PCS Property Solutions Ltd

Land at Barnsley Road, Grange Moor, Wakefield

Construction Transport Management Plan









sanderson associates
consulting engineers

Control Sheet

CLIENT: PCS Property Solutions Ltd

PROJECT TITLE: Land at Barnsley Road,
Grange Moor, Wakefield

REPORT TITLE: Construction Transport Management Plan

PROJECT REFERENCE: 165118

DOCUMENT NUMBER: 001

ISSUE NUMBER: 03

DATE: December 2025

Issue & Approval Schedule

Issue 01 Draft	Name	Signature	Date
Prepared by	C Pulling	A signed copy is available on request	22/07/2025
Checked by	L Hewlett		22/07/2025
Approved by	L Hewlett		22/07/2025

Issue Record

Issue	Date	Status	Description	Name	
02	26/11/2025	Draft	Updated following appointment of Contractor	Prepared	C Pulling
				Checked	L Hewlett
				Approved	L Hewlett
03	02/12/2025	Final	Updated following Contractor review	Prepared	C Pulling
				Checked	L Hewlett
				Approved	L Hewlett

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Acknowledgements

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Appendix A

Proposed Site Layout

Appendix B

Construction Site Layout Plan

1. Introduction

1.1 Overview

1.1.1 Sanderson Associates Consulting Engineers has been appointed by PCS Property Solutions Ltd to prepare this Construction Transport Management Plan (CTMP), in response to Condition 35 of the site's planning approval decision notice ref: 2023/62/90668/E. Condition 35 states;

"Prior to the commencement of development hereby approved (including ground works), a Construction Transport Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:

- → *Hours of works;*
- → *Details of construction access arrangements;*
- → *Construction vehicle sizes and routes;*
- → *Numbers and times of construction vehicle movements;*
- → *Locations of HGV waiting areas and details of their management;*
- → *Parking for construction workers;*
- → *Loading and unloading of plant and materials;*
- → *Storage of plant and materials;*
- → *Signing and traffic management arrangements during construction works;*
- → *Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities and street sweeping;*
- → *Site manager and liaison officer contacts, including details of their remit and responsibilities, and;*
- → *Engagement with local residents, businesses and others stakeholders and/or their representatives."*

The development shall be carried out strictly in accordance with the CTMP so approved throughout the period of construction and no change there from shall take place without the prior written consent of the Local Planning Authority

1.1.2 PCS Property Solutions Ltd will maintain overall responsibility for the CTMP, through planning, design and construction. Sanderson Associates Consulting Engineers has prepared this CTMP to demonstrate that the client and their contractors will operate in a manner to minimise the impact of the construction of the proposed development.

1.2 CTMP Objectives

1.2.1 The overall objective of this CTMP is to:

- → Minimise the impact of construction traffic on the surrounding highway network and adjacent properties,
- → Minimise the amount of waste, noise and vibration, dust, emissions and ground contamination that arises.

2. Site and Surrounding Area

2.1 The site is located just off the Grange Moor Roundabout, approximately 700m from the village of Grange Moor. The site is currently occupied by Grange Moor Coachworks, GMC Café and Pyramid Structures and consists of two sheds, a small office building, a café converted from a container and a large outdoor storage area to the west and south of the buildings.

2.2 The site is located on the Barnsley Road (A637) and is accessed by two access points. The current site layout is shown in **Figure 1**.

Figure 1 – Current site layout ***[GoogleMyMaps]***

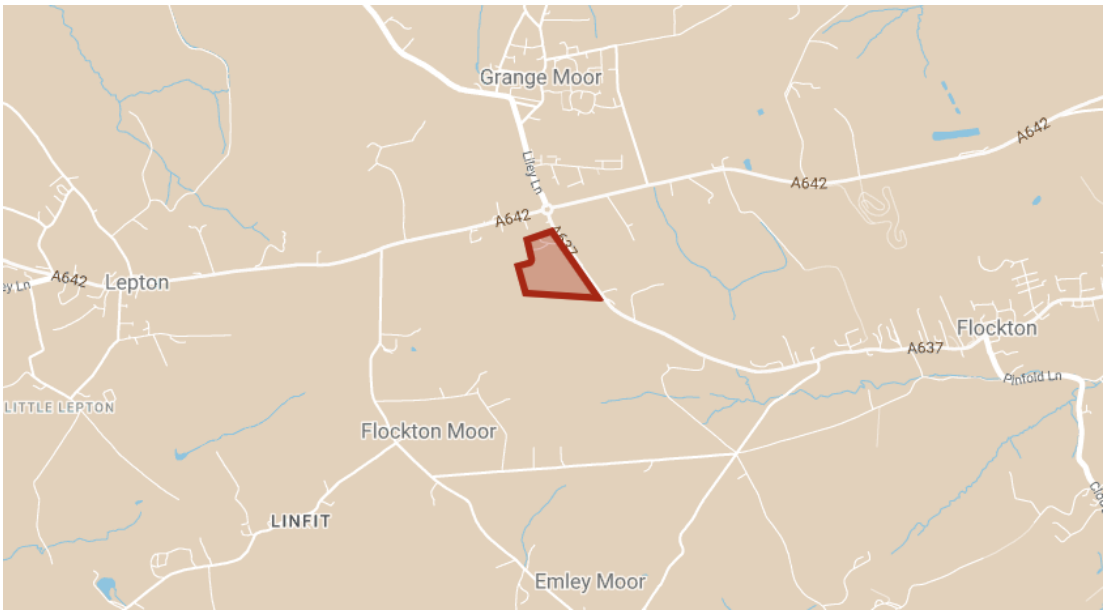


2.3 The development proposals comprise of the redevelopment of the site to provide an industrial unit, with a footprint of circa 90,000sqft (8,360m^2) along with associated car parking, service area and landscaping. The site is to be operated by PC Specialists Ltd with the proposed use being for warehousing and assembly of PC related products. The proposed layout is included at **Appendix A**.

2.4 The site is bounded by a vacant public house and residential buildings to the north, fields to the west and south and the A637 Barnsley Road to the east. Just to the north of the site Barnsley Road joins Wakefield Road (A642) at a roundabout junction. To the west the A642 connects to Huddersfield and the M62 and to the east it connects to Wakefield and the M1.

2.5 The location of the site and the wider road network is shown in **Figure 2**.

Figure 2 – Location of site and wider road network *[GoogleMyMaps]*



2.6 There are no pedestrian crossings in the vicinity of the site that would be adversely impacted by construction traffic. There is, however, a footway on the site frontage and care will be taken to ensure it will not be obstructed by building materials or deliveries.

2.7 There are no traffic regulations with regards to parking or loading within the immediate vicinity of the site, therefore, it is not envisaged that any Temporary Traffic Regulation Orders will be required during the construction phase of the development.

2.8 Care will be taken to ensure that access to surrounding properties will be maintained.

2.9 The Construction Site Manager will act in the role of Community Liaison Officer to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours.

2.10 The CTMP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported / recorded in a full log and resolved through liaison with the Council.

2.11 Any particularly sensitive works or issues will be dealt with in a professional and accountable manner, ensuring the local community are kept informed at all times. This may include instances such as out of hours deliveries.

2.12 Information boards will be displayed on the site hoarding/fencing which will highlight the key personnel on site and their contact details. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

2.13 Before work commences, letters will be sent to surrounding properties informing them of the works being carried out and giving them the contractors name and contact telephone number. This will include a 24-hour emergency hotline. Full and regular communications with affected neighbours regarding site activity, traffic and deliveries should continue throughout the duration of the build.

2.14 If any works require temporary traffic management and signage, approval will be obtained from Kirklees Council in advance of the works to ensure safe operation of the highway network.

3. Site Management

3.1 The operational hours of the site, and hence when vehicle movements into and out of the site will occur, are to be 07:30 – 17:30 Monday - Friday and 07:30 – 14:00 on Saturday. Heavy vehicle movements will be avoided if possible, during the typical highway peak hour periods of 08:00 - 09:00 and 17:00 - 18:00.

3.2 A few operations will be required to continue or commence outside of the standard working hours, but these activities indicated below will be for short durations in the overall build programme and prior written approval will be obtained from Kirklees Council before commencing.

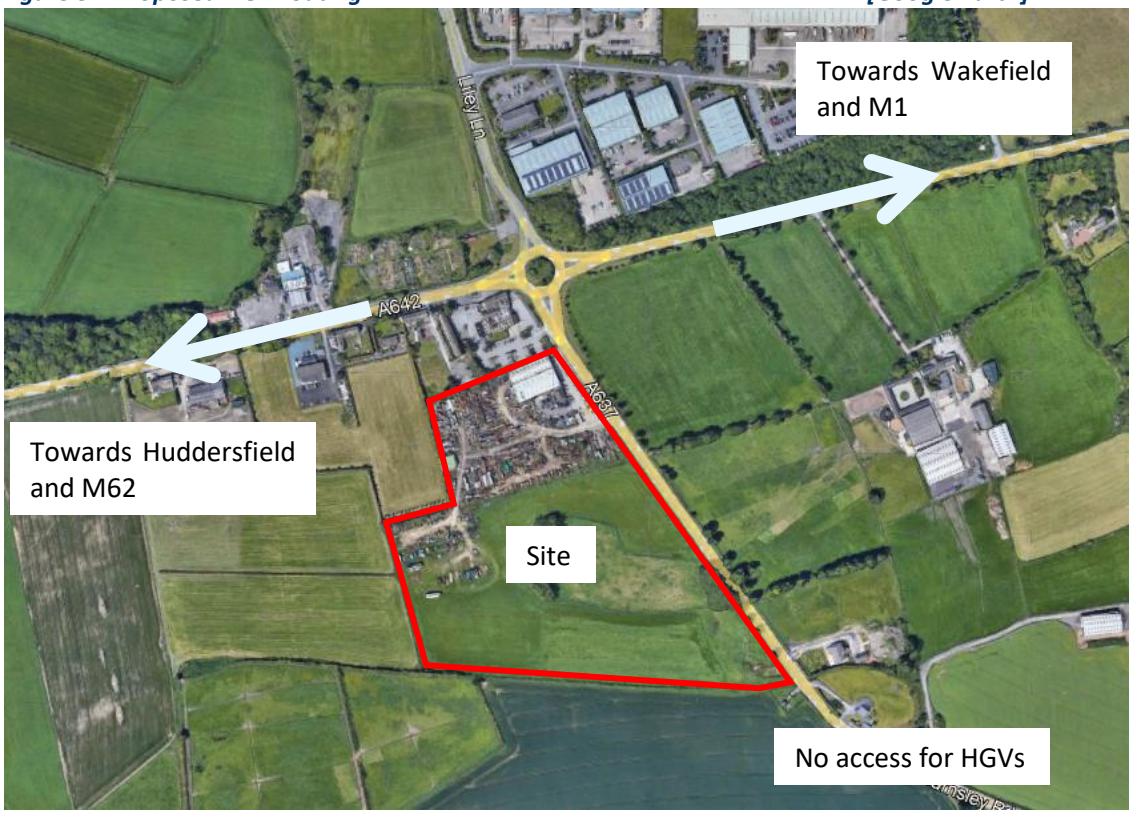
- → Concrete finishing activities
- → Delivery of large items of plant i.e. cranes, boom lift.
- → Emergency site attendance i.e. security issues, service issues.

3.3 All vehicles will access the site from the A637 Barnsley Road. The southern existing access will be the primary access to the site. The northern existing access will only be used if access around the new warehouse is temporarily unavailable due to permanent works. Site hoarding and gates will be set back in order to allow a vehicle to pull off Barnsley Road and be clear of the road and footway, as shown on the site layout plan included at **Appendix B**.

3.4 HGVs will be instructed to access the A637 Barnsley Road via the A642 Wakefield Road providing access to the wider highway network so as to avoid impact on the village of Flockton, located southeast of the site on Barnsley Road, as illustrated in **Figure 3**. Regardless of the routing imposed by this CTMP, HGVs are not permitted to travel southeast through Flockton due to an existing Traffic Regulation Order.

3.5 Details of access/egress routes and times of deliveries will be issued to all suppliers and subcontractors, this will be policed as far as reasonably practical.

Figure 3 – Proposed HGV routing *[Google Earth]*



3.6 The construction works will be undertaken within the boundary of the construction site and all materials will be stored on-site within designated areas. The boundary of the site works will be encompassed by fencing panels and no materials or skips will be stored within the public highway at any time. The plan included at Appendix B shows the proposed site layout.

3.7 All personnel on site will be required to have a site induction where safety procedures, site rules and the construction management plan will be explained and they will be required to sign to acknowledge that they have been informed and understand them.

3.8 Given the nature of the proposals, the typical construction operations envisaged are:

- → Erect site compound fencing / hoarding
- → Demolition
- → Earthworks
- → Erection of scaffolding
- → Erection of structure (beams, brickwork)
- → Roof and cladding works
- → Internal fit out
- → External hard and soft landscaping, car parking and servicing areas

3.9 As a footway runs along the site frontage, pedestrians will be given specific consideration in this area. Marshalling of pedestrians will be undertaken when large deliveries arrive and leave the site. The footway will be kept clear of obstruction from the construction operations.

3.10 The Site team will also ensure that the external perimeter of the site is regularly patrolled to ensure that the site is secure and any debris is kept clear of the adjacent highway.

3.11 Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting the site to raise a complaint will be requested to sign-in. Complaints from the public or neighbours should be dealt with swiftly. A record will be kept of all comments and complaints.

4. Vehicle Movements

4.1 The programme of construction vehicles during different phases is given in **Table 1**.

Table 1 – Number of construction vehicles during the construction phase

Construction Period	Type of vehicles	Number of vehicles per day	Number of vehicle movements per hour
Weeks 1-4	8-wheeled rigid and articulated vehicles	10-20	2.5-5
Weeks 4-12	8-wheeled rigid and articulated vehicles	50-80	12.5-20
Weeks 12-20	8-wheeled rigid and articulated vehicles	10-30	2.5-7.5
Weeks 20-30	8-wheeled rigid and articulated vehicles	10-20	2.5-5
Weeks 30-48	8-wheeled rigid and articulated vehicles	10-20	2.5-5

4.2 The number of vehicle movements per hour is calculated based on an 8-hour day as construction vehicle deliveries will be timed and instructed to contact the Principal Contractor before arrival to avoid the peak hour periods of 08:00 - 09:00 and 17:00 – 18:00. This will be detailed in all material and subcontract orders.

4.3 The maximum number of operatives on site is estimated to be 60 and these would give rise to light vehicle movements. In addition, a maximum of 8 project staff will be on site at any time. It is noted that these vehicle movements are likely to be concentrated at the start and end of the operational hours.

4.4 Therefore, based on a worst-case scenario, weeks 4-12 could give rise to the highest number of vehicle movements with up to 80 construction vehicles and up to 68 light vehicles on site in a day. This equates to a total of 296 two-way vehicle movements over the course of a day or 30 vehicle movements per hour (based on the 10-hour operational hours of the site).

4.5 Construction operatives and project staff will be provided with car parking within the site, either within the compound area or finished/unfinished parts of the site, as indicated on the plan included at Appendix B. Nevertheless, the Principal Contractor will instruct all staff to access the site using sustainable transport wherever possible to limit the number of vehicles accessing the site on a daily basis during the construction period.

5. Mitigation Measures for the Construction Phase

5.1 Overview

5.1.1 The construction process can generate a number of effects on the general environment and neighbouring properties and their occupants. These include:

- → Reduction in local air quality due to dust generation and increased traffic movements during construction of the development;
- → Increase in current noise levels associated with construction activities.

5.1.2 The movement of construction traffic will be managed through careful consideration prior to construction. The objectives of the CTMP are:

- → Minimise disruption by working to specified hours only;
- → The on-site co-ordination of construction movements;
- → Manage the conflicts between construction and local vehicular traffic;
- → Manage the conflicts between bus, pedestrian/cycle, and construction traffic in the locality;
- → Ensure vehicles are fully loaded to minimise the number of traffic movements where possible; and
- → Consult with local authorities and the occupants of neighbouring properties

5.1.3 The condition of the highway will also be monitored throughout the construction phase and, if necessary, any work will be carried out as soon as a need for it is identified.

5.2 General Measures

5.2.1 The site will be kept as clean and clear as possible at all times with vehicles and plant positioned in such a way to not obstruct the site entrance or cause nuisance to neighbours.

5.2.2 Footways and pedestrian routes adjacent the site will be swept down each evening.

5.2.3 Access to the site will be maintained and screened where appropriate to ensure the safety of occupants and users.

5.2.4 Wheel washes will be in place in order to minimise mud and dirt on neighbouring roads. The location of this is indicated on the plan included at Appendix B. If required, a road sweeper will visit the site to ensure deposits are cleaned from Barnsley Road and the adjacent footways. Any small deposits will be dealt with by the contractor's site operatives.

5.3 Site Waste Minimisation Measures

5.3.1 It is envisaged that a separate 'Site Waste Management Plan' will be prepared to support the construction phase and the following measures will be implemented on-site to minimise waste:

- → All arisings to be segregated on site;
- → Re-usable materials to be identified on site, removed for storage and re-sale;
- → Recyclable / Recoverable materials will be removed from site for processing in appropriate licensed facilities;

5.3.2 The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the required standards which will in turn reduce the nuisance caused to local residents and amenities.

5.4 Dust Mitigation

5.4.1 In order to minimise the impact that dust emissions from the construction of the development could have on the surrounding area, the following dust and emission control measures will be implemented:

- → All cutting activities will be dust supressed using water or filtration;
- → Stockpiles will be sealed to prevent wind whipping;
- → Stockpiled material will be constructed with 1:3 slopes;
- → Any loose materials will be removed as soon as possible;
- → Mud and runoff will be cleared up as soon as it appears and prevented from leaving the site;
- → Hoardings, fencing, barriers and scaffolding will be regularly cleaned.

5.5 Reducing emissions from vehicles

5.5.1 The following measures will be undertaken on-site to minimise the impact of vehicle emissions:

- → Vehicles delivering to or collecting from the site will not be left idling and will be instructed to turn off their engines if waiting for more than a minute.
- → The loading and delivery procedures are outlined elsewhere in this report.

5.6 Operations

5.6.1 The following measures will be implemented on-site:

- → Where possible materials will be prefabricated and on-site cutting will be kept to a minimum. However, if cutting is necessary, spraying water, preferably from a water efficient spray pump, over the material as it is being cut will be used;
- → The Local Authority will be informed if a mobile crushing plant or concrete batching are to be used;

- → Skips, chutes and conveyors will be completely covered to ensure that dust does not escape.
- → 'Damping down' the site with a fine water spray to prevent the dust particles becoming airborne may be used when particularly dusty operations are being undertaken.

5.7 Waste Management

5.7.1 The following measures will be implemented on-site:

- → No materials will be burnt on site. Any excess material will be reused or recycled on or off-site, where practicable.
- → All excess materials will be separated on site into reusable materials, recyclable materials and waste materials.

5.8 Measures specific to trackout

5.8.1 The following measures will be implemented on-site:

- → On-site pedestrian routes will be swept regularly, in order to keep the surrounding area free of dust. Care will be taken not to contaminate adjacent waterways;
- → Vehicles – Wheel washes will be in place in order to minimise mud and dirt on neighbouring roads.
- → All vehicles carrying dusty materials will be securely covered before leaving site, to prevent dust spilling on the road and being swept away by the wind.

5.8.2 The proposed mitigation measures will ensure that dust generation is minimised and therefore, the associated hazard and nuisance caused to pedestrians and vehicles will be reduced.

5.9 Demolition and Construction Noise

5.9.1 Where practicable and appropriate, the following measures to minimise the noise and vibration levels associated with the demolition will be implemented:

- → Employing only modern, quiet and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009);
- → Careful planning of the sequence of work in order to minimise the transfer of noise/vibration to the residents and neighbours;
- → Careful handling of materials and waste;
- → Taking steps to isolate the deconstruction works from sensitive neighbours, in order to minimise the transfer of vibration and structure borne noise;

5.9.2 The following mitigation measures will be employed to reduce the impact from noise generated during construction:

- → Operational hours are to be Monday - Friday 07:30 – 17:30, and Saturday 07:30 – 14:00;

- → Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds or screens;
- → Plant will be regularly serviced and maintained;
- → Operation of plant will be carried out in such a way that noise is minimised e.g. plant will be throttled down, or switched off when not in use.

5.9.3 The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the require standards which will in turn reduce the nuisance caused to local residents and amenities.

5.9.4 The CTMP must have regard to pedestrian and road user safety throughout the construction phase. In an event where pedestrian access is restricted for construction, alternative measures must be put in place to aid pedestrian movement.

6. Materials and Plant Storage

6.1 All materials and plant will be delivered, loaded and unloaded within the site. They will be stored safely and securely within the site compound areas, as shown on the plan included at Appendix B.

6.2 Material storage areas and stockpiles will be clearly defined, and set away from watercourses, ditches and drains to ensure no possible contamination from rainwater washing through concrete stockpiles. Stockpiles will be adequately bunded or protected to prevent rain-washing.

6.3 Stockpiles for contaminated material must be on an impermeable surface, in a bunded area and must be covered to prevent run-off. It is recommended to remove any contaminated material off-site immediately and not store on-site.

6.4 Stockpiles should not be constructed with steep sides or sharp changes in shape.

6.5 Materials should only be delivered to site when required.

6.6 Plant should be stored securely on the construction site at the end of each working day.

7. Details of Hoardings and Security

7.1 The site compound area will be enclosed with a fenced (Heras type) hoarding and will be adapted as necessary. Hoarding panels will be maintained and kept clean for the duration of the project.

7.2 Access to the site will be maintained to ensure the safety of users. Access to hoardings will open inward and be kept clear at all times and clearly signed.

7.3 Noticeboards will be erected at relevant sections of hoarding which display the site rules and any other pertinent information mentioned in later sections.

7.4 Only authorised personnel will be allowed on the construction area of the site and they will be required to sign in and out upon arrival and leaving the site. Personnel will be made aware of this during the site induction.

7.5 Access to the construction area of the site will be locked with a combination lock to prevent unauthorised access and the hoardings will be checked regularly to ensure that they remain secure.

7.6 An appropriate member of staff should be appointed and their contact details made available to deal with emergencies.

8. Health and Safety

8.1 A Construction Method Statement will be prepared in accordance with CDM regulations by the Principal Contractor. Further method statements and risk assessments are produced to establish safe methods of work and access.

8.2 All new personnel on site will be required to attend a site induction where safety procedures and site rules will be explained and they will be required to sign to acknowledge they have been informed and understand them. This information should also be included on the noticeboards.

8.3 A Site Fire Safety Coordinator should be appointed who will be responsible for producing a Site Fire Safety Plan and assessing the risk of fire on site. The location of emergency assembly points, fire alarms and firefighting equipment will be mentioned during site induction and included on the site noticeboards.

8.4 All relevant neighbours will be kept up to date with developments and advised of emergency procedures.

9. Implementation and Monitoring

9.1 Delivery of the CTMP will begin prior to construction, with the production of contractor specific plans. The plans will be kept 'live' and updated throughout the entire construction process.

9.2 The CTMP will be implemented and monitored by the appointed Principal Contractor, GMI.

9.3 The Principal Contractor has appointed a Site Manager to take overall responsibility for the delivery of the CTMP. They will be responsible for consulting with relevant officers at the Council. Contact details are as follows:

- → Name: Grant Denton
- → Phone: 07496690236
- → Email: grant.denton@gmi.co.uk

10. Summary and Conclusions

10.1 This Construction Transport Management Plan sets out the commitment of the client to mitigate the impact of construction traffic generated by the proposed development on the surrounding area.

10.2 The developer, in conjunction with the appointed Principal Contractor, GMI, will actively encourage the use of sustainable transport for all construction operatives to limit the number of vehicles accessing the site on a daily basis during the construction period.

10.3 It is considered that the measures detailed within this CTMP will assist in the management of the site, helping to reduce the associated dust, noise and vibration that may be caused due to the day-to-day operation of the site.

Appendix A

Proposed Site Layout



Only figured dimensions should be used.

Scaled dimensions should be checked with the Architect.
This drawing together with the design, is the property and copyright of the Architect and must not be reproduced without written permission

Satalite imagery from Google shown indicatively for context purposes only.

NB to be read in conjunction with ZEBRA Landscape architect scheme, Sandersons highways scheme, AVIE drainage strategy & NOVO mechanical & electric pack.

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

North

rev	description	drwn	auth	date
04	Modified highway layout shown following S38 feedback.	JF	JC	22.05.2024
03	Modified building placed on site. Amended highway deign and parking layout shown. Substation location updated, charging lay-by omitted. modified retaining wall position shown.	JF	JC	17.04.2024
02	Modified building placed on site. Amended highway deign and parking layout shown. Charing lay-by shown. MC parking shown.	JF	JC	11.01.2023

DO NOT SCALE OFF THIS DRAWING

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Client
PCS PROPERTY SOLUTIONS LTD.

Project
LAND AT GRANGE MOOR

Description
PROPOSED MASTERPLAN

Drawing No
P2753-ACU-XX-DR-A-102-04

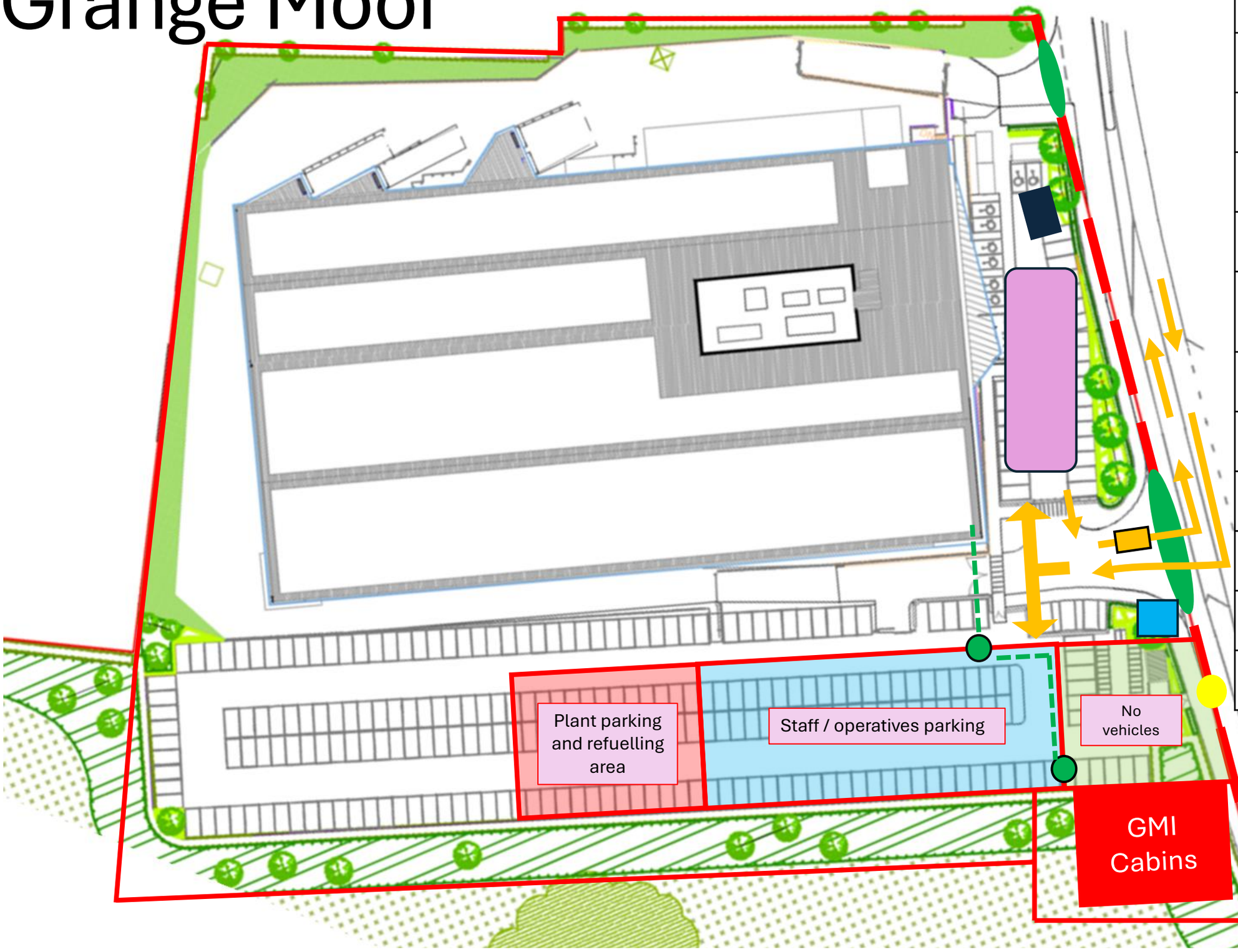
Scale	Date Drawn	Drawn By	Authorised By
1 : 500 @ A0	FEB'23	JF	JC

Purpose of Issue
Planning ● Building Regs ○ Tender ○ Construction ○ Comment ○ Info ○

Appendix B

Construction Site Layout Plan

Grange Moor



Key	
	Solid hoarding
	Heras fence
	Vehicle gate
	Vehicle routes
	Unloading & storage
	Gate house
	Ped gate
	Turnstile
	Ped walkway
	Wheel wash
	Waste area

Construction Traffic Management Plan
Rev A

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