CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Ravenshouse Road, Dewsbury

December 2023

Prepared for: NAZ Construction

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1. INTRODUCTION

INTRODUCTION

1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by NAZ Construction to prepare a Construction Traffic Management Plan in support of a planning application (Ref: 2023/91715) for the '*demolition of existing mosque and erection of a mosque and education centre*' at Ravenhouse Road, Dewsbury.

1.2 A Kirklees Council Highways Development Management consultation response requested the following be provided:

"Due to the parking issues existing at the site we would also wish to see a construction access management plan submitted to provide details of the routes used to access the site, the types of vehicles expected to access the site, the location of off-street parking for contractors vehicles and deliveries, the location of materials storage and site welfare facilities and the use of traffic management and use of a banksman for larger deliveries that cannot turn on site. There should also be details of wheel washing facilities to avoid mud and debris from being dragged on to the highway for road safety reasons. This should cover both the demolition and construction phases."

1.3 This report has been prepared to satisfy the above comment and demonstrate, prior to a planning approval, that the works will not have a material impact on the operation of the adjacent highway.

Site Location and Development Overview

1.4 The site is located approximately 2.1km west of Dewsbury town centre and is bound by a small convenience store to the north, Ravenshouse Road to the east and west and an industrial unit to the south. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location

(Source: Google Maps)

1.5 The current proposals look to provide a betterment for the local community, rather than facilitate increased use of the site. Currently children attend prayer and education in the main hall, given there is no other suitable place to accommodate this. The proposed development will allow the centre to provide dedicated education facilities for children in evenings, separate to the main hall.

1.6 Given the demolition of the existing mosque, there will be no use of the site during the construction works, with worshippers using alternative facilities for the duration of the works. With this in mind, the adjacent car park will be used for material and skip storage, as well as a site office and welfare facilities.

CONSTRUCTION MANAGEMENT

1.7 The contact details for the main contractor, who will be responsible for the works, site management and for community liaison are provided below:

Ayub – NAZ Construction Ltd

Nazconstuction@yahoo.co.uk

1.8 The hours of construction activity, will be between 08:00 and 18:00 hours during British Summer Time (BST) and between 09:00 and 17:00 hours during the winter period.

1.9 Any work outside the core hours will have the agreement of the local authority, or consent under Section 61 of the Control of pollution Act 1974. The main contractor will make every effort to ensure that construction tasks are sequenced and run on time to prevent the need for vehicle arrivals during peak periods and to minimise disturbance to surrounding properties and road users.

1.10 Construction work and deliveries will not normally take place on Sundays and Bank Holidays, however, if certain works need to be completed during these periods, prior consent will be obtained from the Local Planning Authority.

1.11 Public Protection Officers and Highways Officials from the local authority will be consulted when dealing with dispensations and out of hours working. Project neighbours will also be consulted regarding such works.

CTMP OBJECTIVES

1.12 CTMPs are an important management tool for planners, developers and all parties involved in the planning process for construction work.

1.13 The main objective of this CTMP is to provide an effective way of reducing the negative effects of construction work, such as congestion, pollution and noise that may affect local communities, residents, businesses and the environment.

1.14 This CTMP will aim to demonstrate how the site operators and management will:

- Reduce the number of vehicular trips in the peak periods on the local and strategic road network in the vicinity of the site, as a means to minimise congestion and harmful emissions;
- Maintain highway safety on the local and strategic road network in the vicinity of the site and provide evidence that the site is managing trips associated with the development build effectively; and
- Minimise the disruption resulting from the development construction to the local community.

1.15 To support the realisation of this objective, several sub-objectives have been agreed and include:

- Encouraging construction workers to travel to the site by non-car modes of transport;
- Promote smarter operations that reduce the need for construction traffic or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CTMP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

HEALTH AND SAFETY LEGISLATION RELEVANT TO THE CTMP

1.16 The key legislation in respect to construction management includes:

- Provision and use of work equipment regulations;
- Lifting operations and Lifting Equipment Regulations; and
- Health and Safety (Safety Signs and Signals) Regulations.

1.17 Key guidance documents, relative to this CTMP include:

- The Safe Use of Vehicles on Construction Sites (HS(G)114);
- Protecting the Public – Your Next Move (HS(G)151); and
- Construction (Design and Management) Regulations 2015 (CDM 2015).

2. SITE CONTEXT

LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING

Highways, Carriageways and Footways

2.1 In the vicinity of the site, Ravenshouse Road has an approximate carriageway width of 10m, including an area of central hatching of approximately 2.5m, and is bound by footways and street lighting to the east and west. At present, on-street parking takes place on both sides of the carriageway, with access protection markings and 'KEEP CLEAR' road markings in place along the western boundary, in the vicinity of the site access. Residential dwellings take direct frontage access along the eastern boundary, also.

2.2 Approximately 20m north of the site frontage, Ravenshouse Road forms the major arm of a priority T-junction with Back Ravenshouse Road. From this point, to the north Ravenshouse Road becomes Low Road. Approximately 25m north of the Ravenshouse Road / Back Ravenshouse Road junction, a zebra crossing comprising dropped kerbs, tactile paving and belisha beacons and a raised table, supports pedestrian movement east-west. Low Road extends north for approximately 500m, towards Dewsbury Moor, via Heckmondwike Road. Along its length, Low Road is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west; there are no parking restrictions along its length.

2.3 Approximately 50m south of the site frontage, Ravenshouse Road benefits from a pedestrian refuge island on a raised table, comprising dropped kerbs and tactile paving, supporting pedestrian movement east-west. A further 25m south of this crossing, Ravenshouse Road forms the major arm of a priority T-junction with Pilgrim Avenue, which extends east and serves as a residential access road to the surrounding dwellings on Pilgrim Drive and Pilgrim Crescent. Along this route, vehicles are subject to a 20mph speed limit.

2.4 From the Pilgrim Avenue junction, Ravenshouse Road extends south for approximately 650m, giving access to the A644 Huddersfield Road via a priority T-junction. Along its length, the carriageway is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access to the east and west.

Bus Routes

2.5 There are a number of bus stops located within a short walk distance of the site. The closest bus stops are located approximately 150m (2-minute walk) north of the site on Low Road. These stops are located on both sides of the carriageway and support northbound and southbound services, comprising of a flag, pole and timetable information.

Cycling

2.6 Ravenshouse Road, which runs north-south along the eastern boundary of the site, is rea signed cycle route. To the north, Low Road extends onto Heckmondwike Road which gives access to a network of advisory cycle routes which connect the surrounding residential areas.

3. CONSTRUCTION PROGRAMME

INTRODUCTION

3.1 This section of the CTMP identifies the anticipated construction programme.

PRE-COMMENCEMENT

3.2 Prior to commencement of works, a pre-start record of the site conditions on the adjoining public highway will be undertaken. The Site Manager will arrange this with Kirklees Council.

CONSTRUCTION PROGRAMME

3.3 A programme of work has been put together, based on experience from similar sites, elsewhere, which details the construction phases, together with their duration and anticipated start and end dates. This will be confirmed on appointment of a contractor.

3.4 The construction works are anticipated to commence in Q2 2024, subject to the granting of planning consent and will last approximately 18 months, before the building becomes fully operational.

3.5 An outline of the proposed construction phasing is provided in **Table 3.1.** This is in draft format until such time that all necessary pre-commencement conditions have been discharged. However, this provides an indication of the phasing of the development and the timescales for each phase.

Table 3.1: Indicative Construction Programme

Indicative Demolition and Construction Phasing	Start	End
Site Set Up and Demolition	April 2024	June 2024
Ground works and erection of new structure	July 2024	December 2024
1st fix to new structure and installation of glazing	January 2025	March 2025
2nd fix and Fit Out	March 2025	June 2025
Commissioning, Demobilisation and Snagging	July 2025	August 2025

Site Setup and Demolition

- Site mobilisation / Set up
- Interior strip-out of existing buildings
- Erection of scaffolding to existing structures
- Structural demolition of existing structures
- Disassembly of scaffolding
- Erection of site hoarding / Access gates
- Site survey & setting out for proposed development

Ground works and erection of new structure:

- Ground Works
- Site Survey for steel / concrete fabrication
- Erection of new steel/concrete structure
- Roofing works & 1st fix carpentry to new building

1st fix to new structure and installation of glazing:

- Erection of scaffolding
- 1st fix carpentry
- Construction of exterior walls
- Installation of roof
- Installation of Glazing
- Installation of Guttering & RWP
- Disassembly of scaffolding

2nd fix and fit out:

- M&E 1st Fix
- Carpentry 2nd Fix
- Plastering / wall repairs
- Floor screeds
- Bathroom fit-out
- Flooring
- Doors, Frames, Skiritng

- Kitchen install
- Painting decoration
- Electrical 2nd fix

Commissioning, Demobilisation and snagging:

- Commissioning
- Snagging/ Demobilisation

DURING CONSTRUCTION

3.6 During construction, it is anticipated that materials will be delivered to site using the following range of vehicles:

- Small Van – 5m long, weight 2.5t – Duration of stay 5-15 minutes
- Flat Bed Truck – 6.5m long, weight 3.5t – Duration of stay 5-30 minutes
- Concrete Pump – 9.5m long – Duration of stay 6 hours
- Ready Mix Lorry – 8.7m long, weight 26t – Duration of stay 1 hour
- Muck Away Lorry – 12m long, weight 28t – Duration of stay 15-30 minutes.
- Grab Lorry with HIAB – 12m long, weight 28t – Duration of stay 1 hour.

3.7 It is estimated that there will be 5 vehicles per day requiring access to the site. This number may be exceeded in exceptional circumstances, however, it will be the responsibility of the construction manager to put in place procedures to mitigate the impact on local residents and businesses.

WASTE REMOVAL

3.8 Skip collections/drop-off will be required throughout the entire construction and demolition programme on a regular basis. A dedicated area for recycling and waste disposal will be provided within the adjacent car park, which will be used for storage of materials, skips and plant during the works, in order to minimise the impact on the adjacent road network. Any materials on the site which can be recycled, will be, as part of the demolition process, in order to minimise the amount of waste needing to be taken from the site and maximise environmental benefits.

4. VEHICLE ROUTING AND ACCESS

4.1 In order to minimise the impact on local residents, vehicles involved in the construction will be required to strictly adhere to specific routes to site.

4.2 Construction vehicles will arrive to and from the A644 to the south of the site, to avoid the need for vehicles to route through the residential area to the north, when accessing/egressing the site.

4.3 Vehicles will turn left or right into Ravenhouse Road, at its junction with the A644 to the south, depending on if they are arriving to/from the southwest or northeast, respectively. Vehicles will then route north along Ravenhouse Road to the site.

4.4 As suggested previously, for the duration of the construction and demolition works, the adjacent car park will be used as a construction compound where materials can be loaded and unloaded. With this in mind, it is expected that vehicles will turn left into the car park, turn around within this area and exit in forward gear. Upon egressing the site, vehicles will turn right, heading south back to the A644.

4.5 Vehicles will then be loaded/unloaded in the area provided, ensuring minimal impact on the neighbouring properties. Contractor parking will take place within the site compound, to minimise disruption on the adjacent highway. Should the existing fence line need to be amended to facilitate access/egress, it will be for the during of construction works and then put back in place, once construction has been completed.

4.6 The manoeuvres to/from the site compound area will be aided by the presence of a banksman. The use of the car parking area as a dedicated loading/unloading area will negate the need for construction vehicles to undertake reversing manoeuvres to/from the highway in the vicinity of the site, which would be contrary to highway safety.

4.7 Consultation will take place with neighbouring residential properties, affected by the proposed works, who will be notified by letter.

4.8 All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site.

VEHICLE DETAILS

4.9 The maximum size of vehicle expecting to need access to the site is a 12.0m rigid HGV, similar to that used by builders merchants, with a HIAB or grab crane. A list of other vehicles which may require access to the site are listed below:

- Rigid Vehicle – 12.0m length – width 2.5m – 30 tonnes;
- Concrete Lorry – 8.25m length – Width <2.5m – 26 tonnes;
- Grab lorry – 7.5m length – Width <2.5m - 18 tonnes;
- Tipper - 7.8m length – Width <2.5m - 18 tonnes.

4.10 There will be a range of smaller LGVs which will require access to the site, but these would be typical of any construction activities.

PEDESTRIAN ACCESS

4.11 A designated site access will be provided to the site for construction workers from Ravenhouse Road. To ensure the safety of construction workers the access would be kept separate to any vehicle access and would be secure.

4.12 The proposals will not require the closure of any part of the adjacent highway, whether that be road or footway and, therefore, will not impact on any pedestrian desire lines. A banksman and traffic marshal would be present during all deliveries to ensure that pedestrian access / safety is maintained at all times.

SITE HOARDINGS, CCTV AND WELFARE FACILITIES

4.13 The existing gates and fencing around the car park will be utilised to secure the proposed site compound. Site hoardings will be erected around the existing mosque building to ensure pedestrian safety, along the eastern boundary of the site. This ensures that pedestrians have a safe walking environment.

4.14 Hoardings are expected to be erected using 2.4m high wooden boarding.. The site will have a full CCTV system installed, with the details of the actual system to be agreed. There will be signage erected to inform the public that they are being recorded, in line with the Data Protection Act. The cameras will be sited in such a way as to ensure they are discreet and to avoid them being damaged or stolen.

4.15 Welfare facilities will be provided on site in strict compliance with the Construction (Design and Management) Regulations 2015. There is sufficient electrical supply existing within the site, which can be used as a temporary supply, and water will be made available to the on-site facilities.

LICENSE REQUIREMENTS

4.16 Should any licenses be required, to facilitate the construction of the proposed development, these will be obtained by the contractor, separate to this CTMP. No relevant works will take place until all the required licenses have been obtained. It is expected that these could include (but not be limited to):

- Scaffolding and Hoarding license;
- Footway closure;
- Crane License

5. STRATEGIES TO REDUCE IMPACTS

5.1 This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

Table 5.1: Strategies to Reduce Impacts

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	X		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Vehicle choice	x		
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site	x		
Smart procurement			x
Other measures			
Collaboration with other sites in the area	x		
Implement a staff travel plan	x		

* - Potential for these has been considered, but it would be too costly to provide.

SAFETY AND ENVIRONMENTAL STANDARDS AND PROGRAMMES

5.2 This CTMP, recognises that all parties involved in construction activities take responsibility for health & safety beyond the hoardings, as required.

5.3 The measures that are included in the CTMP demonstrate that the parties involved in the pre, during and post construction activities are working together in a collaborative action.

This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians, cyclists, and motorcyclists.

5.4 Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, pedestrian plan measures, promotion of sustainable travel, loading/unloading measures, traffic management, etc.

5.5 All vehicles used must be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety, including as a minimum for vehicles more than 3.5 tonnes:

- Side under-run protection;
- Blind-spot minimisation (Class V / VI Mirrors, blind-spot cameras);
- Vehicle manoeuvring warnings;
- Close-proximity sensors and warning alarms; and
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required).

5.6 The contractor and subcontractors operating HGVs and/or fleets of vans are required to be at least Bronze accredited.

5.7 All drivers working on the contract will undertake the following training courses within 60 days prior to the contract date unless they have already undertaken such training in the last three years:

- Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
- Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

5.8 Before commencing work on the contract, each driver who works on the contract will have had a driving licence check with the DVLA and will have their licence rechecked on a regular basis.

ADHERENCE TO DESIGNATED ROUTES

5.9 Within this CTMP there is commitment to ensure that the designated routes identified are adhered to and all site traffic should keep to the designated routes.

DELIVERY SCHEDULING AND THE RE-TIMING FOR OUT OF PEAK HOUR DELIVERIES

5.10 The deliveries onto site will be controlled and scheduled outside times of peak and school times traffic (09:30 – 14:30 hours). All deliveries will be scheduled in advance and given a specific delivery slot, dependant on the load, to prevent queuing. Any deliveries missing their designated delivery window will be turned away and required to reschedule.

5.11 The necessary measures are proposed, that include clear site office signage, security staff, etc to ensure any deliveries can be received, or at least a contact number will be made available so a local representative can attend and supervise the delivery, if required. However, this is not envisaged as most of the deliveries will be pre-planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network.

5.12 As stated in the earlier sections of this report the delivery schedule is dictated by the construction programme and any concrete, structural components, materials, etc will be delivered and co-ordinated in an efficient manner by the contractor. At this stage of the project, it is not feasible to predict exact delivery times and a schedule cannot be provided; any deliveries will be arranged almost immediately prior to the associated construction stage.

TRAFFIC MANAGEMENT

5.13 All deliveries will be directed to site via main roads to avoid congestion. Maps showing the delivery route, will be issued as part of all orders.

5.14 Signage will be erected to direct deliveries to the required route and all material orders sent out will include specific directions and routes to be taken. This information will also be advised to all subcontractors. Any traffic management will ensure priority is provided to non-motorised users and public transport.

5.15 Any temporary traffic management will be in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Road Works, A Code of Practice, 2013.

MATERIAL PROCUREMENT MEASURES

5.16 The contractor will endeavour to reuse and recycle materials wherever possible. Dry materials will be covered to minimise the generation of dust to the environment when being transported from the site. There will be a designated location for waste and recyclable material skips to be sited on the premises for the removal of the material from the contract.

5.17 Local staff and suppliers will be utilised to promote sustainability and support the local economy. This will be encouraged by the developer with local contractors and sub-contractors/tradesman employed.

COMMITMENT TO LIAISE WITH OTHER CONTRACTORS

5.18 Where possible the developer will seek to collaborate with any local construction companies' contractors and suppliers in terms of maximising holding, storage, unloading and loading areas.

5.19 Furthermore, delivery vehicles will not use local residential side streets. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via tool box talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity.

NOISE, DUST AND VIBRATION MITIGATION

5.20 The principal contractor shall consider the noise and vibration effects in the following ways:

- Include noise and vibration considerations in method statements for construction activities;
- Address operational noise and vibration issues in design risk assessments.

5.21 The following measures for management and mitigation of noise will be implemented:

- Selection of silenced plant and equipment;
- Ensuring plant is well maintained;
- Agreed haulage routes to and from the site; and
- Compliance with agreed hours of work.

5.22 The main contractor will take all reasonable measures to avoid the creation of dust. Visual dust monitoring will be carried out with mitigation by water spraying as necessary. When dealing with mitigation on site, the contractor will observe the following hierarchy:

- Prevention;
- Suppression; and
- Containment.

5.23 The superstructure will be constructed using ready mixed concrete to prevent dust from on-site mixing activities. Internal fit-out activities will be carried out in a controlled fashion using plant that minimises air-borne dust and will only be carried out once the building is sealed and weather tight.

5.24 In addition to the standards required for the Considerate Constructors Scheme, all relevant Statutory Conditions and Codes of Practice will be implemented relating to the control of dust, noise, vibration as well as the control and discharge of water from the site.

5.25 The arrangements for monitoring of dust and dirt levels shall be in accordance with the GLA's 'SPG on the Control of Dust and Emissions During Construction' and all sub-contractors will be obliged and contracted to comply with the requirements therein.

5.26 It is recognised that mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The contractor will make provision to minimise this problem. If necessary, wheel washing will take place and inspections of the public highway will be completed.

OTHER MEASURES

5.27 This CTMP has identified a number of specific measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A list of other measures that are proposed is provide below;

- In the interest of protection of the general public, the site is to have full protective hoarding from the outset around any open areas of the site with secure full hoarding gates as noted. This means that the site will either have 2.4m fully boarded/ enclosed timber construction site hoarding, or will be bounded by the existing party wall of adjacent properties;

- The Principal Contractor is to ensure that all site personnel and visitors sign in and out of the site at the site office, ensuring they make their presence known to Site Management before venturing onto the construction site working areas. Until such time that a detailed construction phasing plan is worked up, the location and size of the site offices, welfare and toilet facilities is unknown. This will be confirmed once the contractor has been appointed;
- The Principal Contractor's Site Management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking site facility doors, setting alarms, securing site boundaries and securing all doors and windows to the building;
- During the initial phases of construction, vehicles carrying sediment / materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the appointed contractor;
- The contractor will sweep the roads and footpaths on the local highway network, on a daily basis, insofar as is reasonably necessary, to remove any spoil or debris deposited on the highway resulting from the construction period;
- The crossover and all public pathways adjacent to this are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, will be carried out under enabling works that will be funded by the developer and undertaken by Kirklees Council;
- In order to safeguard buried services, a full survey of the services in the vicinity of the site will be undertaken prior to construction commencing. Protection will be provided on footways where vehicles may be required to cross, to ensure that buried services are not affected. This will likely be in the form of steel plates positioned over the footway; and
- At the end of the works any footways that have been affected by the works will be reinstated to their former condition at the developer's expense, to ensure that the final frontage to the build, outside of the curtilage, is in line with the condition survey

on file. This will be carried out as part of a Section 278 Agreement, funded by the developer and carried out by the Council prior to occupation.

5.28 The measures explained above show that the contractor is committed to ensuring the site safety of the construction staff and the general public. The additional increase in footfall along the site frontage during peak AM and PM periods will be monitored by the site manager and Traffic Marshals will be present to oversee deliveries and ensure pedestrian safety.

6. ESTIMATED VEHICLE MOVEMENTS

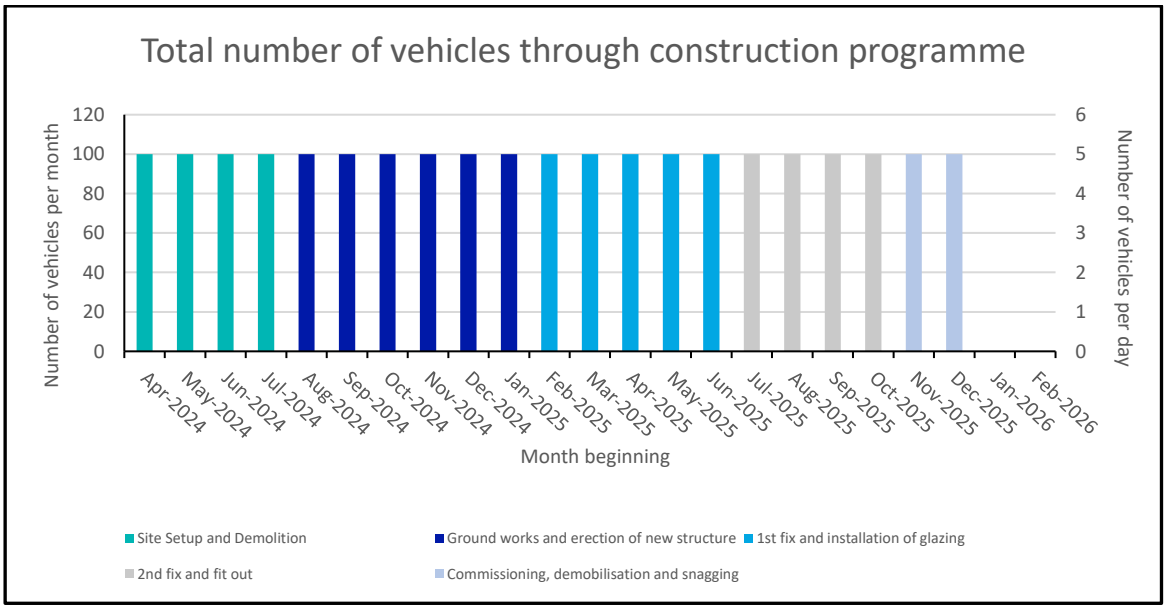
6.1 At this time, it is not possible to accurately predict the number of HGVs required during the demolition and construction phases.

6.2 The best practice tool for estimating HGV trip generation is the TfL Construction Logistics Planning tool, which has been used to provide an estimate of construction traffic associated with the development. The estimated number of construction vehicle movements will be revised following the appointment of a Contractor.

Table 6.1: Estimated Construction Vehicles – Monthly and Daily

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q2 2024	100	5
Ground works and erection of new structure	Q3 2024 - Q4 2024	100	5
1st fix to new structure and installation of glazing	Q1 2025 - Q1 2025	100	5
Super-structure	Q1 2025 - Q2 2025	100	5
Cladding	Q3 2025 - Q3 2025	100	5
Fit-out, testing and commissioning	Q3 2025 - Q3 2025	100	5

Figure 6.1: Estimated Vehicle Movements

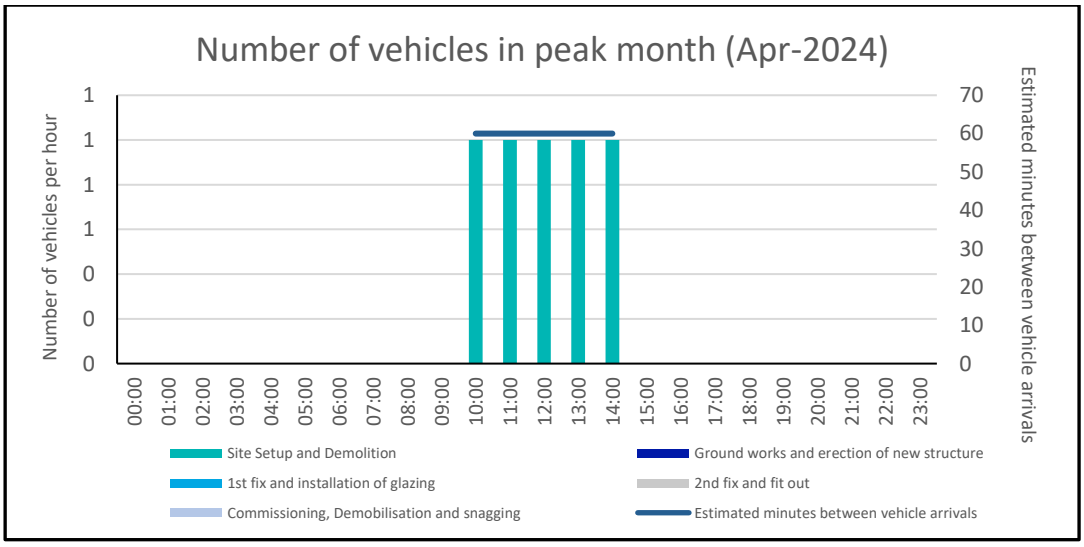


6.3 Considering the predicted monthly vehicle movements, the maximum anticipated number of vehicles per day will be 5 over a potential 12-hour day, equating to less than one vehicular trip per hour.

6.4 Construction workers will arrive prior to the morning peak and leaving prior to or after the evening peak, while deliveries will also be outside these times. This is not a significant number of trips and will be managed by the site supervisor in conjunction with the contractor(s). Marshals and banksmen will have undertaken the necessary training and will also be available to ensure the site operates in a safe and efficient manner.

6.5 **Figure 6.2** below provides a summary of the average daily construction trips during each construction period. This demonstrates that construction vehicle trips are to be consolidated in the middle of the day, to avoid conflict with the expected peak operational hours of the local highway network and the expected peak periods for child pick-up/drop-off at nearby schools.

Figure 6.2: Number of Vehicles in peak month



6.6 During the construction works the contractor will work with the local highway authority to ensure that the working hours do not result in any conflicts on the local highway network. As such, the contractor is willing to ensure that HGVs travelling to/from the site will do so between the hours of 09:30 – 14:30, to avoid the expected peak hours of the local highway network.

7. IMPLEMENTING MONITORING AND UPDATING

CTMP IMPLEMENTATION

7.1 Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management via the CTMP ensures the workforce are able to carry out required activities without delays caused by materials being delivered to site.

7.2 Implementing, monitoring and updating the CTMP involves integrating many activities including:

- Resource assessment;
- Lead time assessment;
- Supply and demand planning;
- Sourcing and procurement;
- Production planning and scheduling;
- Packaging and assembly;
- Inventory management and order fulfilment;
- Inbound and outbound transport management;
- Warehousing;
- Materials handling;
- On site vehicle and plant management;
- Customer services; and
- Waste management.

7.3 Having a timeline of project stages planned in advance, with a full inventory of materials and tools required, is a key part of logistics management.

7.4 In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring and updating of the CTMP include;

- Cost savings and waste reduction as productivity is enhanced;

- Logistical planning on site enables materials to be stored correctly, which improves;
- Efficiency and reduces the potential for damage;
- Sites can be kept safe, clean and easy to move around; and
- Deliveries can be received and handled promptly.

7.5 Community consideration has been taken onboard when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to suit the residents, local businesses and schools. The developer will aim to work collaboratively with the community to ensure the level of disturbance and inconvenience is minimised, at all times.

7.6 The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is carried out in accordance with the details contained within this CTMP and, subsequently, agreed practices with the local authority.

7.7 It is envisaged that regular correspondence will be undertaken, as necessary, between the site contractor, landlord and the local planning authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

COOPERATION AND COMMUNICATION WITH NEIGHBOURS

7.8 Discussions will be held with neighbours in respect of the development, through the appointed person responsible for community liaison. Consultation will take place with residents, businesses, local groups and councillors, which will be ongoing in respect of construction vehicle routes, programmes, suspensions and mitigation measures.

7.9 The contractor will keep residents and businesses informed about unavoidable disturbances such as noise, dust or disruption of traffic. Clear information shall be given well in advance and in writing.

7.10 The contractor will endeavour to staff a telephone enquiry line when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works.

7.11 Should any noise, vibration or dust complaints arise from the building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

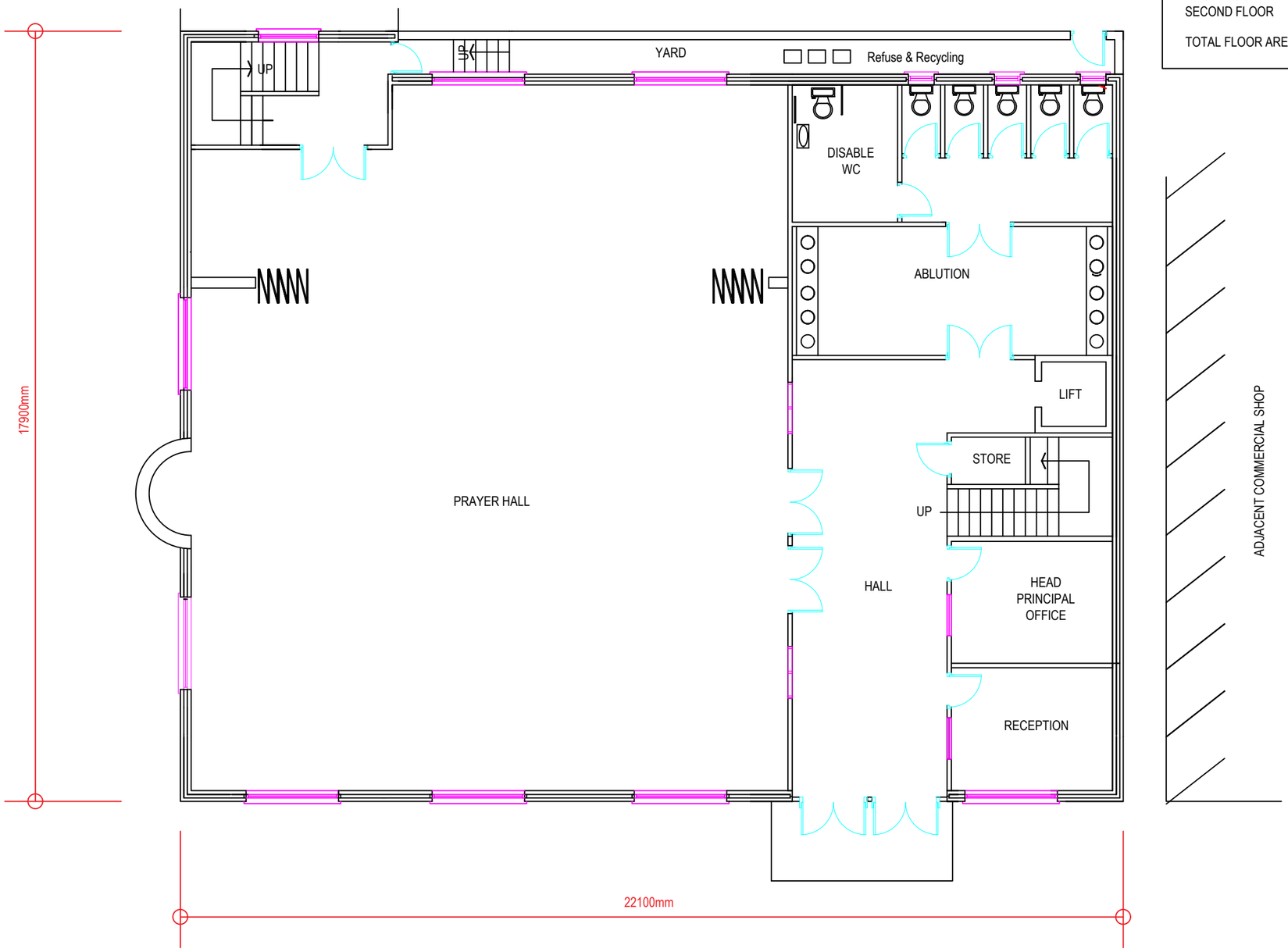
7.12 Should complaints be received concerning works/activities, then all activities being the cause of complaint must cease (tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

8. CONCLUSION

8.1 This CTMP has demonstrated that the developer has considered the impact of the development proposals during the construction period, and those impacts will be reasonably mitigated.

Appendix A

Proposed Layout Plan



PROPOSED GROUND FLOOR

1

SCALE - 1: 50 @ A3

0 0.5m 1m 2m 3m 4m 5m

Scale Bar

FLOOR AREA OF DEVELOPMENT :

GROUND FLOOR	378.80 Sq.m
FIRST FLOOR	378.80 Sq.m
SECOND FLOOR	218.00 Sq.m
TOTAL FLOOR AREA	975.60 Sq.m

NOTES :

These drawings must be read in conjunction with the Structural Engineers drawings & details, and with all other consultants, sub-contractor and specialist's drawings & details.

All dimensions are in millimeters, unless stated otherwise.

All dimensions are must be checked on site,and any discrepancies verified to the Architect.

Contractors & sub-Contractors to only use specified site dimensions for manufacturer or construction purposes; any discrepancies to be brought to the Architects attention immediately.

Any discrepancies between the drawings, details and specification must be reported to the architect immediately before work is put in hand.

All works to be carried out in full accordance with current Building Regulation, BS and all Health & safety Regulations

REVISION DETAILS :

- Planning Application ☐
- Building Regulations ☐
- Construction ☐
- Preliminary / For Approval ☐
- Revision Details : ☐

Rev	Date	Revision Details	By

PROJECT :

MOHADDIS - E - AZAM EDUCATION CENTRE & MASJID - E - MADANI.
225c RAVENSHOUSE RD
DEWSBURY
WF13 3QU

TITLE :

PROPOSED GROUNDFLOOR

DWG NO : AIB / 01 REV :

SCALE : DATE : JUN '23

DRAWN : CHECKED :

DESIGN & BUILD
architecture project management

33 SOUTHERN PARADE
PRESTON
LANCS
PR1 4NH

Tel : 01772 822985
Mob : 07801499779
Email : nazconstruction@yahoo.co.uk

RAVENSHOUSE ROAD

NORTH

BOUNDARY

1
2
3
4
5
6
7
8

4.8m

2.4m

9
15
10
16
11
17
12
18
13
19
14
20

6.0m

21
22
23

Gate to open 180 deg

5.0m

Entrance to car park

RAVENSHOUSE ROAD

PROJECT :

CHANGE OF USE OF OPEN LAND TO CAR PARK.

LAND ADJACENT TO MOSQUE
225c RAVENSHOUSE ROAD
DEWSBURY MOOR
WF13 3QU
DEWSBURY

TITLE :

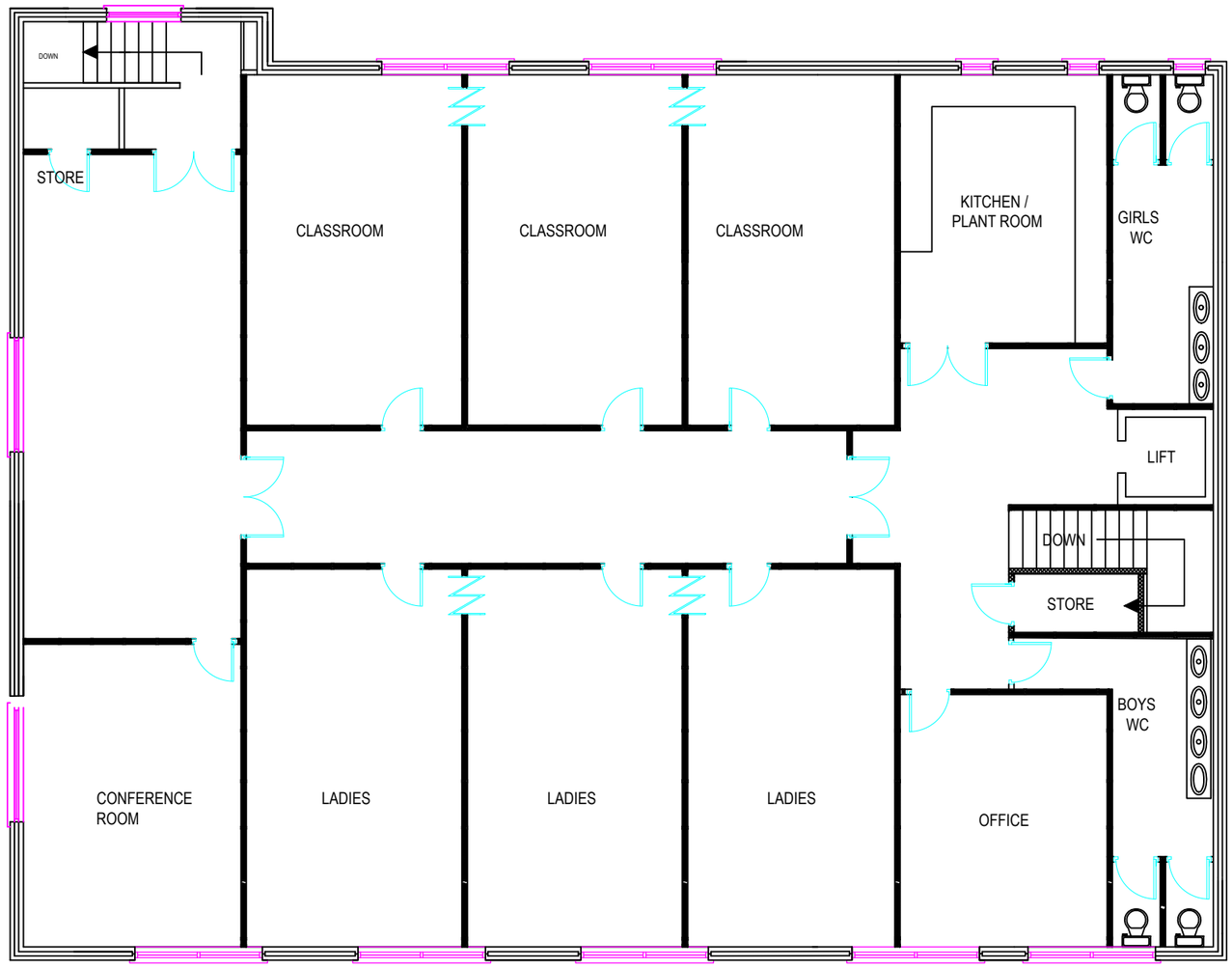
PROPOSED LAYOUT

DWG No: AIB / 01	REV :
SCALE: 1:50 on A3	DATE : Sept 2021
DRAWN :	CHECKED :

Design & Build

N A Z

33 Southern Parade.
Preston.
PR1 4NH.
Mob. 07801499779.
Email. nazconstruction@yahoo.co.uk.



Scale- 1:100 @A3

0 0.5m 1m 2m 3m 4m 5m

Scale Bar

2 PROPOSED FIRST FLOOR

SCALE - 1: 50 @ A3

0 0.5m 1m 2m 3m 4m 5m

Scale Bar

NOTES :

REVISION DETAILS :

Planning Application	■
Building Regulations	□
Construction	□
Preliminary / For Approval	□
Revision Details :	□

Rev	Date	Revision Details	By

PROJECT :

MOHADDIS - E - AZAM EDUCATION CENTRE &
MASJID - E - MADANI.
225c RAVENSHOUSE RD
DEWSBURY
WF13 3QU

TITLE :

PROPOSED FIRST FLOOR

DWG NO : AIB / 02 REV :

SCALE : DATE : JUN '23

DRAWN : CHECKED :

DESIGN & BUILD
architecture project management

33 SOUTHERN PARADE
PRESTON
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Tel : 01772 822985
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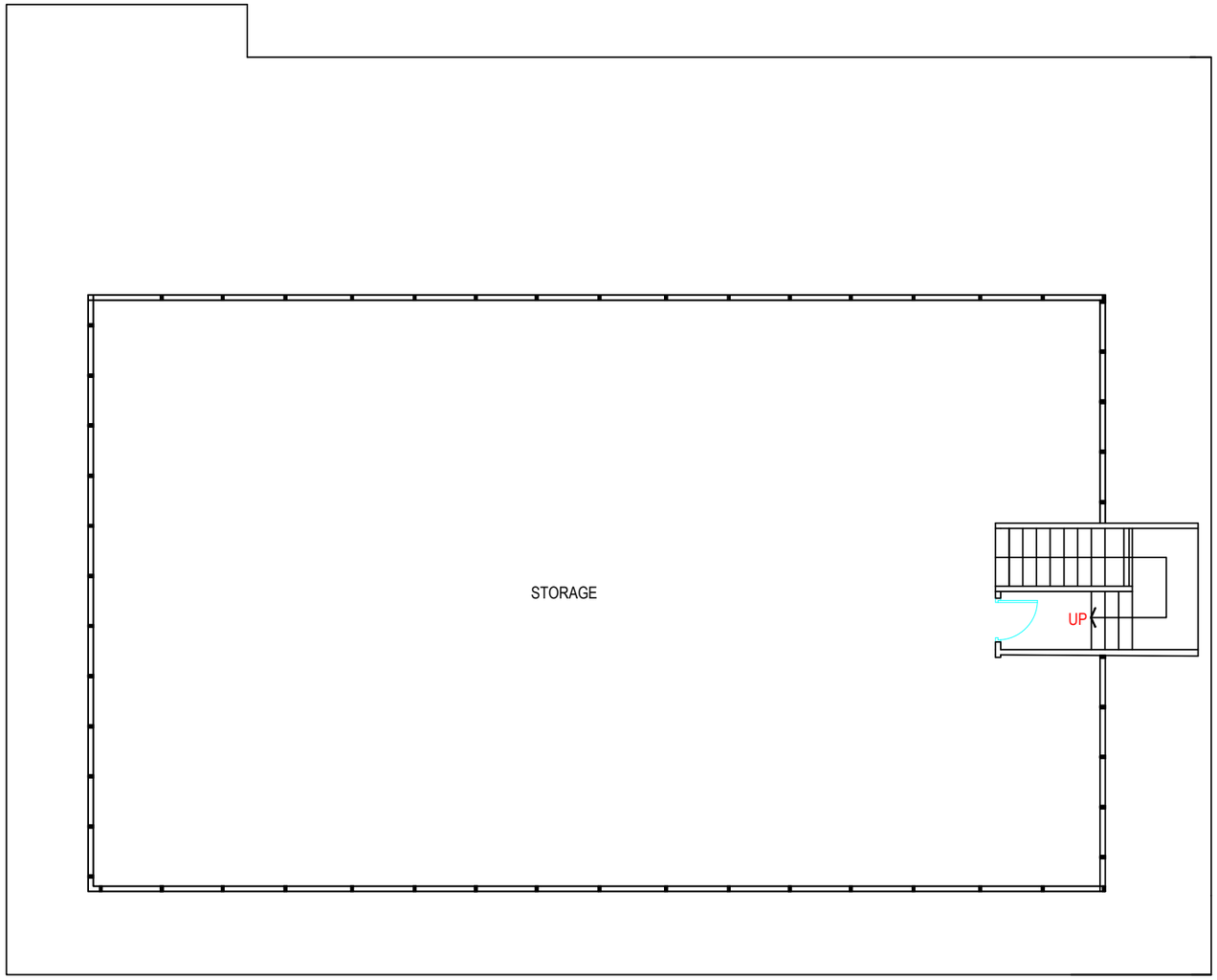
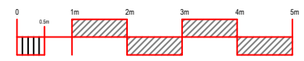


3 PROPOSED SECOND FLOOR

SCALE - 1: 100

SCALE - 1: 50 @ A3



Scale Bar

REVISION DETAILS :

Planning Application	☐
Building Regulations	☐
Construction	☐
Preliminary / For Approval	☐
Revision Details :	☐

Rev	Date	Revision Details	By

PROJECT :

MOHADDIS - E - AZAM EDUCATION CENTRE &
MASJID - E - MADANI.
225c RAVENSHOUSE RD
DEWSBURY
WF13 3QU

TITLE :

PROPOSED SECOND FLOOR - LOFT

DWG NO : AIB / 03 REV :

SCALE : DATE : JUN '23

DRAWN : CHECKED :

DESIGN & BUILD
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