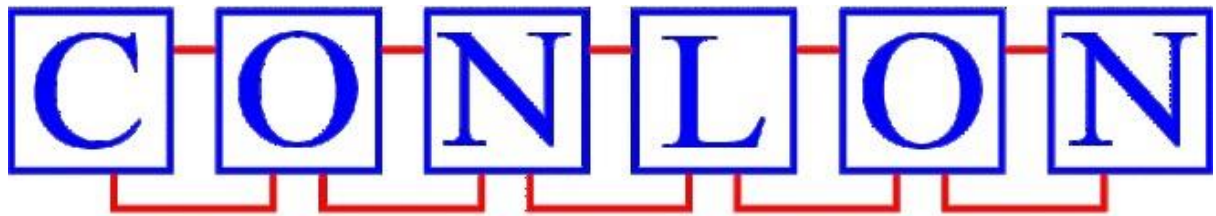


Construction Traffic Management Plan

The Anchor Inn, Hitchin

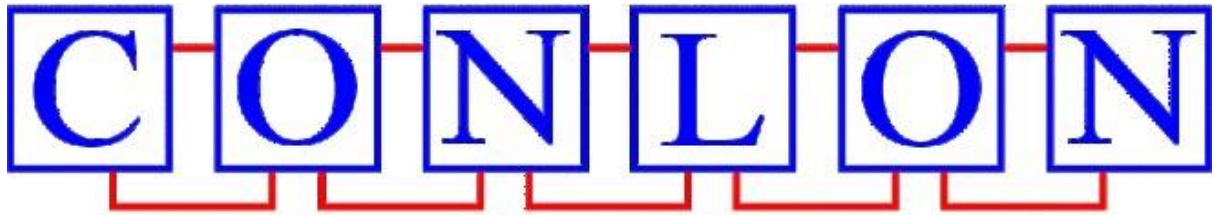
June 2024

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01	26.06.2024	Maciej Teclaw	<i>Maciej Teclaw</i>
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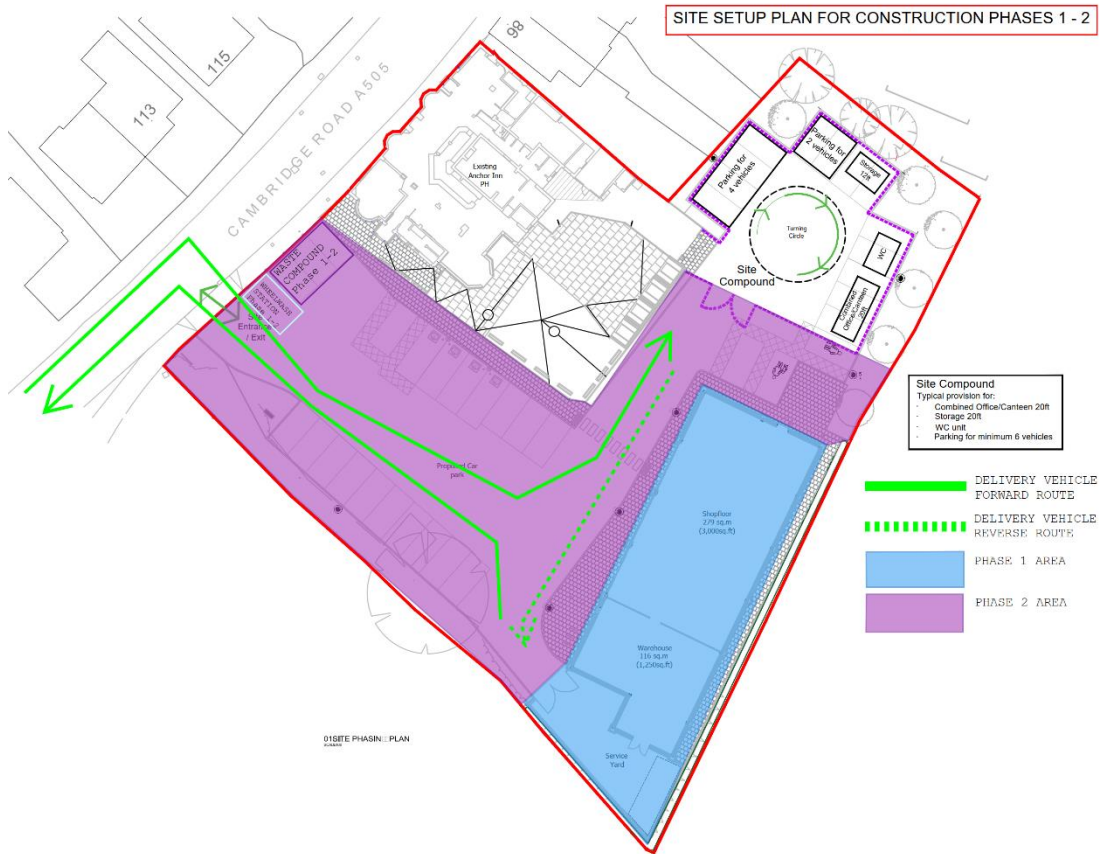
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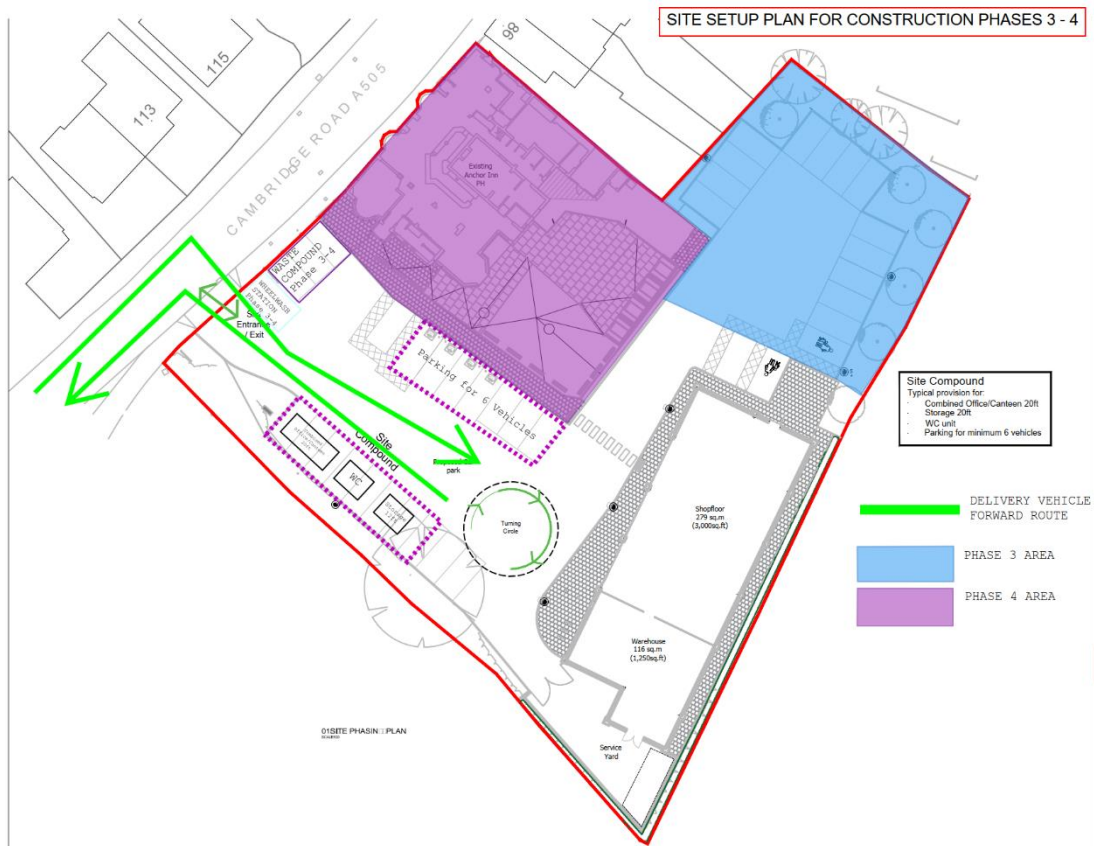
Site Access, Construction Traffic Management and Routing

1. The site is accessed from the A505 Cambridge Road. Clear signage will direct construction traffic directly into the works area. A banksman will ensure deliveries are taken safely through the car park. HGV's will enter / exit the site in a forward gear.
2. After securing the site, the first activity will be to set up the site routes, accommodation and signage. The site set up shows a Construction Site Layout suitable during the initial site set up phase. Similar layouts may be used during the groundworks and finishes phases of construction, although the vehicle turnaround will stay the same. The site set up also shows the route for HGVs to enter and exit the site. Deliveries will be made outside of peak hours 9:30-15:00.
3. The site set up shows the access position and route for pedestrians, HGVs, all construction traffic and staff parking. This plan will be updated for each stage of construction showing the appropriate separation and guarding of activities for safe working.
4. Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this to be completed.
5. Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing. The banksman will ensure that delivery vehicles do not impede access to adjoining properties
6. Vehicles will only access the site using the designated access point as shown on the site set up and no vehicles or machinery will be permitted to stand or wait on the public highway. There will be a maximum of three lorries on site. Delivery schedules will be produced and provided to the supply chain to ensure compliance with Part A.
7. No machinery will be permitted to operate over the public highway and no materials will be off-loaded or stored on the public highway.
8. Construction traffic travelling to and from the site will be required to travel on main roads, to avoid using residential streets.
9. Site working hours will be 7am-5pm Mon-Fri. Saturday 7:30am – 12:00 (Noon)

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CONLON

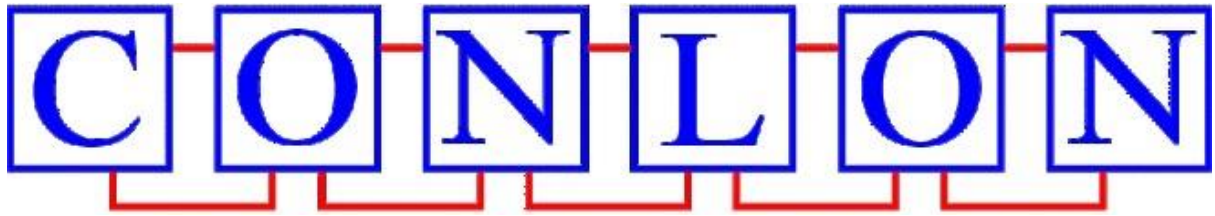


Staff Transport and Parking

All construction staff will be provided with information regarding local public transport options and encouraged to travel to site using sustainable transport modes. Vehicles carrying heavy equipment and tools will be permitted to park on site within designated spaces. All construction personnel will be inducted on the rules for parking on site. Parking for both construction vehicles and visitors will all be located within the fencing line. Parking areas are existing and will therefore be 'provided' on site prior to the commencement of construction activities as part H.

Construction Site Layout

The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, staff parking will be subject to changes whilst the works progress. The site set up illustrates the proposed layout of temporary construction facilities and routes to enable work to proceed at the start of the construction stage. The Construction Site Layout plan below demonstrates adequate space on site to manage construction activities without causing an unacceptable impact upon the surrounding highway network.



Areas designated for loading, unloading and storage

All materials will be stored on site in designated areas and in line with the manufacturers' instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas by mechanical means where necessary/appropriate. Any vehicle movement will be in line with the relevant Construction Management plan and the designated site routes.

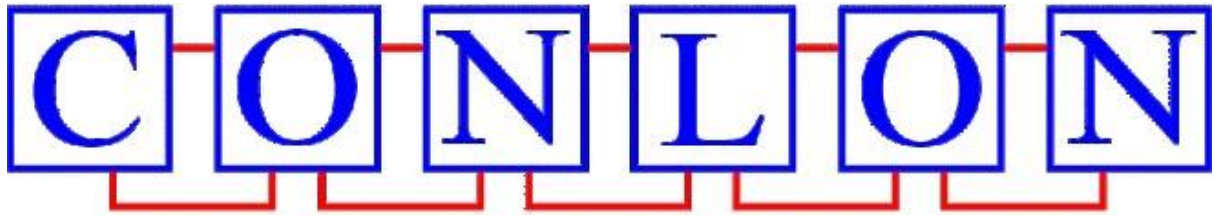
Waste Disposal

1. Every effort will be made to keep waste materials to a minimum during the construction of the site. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.
2. A SWMP (Site Waste Management Plan) will be developed prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. Separate skips are to be used on site where possible; to segregate waste before a licensed waste carrier removes it. On no account will waste materials be burnt on site.
3. The proposed site levels will be very similar to existing, to reduce as far as possible the removal and import of road construction materials.

Environmental Issues

As Principal Contractor we will operate an environmental policy in which we pursue the following objectives.

- Conduct activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimum disturbance and disruption.
- Ensure that staff have a good understanding of the environmental impacts of the project and what is expected of them to minimise the impacts.
- Ensure that suppliers and sub-contractors are aware of the plan and ensure the same standards to their own work.

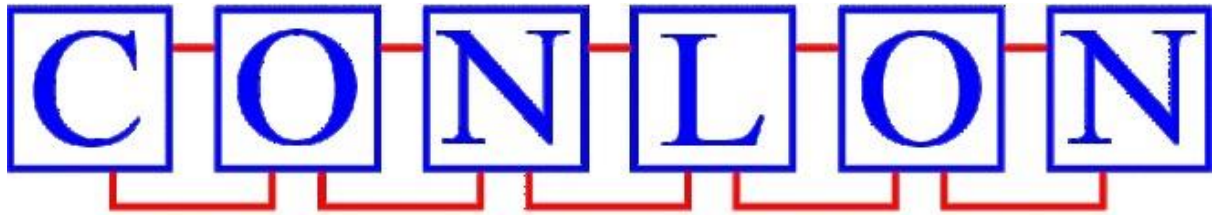


Control of Noise

Best practicable means will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228:2009 will be adopted. In general, the following measures will be taken:

- All hand held and portable equipment where practicable will be electrically powered.
- All plant and equipment will be maintained in good working order.
- Plant, when in operation intermittently, will be switched off during periods of inactivity.
- All vehicles will observe site speed limits.
- Stationary equipment and plant will be placed to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- Care will be taken when loading and unloading materials to limit impact noise.
- Vehicles will not be permitted to queue on the road or pavement outside the site access.
- Vehicle parked within the site, outside working hours will have their engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
- Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from the noise levels quoted in BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures in place, based on guidance given in BS5228.

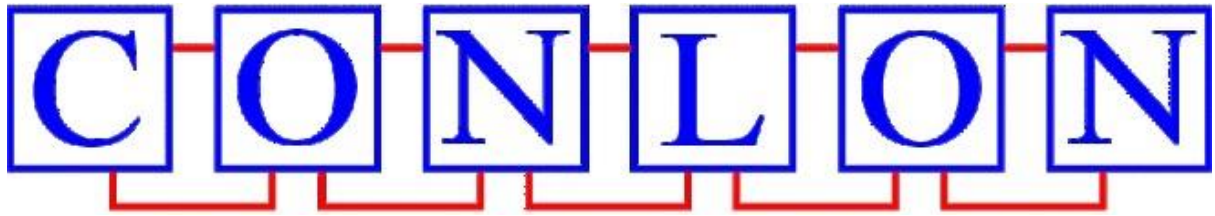


NOISE REDUCTION METHODS

- Proper lubrication and better maintenance of machines.
- Reducing noisy machine operations by replacing rivets with welds.
- Repairing loose and rotating parts, replacing worn bearings and gears and regular maintenance.
- Organising schedules so that noisy work is done during a particular part of the shift or when as few people as possible are present.
- Notifying people in advance when noisy work is to be carried out so they can limit their exposure to it.
- Sign-posting noisy areas and providing quiet areas for food and rest breaks.
- Maintaining machines and equipment in good condition to reduce noise, including the addition of noise mufflers, vibration isolators, or duct silencers.
- Purchasing new plant and equipment that produce less noise.
- Turning off engines when they are not in use.
- Checking the brakes are properly adjusted and don't squeal.
- Not revving the engine unnecessarily.
- Only using the horn in emergencies.
- Replacing exhaust systems as soon as they become noisy.
- Noisy works are only allowed to be carried out from 7:30 – 18:00 Mon-Fri and 8:00 – 13:00 Sat.
- Not all machines are to be used at the same time.

The machinery that will be used on site is as follows:

- 13Tn Excavator
- 8Tn Excavator
- Hydraulic breaker
- Disc Cutter
- 3Tn Dumper



Control of Dust, Smell and other Effluvia

Measures will be taken as appropriate to mitigate the impact of dust due to the activities which may include but not be limited to:

- Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas.
- Where appropriate activities will use water as a dust suppressant.
- Adjacent road surfaces will be frequently wet swept clean.
- All loads delivered to or collected from the site will be covered where appropriate.
- All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available.
- All road vehicles will be requested to comply with set emission standards.
- Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system.
- The air quality periodically monitored.

Wheel Cleaning Facilities

1. There will be some excavations for services and drainage works and some minor re-shaping of levels. During these phases of the development, wheel cleansing and road sweeping will be applied as necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any dirt or mud onto customer parking areas or public roads.
2. During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored and road sweepers brought in as and when required.