

Construction Traffic Management Plan

POLICE ROW, THERFIELD



**CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) FOR THE
DEVELOPMENT OF
LAND OFF POLICE ROW THERFIELD**

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1.0 INTRODUCTION.

1.1 TERMS OF REFERENCE.

- 1.1.1 The Construction Traffic Management Plan (CTMP) describes the proposed programme of the construction works and the key activities that will be undertaken. The construction activities comprise works to construct 10 No private sale dwellings.
- 1.1.2 The CTMP forms part of the overall Project Management and as such activities described would be integrated with other quality, sustainability and health & safety management processes.

Site Management

- 1.1.4 The management team for the site will consist of:

- Construction Director
- Contracts Manager
- Site Manager

1.2 PROGRAMME OF WORKS.

- 1.2.1 The construction programme will span approximately 18 months.

The programme can be divided into the following main stages:

- Land Clearance.
- Construction of site entrance off of Police Row.
- Construction of the roads, Infrastructure, and substructures.
- Construction of the superstructures.

- 1.2.2 The table below summarises the main programme activities to be undertaken and the approximate duration of the works:

Activity	Duration
Land Clearance	1 month
Construction	17 months

1.3 DESCRIPTION OF THE WORKS.

- 1.3.1 The site is situated along Police Row in Therfield. The site is current grazing land and is adjoined by residential properties to both sides and on the opposite side of Police Row. The rear of the site is open grazing fields.
- 1.3.2 There will be initial works for the clearance of existing hedgerow and erection of security fencing. This hedgerow is set back a considerable distance from the highway on the brow of the existing bank, therefore there will be no requirement for traffic management along police row.

- 1.3.3 There will be a requirement for traffic management when the S278 road entrance completion works and off site water main connections are undertaken. All relevant Traffic Management will be supervised by NSWRA qualified personnel with associated works covered by approved Risk Assessments and Method Statements utilising temporary signals and barriers in line with any approved traffic management schemes. There will be no other requirements for off site works within Police Row.
- 1.3.4 The site will be secured as noted below with 2.4m Heras fencing (Yellow lines) and timber hoarding including gates (Blue Lines), The timber Hoarding will be located along Police Row on the brow of the verge set back from the road between the remaining sections of hedge following the visibility splay removal. All other boundaries adjoined by farm grazing land will be secured with Heras fencing on posts.



- 1.3.5 A full before and after photographic survey of Police Row will be undertaken ahead of construction works commencing to record any damage pre-construction works to assess any rectification works required post construction. Any damage to soft verges proven to be caused by our supplier delivery vehicles will be repaired as a matter of urgency.
- 1.3.6 The site entrance will be formed off of Police Row, this will be done by removing the existing hedgerow and cutting into the existing bank of ground. To gain access to the site whilst this is being done we have agreed a licence with the landowner to use their existing gated farm access to the farm land to unload plant. All construction materials will be delivered once the permanent site access is formed. A S278 application was made in July 2024 for the permanent access road.

1.4 **MATERIAL AND RESOURCE USE.**

Plant and Equipment

- 1.4.1 Consideration has been given to the types of plant that are likely to be used during the Demolition, Land clearance and construction works. The plant and equipment associated with each key element of the construction process is set out below in Table 1.2:

Table 1.2 Plant Used During Construction

Plant equipment.	Infrastructure	Construction
Tracked 360 degree excavators	Yes	Yes
Dumpers	Yes	Yes
Mobile Craneage	No	Yes
Air Compressors	Yes	Yes
Power tools	Yes	Yes
Hand/Power tools	Yes	Yes
Wheel Washing Plant	Yes	Yes
Scaffold	No	Yes
Mobile Access Platforms	No	Yes
Delivery Trucks	Yes	Yes
Skips & Skip Trucks	Yes	Yes
Forklift Trucks	No	Yes

Wheel Washing

1.4.3 The policy is to remain proactive and control all mud deposits at source, on occasion this may not be possible therefore a number of alternative methods can be employed.

(a) *Jet Washing*

A portable jet washer with a suitable water supply, a soakaway or such like will also be provided for the water to run off, this would be situated near the site entrance.

(b) *Forklift Road Brush*

The site will be provided with a forklift sweeper attachment for maintaining clean roads.

(c) *Road Suction Sweeper*

We will subsidise the site cleaning as and when required with a road sweeper, this will include all roads directly adjacent to the site.

Forklift trucks used for the bulk of material handling will be prohibited from leaving any hardstanding or surfaced road at any time during the construction process.

Hours of Working

1.4.4 The normal hours of working for construction will be:

- Weekdays 0730 to 1800 hours, and 0730 to 1300 hours on Saturdays.
- There is a nearby village school so we will prohibit site deliveries between the hours of 07:30 - 09:00 and 15:00 – 16:30. Any deliveries arriving during this time period will be turned away from site. Any Deliveries that are on site during these times will be held on site until after the time period.

1.4.6 Car Parking

Site vehicles will be parked on site in an allocated area for contractor parking where practicable. Where this is not practicable on occasion they will be advised to park considerably away from the site entrance and not on the public highway.

1.4.7 Material Deliveries

1.4.8 All deliveries will access the development via Police Row where they will be directed into the confines of the site and unloaded in the designated storage area. All vehicles will drive into the site where they will be turned within the confines of the site under supervision from the qualified site Traffic Marshall to enable them to safely drive out safely onto Police Row. A swept path analysis for vehicle movements has been produced and attached as **Appendix**

Pedestrians utilising Police row will continue to do safely from the existing public footpath opposite the site. Once the site is complete and as part of the finishing of the new site entrance under the approved S278 agreement the new Tactile paving will be constructed.

Construction traffic will be directed to the site from The A1M and A10 on to the A505 Baldock Road. Traffic will then access Therfield village via the Therfield Road as detailed on the attached map, **Appendix 1.8.1** thus avoiding the local country lanes that are unsuitable for HGV's.

Deliveries will be phased and controlled on a "just in time" basis. All transportation to and from the site will be on rubber tyre vehicles. Tracked vehicles will only operate within the site. Delivery times will be restricted as per section 1.4.4.

The site is a very small development of 10 plots so there will not be a large number of delivery's on a daily basis. Our suppliers will be instructed to deliver materials on suitably sized vehicles with the objective of prioritising rigid lorries and eliminating the need for articulated vehicles unless for materials such as roof trusses that can only be delivered on articulated lorries due to their size.

It is anticipated that there will be circa 6 – 10 lorry deliveries a week delivering bulk materials such as aggregate, bricks, blocks, joists and trusses, roof tiles etc.

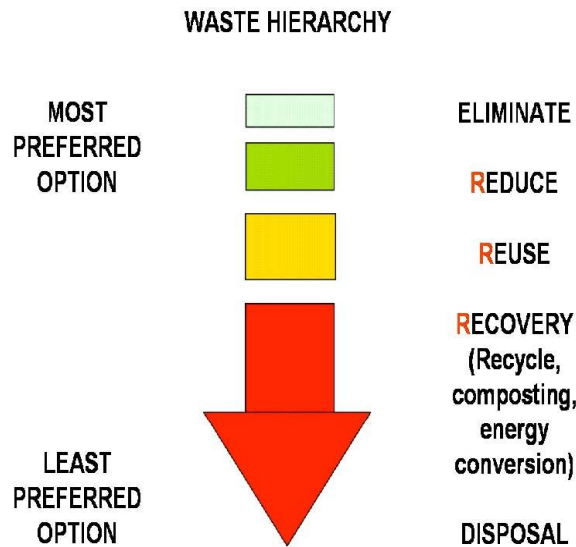
During periods of muck away there will be significantly more vehicle movements this will be prominent during the site strip at the start of the development. Once the superstructures are completed any excess spoil material will be removed for external areas completion, this could see an increase in vehicle movements to undertake this activity.

Our sub-contractors will be encouraged to arrange for their material deliveries on suitably sized vans in line with the project delivery time restrictions.

- 1.4.9 It is anticipated that a workforce of approximately 20 - 30 people will be employed, working for either Wheatley Homes appointed subcontractors, suppliers or other organisations. The Construction site set up plan (**appendix 1.8.2**) identifies the location of the temporary accommodation and the area for the storage of materials.

1.5 WASTE MANAGEMENT.

- 1.5.1 Wheatley Homes is the client and main contractor for the project. We are committed to waste minimisation and diversion from landfill.
- 1.5.2 Wheatley is striving to achieve elimination, as at the top of the waste hierarchy. Waste management options are -



1.5.2 We will manage 3 types of waste onsite:

- Inert waste: chemically inert, non-combustible, non-biodegradable and non-polluting
- Non-hazardous: by default, is neither hazardous nor inert.
- Hazardous waste: contains dangerous substances that could make it harmful to human health.

1.5.3 From a legal perspective – for Wheatley to be in compliance with their duty of care – we acknowledge that we have a responsibility to dispose of the site waste at a licensed and suitable site under Section 34(1) of the Environmental Protection Act 1990.

1.5.4 Subcontractors will be required to keep their area of works clean and tidy. A clean and tidy site is a safe site as it reduces the potential for trips, slips and falls. As such, all waste will be deposited immediately into collection receptacles provided.

Subcontractors will include an allowance in their budget tender prices for waste management and waste disposal. They will either provide their own bins for collection and movement to a central location **or** we will provide vessels to all subcontractors. The preferred option on this project is outlined below.

Each Subcontractor will place their trade waste into bins or tipping skips (hereafter referred to as vessels) to collect waste. These vessels will be positioned at the point of the waste creation or at a location designated by the site manager near to their workplace.

It is the responsibility of the subcontractor to:

- Collect and decant their waste into vessels at the point of waste creation. The waste will be collected segregated into waste streams decided by Wheatley.
- To move the vessels from their place of waste collection to the central waste station area,



located at a position decided by the Site Manager.

To empty the waste into the designated skips or bins provided at the central waste station area using their own labour. The waste will then be segregated by the subcontractor operatives into the skips/bins provided.

1.6 ENVIRONMENTAL IMPACT.

- 1.6.1 Wheatley are committed to manage the Impact our works have on the local and global environment and as such implement good working practices and close liaison with local residents. We will inform all residents of our commencement of works by issuing an Introductory site commencement letter drop advising them of start dates and the dangers of construction sites.
- 1.6.2 Where practicable local contractors and materials will be procured to reduce the carbon footprint of the development.
- 1.6.3 Re-cycling of all materials will be managed pro-actively on site.
- 1.6.4 Dust emissions will be dealt with at Source by damping down prior to sweeping internally and externally.

1.7 SUMMARY.

- 1.7.1 The construction programme will span approximately 18 months.
- 1.7.2 The initial phase of the development will involve land clearance works followed by construction of the road entrance and Infrastructure works, then proceeded by the construction of the ten dwellings.
- 1.7.3 Plant and equipment to be used during the site works has been identified together with the hierarchy of vehicle wheel cleaning facilities.
- 1.7.4 Waste will be dealt with in line with the table of hierarchy and at the least will be segregate.

Wheatley

1.8 Appendix.

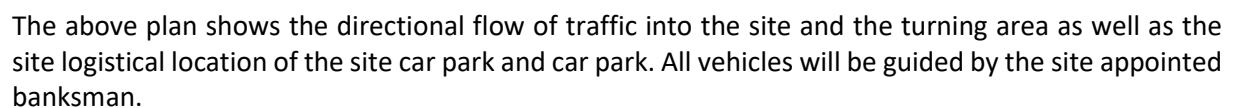
1.8.1: Traffic Route Map



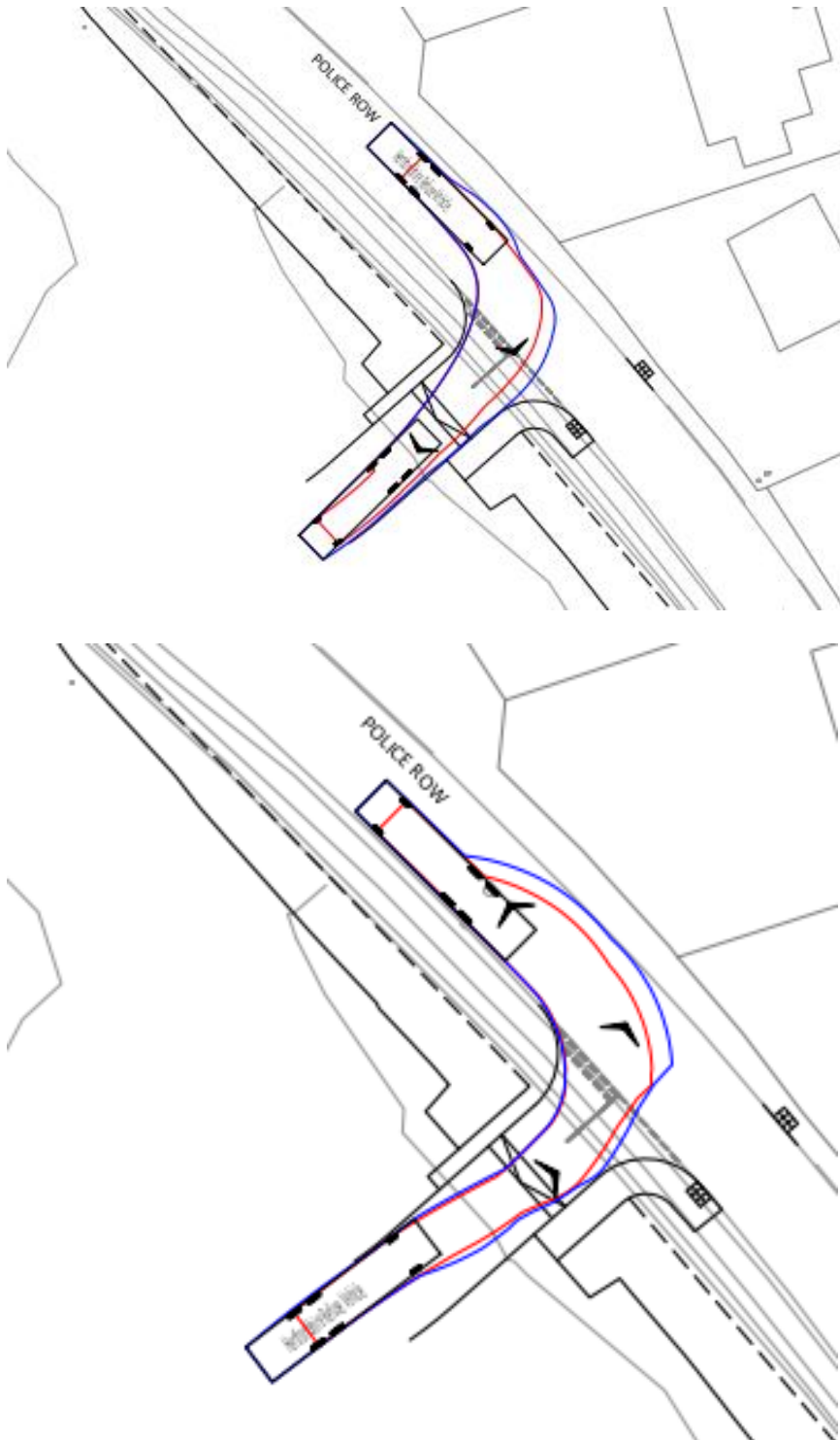
Wheatley



The above plans show the directional route to the site. The location of the site is denoted by the blue rectangle with directional arrows from the A505 onto Therfield Road and leading to the site. Delivery vehicles will drive into the site where they will be directed to the unloading location. They will be turned within the site boundary and then follow the same route back to the A505, denoted with red directional arrows.



1.8.3 Swept Path Analysis



The above plan shows the swept path analysis of delivery vehicles (based on HCC Refuse vehicle size) accessing and egressing the site entrance in the direction of the designated traffic route.