Construction Transport Management Plan in relation to the approved application for the demolition of the Simonside Arms and planning permission for the proposed erection of 13 no. residential dwellings and associated access and landscaping on land at 97 Newcastle Road, South Shields, NE34 9AA (Ref: **ST/0218/23/FUL).**

October 2024

ORIGIN PLANNING SERVICES
Unit 3B Evolution
Wynyard Business Park
Wynyard
TS22 5TB
info@originplanning.co.uk

RTPI Chartered Town Planners

Contents

1. Introduction
2. Site Location
3. Description of Proposals
4. Pre-commencement Works
5. Working Hours
6. Communication/Emergency Contact
7. Access
8. Construction Site Compound and Storage
9. Measures to control mud & debris leaving site and contaminating highway
10. Measures to control the emission of dust and dirt
11. Measures to control emission of noise and vibration
12. Lighting
13. Site Security
14. Site Waste Management Plan
15. Disposal of Waste and Contaminated Materials

Rev	Date	Author	Reviewed	Approved
1	October 2024	Emily Andrews	Catherine Renfrew	November 2024

1.0 Introduction

1.1 Origin Planning Services (the 'Agent') have prepared this Construction Transport Management Plan on behalf of Florence Property Development (the 'Applicant') in relation to variation of condition 8 related to the approved appeal for the demolition of the Simonside Arms and planning permission for the proposed erection of 13 no. residential dwellings and associated access and landscaping on land at 97 Newcastle Road, South Shields, NE34 9AA (Ref: ST/0218/23/FUL).

2.0 Site Location and Description

2.1 The proposed development site comprises a roughly rectangular piece of land located at 97 Newcastle Road, South Shields, NE34 9AA. The proposed development site comprises of approximately 3500 square metres, currently holding a vacant public house.

2.2 The proposed development site is located in an area largely characterised by residential development, with the development site being surrounded by housing on 3 sides and by Newcastle Road towards the North-West side.

2.3 The site is located, approximately, 2.5 miles to the South-West of South Shields town centre, with access to sustainable modes of transport – such as buses and the metro system. The Newcastle Road-Simonside Arms and the Newcastle Road-Colman Avenue bus stops are located closely to the site, along with the Simonside metro station- which is located to the south-west of the site. These provide transport links to the surrounding towns and cities, including other areas of South Shields, Newcastle and Sunderland.

3.0 The Development

3.1 The development comprises of the demolition of the existing building located on the site and the erection of 13 no. of residential dwellings.

3.2 The development will also include the creation of a new access road from Hyperion Avenue and associated landscaping.

4.0 Pre-commencement Works

4.1 In accordance with planning condition 8, this Construction Transport Management Plan will be submitted and approved by the Council prior to commencement of the development. The CTMP will include the following:

- temporary traffic management measures, temporary boundary treatments, vehicular/pedestrian gates, visibility splays, temporary access routes (in which the developer will aim to avoid Hyperion Avenue and Fenwick Avenue, wherever possible) for vehicles;
- vehicle cleaning facilities and/or measures to ensure that the public highway is cleansed of debris from the construction vehicles;
- the parking of vehicles of site operatives and visitors;

- the loading and unloading of plant and materials, including turning area facilities;
- the storage of plant and materials used in demolition/constructing the development; and
- the disposal of surface water from the site for the duration of the demolition/construction phases.

4.2 The measures included in this CTMP will be adhered to throughout the demolition and construction periods

5.0 Working Hours

5.1 Site working hours will be as follows, unless exceptions are agreed with the Local Authority in writing:

- 0800 to 1800 Monday to Friday, and
- 0800 to 1300 on Saturdays
- No working on Sundays or Bank Holidays

5.2 There will be no construction deliveries to or from nor vehicle movements within the site outside of these hours.

5.3 It should also be noted that there will be no construction deliveries to or from the site within peak times, as follows:

- 08:15 to 09:30, 15:00 to 15:45 and 16:30 to 17:30 Monday to Friday

6.0 Communication/Emergency Contact

6.1 The Site Manager will be the first point of contact for any emergency situation raised on site during normal working hours.

6.2 In addition, prior to the start of construction onsite a letter drop to all surrounding residents will take place to ensure that the effects of site activities are mitigated, where feasible and practicable. This leaflet will provide contact details for the developers representatives allowing residents to log any site issues or concerns.

6.3 Signage will also be erected at key points around the site with information on site activities. Information will be available for the local community. Information will also be published at the perimeter of the site to ensure that users of the site are aware of the closures of any roads or pathway and can adjust their journeys accordingly.

6.4 Operatives employed on site will be informed at their site induction if the importance of maintaining good relations within the local area.

7.0 Access

7.1 Access and egress for construction vehicles will come from the access at Roman Road, as identified on the accompanying plan. It is the aim that, wherever possible, construction vehicles will avoid the use of Hyperion Avenue and will, instead, seek to utilise Roman Road for access.

7.2 The site will be securely closed using fence/hoarding and entrance gates will be constructed to secure the site when closed and to control construction vehicles accessing the site. The site entrance gates will be monitored by the developer to ensure that the site is sufficiently monitored throughout the construction phase and ensure all vehicles/peoples accessing the site are accounted for.

7.3 In addition, the developer will ensure that pedestrians and vehicles are segregated within the site boundary through the use of appropriate barriers and separate routes where feasible, as identified on the supporting pan, and in the interests of public safety, members of the public will be prevented from accessing the site.

7.4 Within the site, the construction traffic will be carefully managed so that all vehicles will drive into and out of the site via a construction road. Entrance gates are provided at the site boundary to secure the site when closed. Once entrance has been established then the access gates will be set back 18m from road to allow articulated lorry to wait safely off park road if required

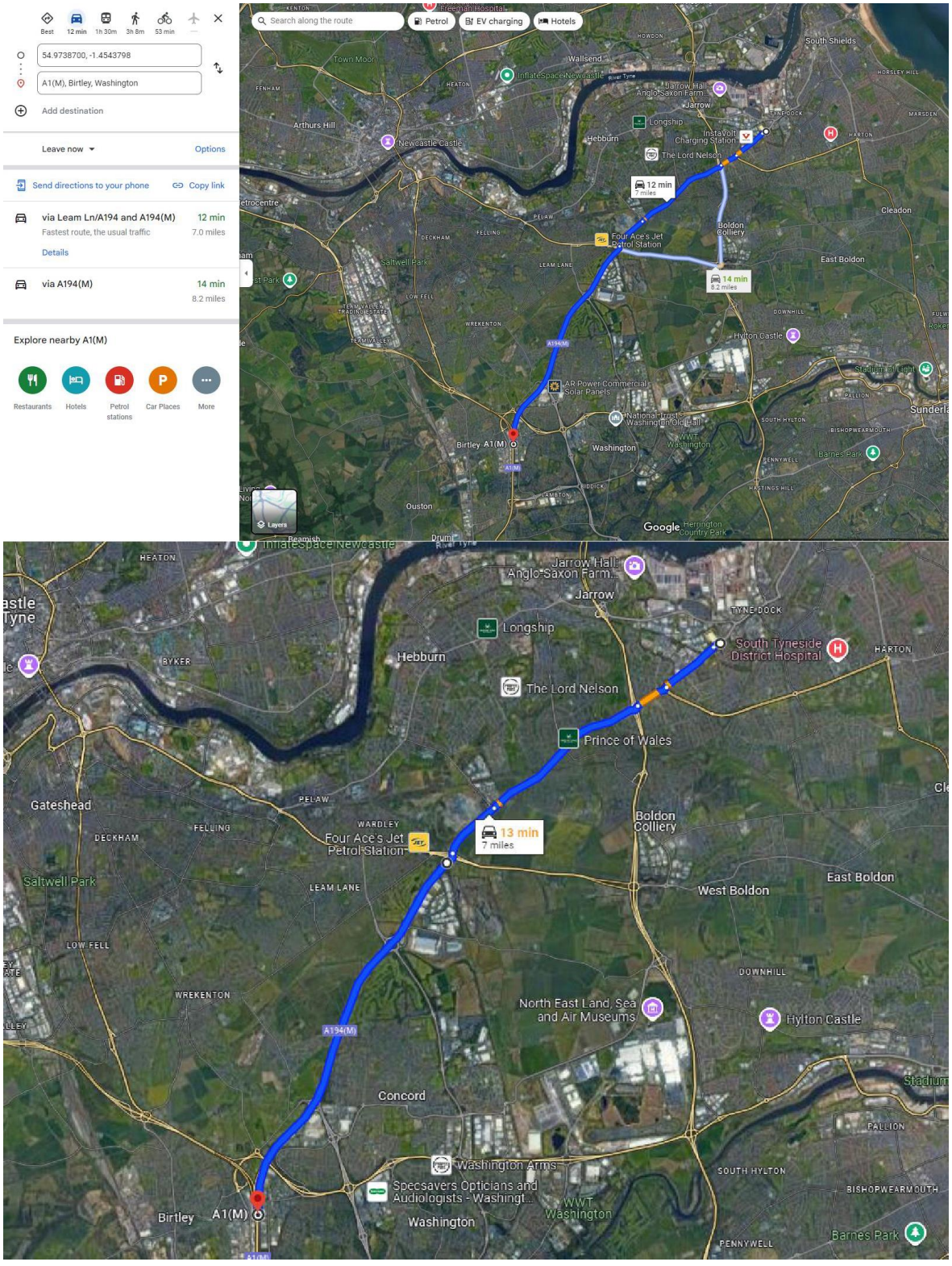
7.5 The site management will ensure that all vehicles will drive into and out of the site in a forward gear. In the initial phase of build, there will be a designated temporary turning area provided on site, once roads are established the construction management plan will be updated to allow turning area. Vehicles will be registered before heading on to site to the unloading area. The developer will aim to get delivery vehicles on and off site as quickly as possible to avoid traffic issues. Vehicles will also be managed to ensure sufficient time (30minutes) is allowed between deliveries to further avoid traffic issues. It will also be ensured that no delivery vehicles have the potential to meet on Roman Road given the constraints on this section of the network. Delivery vehicles will mostly take the form of standard eight-wheelers however large arctic lorries may also be required in some instances. The site management will however limit the use of large arctic lorries except in circumstances this may be deemed necessary.

7.6 All sub-contractors will be made aware of this during the tender process and part of their instructions will include details on delivery times and behaviour. If necessary vehicles will be turned away from the site and repeat offenders will not be allowed to deliver to site and alternative arrangements made.

Construction Traffic Routes to Site

7.7 Incoming construction traffic to the site will be directed using signage and prior instruction during the procurement and order stage. Heavy construction traffic travelling to and from the site will be requested to follow an identified route on haulage route to ensure efficient movement around the site. It is envisioned that this information will be communicated in the form of a letter to all contractors and sub-contractors or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information.

7.8 For clarification, the haulage route will comprise of vehicles leaving the site via Roman Road, leading t Newcastle Road – which will provide access to the A19 and A1. This route comprises of roads sufficient to accommodate heavy construction traffic.



7.9 There will be dedicated zones for vehicles to unload prior to leaving the site. Signage on the hoarding will be used to ensure that site access and egress points are clearly identified.

7.10 The developer will manage deliveries to minimise disruption in the local area. Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected to avoid vehicles waiting on the surrounding highway network.

8.0 Construction Site Compound and Storage

8.1 The developer will have their own site compound and main project office. The site compound will be appropriately lit for safety and security.

8.2 The internal route to the site compound will utilise the existing road within the site, until the site has progressed as far for the road to be formally laid.

9.0 Measures to control mud & debris leaving site and contaminating highway

9.1 The primary approach to controlling mud and debris leaving the site and contaminating the highways, is to maintain a clean working environment on site, ensuring all site roads always maintained to a clean standard.

9.2 This will be achieved by following the basic principles set out below.

Site Planning

- Ensure traffic follows the designated routes as set out in this Construction Transport Management Plan.
- Site to be delivered in 3 phases
    - Phase 1 – initial immobilisation including temporary compound, storage, and haul roads.
    - Phase 2 – construction of permanent roads and sewers
    - Phase 3- construction of houses and associated finishing works.
- Build route designed to follow completed roads and sewers and work into the site.
- Adequate storage and car parking areas provided.

Construction Activities

- First operation on site is to establish temporary stone entrance road, laydown area and compound.
- Once initial soil strip is complete instal temporary hall roads and walkways into site.
- Install stone access roads from tarmacked road to each plot.
- Form footpaths and drives early as soon as possible.
- Wheel washing station established.
- Road sweeper attachment for FLT onsite used when required.
- Erect signage to instruct that vehicles must stay on roads or haul roads.

Monitoring

- During the construction phase the site manager and forklift driver will regularly monitor the condition of the roads and clean when necessary.

- If it is apparent that there is an ongoing problem with mud, then the site manager and contracts manager will review and take necessary proactive measures to ensure it is reduced to a manageable level.
- In the event of enquires/complaints, members of the public will have access to contact details for the site manager, by way of a site notice board at the entrance to the site. These contact details will be available to use 24/7 however will only be responded to within site operating hours. The site manger will have the responsibility of recording all dust complaints and will be expected to make this log available to the local authority if requested.

10.0 Measures to control the emission of dust and dirt

Monitoring

10.1 During the construction phase of the development the site manager and site operatives will have the responsibility of regularly monitoring dust levels through visual awareness. This monitoring will be undertaken by the site manager, HSE manager, assistant site manager or the sub-contractors works manger and will comprise a daily inspection of the deposition of dust within the construction area as well as medium sensitivity receptors within the surrounding area. It should be noted that these inspections will be expected to be carried out more regular in the instance of prolonged dry or windy conditions and/or where activities with a high potential to produce dust are being undertaken. These inspections would then be recorded in a construction log book which will include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary. A digital dust/air quality monitoring device will also be used throughout the project, giving a daily reading. These readings will be kept onsite and displayed within the site file. Wherever monitoring identifies unexpected dust levels or it is clear that nearby receptors are being inconvenienced the site controls, as set out in Appendix 1, and processes shall be reviewed to determine the likely cause. Control measures shall be enhanced if possible and if dust levels are uncontrollable works may be suspended.

10.2 In the event of enquires/complaints, members of the public will have access to contact details for the site manager, by way of a site notice board at the entrance to the site. These contact details will be available to use 24/7 however will only be responded to within site operating hours. The site manger will have the responsibility of recording all dust complaints and will be expected to make this log available to the local authority if requested.

10.3 Measures detailed within these plans will be followed to minimise the effects of construction activities in the immediate vicinity of the site.

Identification of site-specific sources of dust generation during construction

10.4 It is noted that the site activities that will have the greatest impact on the amounts of dust and dirt are soil and overburden removal, crushing of broken concrete, handling of materials including loading, plant and vehicle movement, cutting operations including masonry and concrete cutting. A risk assessment for these dust sources can be seen at appendix 1.

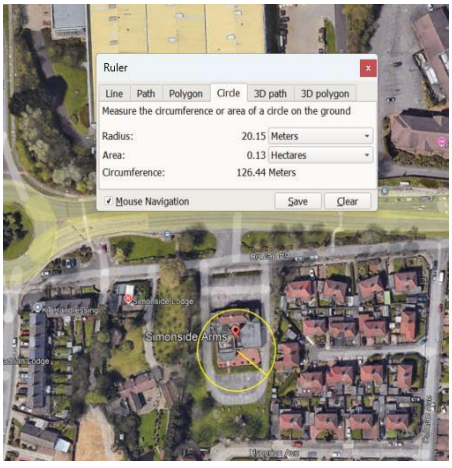
Proximity and Sensitivity of receptors

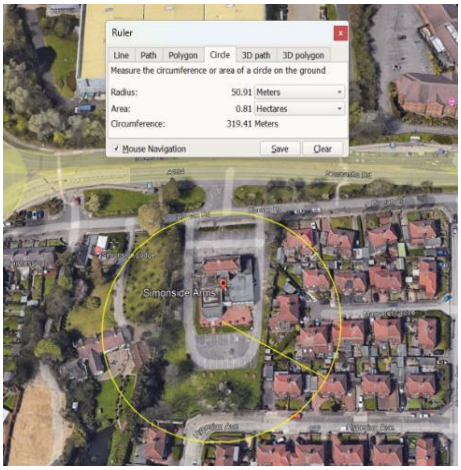
10.5 Moreover, considered in the monitoring will be the scale and nature of the works, as well as the location and sensitivity of the area. The proposed development site is mostly flat lying in terms of it topography and this would therefore have little impact in terms of dust levels. In regard to the wind direction at the site, this is mainly from the coast and, therefore from the east.

10.6 In terms of the sensitivity of the surrounding area, table 2, page 19 of the IAQM Guidance on the Assessment of Dust from Demolition and Construction (Version 2.2 dated January 2024) sets out the sensitivity of the area to dust soiling effects on people and property as below:

Receptor Sensitivity	Number of Receptors	Distance from the Source (m)			
High		<20	<50	<100	<250
	>100	High	High	Medium	Low
	10-100	High	Medium	Low	Low
	1-10	Medium	Low	Low	Low
Medium	>1	Medium	Low	Low	Low
Low	>1	Low	Low	Low	Low

10.7 When applying the above table to the development site, it can be concluded that 0 dwellings fall within 20 metres of the centre of the site, 15 dwellings within 50 metres, and 77 dwellings within 100 metres. This means that only 15 dwellings would be of medium sensitivity with the rest being low.







10.8 It is considered that the aforementioned measures for site management and monitoring along with the measures set out in Appendix 1 would appropriately mitigate any dust impacts at both the medium and low receptors in accordance with the IAQM Guidance. The following general mitigation measures from the contractor will also be in place which will assist in minimising dust production:

- Site Planning:
  - Partial site strip- The phasing site strip and maintaining areas of undisturbed grassed land will not only reduce how much dust is produced but the grassed areas will help protect exposed soil and contain dust.

- Temporary stone access roads to be installed to access bottom of site
- Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile.
- Stockpiles of soils and materials would be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind.
- Surface areas of stockpiles would be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up.
- Installation of permanent roads as soon as practicably possible
- An adequate supply of water shall be maintained on site at all times to allow for dust suppression activities to be carried out at short notice. Although as stated previously dust is not envisaged as a significant problem.

- Construction Activities:
  - Construction operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. Additionally, it will be ensured that all construction plant and equipment is maintained and in good working order.
  - Short-term releases may also occur during start-up of diesel engines, etc.
  - Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty plant will be decommissioned until repairs are carried out and it has been tested and found to be operating satisfactorily.
  - On-site cement and concrete batching (if required) will be undertaken in enclosed areas,
    with suitable water dowsing and wind shielding measures applied as appropriate.
  - Dust-suppressed tools will be used for all operations.
  - No burning of any material will be carried out anywhere on site.

- Construction Traffic:
  - Surfaced and un-surfaced site access roads will be watered as necessary using a water bowser and surfaces kept in good order.
  - Regular inspection of local highways and site boundaries to check for dust deposits (and road sweeping will be conducted if necessary) would be carried out, the road sweeper collections will be disposed of in accordance with waste management legislation.
  - Speed limit around site of 5mph

11.0 Measures to control emission of noise and vibration

11.1 Following approval, this Construction Transport Method Statement should be read to identify working hours, working practices, noise limits and best means of practise in reducing construction noise.

11.2 Noise and vibration will be kept to a minimum by methods of work that conform with the 'Code of Practice Noise and Vibration Control on Construction and Open Sites' and EC and UK Noise Legislation as applicable. Noise levels arising from the construction/building site, outside the nearest window of the occupied room closest to the site boundary should not exceed 75 dB.

11.3 Where possible, the quietest plant and machinery will be used and will be kept in good mechanical order fitted with appropriate mufflers and acoustic covers. Acoustic shrouds should be considered for noisy operations and screen between the noise source and receptor where feasible.

11.4 Any site workers with a daily or weekly exposure to noise levels exceeding 80dB(A) or peak pressure of 135dB (A) will be warned of the dangers of working in noisy environments. They will be advised of the systems being used by the developer to reduce noise levels and issued with and trained in the use of ear protection. Compulsory ear protection will be enforced if noise levels exceed 85dB(A).

Noise control – detailed provision

11.5 The developer aims to control noise levels through a number of actions including:

- The site will be totally surrounded by fencing and hoarding;
- All work gates will be controlled to give the minimum amount of time open for the passage of vehicles in order to minimise stray noise to the surrounding area;
- Any vehicles and mechanical plant fitted with exhaust silencers will be maintained in good and efficient working order and operated effectively;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- Care will be taken when loading or unloading vehicles or dismantling scaffolding or moving materials;
- Within the site compressors will be sound reduced models fitted with properly lined and sealed acoustic covers. These must be kept closed whilst the machinery is in use;
- All vehicles, plant and equipment should be maintained and operated in a manner so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

Monitoring

11.6 Site Management will monitor noise levels on site twice a day by general site boundary walk to consider impacts of noise on neighbours. Additional measures should be employed to reduce, as far as practicably possible, nuisance noise on neighbours if considered audible noise is likely to give rise to a complaint.

11.7 During short term noisy works or following receipt of a complaint monitoring will be undertaken with a hand-held noise meter at the worst affected receptor and/or where complaint arises from by the site supervisor.

11.8 When a significant number of noise complaints arise on site, a specific monitoring strategy agreed with the local planning authority should be carried out by a competent person.

11.9 The Principle Contractor must ensure they have a robust method of dealing with noise complaints from members of the public which must as a minimum ensure the following:

i. Complaints will be recorded in a register a copy of which will made available for the LPA on request

ii. All complaints will be receive an initial response within 2 working days of receipt.

iii. Complaints that cannot be addressed initially will be investigated and a response provided to the complainant within 5 working days.

iv. Should the complaint not be able to be addressed within the 5 working day period, then detail of the actions taken to date and the date at which resolution is likely should be provided. This should aim to be resolved within 10 working days.

12.0 Lighting

12.1 All temporary lighting at the site will be faced into the site and not directed towards neighbouring areas surrounding the site.

13.0 Site Security

13.1 During the site mobilisation phase, the site will be secured by installing Heras fencing around its perimeter. Lockable gates will be provided at the site entrance to prevent unauthorised access outside of agreed working hours. In addition, warning signage will be erected intermittently around the perimeter of the site to warn the public about the dangers of unauthorised access to a construction site.

13.2 As stated above, the site will be fenced at key locations. The fencing will most likely include the following (subject to change):

- 2.4m hoarding, plywood faced, timber framed, with a surface density of not less than 7Kg/sqm for security and noise limitation purposes; or
- Heras fencing and sheeting; or
- 2m high anti-climb Heras fencing covered in debris netting.

13.3 Access through the hoarding will be through gates located and constructed to minimise noise entering or leaving the site.

14.0 Site Waste Management Plan

14.1 The developer is committed to managing waste arising from this site and work in a manner that aims to minimise the amount of waste to be disposed of, and that any waste arising from the site is classified, transported and disposed of in accordance with the Controlled Waste Regulations

14.2 Site waste will be disposed of by a third-party contractor who will have all relevant waste licences to dispose of waste appropriately. It is general practice that site waste is sorted and segregated by a third-party contractor at a waste recycling centre from a mixed source on site, and adequate waste containers on site will be provided to ensure the cleanliness of the site is maintained. Gypsum-based by-products will be segregated on site and subsequently disposed of via a third-party contractor.

14.3 Measures to reduce waste arising during the construction phase shall include, where practicable, the following:

- Allocate sufficient storage space for materials which can be reused to avoid disposal;

- Avoid over-ordering of materials;
- Avoid damage on delivery by using a well laid-out storage and off-loading area;
- Use prefabrication, if feasible;
- Avoid repetitive handling;
- Segregate materials for recycling, such as timber and cardboard wrapping;
- Salvage top soil for reuse; and
- Recycle municipal waste from temporary welfare accommodation on site.

14.4 Burning of materials on-site will not be permitted in order to prevent smoke emissions.

15.0 Disposal of Waste & Contaminated Materials

15.1 The developer will comply with the Environmental Protection Act 1990 to ensure that there is a duty of care in respect of those who produce, import, carry, keeps, treats or disposes of controlled waste. Regard will also be had to 'The Duty of Care – Code of Practice' (November 2018) in relation to the use of registered waste carriers and the use of waste transfer notes.

15.2 The Contaminated Land Regulations 2000 define conditions which are deemed to be contaminated and which must be developed in accordance with the Environmental Protection Act.

15.3 The Pollution Prevention and Control Regulations 1999 are designed to prevent, reduce and eliminate pollution at source through the efficient use of natural resources. Implementation is intended to help operators move towards greater environmental sustainability and the regulations contain guidelines for the storage and transfer of contaminated material under a system designed to minimise the impact of contamination.

Fuel & Oil Containment (combustible material)

15.4 Petrol and diesel engines used to power equipment and plant should not emit dark smoke once the running temperature of the engine has been reached, and should be regularly checked and maintained to prevent smoke and fumes

15.5 Bonfires or the burning of materials is not permitted on-site.

15.6 Fuel delivered to the site under strict criteria to reduce the risk of fuel being left on-site. All plant to be re-fuelled within the site compound area by an external supplier.

15.7 Should a spillage occur during re-fuelling, the re-fuelling shall cease and the spillage will be cleaned up using a spill kit immediately, or as soon as practically safe to do so. Any spillages will be reported to the Site Manager immediately.

Appendix 1 – Dust Risk Assessment

Potential dust sources	Control measures
soil and overburden removal	• An operative will be provided to dampen down the area under the guidance of the site manager
crushing of broken concrete	• to carry out in appropriate weather conditions (low to no wind)
handling of materials including loading	• operatives to wear appropriate PPE • material delivery vehicles to be covered during high winds
plant and vehicle movement	• site manager shall monitor the highway for dirt & debris at fixed intervals throughout the working day. These intervals are to be more frequent if conditions dictate • when necessary, the site manager will commission a road cleansing vehicle to sweep the highway clear of any mud & debris
cutting operations	• operatives to wear appropriate PPE • Bricks shall be delivered to site ready cut where possible
Fumes from vehicles	• Engines of all vehicles and plant on site will not be left running unnecessarily. • Low carbon vehicles and plant fitted with catalysts will be used where possible. • Ensuring that plant and vehicles are well maintained and hold a valid test certificate. • All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the European Emission Standards, Euro 3 during any works and Euro 4 when this comes into force.