DARLING ASSOCIATES
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Construction Transport Management Plan

PLANNING CONDITION 06

Site 3 - JDE

Ruscote Avenue, Banbury

Planning Permission Nr.: 21/04171/F

August 2022

Revision A

Condition 06

Overview

No development shall commence unless and until a Construction Traffic Management Plan prepared in accordance with Oxfordshire County Council's checklist has been submitted to and approved in writing by the local planning authority. The construction works must be carried out in accordance with the details approved in the Construction Traffic Management Plan.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Site: Phase 3, JDE, Ruscote Avenue, Banbury, OX16 2QU

Client: Paloma I (Industrial I) Unit Trust

Planning Permission Nr.: 21/04171/F

Quantum

CIOB THE CHARTERED INSTITUTE OF BUILDING Chartered Building Company

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REVISION & ISSUE HISTORY

Date: / Issued to:	5/7/22					
Internal	D					

D = Draft for Consultation. Otherwise, Revision Number

Introduction

This Construction Traffic Management Plan has been prepared by Quantum Construction Ltd on behalf of Paloma I (Industrial I) Unit Trust in relation to recently permitted development at the Jacob Douwe Egberts (JDE) site on Ruscote Avenue Banbury.

Specifically, the document has been prepared to discharge Condition 6 of the planning permission. The requirements of the condition relate specifically to matters concerning the effect of construction activity on the local highway network.

Site location

The site is located to the Northwest of the JDE site, approximately 2 kilometres to the West of the M40 motorway and 1 kilometre to the North of Banbury's Centre.
The JDE site is fenced and bounded to the north by Ruscote Avenue.

To the West of the site there is a residential area and to the North a retail and industrial zone.

Construction activities are located on a car park to the West of the main JDE site.

Development

Development of a Starbucks drive through unit.

As the development is contained within the wider JDE boundary, no road closures, traffic management or footpath diversions are anticipated to be required.

As the current JDE site is fully fenced there will be no requirement for security hoardings or scaffolding to the boundary. Within the JDE site the construction area shall be segregated by use of Heras fence panels which shall be inspected on a weekly basis.

Construction Traffic Management Plan (CTMP)

This CTMP has been prepared with reference to Condition 6 of the planning permission, which states:

"*Prior to the commencement of development, a construction traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out and undertaken in strict accordance with the approved details.*"

In summary, this CTMP addresses the following matters: -

- Forecast number and type of vehicles accessing the site during the construction period;
- Routes for construction traffic;
- Arrangements for the turning of vehicles;
- Any necessary temporary traffic management matters;
- Measures to protect vulnerable road users (cyclists and pedestrians); and
- Methods of communicating the CTMP to the relevant stakeholders.

Construction Site Access

This section sets out the details of the construction phase access arrangements. Vehicle access to the site will be achieved via Ruscote Avenue using the existing entrance to the JDE car park between Longelandes Way and Beaumont Road.

Drivers will be made aware of access arrangements in advance of driving to the site. Drivers will be encouraged to approach site from and Easterly direction to reduce the impact on the road network in the residential area.

For safe egress from site, drivers will be directed to turn left and utilise the Longelandes Way/ Ruscote Avenue round about to travel in an Easterly direction.

Drivers should always utilise the Easterly routes and traffic through residential areas should be avoided where possible.

Management of Deliveries

Due to the relatively low number of vehicles associated with the construction phase at the site, there is not anticipated to be any delay to background traffic.

To further reduce impact on the local network deliveries shall be pre planned to avoid peak travel periods, which are 7:30-9:00 and 16:30-18:00.

Management of Contractors

Construction compounds will be set up on both areas of work and will likely include a site office, areas designated for loading and unloading and parking provisions.

Approximately 20 construction workers are anticipated to be required on site on a typical day. This may increase slightly during periods of peak construction activity. An appropriate number of car parking spaces for construction workers and visitors will be provided within the site compound or allocated within the wider JDE car park.

No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network at any time during the construction phase.

All visitors will be advised of parking and travel arrangements in advance of travelling to the site.

Quantum Construction will monitor that parking is taking place in the designated areas on a regular basis.

Construction Vehicle Trip Generation

It is anticipated that the construction phase will last for approximately 20 weeks. Construction activities and deliveries will be carried out Monday to Friday between 7:00 and 18:00, and between 7:00 and 17:00 on Saturdays. No construction activities or deliveries will occur on Sundays or Public Holidays.

The construction period will include the use of HGVs to bring equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. In the unlikely event that an abnormal load is required, the Highway Authority will be informed, and all relevant licences will be obtained. Deliveries to the site shall be reported to Quantum Construction.

Trip Generation

The Heavy Goods Vehicle (HGV) movements forecast to be generated during the construction phase are set out in table 1 below.

Table 1 HGV Vehicle Trip generation

Activity	**Type of Vehicle**	**Total Number of Deliveries**
Steelwork	Max 16.5m Articulated	5 (10 two-way movements)
Cladding	Max 16.5m Articulated	5 (10 two-way movements)
Other	Max 16.5m Articulated	10 (20 two-way movements)
General Materials	10m rigid and 16.5m articulated	100 (200 two-way movements)
Cart away and Concrete	10m rigid	100 (200 two-way movements)
Plant	Low loader, Max 16.5m Articulated	10 (20 two-way movements)
Total		**230** deliveries (average **2** deliveries per day or **5** two-way movements per day) *

**Deliveries taking place over a 20-week period (100 working days, excluding Saturdays to be robust)*

Management and Mitigation Measures

The following management and measures will be employed on site to ensure that the movement of construction vehicles will not be of detriment to the operation of the local highway network.

Quantum Construction will be responsible for the implementation of this CTMP

Quantum will be responsible for the following:

- Implementing all measures within this document
- Communicating the CTMP and its measures to all staff and visitors
- Ongoing monitoring of the CTMP
- Inspecting and maintaining all signage and barriers on a regular basis with intervals no greater than 1 week.

Quantum will introduce measures to minimise the impact resulting from construction activities, including:

- Provision of CTMP details to visitors in advance of delivering to the site
- Arranging deliveries to reduce the amount of vehicular activity at any one time
- All deliveries will be consolidated where possible to reduce the number of construction vehicles required to visit the site.
- A suitable compound area will be set up on site including appropriate parking spaces and facilities to encourage operatives to remain on site during break periods
- Appropriately trained, qualified and certified banksmen shall be used for vehicle movements.
- Mitigating the amount of debris/dirt and ensuring roads stay clean by undertaking the following processes:
    - Ensuring that as ground is reduced to level it will be capped with clean stone, working into the site. This ensures that the wagons driving into the site are driving on clean stone, reducing any dirt transferal to the highway network.
    - In the event of bad weather or the transferal of dirt to the roads, this will be handled either by hand sweeping minor debris or by using a road sweeper to remove any major debris
    - If the situation worsens a jet wash would be utilised to clean off vehicle wheels before exiting site
- The construction site will be secured at all times with ‘Heras’ fencing
- Notifying local residents of significant deliveries by way of letter drop. Letter drop shall include necessary contact details and a log shall be kept of issued and received communications. For clarity, a significant delivery is one that shall adversely impact the local road network over and above that of normal traffic. Such deliveries would include oversized vehicles, vehicles unable to match the speed limitations of the relative roads, deliveries where loading/offloading is carried out from the public highway. No such deliveries are currently anticipated for the project.
- A requirement for vehicle engines to be switched off when not in use.
- Wetting down or spraying of areas with water as and when conditions dictate to prevent the spread of dust
- Vehicles carrying waste material off-site to be sheeted
- A noticeboard will be provided at the access with contact details of key Quantum personnel.

- Use of carriers who operate industry recognised safety standards such as FORS and CLOCS

Key Personnel Contact Details

Quantum shall appoint a site manager who will be based at the project and a contracts manager who will carry out a visiting role.

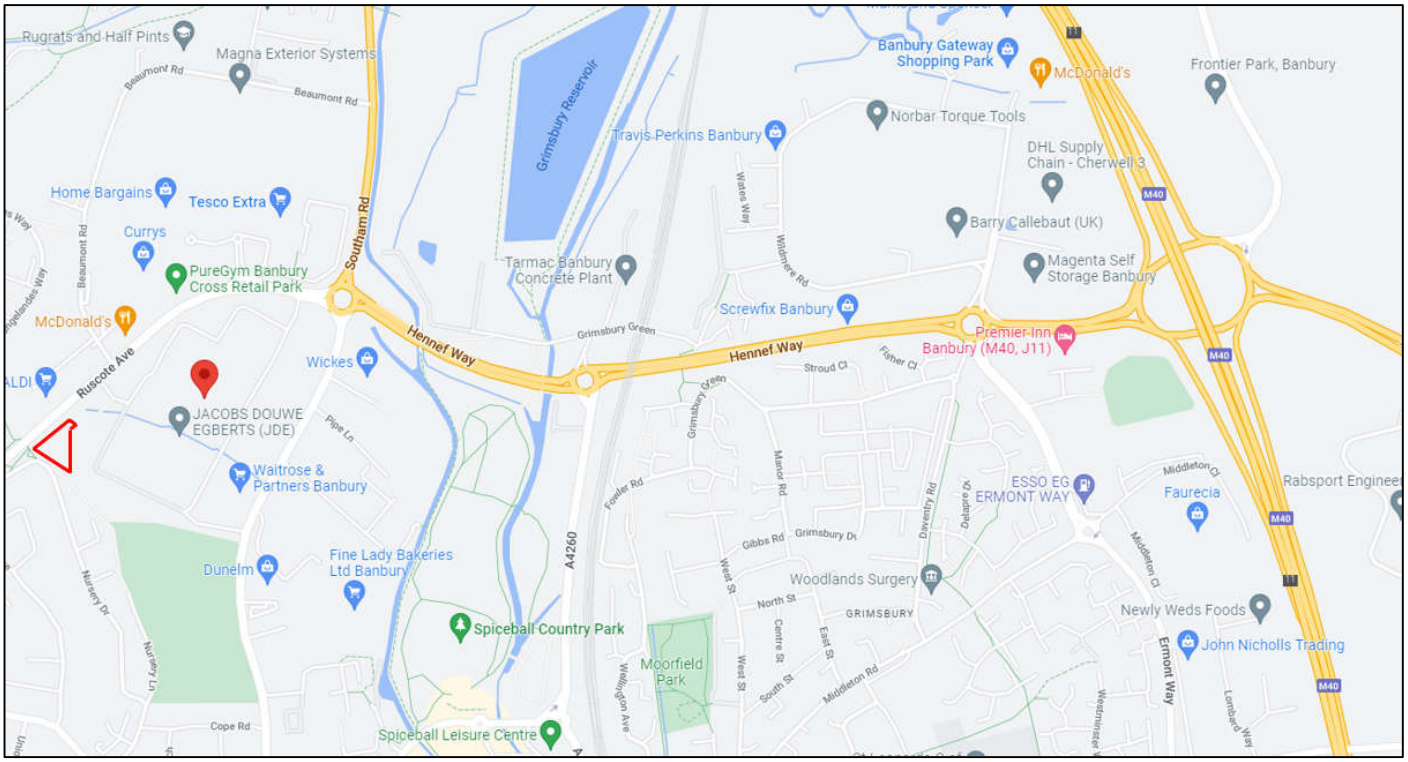
The contact details for this project are:

Site Manager: TBC
Contracts Manager: Darren Williams, Dwilliams@quantumconstruction.co.uk
Head office: 01827 65544 info@quantumconstruction.co.uk

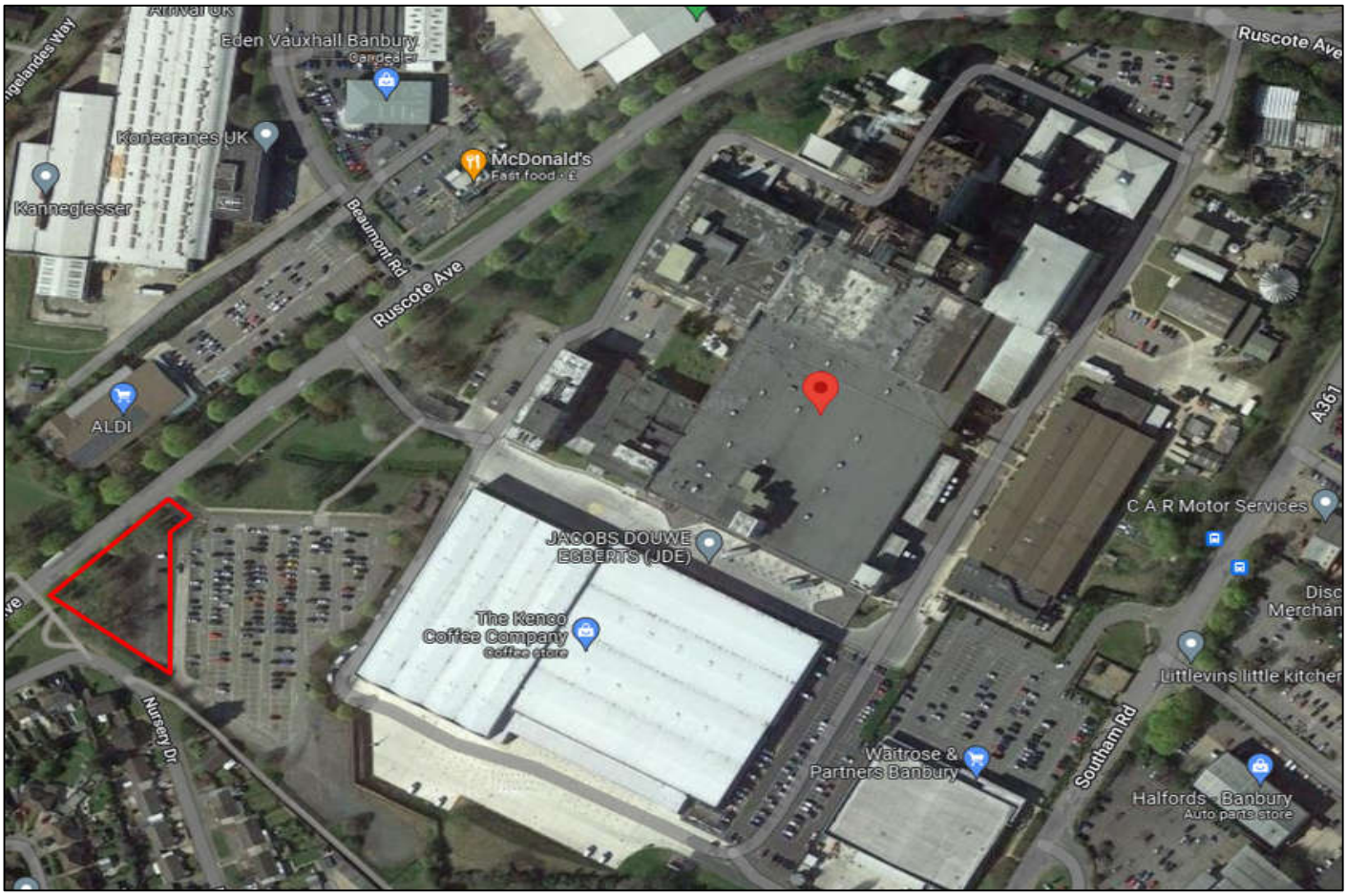
Should changes in personnel occur then the relevant stakeholders shall be informed and updated.

APPENDICES

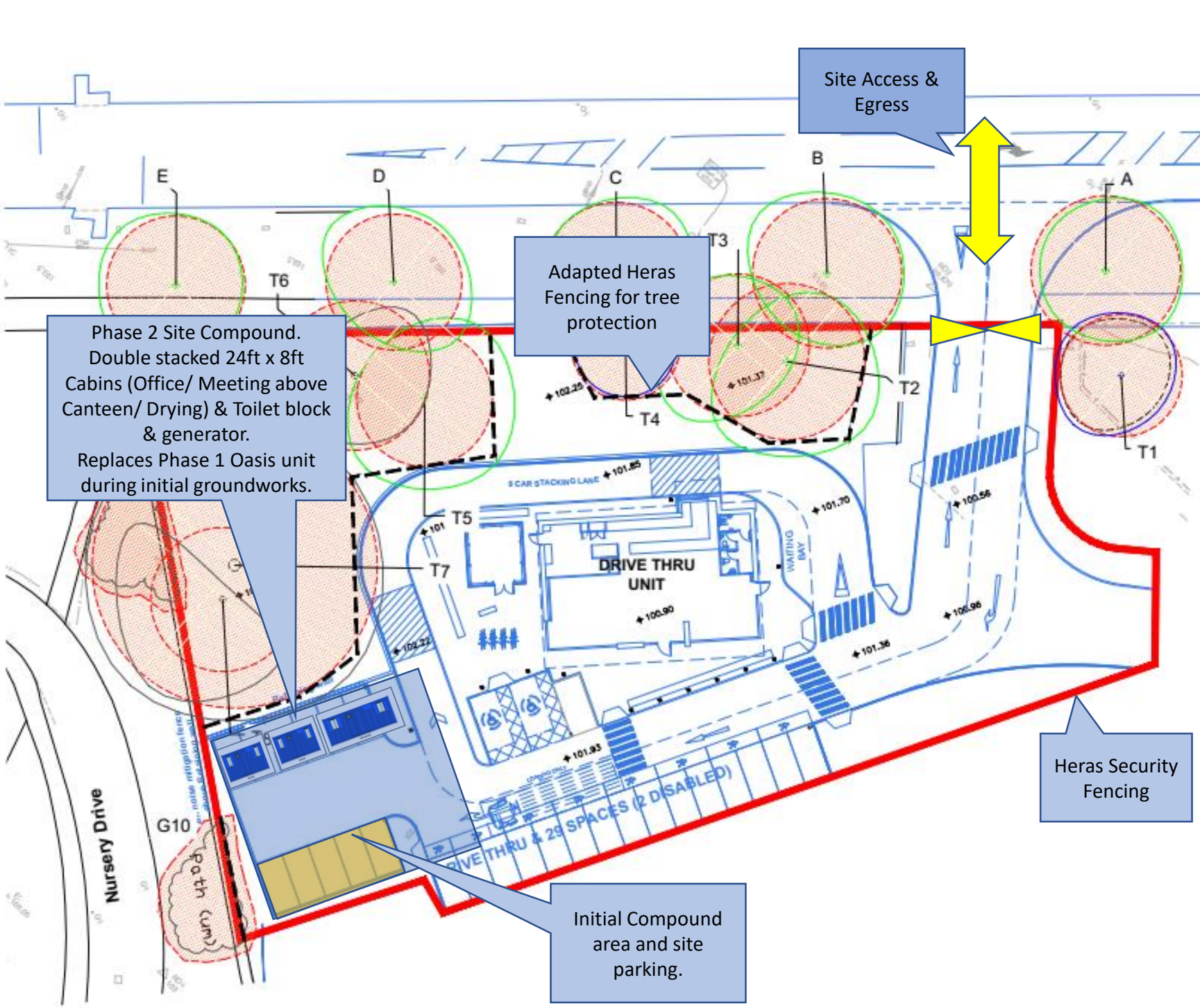
Site Location



Site Plan



Site Name: Banbury Site 3
Access/ Egress and Security

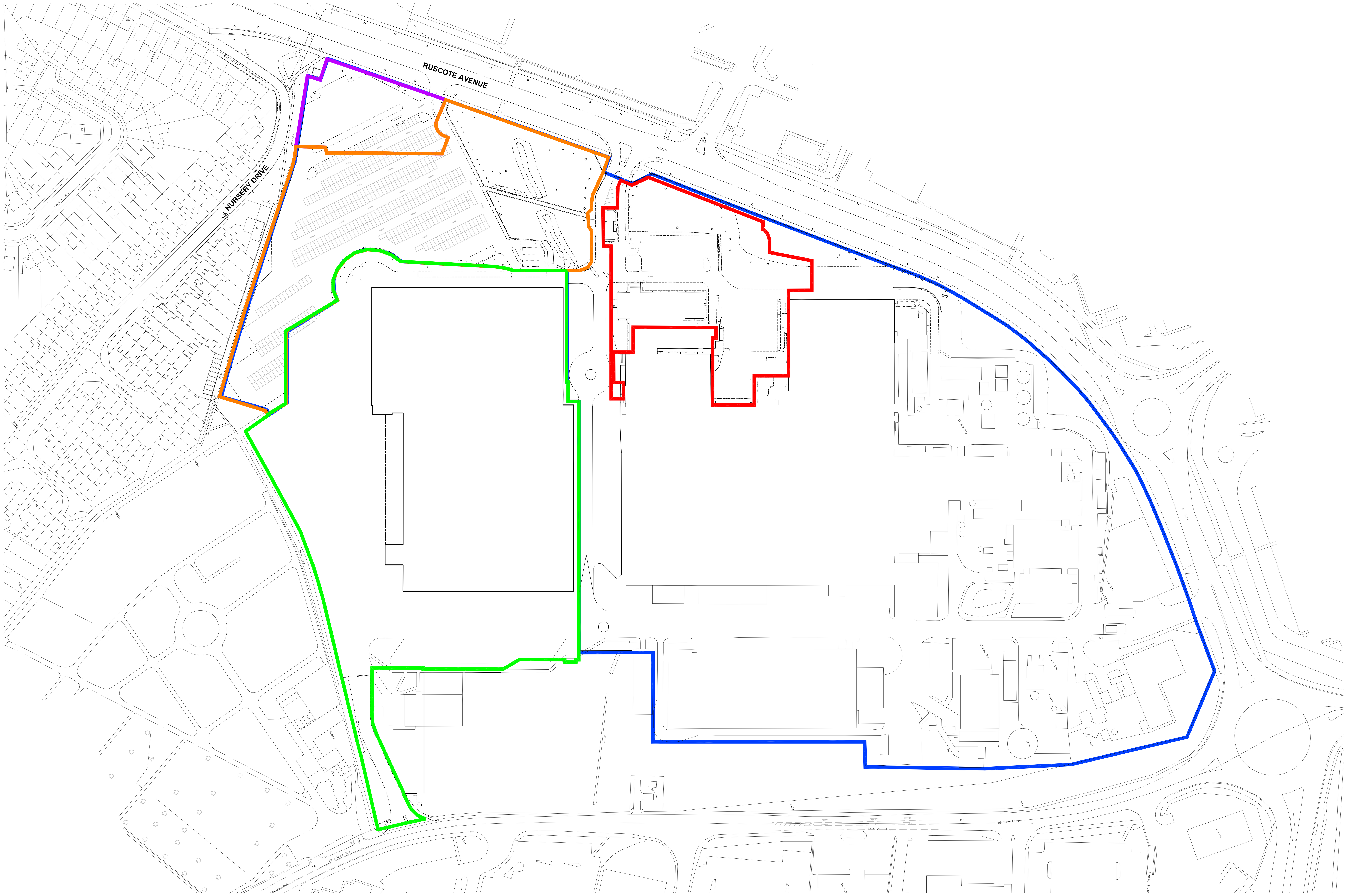


KEY	
	Fire Exit
	Fire Door
	Fire Point
	Alarm Point
	Spill Kit
	First Aid Point
	Assembly Point
	Signing in Point
	Smoking Area
	Flammable Storage
	Site Perimeter Fencing
	Emergency Evacuation Route
	Pedestrian Access Route
	Public Access Route
	Construction Vehicle Access Route
	Site Accommodation
	Hand Sanitiser Station

Site GA Drawing
Darling associates drawings:

- **(01)-S-000**
- **(01)-S3-S-001**
- **(03)-S3-S-001**

Site setup and parking plan.



General Notes

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Drawings, specifications and schedules are to be read in conjunction with the following where applicable: Employer's Requirements documents, Agreements to Lease, Structural Engineer's drawings and specifications, Civil Engineer's drawings and specifications, Survey Drawings, Party Wall/ Boundary Awards. Other specialist design consultant's requirements as appointed by the Main Contractor. Other specialist design sub-contractor's requirements as appointed by the Main Contractor.

Notes

KEY:

- Site 1 Site Boundary
- Site 2 Site Boundary
- Site 3 Site Boundary
- Site 4 Site Boundary
- Areas under applicant's interest

0 12.5m 25m 37.5m 50m 62.5m 75m 87.5m 100m 112.5m 125m

SCALE IN MM

REV	NOTES	DATE	BY	AUTH
T02	Issued for Tender	01.11.2021	AW	GW
T01	Issued for Comment	01.10.2019	NA	GW
T00	Issued for Comment	24.09.2019	NA	GW

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DRAWING STATUS
Tender

TITLE
Existing Site Location Plan

PROJECT
Ruscote Avenue, Banbury

SCALE AT A1: 1:1250
SCALE AT A3: 1:2500

JOB NO. 16061
DRAWING (01)-S-000
REV T02

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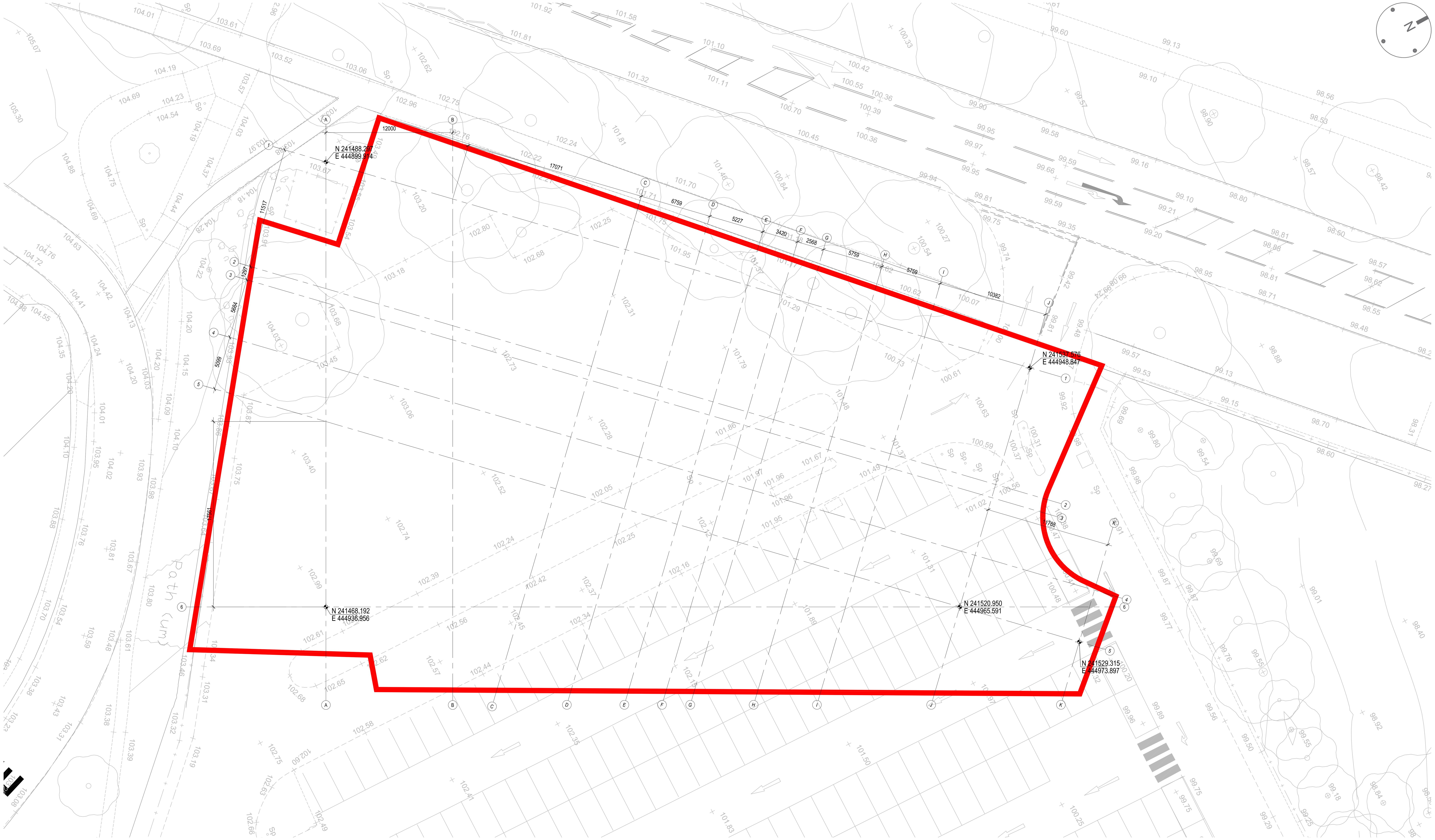

General Notes

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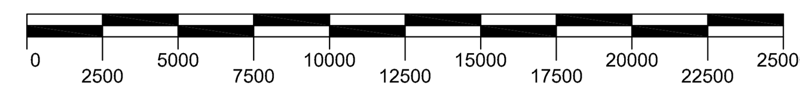
Key Plan

Notes



REV	NOTES	DATE	BY	AUTH
T01	Issued for Tender	21.01.22	SL	GW

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DRAWING STATUS
Tender

TITLE
Proposed Block Plan

PROJECT
Ruscote Avenue, Banbury - Phase 3

SCALE AT A1: 1:200
SCALE AT A3: N.T.S.

JOB NO. 16061
DRAWING (03)-S3-S-001
REV T01

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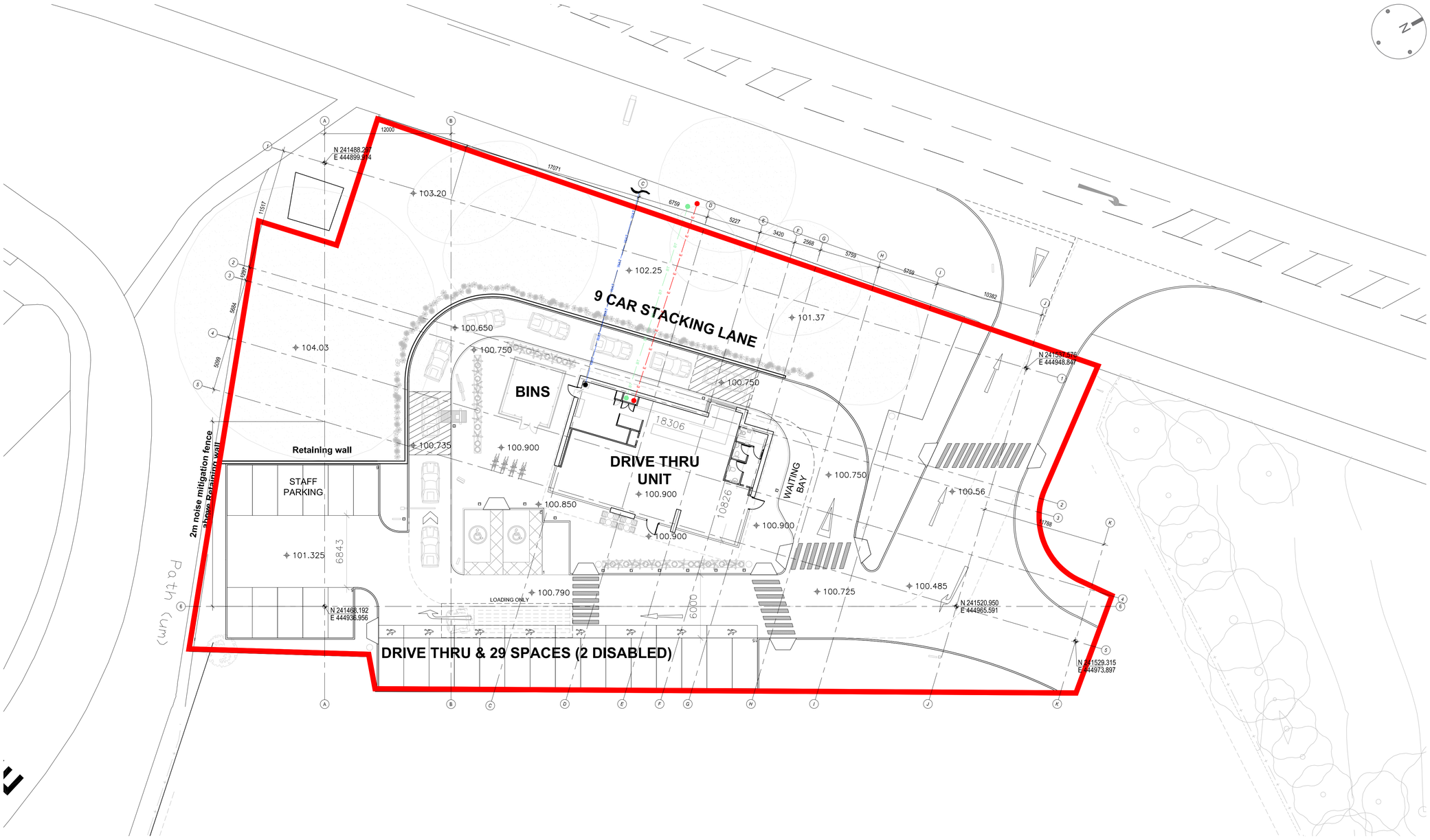

GENERAL NOTES:

- ALL WORK MUST BE CARRIED OUT TO TOTAL SATISFACTION OF BUILDING CONTROL & MUST COMPLY WITH CURRENT BUILDING REGULATIONS & RELEVANT CODES OF PRACTISE, ETC... & LOCAL BYLAWS.
- CONTRACTOR IS RESPONSIBLE FOR ENSURING FLOOR SLAB IS A LEVEL SURFACE READY FOR LAYING NEW FLOOR TILING (BY SHOPFITTER)
- ALL NEW TIMBER USED WITHIN STORE TO BE TANALISED & SUITABLY TREATED.
- ALL MATERIALS MUST HAVE AGREMENT CERTIFICATE / BRITISH STANDARDS KITEMARK.
- ALL WORKMANSHIP & MATERIALS TO BE TO TOTAL SATISFACTION OF BUILDING INSPECTOR.
- GLAZING TO EXTERNAL WALLS & DOORS MUST COMPLY WITH B.S. 6262.
- ALL GLAZING TO DOORS & SIDE PANELS UP TO A HEIGHT OF 1500mm ABOVE GROUND LEVEL TO BE SAFETY GLASS AS DEFINED IN B.S.6206 1981.
- ALL WORKMANSHIP TO COMPLY WITH B.S.8000.
- UNDERSIDE OF ROOF STRUCTURE AND INSIDE FACE OF WALLS ABOVE WINDOW HEAD LEVEL ARE TO BE EXPOSED IN THE STARBUCK'S INTERIOR DESIGN, IT IS THEREFORE ESSENTIAL THAT THE INSIDE OF THE FABRIC IS UNDAMAGED AND CLEAN

GENERAL STRUCTURAL NOTES:

- NO INTERNAL/INTERMEDIATE COLUMNS ARE PERMITTED TO OPEN AREA WITHIN UNIT.
- ANY CROSS BRACING TO BE LOCATED AS CLOSE AS POSSIBLE TO THE SIDE RAILS TO MINIMISE INTRUSION INTO RETAIL/BOH FLOOR SPACE
- SEE ENGINEER'S DESIGN AND DETAILED DRAWINGS FOR SURFACE WATER DRAINAGE LAYOUT.

GENERAL SERVICES NOTES:

- MAIN CONTRACTOR IS RESPONSIBLE FOR EXCAVATION OF ALL SERVICES TRENCHES ON SITE.
- CONTRACTOR TO SUPPLY AND FIX NEW HOCKEY STICK DUCT FOR ELECTRIC SERVICE; FINAL ENTRY POSITION TO BE CONFIRMED
- INDICATED POP UP SERVICES LOCATIONS ARE INDICATIVE AND TO BE CONFIRMED BY STARBUCKS INTERNAL DESIGN TEAM PRIOR TO CONSTRUCTION.

GENERAL DRAINAGE NOTES:

- DRAINAGE POINTS ARE INDICATIVE ONLY, FINAL LOCATIONS TO BE ADVISED BEFORE CONSTRUCTION.
- ALL DRAINS, FOUL & SURFACE WATER TO COMPLY WITH BS. 56 & BS. 540.
- ALL DRAINS/WASTES MUST HAVE ADEQUATE FALL, VENTILATION & RODDING FACILITIES TO SATISFACTION OF BUILDING INSPECTOR.
- DRAINS PASSING THROUGH WALLS ARE TO BE PROTECTED BY LINTOLS WITH A 50mm SPACE AROUND THE PIPES, MASKED BOTH SIDES WITH INERT BOARDS.
- PIPES LAID UNDER THE BUILDING ARE TO BE SURROUNDED BY 100mm OF GRANULAR FILL, PIPES WITH THEIR CROWNS WITHIN 300mm OF UNDERSIDE OF SLAB TO BE SURROUNDED IN CONCRETE AND INTEGRAL WITH SLAB.
- ALL MANHOLES TO BE CONSTRUCTED TO BUILDING REGULATIONS PART H TO BE PRE-FABRICATED CONCRETE BEDDED AND JOINTED TO MANUFACTURERS DETAILS OR
- FORM 600x450mm INSPECTION CHAMBERS IN 225mm 2nds ENGINEERING BRICKWORK BUILT OFF 150mm CONCRETE BASE WITH SMOOTH BENCHING AROUND PIPEWORK.
- MANHOLES AND INSPECTION CHAMBERS TO INCLUDE CAST IRON COVER AND FRAME. COVERS TO BE SUITABLE FOR ANTICIPATED TRAFFIC LOADS DEPENDING ON LOCATIONS. INTERNAL MANHOLES AND INSPECTIONS CHAMBERS ARE TO BE AVOIDED.
- USE 100mm DIAMETER "SUPERSLEVE" VITRIFIED CLAY DRAINS BY "HEPWORTH CLAY PRODUCTS (OR EQUAL) OR 100mm uPVC DRAINAGE (TO APPROVAL OF RBC) WITH FLEXIBLE COUPLINGS) MINIMUM 150mm GRANULAR SURROUNDS, MINIMUM 1 in 40 FALL.
- ON COMPLETION ALL DRAINS TO BE PRESSURE TESTED AND CAMERA SURVEY CARRIED OUT TO ENSURE FREE FROM WASTE MATERIALS AND FREE FLOWING.

WASTES W1-W7 NOTES:

- WASTES W1-W7 TO BE HEPWORTH OR EQUIVALENT 100mm DIA REST BENDS TO TAKE 100 mm UPVC SOIL PIPE/WC/ BASIN/SINK CONNECTIONS TOP OF COLLAR SET AT FFL
- WASTE POINTS ARE INDICATIVE ONLY, FINAL LOCATIONS TO BE ADVISED BEFORE CONSTRUCTION.

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General Notes

Key Plan

Notes

0 2500 5000 7500 10000 12500 15000 17500 20000 22500 25000

SCALE BAR IN mm

WALL CLADDING:

THE SUPERSTRUCTURE EXTERNAL WALLS ABOVE FLOOR LEVEL SHALL COMPRISE 600mm HIGH KINGSPAN OR ALTERNATIVE CLADDING PANELS WITH FOLDER/MITRED CORNERS, HIDDEN FIXINGS AND SMALL PANEL POINTS INTO COLD ROLLED SIDE RAILS.

DRIVE THRU POD:

WHERE INDICATED ON THE ELEVATION DRAWINGS THE CLADDING WILL CONSIST OF TIMBER WALL CLADDING, FORMED USING ACCOYA LT AC 02 PROFILED ACETYLATED VERTICAL BOARDS PROFILE REF. VT9B FIXED TO 42X42mm HORIZONTAL THERMOWOOD BATTENS AT MAX 600mm CENTRES FIXED TO 42X28mm THERMOWOOD VERTICAL CROSS BATTENS AT MAX 600MM CENTRES FIXED TO KINGSPAN BENCHMARK KARRIER SYSTEM 100MM INSULATED CORE CLADDING FIXED TO COLD ROLLED SIDE RAILS. CLADDING ALL FITTED IN ACCORDANCE WITH SUPPLIERS RECOMMENDATIONS AND DETAILS.

ROOF SPECIFICATION:

RENOLIT ALKORSMART LIGHT GREY SINGLE PLY MEMBRANE ON 120mm KINGSPAN THERMAROOF TR27 LPC/FM INSULATION TO GIVE MIN 0,18 W/m2K U VALUE ON VAPOUR CONTROL LAYER ON 25mm EXTERIOR QUALITY PLYWOOD DECKING FIXED TO SOFTWOOD RAFTERS (SEE ENGINEERS DETAILS FOR SIZES) TOSH NAILED TO TIMBER WALL PLATES BOLTED TO TOP FLANGE OF STEEL WORK UNDER . EXPOSED SOFFIT OF PLYWOOD AND RAFTERS TO BE TREATED WITH "AQUAFIRE" OR SIMILAR CLEAR COATING TO GIVE CLASS 1 SURFACE SPREAD OF FLAME RATING.

POD ROOF SPECIFICATION:

RENOLIT ALKORSMART LIGHT GREY SINGLE PLY MEMBRANE ON VAPOUR CONTROL LAYER ON 25mm EXTERIOR QUALITY PLYWOOD DECKING FIXED TO TAPERED TIMBER FIRINGS 50mm-0mm ON LEVEL SOFTWOOD JOISTS (SEE ENGINEERS DETAILS FOR SIZES) TOSH NAILED TO TIMBER WALL PLATE ON CANTILEVER PIVOT POINT, BOLTED TO TOP FLANGE OF STEEL WORK SUPPORTING RAFTER ENDS. FIT MIN 120mm KINGSPAN THERMAROOF TR27 LPC/FM INSULATION TO GIVE MIN 0,18 W/m2K U VALUE, BETWEEN JOISTS FINISHED INTERNALLY WITH 12mm FOIL BACKED PLASTERBOARD, EXTERNALLY WITH ACCOYA BOARDED SOFFIT ON VAPOUR BARRIER.

REV	NOTES	DATE	BY	AUTH
T01	Issued for Tender	21.01.22	SL	GW
DR2	Issued for Review	22.12.21	SL	GW
DR1	Issued for Review	17.12.21	SL	GW

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SCALE AT A1:	SCALE AT A3:
1:200	N.T.S.

JOB NO.	DRAWING	REV
16061	(03)-S3-S-001	T01

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