

HAVERCROFT

Construction Limited

Halifax Approach, Elsham Wold Industrial Estate, Brigg, North Lincolnshire, DN20 0SS
Tel: 01652 682920 e: mail@havercon.com

UNIT 9, THE PEEL CENTRE BARNSELEY RETAIL PARK

SITE DETAILS AND TRAFFIC MANAGEMENT PLAN STATEMENT

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Rev D

INTRODUCTION

For the purposes of planning conditions and the notification of the Traffic Management proposals to enable works to Unit 9, The Peel Centre, Barnsley Retail Park, Harborough Hill Way, Havercroft Construction Limited (abbreviated to HCL from hereon) have been appointed by the property owners to undertake the preparation of such documents to allow the works to be carried out with the minimum disruption to traffic and pedestrians using the retail park throughout the works and the controlled measures to mitigate any impact to Harborough Hill Way.

THE SITE

The existing Unit 9 sits to the left of the entrance road as you access Barnsley Retail Park.

Access to the site will be gained from Harborough Hill Way via the public highway.

The works are to be carried out within a secure boundary to reconfigure Unit 9 and create new drive thru lanes and reconfigure the entrance lanes

The above works will mean that the current vehicle access road into the retail park will need to be closed off at the point of the site boundary for the entire duration of the works (See attached Plan).

VEHICLE AND PEDESTRIAN ACCESS

Vehicles will still access the retail park via Harborough Hill Way, the proposed route once on the access road is to utilise the current egress point from the main area of the park making this a 2 way access and egress point for all traffic each lane to be approximately 3.5M wide (one lane in and one lane out again please refer to plan).

Traffic will be redirected by means of temporary white lining arrows, new white lining segregation, appropriate chapter 8 signage and cones to advise of the new road layout. 2 No. disabled parking bays are to be taken out in the front of the Range and all parking bays as dictated on the plan will be taken out of use at the adjacent side of the road.

Cones and signage will be used to close off the existing access that runs through the proposed site, the footpath to this area will be maintained with a barriered walkway alongside the site boundary fence, access across the zebra crossing points within the park to connect with a temporary footpath created at the other side of the retail park. This creates a safe access to the shops and allows the footpath running alongside unit 9 to be maintained throughout.

Vehicular traffic will enter the park from Harborough Hill Way, road marking and signage will direct the flow of incoming traffic past the original access point to the new temporary access (See Plan), any contradictory current white lining will be removed to avoid confusion and an existing traffic splitter island is to be removed from this area to allow for the two-way flow of traffic and allow the creation of the temporary footpath on the shop side of the park.

The traffic accessing the park will have an uninterrupted flow into the park and egress will be unhindered by this re-routing. The temporary proposed revised layout and site set-up will remain in place and be retained for the duration of the project until the site is constructed in full.

SITE PERIMETER FENCING/HOARDING, CONSTRUCTION & STORAGE COMPOUNDS, PARKING MANAGEMENT

The main site welfare compound will be located in area identified on **Site Traffic Management Plan**, there will be designated site vehicle parking and a small storage area identified on the traffic management plan.

A Heras panel fence system with debris netting will be erected around the site boundary, the site welfare compound and main construction site perimeters are to be protected by a 24/7 remotely monitored CCTV system.

CONTROL OF SITE TRAFFIC

Site traffic will use the same point of access onto the retail park from Harborough Hill Way.

- The HCL site team will liaise with the store teams to ensure that store delivery schedules are factored into delivery arrangements being organised for the construction activities. This will allow us to avoid scenario's where multiple delivery vehicles are arriving at the site at any one time.
- All deliveries to site will be during pre-agreed time windows with the subcontractor or supplier to avoid having more than one delivery vehicle on site at any time.
- All vehicles arriving to site will be required to provide the site team with an eta. no less than 30 mins before arrival so a Traffic Marshall can be on standby to guide the delivery vehicle into site.
- Site Parking will be allocated for cars / vans based on an assessment of the number of contractors who are likely to be on site at any one time and will be in specified designated areas away from the public's parking area.

HGV deliveries will always be made on the smallest possible vehicle and in particular, builders' merchants will be instructed to avoid the use of large delivery vehicles wherever possible.

CONSTRUCTION VEHICLE NUMBERS, TYPE & ROUTING AND THE MAINTENANCE OF SURROUNDING PUBLIC HIGHWAYS AND AREAS

- All construction traffic involved with the project will enter the site via the carpark's existing entrance, they will then be directed to the Vehicle Sign in Zone adjacent to where the Site Office is located, all vehicles will have to sign in at this location and will then be directed to the appropriate area for off-loading where traffic marshal/s will assist.
- All vehicles will exit the site via a one-way system onto the main carpark route with the aid of a banksman, giving way to any traffic coming onto the park.
- Site Traffic Management Plan will be issued to all supplier's and delivery companies prior to deliveries taking place.
- For the initial phase of the project delivery vehicles will mainly consist of 6-wheel rigid type HGV's delivering aggregates and removing arisings from site, these will be limited to outside of peak times of the day. The frequency will be around 1-3 of these vehicles per day for the first 2 weeks of the project.

- For the main construction phase of the drive thru over a period of 20 weeks supplier delivery vehicles, 6-wheel rigid type, again these will be limited to hours outside of peak times and they will be expected at a frequency of 2-3 per week.
- Vehicle routing will be as per **Site Traffic Management Plan**
- The **Site Traffic Management Plan** confirms proposed vehicular routes onto and around the construction site.
- The one-way access/egress site traffic system will be maintained for the project duration.
- All gates identified as “Security Gates” are to be kept locked and shut at all times when access through is not required.
- All contractor parking will be as identified on the Traffic Management Plan. All loading and unloading of deliveries will be undertaken within the site boundary, under the supervision of a trained traffic marshall. Site traffic control measures extend to the direct site area where consideration has been given for HGV vehicles, a dedicated traffic marshall will be employed on the site to take control of marshalling vehicles safely in and out of the premises also.

Sub-contractors will receive a site induction from the site-based Site Manager and as part of this induction they will be told to ensure that each of their suppliers comply with the requirements for small & large vehicle deliveries.

A temporary delivery area will be created on hard-standing to avoid the need for any delivery vehicle travelling through mud or other unmade surfaces, this area will be maintained throughout the works. This, along with the implementation of appropriate on-site wheel cleaning by way of a mobile jet-wash, will serve to keep the public roads clean.

Should there be any exceptional conditions or circumstances where the road becomes contaminated by site traffic, a road sweeper will be deployed to ensure all public areas remain clean and free of any debris.

Any Activity that may create and cause dust will be dealt with by means of dampening down, using HSE approved dust suppression or sheeting where necessary.

HCL will have a site management team in place at all times and the site will be audited frequently for compliance with Health, Safety, Environmental and Highways requirements.

TIMING OF CONSTRUCTION ACTIVITIES

On site works will be carried out between the times of 08:00 to 18:00 hours Monday to Friday (these will be standard working days) and 09:00 to 17:00 hours on a Saturday & no Sunday working, if Sunday working is required in an emergency we are to seek agreement/approval from Barnsley Council by emailing - pollutioncontrol@barnsley.gov.uk , or calling 01226 773743.

No works to the private highway will be undertaken during normal trading hours, all works to the highway and footpaths will be completed out of store trading hours. i.e., Monday – Saturday 8pm to 6am. All areas will be left in a secure and safe state at the end of any out of hours shift.

WASTE MANAGEMENT & RECYCLING OF EXISTING MATERIALS

Absolutely no burning of waste materials will take place. All existing concrete & high-grade aggregate materials on site are to be recovered, recycled and used within the new construction if at all possible.

Where feasible and available, all imported high-grade aggregates required for the new construction will be from a local recycled source.

Where feasible all waste materials to be removed from site will be segregated at source.

Our target is for 100% waste diverted from landfill on this project.

It is our intention to work with our supply chain and ensure any non-hazardous material removed from site can be reworked and converted into an inert material classification so it can be recycled.

All skips will be in a secure area within the site boundary and enclosed or sheeted over where necessary to avoid arson or rubbish being blown and scattered around the site and public areas.

All residents and neighboring businesses will be kept informed of progress via regular letter drops and within these letters there will be contact details for the Site Manager and HCL Health and Safety Manager. Residents & neighboring businesses will be encouraged to communicate with HCL in relation to any concerns at an early stage.

SITE TRAFFIC MANAGEMENT PLAN

