will be no larger than the current delivery vehicles that use Southgate and therefore it is not anticipated there will be any difficulty accessing and egressing the site.

13. Any necessary temporary traffic management measures.

It is proposed to close the south end of Southgate for three weeks, maintaining access to the staircase for the MSCP and the sub-station. Back South parade will be altered to be fully two way to allow for access to and from the MSCP. A full traffic management plan will be developed and submitted for approval prior to commencement of the works.

UDP Traffic Management, a local company recommended by the council, will carry out all temporary traffic management measures

14. Measures to protect vulnerable road users (cyclists and pedestrians).

The Heras fencing at the entrance to Southgate will be placed at the back of the pavement line to ensure pedestrians will have clear access along the pavement line and cyclist will not be required to divert into King Street West.

UDP Traffic Management will provide signage to be displayed for the traffic routes and Connell brothers will provide additional signage warning of the site entrance.,

15. Arrangements for temporary facilities for any bus stops or routes.

Not applicable.

16. Method of preventing mud being carried onto the highway (wheel washing).

Not applicable, no excavation works being carried out.

17. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses and Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure.

Staff and visitors to the site will be inducted by Connell Brothers and all visitors escorted by a Connell Brothers representative. Adjacent stakeholders have been informed of the proposed works by the client and are meeting the team on site prior to works commencing.

The site managers details will be posted on the Heras fencing, and he will be the first point of contact should any complaints arise. These will be logged and investigated by Connell Brothers management team and their findings recorded together with any appropriate remedial action required

18. Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions during the enabling and build phases.

It is anticipated that very little dust will be generated due to the methodologies adopted for the demolition works. Where bricks or concrete require cutting dust will be suppressed by using a water spray from a pressurised water bottle.

19. Compound locations where relevant.

See site set up plan appended to the end of this document showing proposed traffic routes to and from site.

20. Details regarding location, removal and recycling of waste (site waste management plan).

There will be very little loose waste generated by the works. The majority of waste will comprise the bridges themselves. These will be sent to a local recycling facility where the roof will be removed (waste) and the concrete and glass placed in skips for recycling. The steel sections of the bridge will be size reduced for recycling.

21. Sheeting over of construction vehicles.

Where applicable all vehicles removing loose material from the site will be required to be sheeted over.

22. A commentary/consideration of ongoing construction works in the locality.

We are currently unaware of any ongoing construction activity in the immediate area. The proposed works are on a side street off the main street and will have no impact on any other works in the vicinity.

23. Construction and demolition methods to be used, including the use of cranes (and their location).

Demolition will be carried out using MEWP and a mobile crane. Operatives working from a MEWP will remove a section of glass, roof and floor at each end of the bridge. A crane will be located in Southgate and operatives cut each end of the bridge from a MEWP to allow it to be lowered to ground level. Once on the ground the bridge will be further size reduced by cutting it in half and then loaded onto wagons for removal.

Operatives working from MEWP's will cut back the remaining bridge stubs to the building and carry out the builders work to seal the openings as specified.

24. The erection and maintenance of security hoardings.

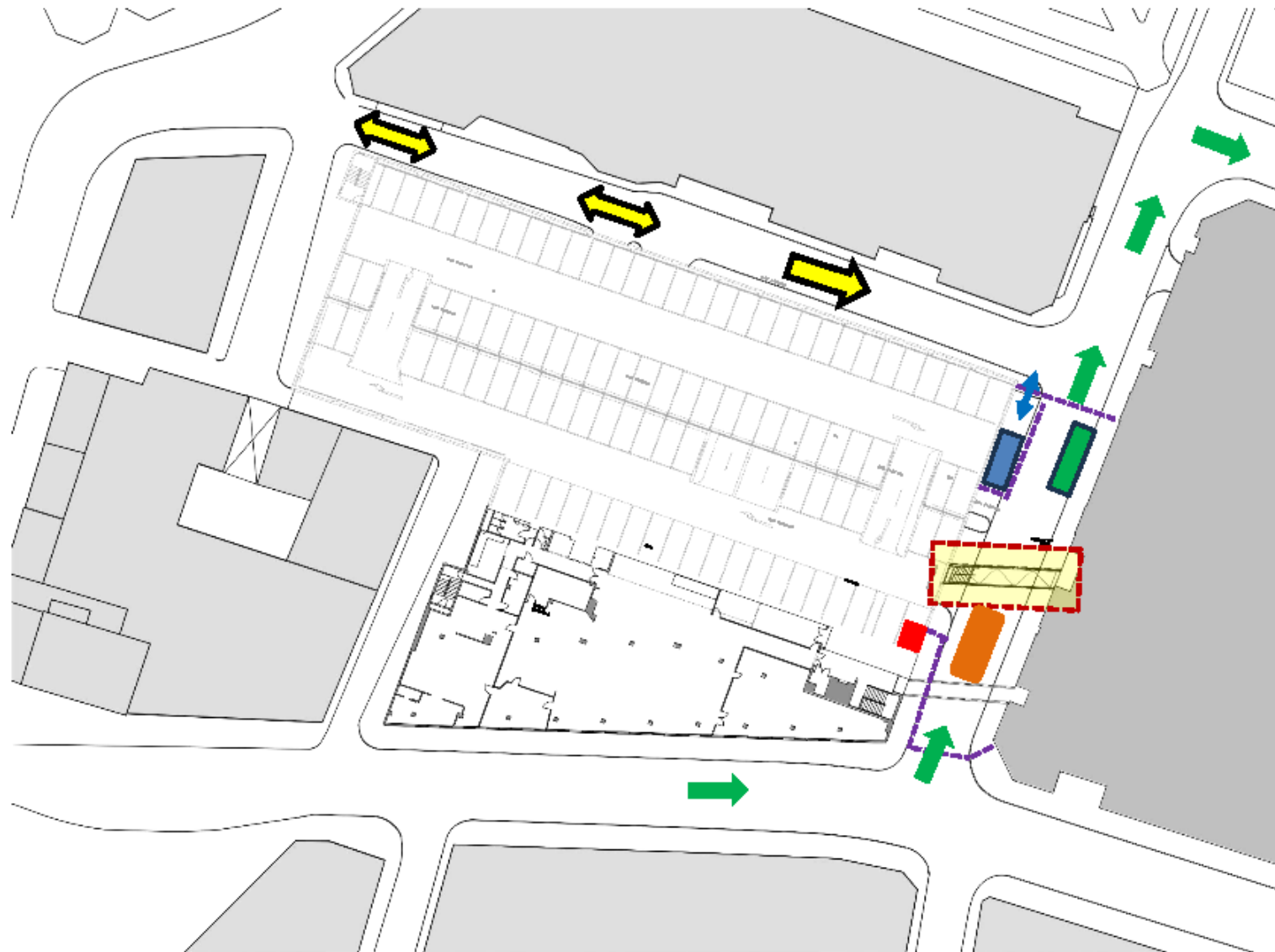
Heras type fencing will be used to form a site perimeter. This will be erected on day one with suitable signage and will be inspected on a daily basis by the site manager.

25. Details on the timing of construction of scaffolding.

Not applicable, scaffolding not required.

SITE LAYOUT PLAN LINK BRIDGES DEMOLITION

CBL 506 Issue 1



-  Vehicle Route
-  Welfare Facilities
-  Site Parking
-  Pedestrian Route
-  Heras Fencing
-  Public Car Park Route
-  Sub-Station
-  Location of Works
-  Approx. Crane Position