

CONSTRUCTION VEHICLE MANAGEMENT PLAN

PROPOSAL : ERECTION OF 12 BUNGALOWS

**ADDRESS : LAND AT BRIDGE END, MACCLESFIELD ROAD, LEEK,
ST13 8LG**

APPLICANT : URBAN NU LTD

DATE : FEBRUARY 2024

JOB REF : 2022-2683

1.0 PURPOSE OF THIS STATEMENT

This Construction Vehicle Management Plan has been submitted to support a planning application (reference SMD/2021/0113) for the construction of 12 bungalows on land at Bridge End, Macclesfield Road, Leek. The application which was submitted to Staffordshire Moorlands District Council on the 26th February 2021 was validated on the 6th April 2021.

As part of the consultation process the Local Highways Authority was consulted and their comments were received by the Local Planning Authority on 13th January 2022. The consultation response, attached as an appendix to this plan, recommends conditional approval. One of the suggested conditions is that a Construction Vehicle Management Plan (CVMP) should be submitted to the Local Planning Authority prior to any works commencing. The suggested condition also provides a list of what details the statement should include.

This statement illustrates how the construction of the proposed development will be approached efficiently, under controlled environmental conditions and provides details of all measures to be taken to minimise the impact of the construction phase on both the surrounding residential dwellings and local traffic.

2.0 PROPOSED WORKS

The application site comprises a parcel of previously developed land that lies within the defined settlement boundary of Leek. Vehicular access to the site will be via the existing access track that leads up from Bridge End from the Macclesfield Road, wrapping around the southwestern / western perimeter of the site.

The main construction stage comprises the erection of 12 bungalows comprising of 4 x 4 bed units, 4 x 3 bed units and 2 x pairs of 2 bed semi detached units as shown on the submitted drawings including new underground drainage, electrical services, all fitting out and internal finishes.

3.0 SITE SET UP FOR OFFICES AND WELFARE FACILITIES

The management of the construction phase of this project will require a set up comprising site office, welfare and canteen facilities. It is always preferable to locate these facilities close to the site itself ensuring rapid communication between office and construction.

The means of access into the site will remain in the same position as the previously approved development on the site, located in the northwest corner, with Plot 1 sited alongside to provide some visual presence as one turns into the site. The road then meanders into the site, with dwellings set on either side of the access, set within spacious plots.

The accompanying CEMP Site Plan numbered 2022-2683-06A shows that a secure compound will be set up at the entrance to the site on what is largely Plot 1. This area, which will be formed with Heras fencing will contain two portacabins, one to provide welfare facilities and the other to provide secure storage. These will be located along the north eastern boundary of the application site with car parking spaces for 8 contractors in front. In addition a separate area will be designated for materials storage along the south eastern boundary.

It is anticipated that development of the site will commence at the south eastern end of the site, working back towards the entrance so that Plot 1 will be built out last. At this point the number of contractors on site will be reduced as will the requirement to store materials etc. The detached garage will be constructed prior to the dwelling and upon completion will provide both welfare and secure storage provisions, thus allowing the two portacabins to be removed. Contractor parking will be relocated to the front of the garage whilst the detached dwelling for Plot 1 is constructed and the material compound will be retained in the south eastern corner of the plot, albeit on a reduced scale.

All construction support activities will be controlled within the site construction compound including office facilities, toilets, canteen etc. Materials and waste handling storage will be within the confines of the site shown on the annotated drawing. Adequate warning signs will be on display to illustrate the required PPE and risks associated when entering the construction site.

4.0 ON SITE PARKING

Due to the location of the site it is expected that most staff and visitors will arrive by car. As such works will be phased to ensure there is sufficient parking provision on site at all times throughout the construction phase.

Site visitor parking will be located within the site compound with access and egress through the existing site entrance. No local traffic management measures for site access are anticipated but if required will be agreed with the local authority.

5.0 CONSTRUCTION VEHICLE MOVEMENTS / DELIVERIES

Goods vehicle movements during the construction phase will be monitored closely. The management of site logistics is key to the success of the project and will require a member of the team to control and manage the site.

The set up of the site provides adequate room for storage of materials however it is expected that major components will be programmed to arrive just in time. The scale of the proposed development is such that no provision of an off site holding area for vehicles is anticipated to be required. Sizes of deliveries will be restricted and kept to a "Just in Time" basis. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. A banks man will be overseeing all traffic. The traffic route has been reviewed for weight restrictions and no issues with deliveries to and from the site are foreseen i.e. low bridges.

In view of the location of the site and to minimise the impact of the construction phase of the project on local traffic, the Site Manager will be responsible for communication with the local highways authority with regards to traffic issues and planned large deliveries.

6.0 PUBLIC RELATIONS / COMPLAINTS PROCEDURE

The site agent will deal with all complaints and enquiries. The site agent contact details are Mr Banjo, Urban Nu Ltd. This individual will be named at the site entrance with a contact telephone number and email. Any complaints will be logged on site, fully investigated and reported to the

client as soon as possible. The complainant will be informed as to what action has been taken. In the event of unusual activities or events, the client and other related third parties (i.e. statutory and non-statutory bodies) will be notified in advance of the work being carried out.

7.0 WHEEL WASHING / ROAD CLEANLINESS

The site agent will do everything possible to prevent mud being deposited onto the road. During construction works an appropriate wheel washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site and all loads of debris or other such material shall be fully covered.

The exits from the wheel washing system shall be constructed from a hard surfacing material and sited as shown on submitted drawing 2022-2683-06A and the surface beyond shall be kept clean at all times.

Waste water discharged from the wheel washing system shall be disposed of onsite and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material.

Suitable measures to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried onto the adjoining properties shall also be provided. The road shall be cleaned as necessary during the working day. Ensure that labour and equipment is available and is suitable for the soil and weather conditions present. Ensure that adequate public liability protection is in place.

8.0 DUST SUPPRESSION MEASURES

Best practicable means of preventing, reducing and minimising dust will be adopted. It is expected that the proposed development will adhere to the relevant Code of Practice during construction.

On site good practice procedures will be followed in order to mitigate noise, vibration and air pollution impacts under the Considerate Contractors Scheme. Measures planned include:-

- The hours of work, including construction, demolition and associated deliveries to the site shall not take place outside 08:00 to 18:00 hours Mondays to Fridays, and 08:00 to 13:00 hours on Saturdays, nor at any time on Sundays or Bank Holiday.
- Hydraulic construction to be used in preference to percussive techniques where practical;
- Off site pre-fabrication to be used, where practical;
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate and operated to prevent excessive noise. To be switched off when not in use and where practicable;

- Locating plant, equipment, site offices and storage areas and worksites away from neighbouring properties where reasonably practical;
- Plant will be certified to meet relevant current legislated and British Standards;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation;
- Any temporary site lighting will be faced into the site and not directed towards any neighbouring properties;
- The area around the site including the public highway to be regularly and adequately swept to prevent any accumulation of dust and dirt;
- Deviation from approved method statements only to be permitted with prior approval from the main contractor and other relevant parties; and
- Burning of wastes or unwanted materials will not be permitted on site and shall be kept securely for removal to prevent escape into the environment.
- During construction/demolition phases amplified music and/or radios shall not be audible beyond the site boundary.

As far as possible, construction works will be carried out using methods that minimise noise. In some specific cases there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

9.0 SITE SECURITY

Heras fencing will be erected prior to commencement of works as shown on drawing number 2022-2683-06A. Safety is paramount in the construction industry and occupies a large part of the site management daily routine.

As such, all necessary protection, hoardings, covers and protected walkways will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site compound and offices will be kept locked and the offices alarmed.

Construction sites are a magnet for children, as such any physical barriers, hoardings and screens will be installed to ensure that the site is kept secure. Furthermore, appropriate measures will be provided to mitigate against pollution and the dangers of the removal of hazardous substances and materials.

All entry points will be clearly signed.

REFERENCES & ACKNOWLEDGEMENTS

Control of Pollution Act 1974

Environmental Act 1995

Special Waste Regulations 1996

Waste Strategy 2007 for England and Wales

BW 5228:1:2009+A1:2014 - Noise and Vibration Control on Construction and Open Sites

To: Staffordshire Moorlands, DCM
Staffordshire Moorlands District Council
Moorlands House
Stockwell Street
Leek
ST13 6HQ

Applicant: MR M BANJO
C/O AGENT

Application Type: FULL

Officer: David Plant

Application No: SMD2021/0113

Date: 26-APR-2021

Date Received: 06-APR-2021

Road No: PRIVATE

Particulars of Development:
ERECTION OF 12NO. BUNGALOWS

Location of Development:
LAND AT BRIDGE END MACCLESFIELD ROAD
LEEK

Conditional

Recommendations: There are no objections on Highway grounds to the proposed development subject to the following conditions being included on any approval:-

- 1 The development hereby permitted shall not be brought into use until details of the surface water drainage interceptor, connected to a surface water outfall, to direct surface water away from the existing dwellings in Bridge End and prevent surface water flowing onto the highway, has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall thereafter be constructed in accordance with the approved details prior to the development being first brought into use.
- 2 The development hereby permitted shall not be brought into use until the access, parking, servicing and turning areas have been provided in accordance with the approved plans. The parking, turning and servicing areas shall thereafter be retained unobstructed as parking, turning and servicing areas for the life of the development.
- 3 The development hereby permitted shall not be brought into use until the access road from A523 to the site has been resurfaced/reconstructed in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The access road shall thereafter be reconstructed in accordance with the approved details.
- 4 No development shall take place, including any demolition works, until a Construction Vehicle Management Plan (CVMP) has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall include:
 - Suitability of access route for largest anticipated vehicles.
 - Arrangements for the parking of site operatives.
 - Loading and unloading of plant and materials.
 - Storage of plant and materials used in constructing the development
 - Construction & delivery hours
 - wheel wash and means to prevent mud being deposited on the highway;
 - arrangements for mechanical road sweeper in the event mud is deposited on the highway
- 5 Prior to commencement of site operations wheel cleaning/ washing facilities shall be provided within the site in accordance with details to be first submitted to and approved in writing by the local planning authority. The approved facility shall be utilised by all vehicles leaving the site.

REASONS

ALL

To comply with NPPF Paragraph 108; to comply with SMDC Local plan Policy DC1 and T1; in the interests of highway safety.

IMPORTANT INFORMATIVE TO BE INCLUDED ON DECISION NOTICE

This consent will require approval under Section 7 of the Staffordshire Act 1983 and as it is to remain private, will require exemption under Section 219 of the Highways Act 1980. Please see <https://www.staffordshire.gov.uk/Highways/highwayscontrol/HighwaysWorkAgreements.aspx> and contact Staffordshire County Council at road.adoptions@staffordshire.gov.uk to ensure that approvals and exemptions are secured before commencement of works.

As the road is to remain private, a maintenance management company will be required for maintenance of the road.

NOTES TO PLANNING OFFICER

Bridge End is a private/unadopted road. The applicant should satisfy themselves that they have the appropriate rights and permissions to carry out works to Bridge End; that they have appropriate right of access; that they have rights and permissions to use Bridge End for construction vehicles.

SMD/2013/1099 was allowed on appeal. The inspector included a condition to reconstruct the access road between A523 and the site boundary.

As it is a private road, the reconstruction should be agreed with fronting owners. Details should be included in section 7 technical approval submission.

The easternmost vehicle in front of the garage to plot 6 is indicated in a position in which it would difficult to manoeuvre into or out of. However, adequate parking is provided within the curtilage of plot 6 for three vehicles.

As the access is to remain private, proposals for refuse collection should be established at an early stage. Will refuse collection contractor access a private development? If not, where will refuse be collected from?

Access width is not stated but scales as between 4.8m and 5m wide. This is adequate for two cars to pass or a car and a HCV to pass with care.

Site visited 14/04/2021

**Assistant Director - Highways and the Built County
on behalf of the County Council
as Highway Authority**