

Application for Approval of Details Reserved by Condition

Town and Country Planning Act 1990 (as amended); Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended)

Publication of applications on planning authority websites

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

Site Location

Disclaimer: We can only make recommendations based on the answers given in the questions.

If you cannot provide a postcode, the description of site location must be completed. Please provide the most accurate site description you can, to help locate the site - for example "field to the North of the Post Office".

Number

Suffix

Property Name

Address Line 1

Address Line 2

Address Line 3

Town/city

Postcode

Description of site location must be completed if postcode is not known:

Easting (x)

Northing (y)

Description

Former Debenhams building in Gloucester City Centre fronting King Square, on a boundry with Oxebode Street, Northgate Street and St. Aldate Street.

Applicant Details

Name/Company

Title

Mr

First name

Nigel

Surname

Wichall

Company Name

The University of Gloucestershire

Address

Address line 1

The University of Gloucestershire

Address line 2

The Park

Address line 3

Dunholme Villa

Town/City

Cheltenham

Country

Postcode

GL50 2RH

Are you an agent acting on behalf of the applicant?

- Yes
 No

Contact Details

Primary number

***** REDACTED *****

Secondary number

***** REDACTED *****

Fax number

Email address

***** REDACTED *****

Description of the Proposal

Please provide a description of the approved development as shown on the decision letter

Refurbishment works to the exterior of the building and change of use to create circa 20,000sqm of use class F.1(a), (d) and (e) uses from use class E(a), and associated works of demolition, construction and landscaping

Reference number

21/01323/FUL

Date of decision (date must be pre-application submission)

13/05/2022

Please state the condition number(s) to which this application relates

Condition number(s)

31 - Construction Management Plan for Highways

Has the development already started?

- Yes
 No

Part Discharge of Conditions

Are you seeking to discharge only part of a condition?

- Yes
 No

Discharge of Conditions

Please provide a full description and/or list of the materials/details that are being submitted for approval

Document: 21 01323 FUL_Con 31_Traffic Management Plan 21CA02 Rev 2

Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes

No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

The agent

The applicant

Other person

Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes

No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title

***** REDACTED *****

First Name

***** REDACTED *****

Surname

***** REDACTED *****

Reference

21/01323/FUL

Date (must be pre-application submission)

11/05/2022

Details of the pre-application advice received

Have gone through the pre-application service twice for this project. Adam Smith has been involved throughout and therefore has the knowledge of the scheme.

Declaration

I / We hereby apply for Approval of details reserved by a condition (discharge) as described in this form and accompanying plans/drawings and additional information. I / We confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine options of the persons giving them. I / We also accept that: Once submitted, this information will be transmitted to the Local Planning Authority and, once validated by them, be made available as part of a public register and on the authority's website; our system will automatically generate and send you emails in regard to the submission of this application.

I / We agree to the outlined declaration

Signed

Arleta Andreasik-Paton

Date

18/05/2022

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

CONSTRUCTION PHASE

Health and Safety

Morgan Sindall business unit / region:	Construction Central / Solihull Office		
Project name:	University of Gloucester		
Project no.:	21AC001		
Customer:	University of Gloucester		
Location:	Saint Aldate Street, Gloucester GL1 1RP		
Revision no.:	02	Date:	19.04.22

This element forms part of the Construction Phase Health and Safety Plan (CPHSP) which is part of the Project Execution Plan

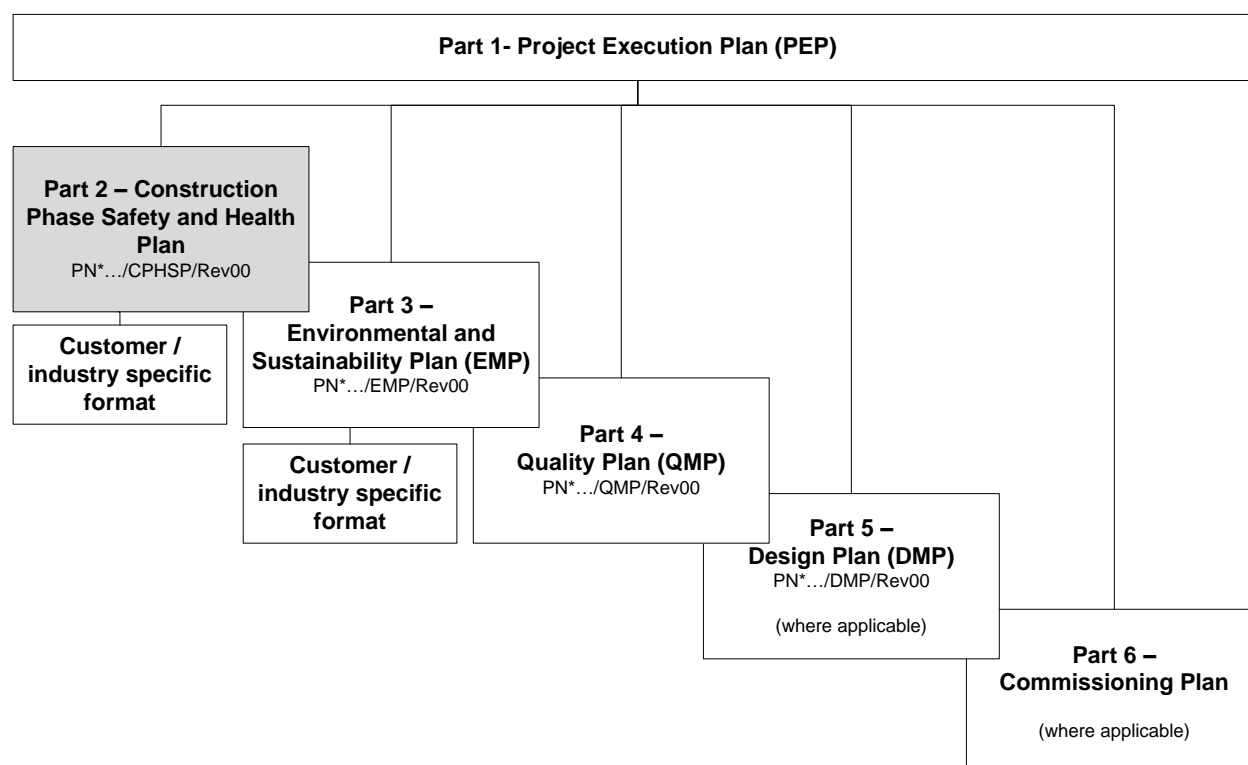
For full revision schedule see section one of Project Execution Plan (PEP) Part 1.

Construction Phase Health and Safety Plan (CPHSP) - overview

This document will define how specific health and safety management elements of the contract will be delivered.

Each box represents the parts of the whole PEP. Only in exceptional circumstances will a PEP consist of less than four documents.

* PN = Contract or project no.
(Update revision nos. as required)



Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	1 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Appendix F Traffic Management Plan (TMP)

Emergency contacts and telephone numbers

Project:	University of Gloucester – City Campus				
Address:	St Aldates Street, Gloucester			Post code:	GL 1 1RP
Telephone no.:	24 hour number 07794 094 078	Fax no.:	N/A	GPS co-ordinates:	
Name	Role			Contact number	
Morgan Sindall					

Client

Enforcing authorities

HSE	2 Rivergate Bristol BS1 6EW
Environment Agency (EA)	National Customer Contact Centre PO Box 544 Rotherham S60 1BY United Kingdom
Gloucester City Council	Gloucester City Council PO Box 3252, Gloucester, GL1 9FW

Emergency Services

Fire and rescue service	Gloucestershire Fire and Rescue Service Fire Service HQ Waterwells Drive Quedgeley Gloucester GL2 2AX
Ambulance service	South Western Ambulance Service NHS Foundation Trust Abbey Court Eagle Way Exeter EX2 7HY
Hospital (A&E)	Gloucestershire Royal A&E Trauma Unit, Great Western Road, GL1 3NN
Police	Bearland Longsmith Street Gloucester GL1 2JP

Other

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	2 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Gas	Cadent Gas
Electricity	Western Power Distribution
Water / sewerage	Severn Trent Water
Telecom	BT
Cable	Virgin Media
Other (insert details as relevant)	Insert details of provider

Prompt: To find the nearest A&E go to <http://www.nhs.uk/Service-Search/Accident-and-emergency-services/LocationSearch/428> and consider printing off larger maps or directions to hospital and keep in an accessible place (e.g. next to first aid box in the event that someone has to drive to hospital).

1. Introduction

This plan describes the access / egress arrangements for vehicles and pedestrians onto the University of Gloucester construction / demolition site; the movement of vehicles in and around site and the off-loading of stores and materials.

The plan will be regularly reviewed and revised to allow for the development of the site and the environment. This will be done by the manager with the responsibility for logistics with assistance from the project manager and project safety advisor.

2. Site description

The old Debenhams store that adjoins Kings Square which is in Gloucester City Centre. The access to the project will be from the existing service yard off Saint Aldate Street. The perimeter of the building will be secure to prevent public access.

3. Safe workplaces

a. Pedestrians and vehicle separation

Q Are there 'pedestrian only' areas from which vehicles are completely excluded?

A Yes. Access into and out of the building within the service yard. Gateman to control vehicle access into the site/service yard area

Q Where are safe designated pedestrian routes to work locations?

A On pavement away from roads to the site entrance. See site layout

Q Will vehicles only areas, especially where space is limited or traffic is heavy be provided?

A Only around the skip/debris removal area

Q Where are safe vehicle routes around site?

A Segregated areas within the service yard only

b. Loading / off loading and storage areas

All deliveries to be booked in. M-Site system allows for this to be undertaken online.

Q How will vehicle movements, unnecessary deliveries and double-handling of materials be avoided on site?

A **All deliveries will be to the service yard area off Saint Aldates Street.** All debris to be moved vertically using rubbish chutes or a hoist then into the service yard where it will be mechanically moved. Mechanical plant to be used where possible to limit manual handling.

All vehicles entering the service yard will turn within the service yard, or be banked out onto the road by the Gateman/Traffic Marshall

Q How will loading and unloading vehicles be controlled?

A By a gateman

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	3 of 14

Construction Phase Traffic Management Plan (TMP)

c. Public protection

Q What precautions will be taken to prevent vehicle operations endangering the public?

A There is a public road into the service yard which has perimeter gates. Gateman to control the access and egress of vehicle movements.

Q What areas have been identified as vulnerable to vehicle operations, eg schools, hospitals, occupied housing sites?

A The city centre is a built up area so all vehicle operations are to monitor the local speed limits, cyclists and pedestrians

d. Information

Q What information will be provided to drivers and pedestrians prior to entering site?

A Delivery routes to be issued to all delivery drivers. Telephone numbers for site contact to be provided also.

Q How will changes to site traffic routes be communicated to site workers and visiting drivers?

A In the delivery driver induction or in a tool box talk

4. Safe vehicles

a. Vehicle selection

Q Are there any limitations on the site which might impact on vehicle and selection?

A Artic deliveries can access the site but need to be banked by a gateman/traffic marshall. No abnormal loads envisaged.

b. Vehicle inspection and maintenance

Q What planned vehicle inspection and maintenance programme has been established?

A Statutory inspections required.

Q How are vehicle faults / defects reported and closed out?

A Highlighted in statutory inspections then closed out in accordance with this. All plant and vehicle for subcontractors to have records held on site, or with delivery company

5. Safe driving and working practices

a. Reversing

Q What control measures are in place for reversing operations eg one way traffic routes, designated turning areas, reduce vehicle movements, visibility?

A Gateman / traffic marshal by soft strip contractor

b. Loads

Q How will loading / unloading of vehicles on level ground be achieved?

A Service yard where vehicles access and egress the site is level

c. Drivers / operator

Q What competence levels and accreditation are required as a minimum standard for all drivers / operators and how will this be controlled?

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	4 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

A All plant to be operated by CPCS competent operators. Details to be taken in the induction prior to starting works on site

d. Signallers

Q What safe systems of work has been implemented to prevent signallers from being struck by vehicles?

A No signallers required. Soft strip gateman / traffic marshal to bank vehicles.

Q How will signallers be identified on site and communicate with drivers?

A Hi visibility jacket to be worn with other relevant PPE

e. Safe working practices for specific vehicle

Q What safe working practices are required for specific vehicles?

A As per individual risk and method statements. All plant to be operated by competent CPCS operatives.

See FORS guidance below.

Dilapidation survey to be undertaken prior to works starting and photographic record taken of site entrance area.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	5 of 14

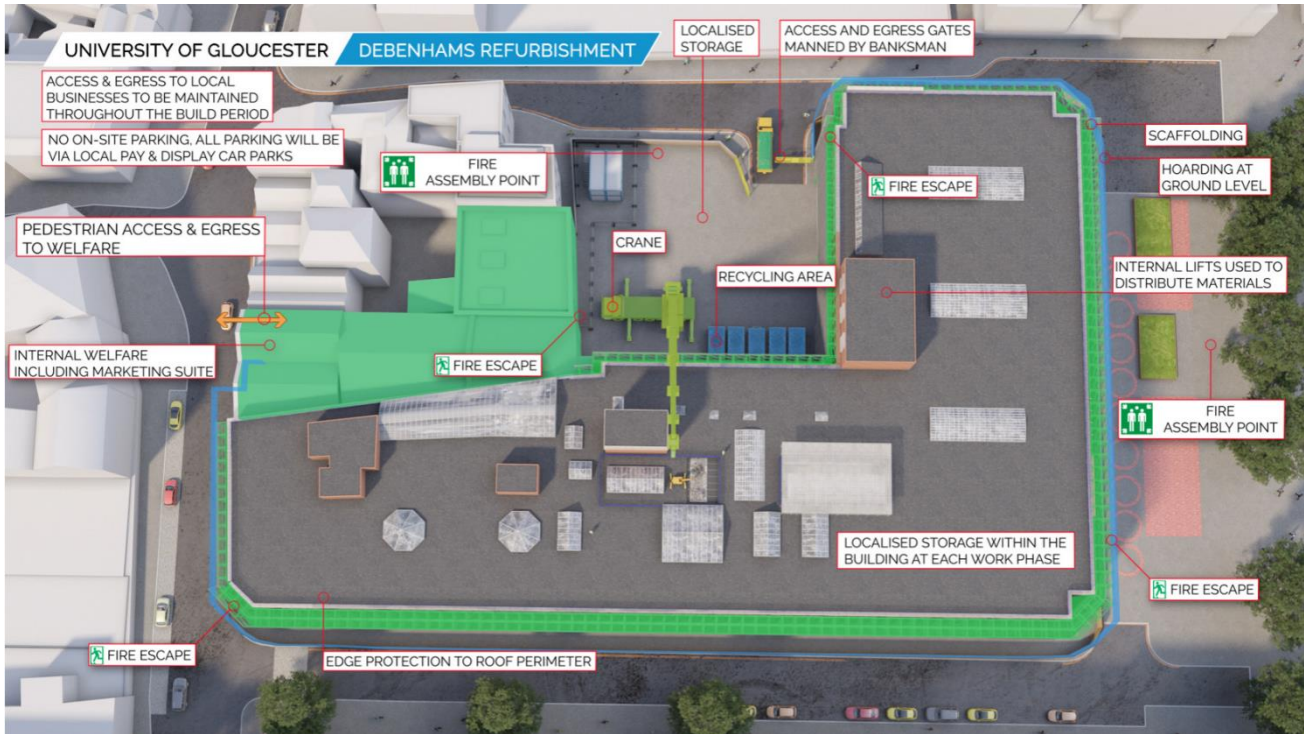
Management System

Plan

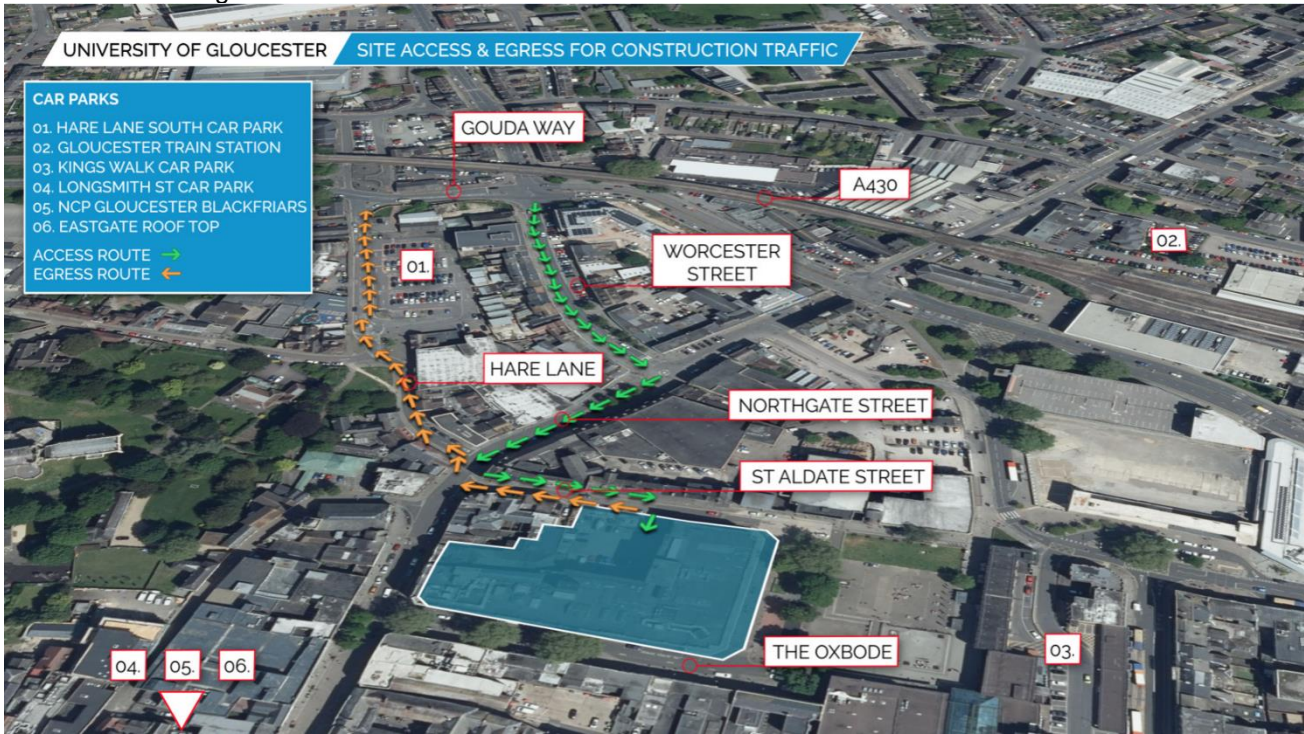
Construction Phase Traffic Management Plan (TMP)

Site layout plan

A site layout plan marked up with traffic routes and key installations is produced and displayed. It is regularly reviewed and forms part of the induction process. The layout will be well presented and easily understood by any persons. If necessary the information below maybe depicted on more than one layout.



Site access and egress routes for deliveries



Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	6 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Local Car Parks for site operatives and visitors due to no parking on site:



6. Managing construction transport – duty holders

Q What duty holders have been appointed to assist in traffic management on and off site?

A DSM for traffic management, marshal and gateman

7. Risk assessment

Summary of control measures to ensure safe site traffic routes should include:

	Vehicle routes	Pedestrian routes
Site entrance	Adequate sight lines, signs, maps, security and vehicle management procedures.	Separate entrance point, signs, and instructions. Gateman to open site entrance gates and monitor deliveries entering site.
Parking areas	Parking off site – see above car parks Loading area on Saint Aldate Street to be used as a temporary lorry parking / holding area by the site entrance to manage deliveries and allow vehicles to turn away from site if not allowed to enter site.	Provide safe pedestrian routes to offices, welfare facilities and workplaces. Provide clear signs and instructions to workers.
Office and welfare facilities	Offices and welfare facilities and other areas of frequent pedestrian activity located away from primary site traffic routes. Provide signs and pedestrians and vehicle control measures where vehicle routes cross pedestrian routes.	Access routes from car parks is along dedicated public pedestrian routes. Provide clear signs and instructions to pedestrians.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	7 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Primary traffic routes	<p>Primary traffic routes allow the safe passage of site and delivery vehicles away from pedestrian routes. A gateman will manage vehicles entering the site.</p> <p>Vehicles to turn in the service yard where possible. If not possible a traffic marshall to bank them out onto Saint Aldates Street.</p>	<p>Primary pedestrian routes which provide safe access to work areas, are away from main vehicle routes.</p> <p>Establish crossing points and pedestrian control measures where necessary.</p>
Secondary traffic routes	<p>Define safe routes for all vehicle operations on site by having dedicated pedestrian routes, where needed in the service yard</p>	<p>Provide protected pedestrian routes in areas where vehicles regularly pass.</p>
Storage areas	<p>Storage and loading areas away from areas of pedestrian activity.</p>	<p>Provide separate pedestrian access, clear signs and instructions to workers within the service yard.</p>

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	8 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Driver / operator rules

12 essential rules to safe use of vehicles

Zero tolerance – your licence to work

1. Used designated turning areas
2. Do not reverse unless absolutely necessary and then only with the assistance of a competent signaller
3. Use visibility devices when manoeuvring e.g. CCTV, mirrors
4. Ensure safe systems of work are followed
 - Use designated reversing areas
 - Fit and use radar proximity devices
 - Maintain communication and visibility with signallers during reversing operations
5. Use warning lights and alarms when reversing
6. Ensure site speed limit is maintained
7. Load and unload vehicles on level ground in areas away from passing traffic, pedestrians and overhead hazards
8. Only operate vehicles if you are competent and authorised to drive them
9. Carry out all daily checks on your vehicle and report defects immediately to your supervisor
10. Follow site procedures and comply with site rules
11. Do not allow passengers to ride on vehicles unless safe seating is provided
12. Ensure loads are safe and secure to transport.

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	9 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Hazard identification and control measures

Key hazard identified	Significant risk and who may be harmed	Control measures
Restricted site access	Striking pedestrians and operatives.	Establishment of segregated vehicle and pedestrian route onto and off the site. Refer to appendix A.
Restricted road and pedestrian access around the site	Striking site personnel and temporary / permanent structures.	Establishment of segregated vehicle and pedestrian routes around the site. Refer to appendix A Establish warning signs.
Site visitors	Being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to appendix A. Visitors must wear high visibility garments whilst out on site. All visitors must be accompanied at all times.
Steep gradients	Overturning vehicles – driver/personnel injury.	Select appropriate vehicles for site conditions. Keep gradients to a minimum.
Vehicles reversing in confined areas	Striking site personnel and other vehicles.	Where possible provide one way route through the site to eliminate reversing. Vehicles must have visual warning light on at all times. Vehicles must have audible alarm warning when reversing. Trained banksman must be in attendance.
Vehicles being unloaded adjacent to the site gates	Injury to passing pedestrians.	Temporary road barriers must be erected when gates are left open. Banksman to be in attendance.
Site personnel	Site personnel being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to appendix A. Pedestrian routes must be identified by blue netting and signage etc. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules.
Vehicles entering and leaving site	Striking pedestrians, site personnel and other vehicles.	Security to control and monitor incoming and outgoing vehicles. All vehicles to be controlled by trained and competent banksmen. Vehicles cross over's to be constructed at all gates. Site hoarding erected around the exposed sections of the project to deny access to the general public.
Vehicles picking up mud on wheels	Leaving mud on the highways causing road traffic accidents and accidents to pedestrians.	Delivery and off loading area is on a tarmac hard standing. Outgoing site vehicles must be checked prior to leaving the site. Excessive mud on wheels to be removed by jet wash. Drivers to check wheels for excessive mud before leaving site. Road Sweepers will be used if needed

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	10 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Vertical edges	Falling of vehicles and vehicle loads. Injury to site personnel	Road barriers must be installed to vertical edge. Timber baulks to be positioned at least 1m back from edge. Earth berms. Controlled speed limit.
Concrete pumps overturning	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly.
Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services.
Noise and vibration and emissions	Effects on site personnel and pedestrians.	Vehicles to be regularly inspected and maintained.
Drivers lacking competence	Out of control vehicles. Striking site personnel and damage to structures	All site drivers to have a current certificate of training achievement and to be competent. Drivers to receive adequate supervision and monitoring.
Vehicle arrival and departure	Site congestion. Striking site personnel and pedestrians. Causing road traffic accidents. Vehicle drivers being struck by another vehicle or load.	Security to control and monitor incoming and outgoing vehicles. Drivers must wear mandatory PPE when out on site. All drivers to be issued with drivers rules. Refer appendix B.
Key hazard identified	Significant risk and who may be harmed.	Control measures.
Speeding vehicles	Striking pedestrians and other vehicles.	All vehicles to observe the site speed limits. All drivers to be issued with drivers rules. Refer appendix B. Speed humps installed where necessary.
Loading and unloading of vehicles	Striking site personnel.	All loads to be unloaded under the supervision of a trained and competent banksman.
Disruption to the local traffic and highways	Causing congestion and possible road traffic accidents.	Vehicles to use the designated approach roads.
Non site vehicles entering the site	Striking pedestrians, site personnel and other vehicles.	Security to monitor incoming and outgoing vehicles. Signs to be displayed on approach to site roads.

Fleet Operator Recognition Scheme (FORS) Standard requirements

Vehicle Type	Requirements applicable to any new vehicle or any vehicle utilised to service a Morgan Sindall Construction and Infrastructure Ltd contract	Company
Vans and CDV (Car Derived Van)	<ul style="list-style-type: none"> • Cyclist warning decal N/S/R • Drugs and alcohol warning • Driver check warning • Seat belt warning • Driver licence checks (DVLA) 	Morgan Sindall Construction and Infrastructure Ltd & Contractors

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	11 of 14

Management System

Plan

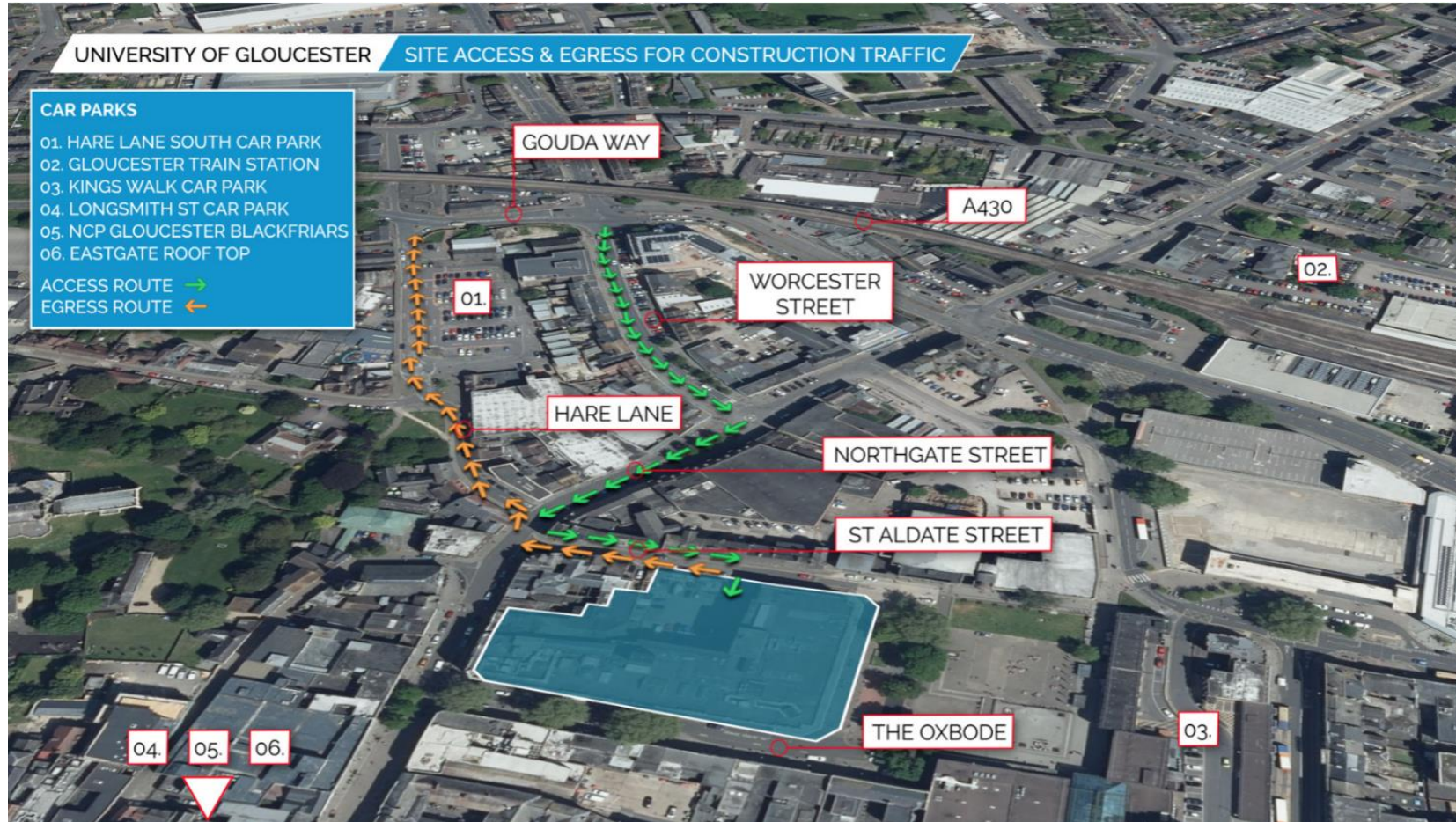
Construction Phase Traffic Management Plan (TMP)

	<ul style="list-style-type: none"> • Driver training (Vulnerable road users) • Collision reporting 	
LGV vehicles over 3.5 Tonne	<ul style="list-style-type: none"> • Direct vision equipped vehicles must be utilised when available • Side guards • Class V, IV & VI mirrors • Drugs and alcohol warning • Driver check warning • Seat belt warning • Cyclist blind spot warning decal N/S/R • Close proximity audible warning (Sensors) • Rear and Side view camera or Fresnel lens fitted • Driver licence checks (DVLA) • Driver training (Vulnerable road users) • Collision reporting 	Morgan Sindall Construction and Infrastructure Ltd & Contractors

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	12 of 14

Construction Phase Traffic Management Plan (TMP)

Specific detailed drawings / sketch (marked up Site Traffic Management layouts)



- Considerations to be included:**
- Key**
- Pedestrian walkways with
 - Barriers
 - Crossings
 - Signage
 - Traffic routes with
 - One-way systems
 - Speed limits
 - Signage
 - Storage areas / layout areas
 - Specific detailed drawings
 - Site entrance
 - Restricted traffic route points
 - Restricted entrances
 - Other prompts / consideration
 - General access / security
 - Vehicle / pedestrian segregation routes
 - Safety signage and speed limits
 - Overhead obstructions
 - Delivery vehicle loading / unloading and holding areas
 - Delivery schedules
 - Crossing points
 - Parking
 - Site plan / where plan will be displayed
 - Information instruction and training
 - Co-ordination and co-operation of adjacent projects

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	13 of 14

Management System

Plan

Construction Phase Traffic Management Plan (TMP)

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH PLN 01	PM PRO	Rev 1	Lee Fisk	Jan 2020	14 of 14