



Construction Traffic Management Plan

FOR THE DEVELOPMENT

By

CALA HOMES (North Home Counties) LTD

at

Oughtonhead, Hitchin,

SG5 2NA

1. INTRODUCTION

'Before commencement of the development, a 'Construction Traffic Management Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The 'Construction Traffic Management Plan' must set out:

- the phasing of construction and proposed construction programme.*
- the methods for accessing the site, including wider construction vehicle routing.*
- the numbers of daily construction vehicles including details of their sizes, at each phase of the development.*
- the hours of operation and construction vehicle movements.*
- details of any highway works necessary to enable construction to take place.*
- details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.*
- details of any hoardings and how visibility splays will be maintained.*
- management of traffic to reduce congestion.*
- control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.*
- the provision for addressing any abnormal wear and tear to the highway.*
- waste management proposals.*
- Provision of sufficient on-site parking prior to commencement of construction activities;*
- Post construction restoration/reinstatement of the working areas and temporary access to the public highway;*
- where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding and remaining road width for vehicle movements.'*

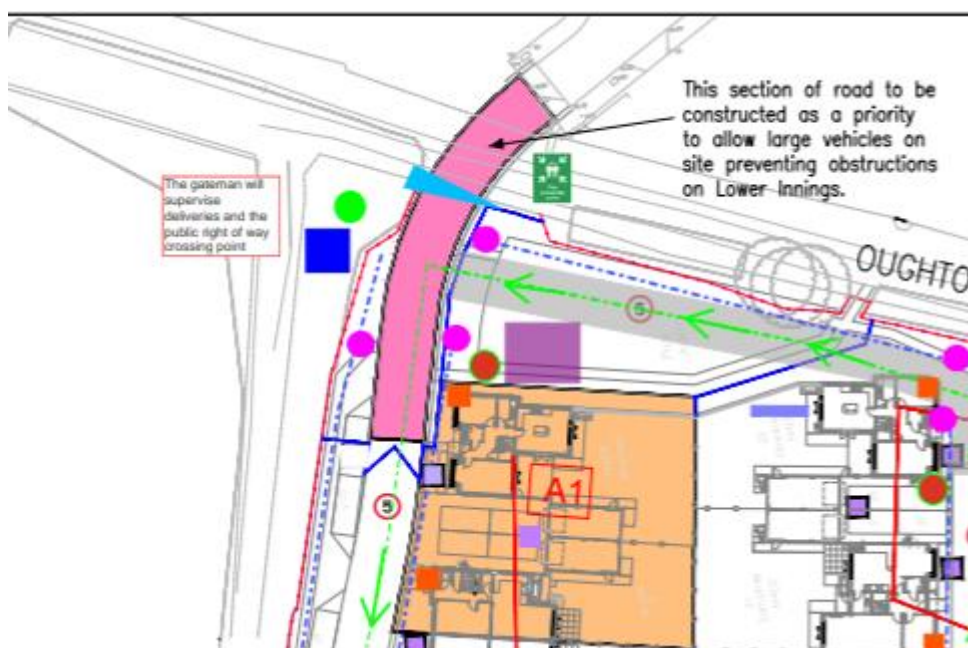
- the phasing of construction and proposed construction programme.

Attached Appendix I – Construction Programme

- the methods for accessing the site, including wider construction vehicle routing.

Attached Appendix II – Delivery Route

As shown on below plan, the section of road into site will be constructed as a priority, to stop obstruction to local residents.



- the numbers of daily construction vehicles including details of their sizes, at each phase of the development.

Approximate number of vehicles on site per day			
Type of Vehicle	Start of job	Middle of job	End of Job
Rigid lorries	5-15	10-16	5-15
Contractors (Cars & Vans)	15	40-50	15-20

- **the hours of operation and construction vehicle movements.**

The site working hours are as follows:

Site hours are 08:00 to 17:30 on Monday to Friday (Operatives will arrive on site from 07.30 but no work will commence until 08.00).

Saturday working hours will be reduced to 08:00 to 13:00 and no work will take place on Sundays or Bank Holidays.

Site delivery hours as follows:

Site delivery hours are between 08:00 and 17:30 on Monday to Friday. Deliveries must not arrive until 08.00hrs.

Site are to be mindful of commuter traffic and the local school (Hitchin Boys School hours are 08.45 – 15.30). Therefore, deliveries to site during peak periods (08:30 – 09:30 and 15:00 – 16:00) will be avoided where possible. However, if unavoidable, the number of deliveries during these peak periods is likely to be 8-14 deliveries on average per day.

Total daily deliveries at peak construction will be 28 - 30 deliveries per day on average but this is likely to be less at the beginning and end of the programme.

- ***details of any highway works necessary to enable construction to take place.***



Cala will need to construct their site entrance via Lower Innings (as shown on above picture) in order to gain access to the site, under a section 278 agreement. Local residents will be contacted and informed to minimise disruption.

A temporary diversion to the footpath will need to take place for circa 6-8 weeks, whilst construction begins on forming the access from Lower Innings Road, across the current footpath and then creating the site entrance on the other side of Oughtonhead Lane. A temporary PRow diversion application will be submitted to Hertfordshire Highways, seeking to obtain this permission.

Once this temporary diversion has finished, a gateman will be located at the front of our development throughout the Construction period, opening the site and closing at the end of the day.

Cala has a closed gate policy, which means the site gates are always shut, unless someone is entering or leaving the development, with approval from the Gateman. We will have a system with our gates, that when they will open, that they will automatically barrier in front of the path, to ensure pedestrians cannot walk out into the road when cars / deliveries are coming in and out of site.



RED SHOWS PROPOSED FOOTPATH DIVERSION FOR 6-8 WEEKS. RED CROSS IS SITE ENTRANCE

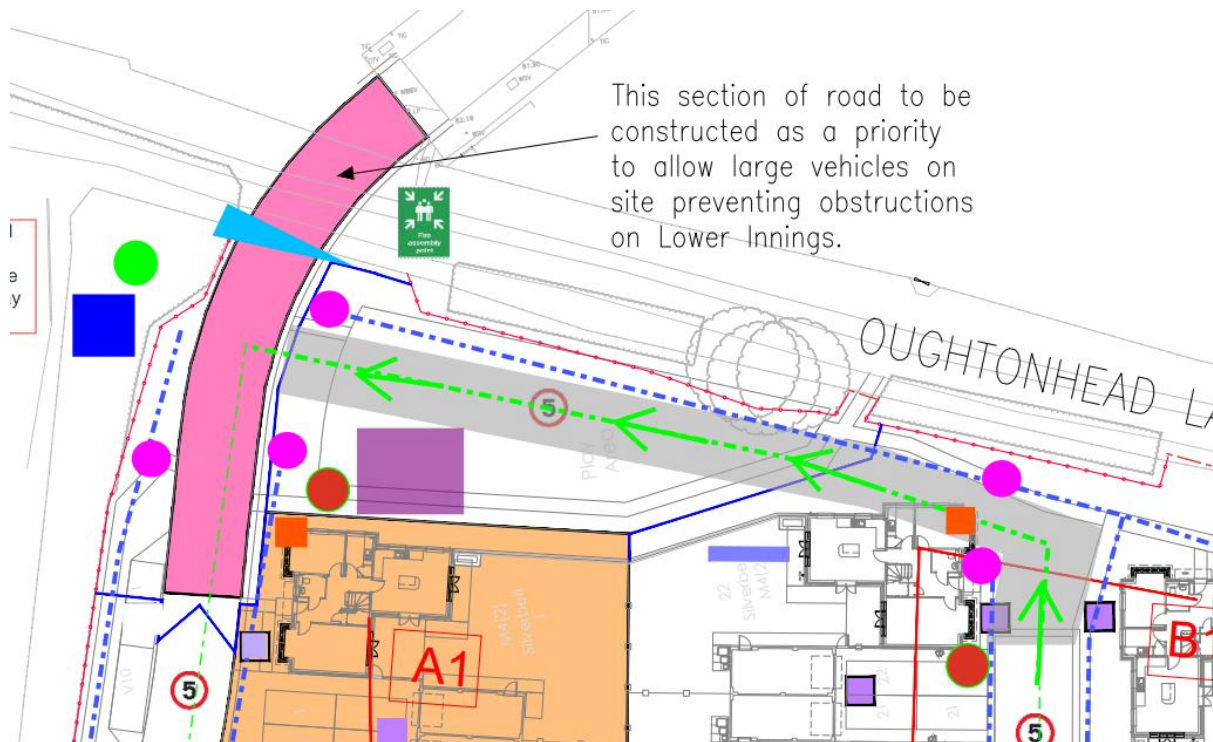
• details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.

All subcontractor parking will be located on site – the designated car parking area will be set up on Plots 19-22 for the initial site start and will be condensed once the site is coming to a close.

All lorries and deliveries will enter and leave site via forward gear. A haul road will ensure that a loop road is created throughout the development, as shown by the green arrows below.

No construction vehicles to be parked on the highway (As per Appendix II – Delivery Route)

No construction staff or visitors will park on public highways and will be managed by the gateman to ensure no waiting occurs outside the development. Adequate parking for sales visitors and construction staff will be provided to ensure no disruption to the local neighbourhood.



• ***details of any hoardings and how visibility splays will be maintained.***

The boundary of the site will be secured with Heras fence panels fixed to timber posts. The panels will be fitted with monoflex sheeting with the CALA logo printed on. The site entrance and exit roads will be fitted with double gates covered with metal mesh. The pedestrian access gate will display information such as the name and contact details of the Site Manager and warning/safety signage.

Some hoarding around the show home area will be present, to segregate construction traffic and as advertisement to the development. All visibility splays will be maintained

Visibility splays will be maintained when creating the access into the site and ensuring adequate visibility is safe for vehicles to navigate and avoid collisions.



- ***management of traffic to reduce congestion.***

Site deliveries will be advised to avoid school drop off hours, as mentioned above when covering construction vehicle movements.

All vehicles must ring the site manager before delivery to arrange a time to unload and will be asked not to wait outside the development.

A Gateman / Traffic Marshall will also be present at the entrance of the site to manage traffic.

- ***control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.***

Where dust is likely to be released due to construction activities, local damping will be employed by site labour using water hoses on spoil heaps and excavations. Activities such as cutting, sanding and grinding will only be undertaken in designated areas so that any dust can be adequately controlled and disposed of. Dust suppression tools will be used along with debris netting to any scaffold areas facing the public and neighbouring properties.

Wheel/body washing facilities will be provided at the site entrance/exit to prevent mud/dirt and debris from spreading onto the public highway. The wheel wash will be set up on a catch pit area, which will allow the run-off water to drain through it and filter before being discharged into the site drainage. Water from the wheel wash will not run out of the site.

All reasonably practicable measures will be put in place to avoid/limit and mitigate the deposition of mud and other debris on the public highway. Following the initial

site set up, road cleaning will be managed as follows:

- Precautions for guarding against mud and similar materials entering the highway will be in the form of a jet washing facility on site.
- The jet washing facility will be purposefully located to ensure all construction vehicles entering and leaving the site use this facility when needed.
- Inspections of the access roads will be carried out on a daily basis to ensure compliance.
- The correct loading of vehicles and sheeting of loads where necessary to avoid spillage during their journeys.
- Additional resources will be employed by way of manual labour when required to maintain acceptable levels of road cleanliness.

A road sweeper will be employed as required to remove any dirt/debris from the carriageway. During activities such as ground works which are more likely to transfer dirt onto the roads the sweeper will operate on a more regular basis.

• ***the provision for addressing any abnormal wear and tear to the highway.***

A condition survey of the roads will be undertaken prior to any work being undertaken on the site and into the site entrance. The survey will comprise of photographs and descriptions of the roads, footpaths and verges. Any damage caused as a result of our works will be rectified at CALA's cost.

• ***waste management proposals.***

Skips will be provided on site by CALA and made available for all of the trades to use. Waste will be segregated on site as much as possible and will be monitored by the forklift driver. Skips will be provided for the following waste streams:

- Timber
- Inert
- Plastic/packaging
- General
- Chemical (mastic tubing, foam canisters)

Waste will be collected by a registered waste contractor who will further segregate waste at their plant for proper reuse/disposal. The waste contractor will also provide CALA with a monthly breakdown of the waste taken from the site and give a percentage of how much has been recycled.

Attached Appendix III – Site Waste Management Plan

• ***Provision of sufficient on-site parking prior to commencement of construction activities;***

Sufficient parking will be provided for all phases of the build.

At the start and end of the project, a temporary compound will be in place on the left as you drive in to the site (highlighted in purple on the TMP). Parking at these times

will accommodate 15 cars/vans at any one time. However, some trades will only be on site for the morning or afternoon so as one car/van leaves, another may arrive to assume the available parking space.

When the permanent car park is installed over plots 10 - 14, this will accommodate 40 vehicles. Parking will be completely contained within the site for the duration of build and no informal parking on the road network will occur.

- ***Post construction restoration/reinstatement of the working areas and temporary access to the public highway;***

The existing construction site access on Lower Innings Road will be used for construction traffic initially until the first occupation at which point it will become a combined access.

No reinstatement will be needed as no other temporary accesses is required to the public highway.

- ***where works cannot be contained wholly within the site, a plan should be submitted showing the site layout on the highway including extent of hoarding and remaining road width for vehicle movements.***

Street works to be completed outside of the site will be undertaken in coordination with Hertfordshire Highways.

