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FERRY MOOR LANE, UPPER CUDWORTH, BARNSELEY
S72 7FZ

Construction Traffic Management Plan

Final Report for:



October 2023

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Document Control

Document: Construction Traffic Management Plan
Client: Oakland Golf and Leisure
Project Number: 16-2187
Document Number: T002
Status: Final
Issue: 1

Prepared: TC
Checked: MC
Date: 9th Oct 2023

Issue Number:	Date:	Revision Details:
1	9 th Oct 2023	1 st Issue
2		
3		
4		

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APPENDICES

APPENDIX A – MASTERPLAN

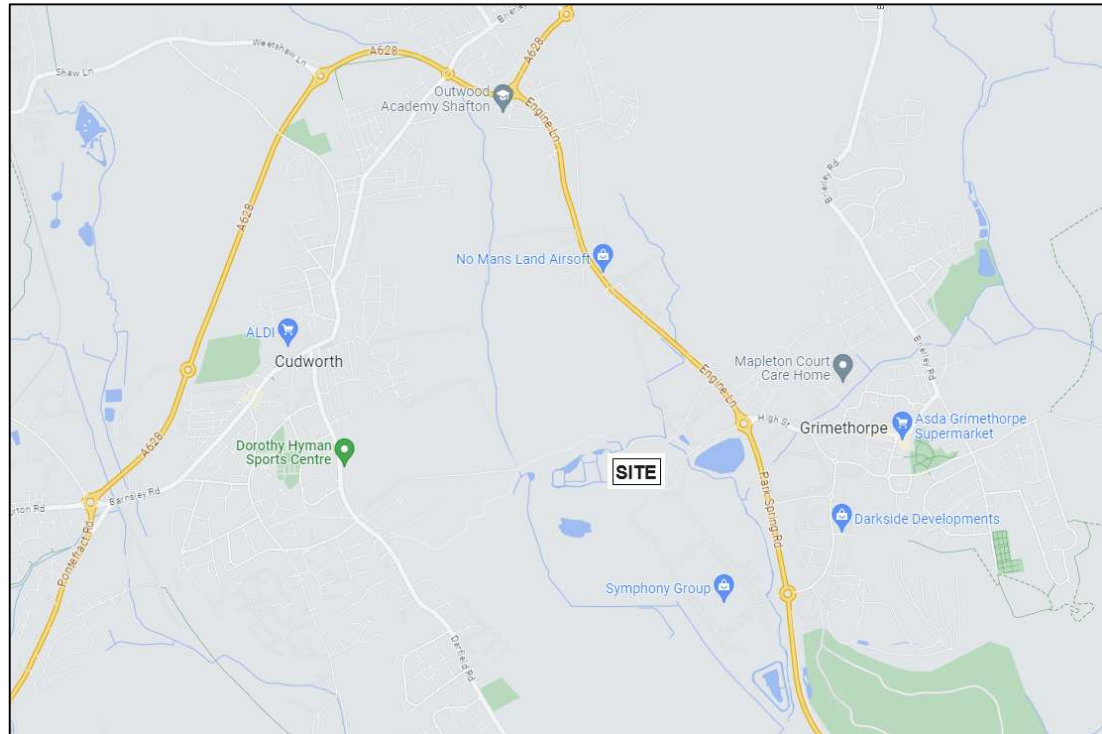
APPENDIX B – COMPOUND AREA PLAN

1.0 INTRODUCTION

1.1 Background & Location

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared in support of the planning application for for an “Agricultural Restoration & Landscape Enhancement Scheme” at the former Grimethorpe Colliery located off Ferry Moor Lane, Upper Gidwath, Barnsley, S72AZ. Figure 1.1 provides the site location**

Figure 1.1: Site Location



- 1.1.2 The purpose of the CTMP is to demonstrate the arrangements that are to be set in place for the management of construction traffic, access and safety on site throughout the construction phase of the project**
- 1.1.3 The CTMP provides details for traffic management relating to the construction process and should be read in conjunction with the Transport Statement produced by Cora iHt Ltd and issued in support of the application. Any required alterations to the details contained within the CTMP will be communicated to the Local Highway Authority, as this information becomes available**
- 1.1.4 The CTMP provides information on the planned haulage routes to the construction site and the associated traffic management proposals required to ensure the existing public road infrastructure is maintained in an acceptable condition**
- 1.1.5 This document is also intended to provide clear guidance to all staff, site users and material suppliers regarding access routes to the site, maintenance requirements for the existing public road and restrictions to vehicle access**

1.2 Legal Compliance

1.21 Prior to commencing on site, all relevant legislation, including requirements for licenses, and/or consents shall be identified and confirmation of full compliance obtained and kept on site. The following environmental legislation is applicable to the site

Legislation	Reference
Environment Act 1995	general
Environmental Protection Act 1990	general
Water Resources Act 1991	general
Control of Pollution (Oil Storage) Regulations 2001	general
Health and Safety Work Act 1974	general
The Control of Pollution Act 1974	general
Conservation Regulations (1994)	general
The Wildlife and Countryside Act 1981	s. 1
Control of Pollution (Amendment) Act 1989	general
COSHH Regulations 2002	general
Waste (England and Wales) Regulations 2011	general
Noise Act 1996	general
Control of Pollution Act (1974)	s31

2.0 CONTROL OF THE CONSTRUCTION PROCESS

2.1 Roles and Responsibilities

2.1.1 It is the responsibility of the on-site manager to ensure that a copy of the Construction Traffic Management Plan (CTMP) is always held at the Contractor's administration office and that all the site operatives (including sub-contractors) are fully aware of the requirements set out within the document.

2.1.2 The CTMP is to be reviewed by the site manager every week and any changes to procedures, accidents, incidents or non-compliance recorded by way of an addendum/ diary.

2.1.3 The Environment Agency will be notified as soon as possible following the detection of:

- Any malfunction, breakdown or failure of equipment or techniques, accident or emission of a substance not controlled by an emission limit which has caused, is causing or may cause significant pollution;
- any significant adverse environmental effects

2.1.4 Written confirmation of actual or potential pollution incidents and breaches of emission limits shall be submitted within 24 hours.

2.1.5 In the event of a reportable environmental incident the site manager will be responsible for recording and reporting the event to the Environment Agency. Environmental incidents will be recorded in the site diary.

Principal Contractor (To Be Determined)

2.1.6 For the development works the Principal Contractor will use its own direct resources supplemented by the appointment of external specialist consultants and subcontractors. The CTMP will be implemented through contractual arrangements with its Sub-contractors.

2.1.7 The Principal Contractor will hold overall responsibility for the implementation of the CTMP and oversee any environmental issues. The Principal Contractor must;

- Appoint a suitably qualified Site Manager;

2.1.8 The Site Manager will be an employee of The Principal Contractor. The role of the Site Manager will be to:

- Verify that Contractor and Sub-Contractors have allocated sufficient resources to allow delivery of the CTMP;
- Participate in communication with the Local Planning Authority (LPA) and other third parties as required;
- Regularly review the findings of the monitoring programme or those delegates with environmental responsibility;
- Arrange for periodic review and update of the CTMP; and
- Provide specific responsibilities for those who will be employed on the scheme

2.2 Considerate Constructors Scheme

221 In order to ensure and monitor a high standard of good practice the Principal Contractor will sign up to the Considerate Constructors Scheme (an independent third party monitor) and will adhere to the scheme's code of practice. The scheme is voluntary and represents best practice in the industry. The aim of the code of practice is to

- Minimise any disturbance or negative impact for example noise, dirt and inconvenience sometimes caused by construction sites to the immediate neighbourhood
- Eradicate offensive behaviour and language from construction sites and to be courteous to the public
- Recognise and reward the contractor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties

222 The scheme sets out a code of practice against which the site performance is monitored by an independent Monitor under the scheme. The Code of Practice is summarised below

- Considerate Good Neighbour Responsible
- Environment Respect Accountable
- Cleanliness Safe

2.3 Health and Safety Management

231 The Principal Contractor must be committed to promoting a positive safety culture

232 The Health and Safety of the local community and all personnel involved in the project is of the highest importance. Specific risk assessments and supplementary method statements will be produced and developed by the Principal Contractor, as appropriate, prior to the onset of the works

233 The enforcing authority for Health & Safety on construction sites is the Health & Safety Executive who will be notified of this project which is a legal obligation. The site will also be managed in full compliance with the current Construction Design and Management Regulations (CDM).

234 Registers will be maintained to record accidents, incidents, near misses and complaints

2.4 Management of Unforeseen Incidents

241 The site manager will be responsible for ensuring suitable controls are applied at all times. The site manager will liaise with the Planning Authority and Environment Agency during the works as necessary and will ensure that, in the unlikely event of any nuisance related issues, they are dealt with effectively and promptly.

242 In the event of a complaint or evidence of pollution of controlled waters, the Contractor will review the incident as follows:

- **the cause will be immediately investigated;**
- **relevant operations will be suspended;**
- **corrective measures will be applied and relevant operations will recommence;**
- **if corrective measures are not effective, the relevant operations will be suspended and further controls applied; and**
- **actions undertaken will be recorded in the Site Diary.**

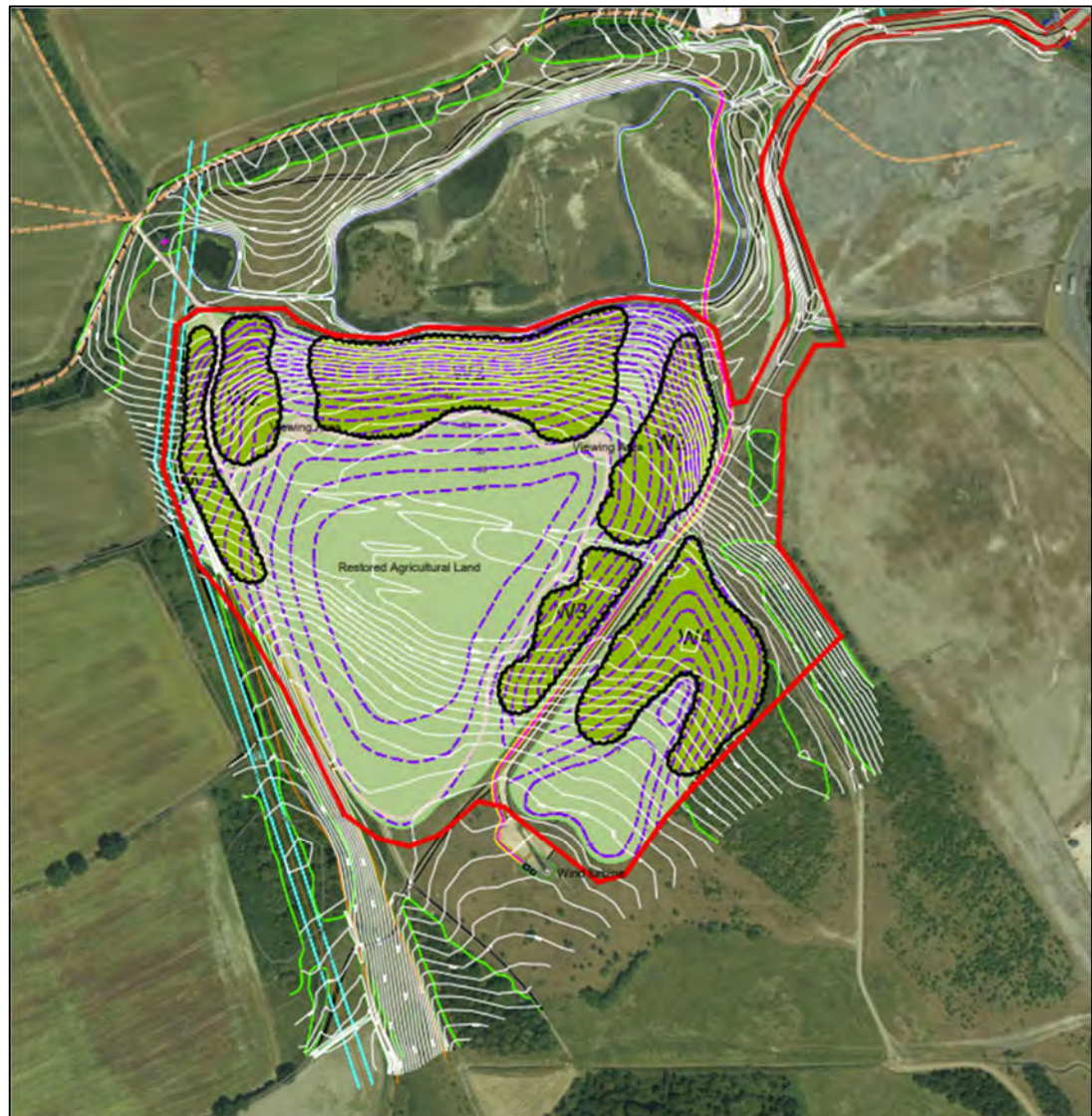
3.0 SITE OPERATION

311 Having previously been associated with mining and industry, the site has been partly reinstated. The purpose of the proposed development is to return the site to productive use by improving the soil profile so that it is suitable for agriculture and outdoor recreational uses in a restored landscape to include new tree plantations and enhanced biodiversity. The restoration of the site will be achieved through the importation of 430,000m³ of soils and inert material under EAF permit as a waste recovery operation. The restoration works will take 5 years to complete.

312 Figure 3.1 provides an extract of the master plan. Appendix A provides the full site layout plans.

313 The solar panels and other site construction materials could be transported to the Site on articulated lorries up to 165m in length.

Figure 3.1: Masterplan



3.2 Construction Trip Generation

321 The reconstruction consists of an operation involving the transportation of soil and inert materials to the site from various construction sites

322 It is estimated that 430,000 m³ of inert materials are to be transported to the site using HGVs carrying an average of 9 m³ per deliver which equates to 47,778 HGV arrivals. The estimated volume of material, number of HGV arrivals and total trips for a 60 months construction period are detailed in Table 3.1.

Table 3.1: Estimated Volume of Material and Number of HGV Movements

Duration	Volume of Fill (m ³)	Average Daily HGV Arrival	Total 2-way HGV Trips
60 Months	430,000	80	160

323 In addition to the HGV movements, a maximum of 5 staff would be required during the construction phase that would arrive outside the highway peak hours

324 The construction work will be undertaken in several phases with the normal operational hours of 0700 to 1900 hours Monday to Friday.

325 Table 3.2 summarises the construction average traffic levels over the duration of a typical weekday.

Table 3.2: Average Daily Traffic Movements

Time Beginning	HGVs		Cars	
	Arrival	Departure	Arrival	Departure
0600	0	0	5	0
0700	6	0	0	0
0800	6	6	0	0
0900	7	6	0	0
1000	7	7	0	0
1100	7	7	0	0
1200	7	7	0	0
1300	7	7	0	0
1400	7	7	0	0
1500	6	7	0	0
1600	6	6	0	0
1700	7	6	0	0
1800	7	7	0	0
1900	0	7	0	5
Total	80	80	5	5

326 From Table 3.2 it can be deduced that the construction traffic associated with the 60 months construction period for the proposed development would result in a maximum of 6 HGV arrivals during the AM and PM peak hours

327 During construction, it can be deduced that there would not have a severe impact on the highway network

3.1 Access Arrangement

311 Access to the site for construction vehicles is proposed via the existing Ferry Moor Lane / Engine Lane (A6195) junction as shown in Figure 3.2. Ferry Moor Lane is an existing industrial road of 7m width

Figure 3.2: Ferry Moor Lane / Engine Lane Junction



312 The routing of the construction vehicles is described in Section 4 of this report but will be subject to a Construction Management Plan

313 A compound area is proposed within the site with a ticket office, wheel washing facilities, and HGV turning area. Figure 3.3 shows an extract of the construction route within Ferry Moor Lane to the compound area. Appendix B provides the full compound layout plan

Figure 3.3: Construction Compound



4.0 CONSTRUCTION MITIGATION MEASURES

4.1 Brief

4.1.1 Due to the nature of the areas surrounding the site, this report also includes consideration of the potential nuisance relating to the movement of HGVs by road during construction. This will take into account volving hours, noise, vibration, dust, odour and debris or mud on the highway.

4.1 Vehicle Routing

4.1.1 The routing of HGVs will be considered to minimise the impact on residential areas. The site benefits from easy access via the A roads around the area.

4.1.2 Figures 4.1 and 4.2 present the desired construction routes to the site from the South and North respectively. This would be confirmed and agreed with the highway authority via the Construction Management Plan.

Figure 4.1: Route to Site from South (A635)

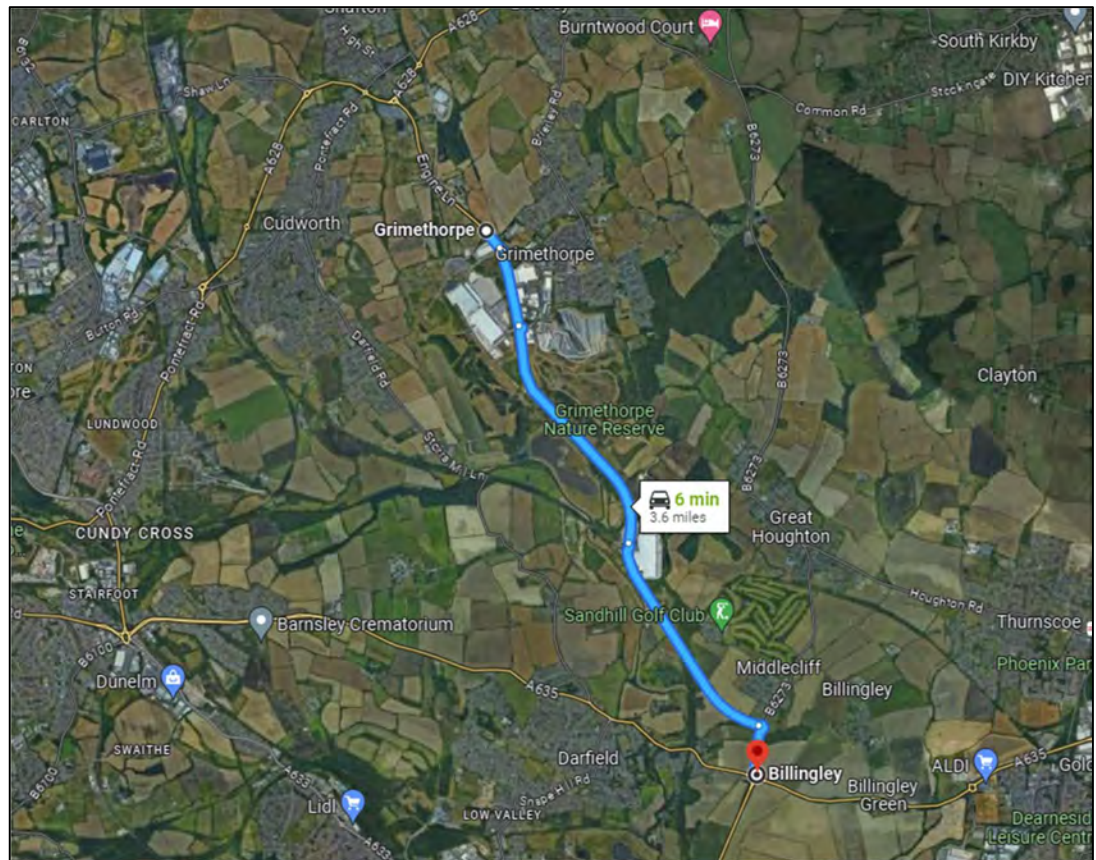
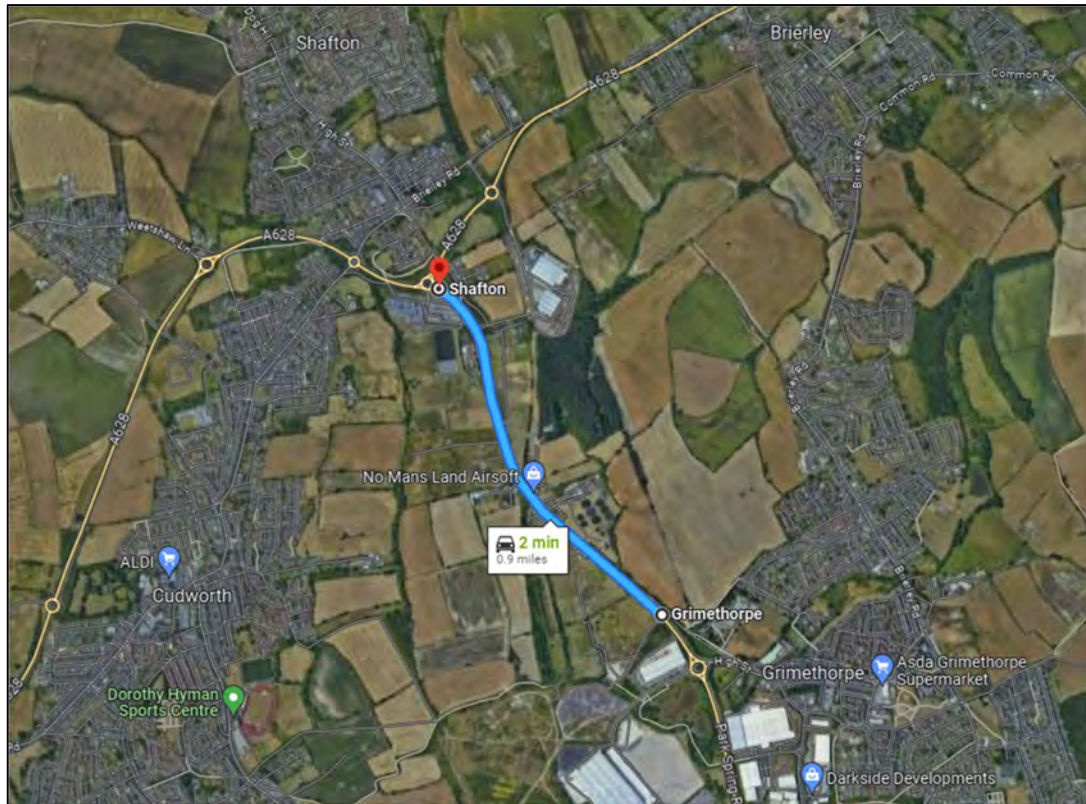


Figure 4.2: Route to Site from North (A628)



4.2 Instructions for Drivers

421 Drivers will ensure they minimise noise disturbance in the following areas

- Brake applications
- Engines
- Gear selection
- Opening/ closing of cab doors and
- Cab radios must be switched off

422 Diver training and best practice will be deployed to ensure minimal noise disturbance from vehicles when departing the site

4.3 Instructions for Staff

431 Throughout the delivery day, the site manager will be regularly checking vehicle arrival times. Staff will be asked to follow these instructions

- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum
- Radios to be switched off/ tuned down while in the marshalling/ unloading area
- No shouting or whistling

- **Ensure that the compound area access road is clear of obstructions, so vehicles can move easily and**
- **Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling**

4.4 Noise and Vibration

441 The developer remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to

- **The use of well-maintained vehicles and equipment;**
- **Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route**

4.5 Dust and Odour

451 The contractor will conduct material handling operations in a manner which

- **Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;**
- **Minimise dust from being carried beyond the periphery of the site through regular clearing of roadways**

4.6 Mud, Litter and Debris

461 During normal operations, HGV deliveries will be on the agreed routes. The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.

462 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris

4.7 Communication

471 The site will be operated with due respect to the local environs. Working hours will be adhered to and persons employed on the site will be required to deal with any issues raised by third parties in a courteous and responsive manner.

472 A representative will be assigned to the site for contact by members of the public or other interested parties

473 A telephone number and contact details will be published on the site notice board so that members of the public can request a copy be sent to them

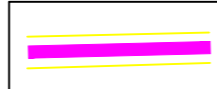
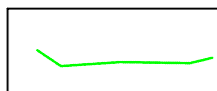
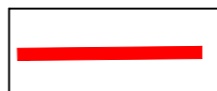
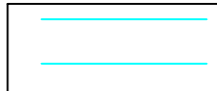

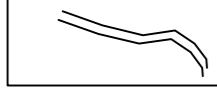

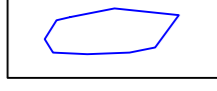



474 A notice board is to be located near the site entrance giving a telephone number for the site to communicate comments or complaints to the contractor.

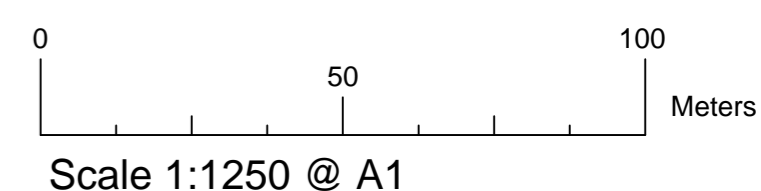
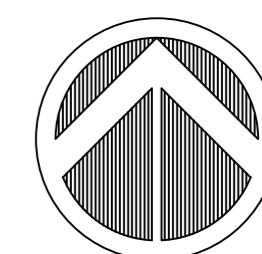
Appendix A – Site Layout Plans

Agricultural Restoration & Landscape Enhancement Scheme



Key:

- | | | | |
|---|--|---|---|
|  | Existing Contours (1m Metre Intervals) |  | Underground Powerline plus Wayleave |
|  | Existing Scrub Vegetation |  | Application Boundary (See Also Plan 901.05) |
|  | Overhead Powerlines |  | Proposed Contours (1m Intervals) |
|  | Existing Tracks |  | Proposed Amenity Grass |
|  | Existing Wet / Dry Areas |  | Proposed Permissive Public Access Paths |
|  | Existing Public Rights Of Way |  | Proposed Planting |



Drawn By: GW

Revision No.: A-Changes to Key & Red Line Boundary

Scale: 1: 1250 @ A1

Drawing No: 901.07

Project Name: Grimethorpe

Date: 26th May 2023

Drawing Name: Masterplan

Checked By: BW

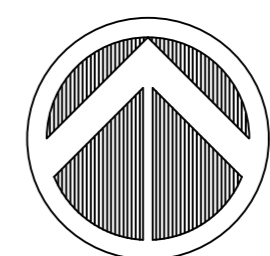
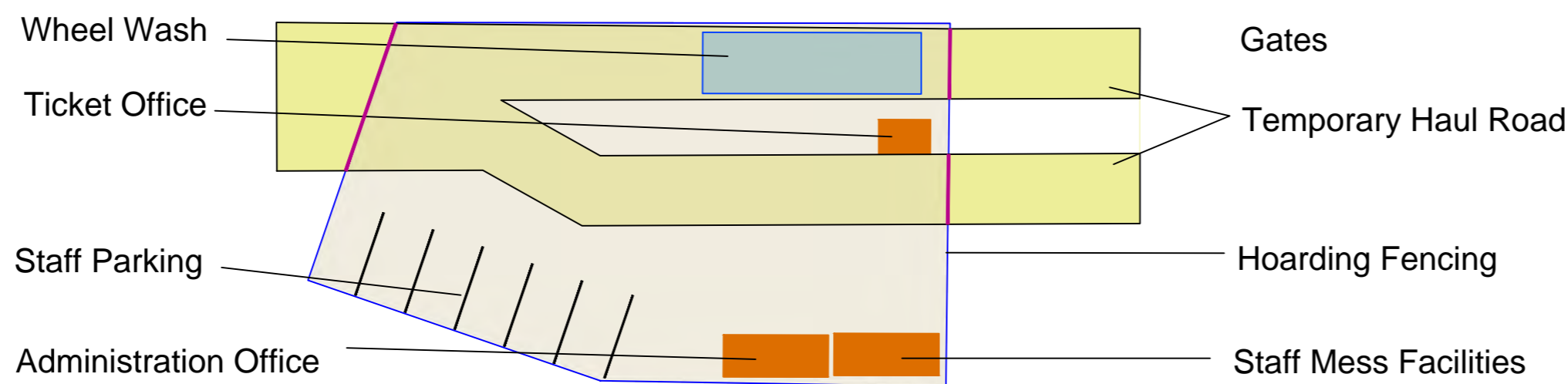


Appendix B – Compound Area Plan

Agricultural Restoration & Landscape Enhancement Scheme



Key:



0 50 100 Meters
Scale 1:1250 @ A1

Drawn By: GW	Revision No.:
Scale: 1: 1250 @ A1	Drawing No: 901.10
Project Name: Grimethorpe	Date: 25/05/23
Drawing Name: Construction Site Set-up	Checked By BW



