

Construction Traffic Management Plan

Spear Street, M1 1JU, Manchester

Prepared by Ryan McKeown on behalf of M4nchester ONE Ltd

11th May 2023

Manchester One Ltd

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Ref: SpearStreet-CTMP

1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by Ryan McKeown on behalf of M4anchester One Ltd to discharge planning condition #5 of the approved Manchester City Council (MCC) planning permission for the proposed residential development (MCC application number: 117280/FO/2017, approved 20th January 2013) at Spear Street, Manchester, M1 1JU.

Of the thirty five planning conditions outlined with the decision notice, several conditions are pre-commencement conditions 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 construct a new building which will house 6 no. residential apartments, together with the use of space at ground floor level for a commercial unit use E.

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 site previously, bringing the structure to completion in all apartments.

3. Work Programme

The construction programme for the development is proposed to be 46 weeks (10 months), split into 3 phases, as described in Table 1.

Table 1: Construction Phase Programme

Construction Phase	Duration of Phase
Site Preparation	12 weeks
All Building Work (including all electrics and plumbing)	30 weeks
Decoration & Final Fittings	4 weeks
Total Duration	46 weeks

Works will take place each week from Monday to Friday between the hours of 07:00 to 18:00, with no weekend working.

The proposed start date for the works to start is proposed for 29th May 2023 with an approximate finish date of 31st March 2024.

Site Access

The site entrance is located at Spear Street, which is a narrow, two-way, single carriageway road providing access to a number of buildings (mainly a restaurants, houses and small businesses) in Manchester city centre. Spear Street starts at Great Ancoats street and leads to Back Piccadilly. It also links Dale Street, Stevenson Square, Faraday Street, Warwick Street and Houldsworth Street.

The roads surrounding the development consist mainly of a network of one-way single carriageway roads, such as Dale Street, Stevenson Square, Faraday Street, Warwick Street and Houldsworth 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 strategic road network (SRN), which is discussed further below in section 5 (construction vehicles).

4. 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 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 of each vehicle.

Table 2: Maximum Construction Vehicle Movements To/From Site

Construction Phase	Vehicle Type	Frequency	Time In	Time Stopped	Time Out	Purpose
Site Preparation	HGV	3 per day (6 movements per day)	7.00am 2.00pm 5.30pm	60 mins	7.30am 2.30pm 6.00pm	Unloading/loading equipment/materials
Construction Phase	HGV	3 per day (6 movements per day)	7.00am 2.00pm 5.30pm	60 mins	7.30am 2.30pm 6.00pm	Unloading/loading equipment/materials
Decoration	HGV	3 per day (4 movements per day)	7.00am 5.30pm	30 mins	7.30am 6.00pm	Bringing decoration equipment to site and taking back to base at night

To avoid site storage and long load times of large heavy goods vehicles (HGVs) to bring materials to/from the site along the narrow streets around Spear Street, the contractor will store all materials for the build at their warehouse in Stalybridge and bring to/from site in heavy goods vehicles (HGVs) when required.

The contractor has confirmed that 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 from the contractor warehouse in Stalybridge will use Great Ancoats Street to access spear street directly. If Spear Street is still blocked off, vehicles can continue down Houldsworth Street and use Newton Street and Faraday Street to access Spear Street further on.

All vehicles departing site/Spear Street to go back to the contractor warehouse in Stalybridge will use Spear Street, Faraday Street, Lever Street and exit back onto Great Ancoats.

These arrival and departure routes within the Northern Quarter (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 Spear Street. As this road is only wide enough for one vehicle, if another vehicle tries to use Spear Street whilst a vehicle is unloading/loading, the construction vehicle will either try and move to allow the

vehicle pass or one of the construction workers will show the conflicted vehicle an alternative access route. As the road is narrow and not heavily trafficked, it is not anticipated that this would occur very often. From past experience, the contractor said this action worked well with no adverse impacts on local road network with a road closure being in place for over a year.

Once the HGVs 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 Spear Street.

If a cherry picker is required to install the windows on the upper floors on Spear Street, a road closure or site protection works will be put in place in line with MCC guidance.

No vehicle tracking has been undertaken or is required as the biggest vehicle to arrive/depart site will be an HGV which can access Spear Street with no problems.

5. 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 an HGV during one of the HGV runs. The waste will then be disposed/recycled at a local refuse collection centre in Greater Manchester (i.e. Longley Lane, Sanford Lane, Reliance Street).

6. Summary

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

The development will only create a maximum of 6 vehicle movements to/from site per day and these movements will mostly be out of the morning and evening peak hours, but even if the trips are within the peak periods, these extra trips will have no impact on the operation of the local road network.

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

It is concluded the construction of the development will not have any adverse impacts on the local highway network and that planning condition #5 should be discharged.

Appendix 1

Construction Vehicle Routes To/From Site