CONSTRUCTION TRAFFIC MANAGEMENT PLAN
Proposed Conversion to 11 Bedroom / 12 Person HMO
14 New Street, Somercotes, Alfreton, Derbyshire DE55 4HW

1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared in support of the proposed conversion of the existing building at 14 New Street, Somercotes into an 11-bedroom House in Multiple Occupation (12-person occupancy). The purpose of this document is to demonstrate how construction activities associated with the development will be managed in order to minimise disruption to neighbouring occupiers, pedestrians, and the surrounding highway network throughout the construction period. The development comprises the conversion and refurbishment of an existing building and does not involve large-scale structural expansion or extensive groundworks.

2. Site Context

The site is located on New Street, Somercotes, which is an existing adopted highway accessed from the B600 Somercotes Hill. The site benefits from an existing rear parking/service area which will be utilised throughout the construction period for deliveries, loading/unloading activities, contractor parking (where practicable), and material storage. Given the constrained nature of New Street and the proximity of neighbouring properties, careful management of deliveries and contractor activity will be undertaken throughout the works.

3. Construction Working Hours

Construction activities shall take place only during the following hours:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sundays and Bank Holidays: No construction works

Deliveries will be coordinated within normal weekday working hours and, where practicable, outside peak traffic periods.

4. Construction Programme and Nature of Works

The proposed works principally comprise:

- Internal strip out and refurbishment;
- Formation of internal partitions;

• Installation of services;
• Replacement windows and doors;
• External refurbishment works;
• Formation and surfacing of parking and servicing areas;
• Installation of cycle and bin storage facilities.

The development is not expected to generate abnormal construction traffic movements or require prolonged occupation of the public highway.

5. Construction Vehicle Routing

Construction traffic will access the site directly from the B600 Somercotes Hill via New Street. Drivers and contractors will be instructed not to approach the site via unsuitable residential side streets where alternatives are available. A delivery booking system will be operated by the Site Manager to avoid vehicle conflict and congestion.

6. Delivery Management and Loading / Unloading Arrangements

All deliveries shall be pre-booked and coordinated by the Site Manager.

The following measures shall be implemented throughout the construction period:

• All loading and unloading will occur within the rear parking/service area of the site;
• No delivery vehicles shall unload from the public highway;
• No vehicles associated with the development shall wait on New Street or the B600 whilst awaiting access;
• Delivery schedules will be managed to avoid overlap of large vehicles;
• Deliveries shall, where practicable, avoid peak traffic periods;
• Delivery vehicles will be appropriately sized for the local highway network.

The use of the rear parking/service area will ensure that traffic flow and pedestrian movement along New Street are maintained throughout the works.

7. Contractor Parking and Staff Management

Contractors will be encouraged to travel via shared transport where possible.

Contractor parking arrangements shall operate as follows:

• Contractor parking will primarily be accommodated within the rear parking area where space allows;
• Additional contractor parking will utilise lawful public parking areas within the locality, including Somercotes Market Place public car park;
• No contractor parking shall take place on New Street;
• Contractors will be informed of parking restrictions and requirements during site induction procedures.

No on-site residential accommodation for construction staff is proposed.

8. Pedestrian and Highway Safety

The following measures shall be implemented in the interests of pedestrian and highway safety:

• Safe pedestrian access along New Street shall be maintained at all times;
• No materials, plant, machinery, skips, or waste containers shall be stored on the adopted highway;
• Temporary barriers and signage shall be used where necessary;
• A banksman will be utilised during larger deliveries where appropriate;
• Vehicle movements will be supervised where visibility is constrained;
• Access to neighbouring properties will be maintained throughout the works period.

Particular care will be taken due to the constrained nature of New Street and existing limited footway provision.

9. Construction Vehicle Size Restrictions

The principal contractor will seek to minimise the use of large construction vehicles where practicable. Deliveries will be undertaken using appropriately sized vehicles suitable for the local road network. No abnormal indivisible loads are anticipated during the construction period.

10. Turning Arrangements

Construction and delivery vehicles will enter and leave the site in a forward gear wherever practicable. The rear parking/service area will be utilised to assist manoeuvring and unloading operations. No turning movements shall obstruct New Street or adjoining accesses.

11. Temporary Traffic Management

No formal road closures are anticipated as part of the development. Should temporary traffic management measures become necessary during any limited external works, these shall be agreed with the Highway Authority in advance where required. At all times, the contractor shall ensure that neighbouring occupiers retain safe access to their properties.

12. Site Hoarding, Security and Fencing

The site will be secured throughout the construction period.

Measures will include:

• Temporary fencing and/or hoarding where appropriate;

• Secure storage of plant and materials;
• Locking of site access points outside working hours;
• Appropriate site signage.

The extent of hoarding will be kept proportionate to the scale of works.

13. Dust, Mud and Debris Control

Appropriate measures will be implemented to prevent dust, mud, and debris affecting the public highway and neighbouring occupiers.

These measures shall include:

• Regular site housekeeping;
• Damping down of dusty materials where necessary;
• Appropriate covering/storage of loose materials;
• Wheel cleaning facilities where required;
• Road sweeping if necessary;
• Immediate removal of mud or debris deposited on the highway.

The principal contractor shall ensure compliance with Sections 149 and 151 of the Highways Act 1980.

14. Waste Management

Construction waste will be stored within designated areas inside the site boundary prior to removal by licensed contractors. Regular waste collections shall take place to prevent accumulation of materials on site. No waste materials shall be stored on the public highway. Where practicable, materials will be recycled or reused.

15. Communication with Local Residents and Businesses

The principal contractor shall maintain appropriate communication with neighbouring residents and businesses throughout the construction period.

This shall include:

• Provision of contact details for the Site Manager;
• Notification of any potentially disruptive works where appropriate;
• Prompt investigation of any complaints or concerns;
• Reasonable steps to minimise noise, disruption, and inconvenience.

Courtesy signage containing relevant contact details shall be displayed on site where appropriate.

16. Emergency Access

Emergency service access shall be maintained at all times throughout the construction period. The site layout and delivery management arrangements have been designed to ensure that obstruction of New Street does not occur.

17. Conclusion

This Construction Traffic Management Plan demonstrates that the proposed development can be undertaken safely and efficiently whilst minimising impacts on neighbouring occupiers and the surrounding highway network. The use of the rear parking/service area for loading, unloading, contractor activity, and material storage will ensure that obstruction to New Street and the adjoining highway network is avoided throughout the construction period. The scale of the proposed conversion works is relatively modest and is not expected to generate substantial construction traffic movements or prolonged disruption to the surrounding area.