

**West Area Planning Committee**

31<sup>st</sup> October 2017

**Application Number:** 16/02689/CND

**Decision Due by:** 31st October 2017

**Proposal:** Details submitted in compliance with Condition 13 (Construction Traffic Management Plan (CTMP) revised Required) of planning permission 16/02689/FUL.

**Site Address:** Unither House 15 Paradise Street , Site Plan **Appendix 1**

**Ward:** Carfax Ward

**Agent:** Mr Adrian Stewart

**Applicant:** Dominvs Project Company  
3 Ltd

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**Recommendation:** The West Area Planning Committee is recommended to approve the submitted Construction Traffic Management Plan in compliance with Condition 13 of planning permission 16/02689/FUL.

## **1.0 Background to Proposals:**

1.1 Planning permission was approved for the demolition of existing building and construction of new hotel building (use class C1), with associated vehicle and cycle parking, landscaping, plant and engineering works. Condition 13 of the approval requires the submission of an updated Construction Traffic Management Plan (CTMP). The Condition states:

*'Notwithstanding the submitted Construction Traffic Management Plan (CTMP) a revised CTMP shall be submitted to the Local Planning Authority and agreed prior to commencement of works on site including demolition and should identify the following;*

- i The routing of demolition and construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman;*
- ii Access arrangements and times of movement of demolition and construction vehicles (to minimise the impact on the surrounding highway network);*
- iii Details of wheel cleaning / wash facilities to prevent mud etc. from migrating on to the adjacent highway;*
- iv Contact details for the Site Supervisor responsible for on-site works,*
- v Travel initiatives for site related worker vehicles;*
- vi Detail of hours of working;*
- vii Details of times for demolition and construction traffic and delivery vehicles, which must be outside network peak and school peak hours;*
- viii Engagement with local residents and neighbours including Considerate Contractors Scheme;*
- ix Details of hoarding, storage of materials and craneage'.*

- 1.2 The Applicant has undertaken pre-application discussion with the Highway Authority (HA) and Officers. During the process of this application submission the CTMP document has been revised twice; once to address issues raised by the Lion Brewery Residents Association in respect of hours of working and secondly to vary the wording in respect of abnormal loads and axel load weight restriction over Swan Bridge.

### **3.0 Details of the CTMP:**

- 3.1 The details submitted under the requirements of the condition can be summarised as follows:

#### *i. Routing of vehicles & Banksmen:*

Deliveries will gain access to the site by:

a) Paradise Street via the main arterial routes (New Road/Castle Street or A420/Norfolk Street). For larger lorries using this route an abnormal load permit will be requested. Larger lorries are effectively entering a 'dead end' street as they cannot physically turn left onto St. Thomas' street (too narrow) or turn right onto Quaking Bridge (too narrow + max 7.5T weight restriction). In order to manage the exit, the Lorries will have to reverse back to the junction of Paradise Square/Castle Street and turn. This manoeuvre will be managed with the aid of fully trained, qualified and certified Traffic Marshalls in direct contact with each other (2-way radios) employed by McAleer & Rushe.

b) St Thomas Street via Hollybush Row. Due to the narrow turning circle at the junction of St Thomas Street and 7.5T Weight Restriction on Quaking Bridge the type of delivery vans that will be allowed to exit via Quaking Bridge and onto Tidmarsh Lane using this route will be restricted.

Abnormal loads will be applied for to the County HA who have indicated that following the recent weight assessment for Swan Bridge applications for vehicles with axel load weight exceeding 12.5 tonnes are likely to be rejected.

#### *ii. Access arrangements and times of movement of demolition and construction vehicles (to minimise the impact on the surrounding highway network):*

In order to avoid any lay up on any part of the highway network, McAleer & Rushe will effectively manage the timings of deliveries to and from the site. By creating a vehicle booking or management plan it will be possible to reduce the number of failed deliveries and prevent deliveries arriving simultaneously. Delivery and collection times will be rigidly enforced within the agreed working times set out by OCC. If required however we have identified 2No key lay over points at the Oxford Welcome Stations:

1. North - Welcome Break Service Station off Peartree Roundabout,

## 2. South - Welcome Break Service Station, London Road.

McAleer & Rushe will encourage suppliers to make as few deliveries as is feasibly possible, by consolidating deliveries in order to reduce the delivery frequencies. Given the restricted nature of the site the design team will also be encouraged to incorporate as much 'off site' solutions as possible to further reduce delivery frequencies. All Sub-contractors & suppliers required to access the site will be issued with a copy of the TMP containing all the above details and advised of vehicle size limits. Where possible all Suppliers will be requested to deliver their materials on vehicles less than 7.5T.

During the construction phase half of Paradise St will be closed off to allow for site storage and deliveries etc. It is proposed to operate a stop/go system managed by Traffic Marshalls to ensure traffic can still flow efficiently in both directions. They will encourage site operatives to use public transport or pay and display parking given there is no parking available.

For times of movement within the hours of working see vi. below.

### iii. Details of wheel cleaning / wash facilities:

A road sweeper will be deployed on a regular basis for sweeping and cleaning the roads adjacent to the development when necessary. There will be an operative at the site entrance at all times to regularly brush the footpath and immediate area of road to avoid any build-up of dust and debris from site vehicles. This operative will also be responsible for inspecting Lorries' wheels and cleaning if required before the vehicle leaves site. McAleer & Rushe will review the condition of the roads surrounding the site on a regular basis to ensure that any dirt arising does not cause any inconvenience to nearby residents or businesses.

### iv. Contact details for the Site Supervisor:

These details will be available within the monthly letter and also on the site hording.

### v. Travel initiatives for site related worker vehicles:

As there is no parking on site or nearby, Operatives and sub-contractors will be informed and given detail of public transport links and pay and display car parks nearby. The sub-contractors will be managed through the appointment process. A security guard will be on site who have the responsibility of ensuring that no site vehicles are parked on either street at any time. There will be secure cycle parking provided too.

### vi. Detail of hours of working:

Hours of working will be:

- a. Mon – Fri working hours 8.00am to 6.30pm with restricted deliveries outside peak hours between:
- i. School peak times 7.30am – 9.30am and 15.00pm to 16.00pm
  - ii. Traffic peak hours. No vehicles will be permitted between 0730-0930 and 1630-1830 unless approved by OCC
  - iii. Before 8.00am – due to the need to reverse large vehicles and to keep noise (reverse scanning sound) within reasonable hours [i.e. there will be no deliveries before 8am]; and
- b. 8.00am- 1pm on Saturdays

vii. Details of times for demolition and construction traffic and delivery vehicles, which must be outside network peak and school peak hours:

Any work to take place outside of the hours of working set out above will be subject to agreement with Oxford City Council and notifications of any other relevant parties. Certain activities may need to be completed outside normal hours to assist with minimising disruption e.g. installation of cranes.

viii. Engagement with local residents and neighbours including Considerate Contractors Scheme:

The Site will be registered under the Considerate Constructors Scheme. Prior to commencement of the works McAleer & Rushe shall provide information to residents, landowners, landlords, local businesses likely to be affected by the works. This information will contain:

- The nature, timing and phasing of the works
- Changes to the local roads – layout and temporary access arrangements
- The likely impact of the works on adjoining properties
- The mitigating actions being undertaken by McAleer & Rushe in relation to these activities
- Contact details for the relevant staff from McAleer & Rushe (this will also be displayed on the Site hoarding.)

McAleer & Rushe will circulate a monthly letter drop among the neighbours including details of the work completed so far, work planned for the following weeks and the relevant contact details for those involved in the project. A record will be maintained of any complaints and their resolution. Local residents and businesses will be informed of any significant deliveries. Any specific activities affecting a certain business or resident will be discussed in person with McAleer & Rushe's Project or Site Manager.

ix. Details of hoarding, storage of materials and craneage:

Materials will be stored within the designated areas within the site boundary in accordance with the Site Waste Management Plan. During the project McAleer & Rushe will organise the works and respective deliveries so that there will never be a large amount of materials required to be stored on site at any one time. Hazardous materials will be securely stored to prevent access

by unauthorised persons and other materials will be stored/stacked in a safe and secure manner.

The site during Main Construction Phase will be secured by a plywood hoarding, 2.4m - 2.6m metres will be erected around the boundary of the site. During demolition heras type temporary fencing will be erected during this phase along the back edge of the existing footpath.

It is proposed to service the site with the use of a Luffing Tower crane. Over sailing of neighbouring residential properties Lions Brewery, Woodins Way & Fisher Row will be avoided by fitting a load restriction and anti-collision system onto the crane. The system will be pre-set with the neighbouring buildings coordinates in which the hook block cannot operate over. This will ensure the operator cannot physically move a load outside of this restricted zone. Should the operator attempt to move beyond the boundary with a load the crane will automatically 'cut out'. A strict management regime will be enforced (and detailed in the lifting plan) to ensure the system is inspected and tested on a daily basis.

#### **4.0 Statutory Consultee response**

4.1 The Highway Authority has been consulted and has commented as follows:

*Following a full assessment of the weight capacity of Swan Bridge, St Thomas Street, the County Council can now agree the access route to the site as set out in the Construction Traffic Management Plan (CTMP). This route will avoid Quaking Bridge.*

*The county council's Network Management team has also agreed all other measures set out in the CTMP following meetings on the site.*

*Therefore the county council considers that the condition can be discharged.*

#### **5.0 Comments from Residents:**

5.1 Comments have been received via the Ward Councillor in relation to the following issues:

*i. Hours of working:*

Lion Brewery residents wanted a later start on site, 8am, rather than 7.30am as originally submitted and would be content with a later finish at 6.30pm.

In response the Applicant and McAleer & Rush adjusted the hours of working as set out above in the report.

*ii. Routing:*

Concern was expressed that larger vehicles would have difficulty exiting via St Thomas St and currently large vehicles have to make several runs to do so, this has resulted in the blocking up of the highway and in particular Woodin's Way.

The way in which the routing and management of deliveries/ construction traffic and parking of contractors/ operators is set out in the CTMP and summarised above.

In response the Agent advised that *'McAleer & Rushe are fully wedded to the requirements of the CTMP and have provided written assurance that they will continue to write to neighbours of the site'*. A letter to residents was sent in August, copy attached at **Appendix 2**. The Agent also has forwarded the following comments from McAleer & Rush:

*"Our Site Manager is fully familiar with the CTMP and has been very mindful of the traffic restrictions in the vicinity of the site. He has reiterated the no parking regime etc. today again to all personnel attending site and will continue to do all within his power to minimise traffic disruption to Paradise street.*

*We did send out a letter to the neighbours in the vicinity of the site in August and another update letter to local neighbours is currently being distributed; following formal approval to the CTMP a full update will be issued to interested parties in the middle of next month.*

*Our site manager has also attended Woodin's Way Resident Group meetings and has also liaised with other residents in Lions Brewery and other adjacent properties. This action has been warmly received.*

*ii. Piling:*

Whilst outside the remit of this condition, residents have been concerned about noise from piling. The Applicant has advised that Continuous Flight Auger (CFA) Piling will be used. This is the quietest form of piling and is a fast and very economical technique. This will reduce any potential impact on residents in terms of noise and vibration.

**6.0 Conclusion:**

- 6.1 The Applicant and Contractor (McAleer & Rush) are fully aware of the sites' location in terms of routing, weak bridges and difficult access at junctions (e.g. Paradise St to St Thomas Street) and sensitive to the potential of impact on neighbouring residents and local businesses.
- 6.2 Officers consider that the details of the CTMP Final (Rev 5) submitted are acceptable in compliance with Condition 13 of planning permission 16/02689/FUL and recommend that West Area Committee approve the CTMP accordingly.

**Background Papers:** 16/02689/FUL & 16/02689/CND

**Contact Officer:** Felicity Byrne

**Date:** 20<sup>th</sup> October 2017