

Construction Logistics Plan

Slip End Farm, Royston Road, Slip End, Baldock

Hertfordshire SG7 6SG

Revision History

Revision no.	Section Amended	Description of Revision	Changed by	Approved by	Date
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1. INTRODUCTION

This document has been prepared to address Condition 7 associated with the approved planning of this development, under the reference 21/01358/FP.

“Construction Traffic Management Plan: No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The statement should include:

- a) map showing the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;*
- b) access arrangements to the site;*
- c) the date of start and finish of works on site;*
- d) siting, methodology and facilities for wheel cleaning;*
- e) site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities;*
- f) cleaning of site entrances, site access roads and the adjacent public highway;*
- g) details of provisions for temporary car parking, loading/unloading and vehicle turning areas;*
- h) hours of construction operations including times of deliveries and removal of waste;*
- i) the estimated number and type of vehicles per day/week;*
- j) details of any vehicle holding area;*
- k) details of the vehicle call up procedure;*
- l) details of any changes to on-street waiting and loading restrictions that will be required;*
- m) access and protection arrangements around the site for pedestrians, cyclists and other customers;*
- n) coordination with other development projects in the vicinity;*
- o) details of measures and training to reduce the danger posed to cyclists by HGVs, including membership of the Freight Operators Recognition Scheme or an approved equivalent;*
- p) details of a construction phasing programme and:*
- q) 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, pedestrian routes and remaining road width for vehicle movements.*

The development shall be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).”

Dave Head & Sons is currently carrying out initial works at Slip End Farm to support the future development of this site. Accommodation works within the site have commenced to cater for the future access.

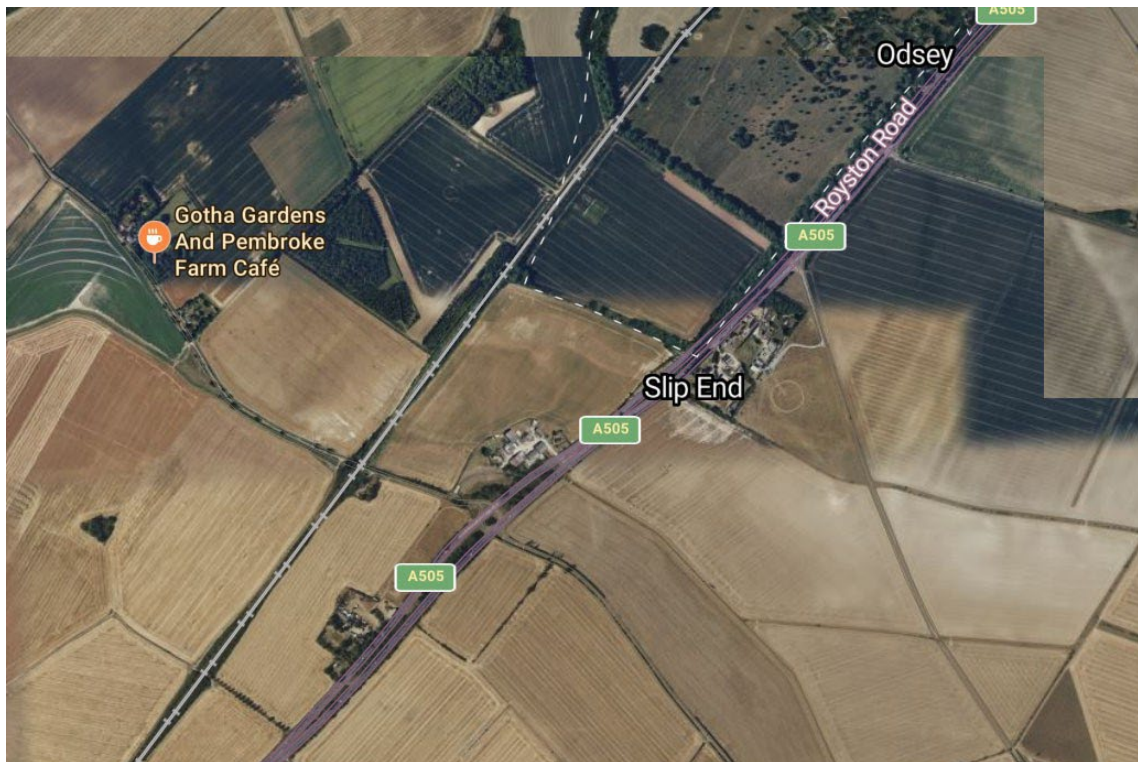


Figure 1 – Site Location

Slip End is located to the south of Ashwell. To the east of the buildings of Slip End Farm lies the A505 Royston Road, a dual carriageway distributor road that runs between Baldock and Royston.

The existing access to Slip End Farm is from the A505 in the form of a simple T-Junction. No deceleration lane or flare is provided at the access for traffic approaching from the south-west. A central crossing point between the two carriageways of the A505 is provided at the access, with a short deceleration lane being provided on the offside of the south-westbound carriageway.

It is proposed that a new access to Slip End Farm is provided from an unnamed road that runs between the A505 and Ashwell to the south west of Slip End Farm.

The purpose of the scheme is to provide a safer and easier access to Slip End Farm than the existing access directly from the A505.

The existing site access is suitable for vehicular traffic only and close attention will be paid to the movement of site traffic in the surrounding areas. Dave Head & Sons will assess and review traffic routes on a frequent basis as the project progresses and will implement the necessary measures to ensure maximum safety of site personnel.

This traffic management plan specifically addresses how we intend to service the site in a safe and efficient manner for the duration of the works. This plan is to be treated as a working document.

The key elements that we have taken into consideration to produce our strategy are:

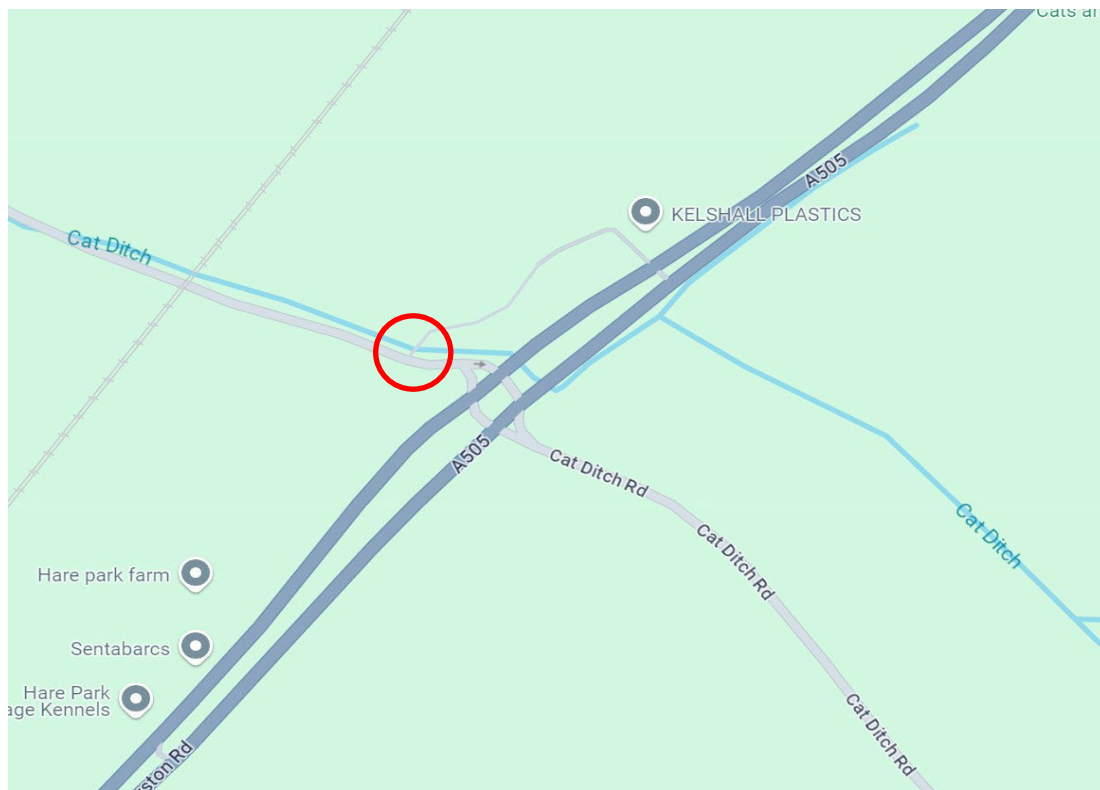
- Traffic Management
- Vehicle Access
- Welfare facilities and accommodation
- Delivery Co-ordination
- Material Distribution
- Waste Management
- Fire Safety

The works at Slip End Farm will not generate a considerable amount of construction traffic. It is considered that disruption caused to neighboring property owners and occupiers will be minimum.

2. SLIP END FARM ACCESS ROUTES PLAN

During the project the following routes will be utilized for deliveries and will be communicated to all our suppliers.

The route will have vehicles entering and exiting the site via the existing entrance located at Kingsland Way, as highlighted within the image below. This will be used by vehicles up to 32ft lorries. Traffic management at this area will not be required. Vehicles are not to be reversed in construction areas or on the public highway.



During the construction, all matters pertaining to Traffic Management will be monitored and should unforeseen issues arise they will be addressed by changes to the management regime. These revisions will be communicated to all concerned parties under provisions made in the CDM Regulations. Any proposed changes to Traffic Management will be sent to for approval to the relevant Highways Authority and agreed beforehand.

Traffic on site will mainly consist of vans, cars and small delivery vehicles, delivering/collecting materials twice a day.

3. NUMBER AND TYPE OF VEHICLES

Table 1: Summary of Vehicle Type and Use:

Vehicle Type	Number	Use
Small articulated vehicles	2	Delivery of Materials/Waste removal
Vans	1	General Building Materials
Cars	1	Site Inspection

No deliveries will be made outside of site working hours which are as follows:

- Monday to Friday : 8am – 6pm
- Saturday : 9am – 2pm

4. CONSTRUCTION MANAGEMENT PLAN RISK ASSESSMENT

Task /
activity
Project
Name

Construction of access
road Slip End Farm

Location

Slip End Farm, Herts

Project
Number

TBC

RISK SEVERITY	LIKELIHOOD		
	LOW It has not happened for a long time, is known to be infrequent and is not likely to happen.	MEDIUM It may be less regular but is still recognised as being likely to happen.	HIGH It may happen regularly, or it could be a usual or common occurrence.
LOW There would be minor injuries to persons or some slight damage to property. Environmental impact resulting in minimal environmental damage in both the short- and long-term.	LOW	LOW	MEDIUM
MEDIUM It would probably cause serious injuries, or persons would be off work for over three days due to their injuries / substantial property damage. Environmental impact resulting in damage contained within site boundaries but requiring prompt remedial action, e.g. fuel spillages.	LOW	LOW	HIGH
HIGH The result could be a fatal accident or multiple injuries / major property damage. Significant environmental impact resulting in off-site damage or long term environmental issue, e.g. pollution of watercourse, contamination of land etc.	MEDIUM	HIGH	HIGH

What are the hazards?	Who might be harmed? Employees Contractors Public Others Environment	How	Initial risk (without controls)			What controls are required?	Residual risk			Action by
			Severity	Likelihood	Risk Rating		Severity	Likelihood	Risk Rating	

Removal of waste from the project. Dust creation.	Contractors and public	Unmanaged removal of large amounts to waste vehicles.	M	H	H	Waste to be put in closed lidded bins on floors before tracking through building to hoisting points. No open top bins will be permitted. Dust chutes (redundant lift shafts) – to be sheeted at all levels and misting system provided. Dust screen curtains provided at lorry discharge point with misting system when chuting debris into waste vehicle. Lorries to have protection netting deployed before departure.	L	M	L	KW
Noise – breaking out – individual operatives.	Contractors	Unmanaged process of breaking out with inadequate personal protective equipment.	H	H	H	Selection of robotic or cutting equipment allowing operative 'distancing' from noise source. Saw cutting break lines prior to mass breakout equipment. Noise exposure rotas for operatives Last resort – Ear protection with built in noise monitoring.	L	M	M	KW

Noise – breaking out – individual operatives.	Third party, contractors and public	Unmanaged process of breaking out.	H	H	H	Exclusion zone, with physical (robust) barrier and signage deployed. Building envelope retained reducing the risk of break out of noise to the public domain. Sheeted scaffolds to help contain noise Where possible, barriers to include for sound absorbent materials curtains.	M	M	M	KW
Assessor		Position		Signed			Date			

5. CONSIDERATIONS AND CHALLENGES

A. Traffic Management Rules

1. No deliveries to site before 8am or after 6pm on Mon-Fri, or before 9am or after 2pm on Saturdays.
2. When approaching site, vehicles fitted with them must activate any rotating orange beacons.
3. Vehicles are not permitted to wait, or park at any time under any circumstances within the junction.
4. One Traffic Marshal must be available at all times during the construction period as required
5. Site personnel or drivers are not to smoke or loiter on neighbouring streets.
6. Any questions or complaints raised by 3rd Parties must be directed to the contractor Dave Head & Sons Ltd. If in doubt they can contact Head Office Number which will be displayed at Site Entrance.
7. Banksman and Traffic Marshals must be readily identifiable by wearing orange Hi-Viz PPE
8. Only a qualified slinger / signaler is allowed to climb onto the back of vehicles for loading / unloading purposes. Adequate edge protection should be in place prior to climbing onto the back of the vehicle. Vehicles arriving to site without built in edge protection should be turned away. Ideally loads will come pre-slung for easier unloading.
9. At no time are Traffic Marshals to assist with loading or unloading.
10. The site speed limit is 5mph for all plant at all times. Operatives found to be disobeying this limit is to be yellow carded.
11. Drivers will be given a safety briefing on entering site. All drivers must comply with site safety and environmental rules and co-operate with traffic marshals.
12. Any driver or plant operative must put on full PPE (as outlined in the induction) before getting out of the vehicle. PPE may be made available if you do not have them with you. Any delivery driver on site without full PPE will be red carded.
13. All drivers must report any incidents, hazards or near misses to Dave Head & Sons' Management.

A. First Aid

First aiders will be appointed and identified. Each contractor shall also provide trained first aiders for their own workforce. As noted above, the welfare accommodation if required should incorporate first aid facilities and equipment. These facilities will be available for use by all Contractors, but access shall be controlled by the site Logistics Manager.

In event of emergency 24hr contact is:

Kieran Head

Site Manager

07587 636 108

Every effort will be made to reduce the impact of the works on its neighbours and road users.

Construction Traffic Management Plan

Efficient material/plant deliveries will be achieved through effective management and coordination/ timing of significant deliveries. Deliveries will be coordinated with our supply chain partners to prevent queuing of vehicles adversely affecting traffic flow in and around the site area and to minimize disruption to local traffic. We will liaise with subcontractors on a daily basis throughout the duration of the works to ensure clear communication and safe management of our activities.

Orders for materials will specifically define the windows of opportunity to suppliers. The working hours for the project will be:

- Monday to Friday – 08.00 to 18:00
- Saturday – 09.00 to 14:00

Deliveries will be aimed to be timed to avoid the peak traffic hours of 08.00-09.00 and 17.00-18.00. We will schedule the arrival of vehicles via a booking system allowing each delivery sufficient time to carry out their loading / unloading. Vehicles arriving on site will be given prior instruction as to the location of the Set Down Area and the traffic route to be followed to access the site. Traffic marshalls will be supplied with radios so that they can communicate effectively. Deliveries take place within private property and not on the public highway.

When vehicles approach the site entrance, they will approach a Traffic Marshal who will direct them through the site into the working area for drop off/collection. A risk assessment for deliveries will be carried out and a traffic marshal from the site will guide vehicles to the designated off-loading area. Delivery vehicles will have reversing sounders.

All necessary documentation will be taken from the driver and the site supervisor will manage the specifics of the delivery. The site supervisor will direct the movement and loading/unloading of the vehicle. Once the load has been loaded/unloaded the Marshal will safely direct the vehicle back onto the A505.

Disruption in the area will be limited through strict on-site coordination of construction movements and by actively managing any conflicts between construction and local vehicular traffic on the surrounding road and footpath networks.

All accesses and routes will be fully maintained and will be kept clean, tidy and free from obstructions during construction operations.

No out of hours working are expected during construction.

6. IMPLEMENTATION, MONITORING AND UPDATING

It will be the responsibility of the Project Manager Kieran Head to ensure this CLP is implemented and adhered to by all those on site. This will include but will not be limited to:

- Site set up
- Protection of public
- Traffic management arrangements
- Temporary works
- Site waste management
- Noise, dust & vibration control

Monitoring of the above and the wider CLP will be the responsibility of the Site Manager and the rest of the site team. It will also be their responsibility to notify the Project Manager of any non-compliance as well as any need to update the CLP. The CLP may need to be updated for a change in:

- Site layout
- Site logistics
- Type of works
- Type of operatives on site
- Number of operatives on site

The welfare unit will be situated on-site, within private land. Relevant officers at Herts District Council will be issued with the site contact details prior to the commencement of the works, via the permitting system.

Any issues raised relating to the construction works will be taken seriously and will be addressed promptly. Safety signs and notices will be displayed at all access and egress points as well as at suitable locations across the site displaying contact details, health and safety information and emergency procedures.

Site management will be responsible for seeing that all plant and materials are stored safely and securely after the workday ends.

Most of the construction of the access road will be carried out within the private property. The tie-in with the existing carriageway will require a safety zone of approximately 1.5 meters. Traffic will be controlled with stop-and-go boards and adhered to the safety guidances.

At the moment the type of construction traffic required for the considered works will not lead to the requirement for diversion of traffic on the public highway. Any obstruction to the public highway that would require diversion will be discussed with East Herts District Council, although this is not predicted at the site due to being self-contained and a small scale development.

However, the final traffic management arrangement is to be agreed upon with the highways

authority, once the final scope of works has been agreed and approved by the relevant officer.

7. WASTE REMOVAL

Waste removal will be controlled and monitored via our own Wates Site Management Plan as seen in the appendices. We will be down to the following waste streams:

- Concrete – removed concrete (with rebar in elements) – segregated and removed as inert waste. This will be crushed and separated to further segregate reinforcement metals (off site)

8. POLICY CONSIDERATION

The Traffic Management Act (2004)

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient, and more environmentally friendly. It's relevance to the DLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development