

Construction Traffic Management Plan

**GLEBE ROAD, LETCHWORTH
HERTS, SG6 1BT**



**CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) FOR THE
DEVELOPMENT OF
GLEBE ROAD LETCHWORTH**

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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 demolish the existing light industrial units and construct the 9 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.

1.1.3 Site Management

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:

- Demolition
- Construction of site entrance off of Glebe Road.
- 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
Demolition	2 months
Construction	16 months

1.3 DESCRIPTION OF THE WORKS.

- 1.3.1 The site is situated along Glebe Road, Letchworth. The site is currently derelict light industrial units and is adjoined by residential properties the northern and eastern boundaries with light industrial units adjacent to the southern and western boundaries.
- 1.3.2 The site is already secured with metal Heras fencing along the northern boundary that runs along Glebe Road and existing palisade fencing to all remaining boundaries.

Ahead of demolition this will be replaced by 2.4m timber hoarding where practicable to provide security, this is denoted in yellow on the below screenshot of the current site. This hoarding / fencing will be erected only within the site boundary and not on the public highway.



- 1.3.3 There will be a requirement for traffic management when the new road entrance completion works are undertaken. All Traffic Management will be supervised by NSWRA qualified personnel with associated works covered by approved Risk Assessments and Method Statements.
- 1.3.5 A full before and after photographic survey of Glebe Road in the vicinity of the site entrance will be undertaken ahead of demolition works commencing to record any damage pre-construction works to assess any rectification works required post demolition and 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 new site entrance will be formed off of Glebe Road. This work will be undertaken under a S278 agreement.
The existing entrance will be used for all demolition works access and light deliveries until we have legal approval of the new S278 given there is an identified weak utility trench within the

existing concrete access. Should there be any evidence of degradation during the above we will excavate the trench and re-construct with reinforced concrete.

1.4 MATERIAL AND RESOURCE USE.

1.4.1 Plant and Equipment

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

1.4.2 Plant Used During Construction

Plant equipment.	Demolition	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

All construction plant, machinery, and equipment will only be parked within the site confines and not on the public highway.

1.4.3 Wheel Washing

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 within the site boundary.

(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.

1.4.4 **Hours of Working**

The normal hours of working for construction will be:

- Weekdays 0730 to 1800 hours, and 0730 to 1300 hours on Saturdays.

1.4.5 **Car Parking**

Site vehicles will be parked on site in an allocated area for contractor parking where practicable, however given the very small nature of the development this will not be possible throughout the full lifespan of the project as construction progresses.

At times where site parking is not practicable contractors will be advised to park considerably away from the site entrance and not on the public highway.

Wheatley will proactively encourage car sharing and will liaise with local businesses to rent parking spaces.

1.4.6 **Material Deliveries**

Deliveries will be phased and controlled on a “just in time” basis, all being clearly marked to show their destination. All transportation to and from the site will be on rubber tyre vehicles. Tracked vehicles will only operate within the site.

The site is a very small development of 9 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 times of muck away there will be significantly more vehicle movements for the tipping trucks, this will be prominent at the start of the job during the demolition and foundations excavations.

Our sub-contractors will be encouraged to arrange for their material deliveries on suitably sized vans and vehicles.

All deliveries will access the development via Glebe Road where they will be directed into the confines of the site and be unloaded in the designated area.

Traffic will be directed along Glebe Road via the industrial area as noted on the delivery route plan: **Appendix 1.8.**

1.4.7 **Number of Site Operatives**

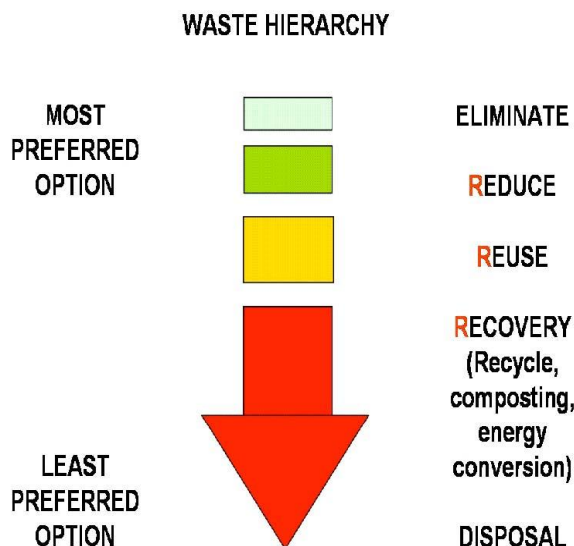
It is anticipated that a workforce of approximately 20 - 30 people will be operational on a daily basis, working for either Wheatley Homes appointed subcontractors, suppliers or other organisations.

The Construction site set up plan (**appendix 1.8.2**) identifies the location of the site welfare and the area for the storage of materials.

1.5 **WASTE MANAGEMENT.**

1.5.1 Wheatley Homes will be the client and main contractor for the project. We are committed to waste minimisation and diversion from landfill where practicable.

1.5.2 Wheatley is striving to achieve elimination across our sites utilising the below Hierarchy of waste when controlling waste management.



1.5.2 We will manage 3 types of waste onsite:

- **Inert waste:** chemically inert, non-combustible, non-biodegradable and non-polluting
- **Non-hazardous waste:** 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 and 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 therefore a safe site as it reduces the potential for trips, slips and falls. As such, all waste will be deposited immediately into designated collection receptacles provided and deposited into segregated skips for collection by the nominated waste carrier for the site.

Subcontractors must include an allowance in their budget tender prices for waste management and waste disposal.

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.

The waste will then be deposited into the segregated skip for collection by the nominated waste carrier.

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 and by our nominated waste management contractor.

1.6.4 Dust emissions will be dealt with at Source by damping down during demolition works and prior to sweeping internally and externally during construction.

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 demolition works followed by construction of the road entrance and Infrastructure works, then proceeded by the construction of the nine dwellings.

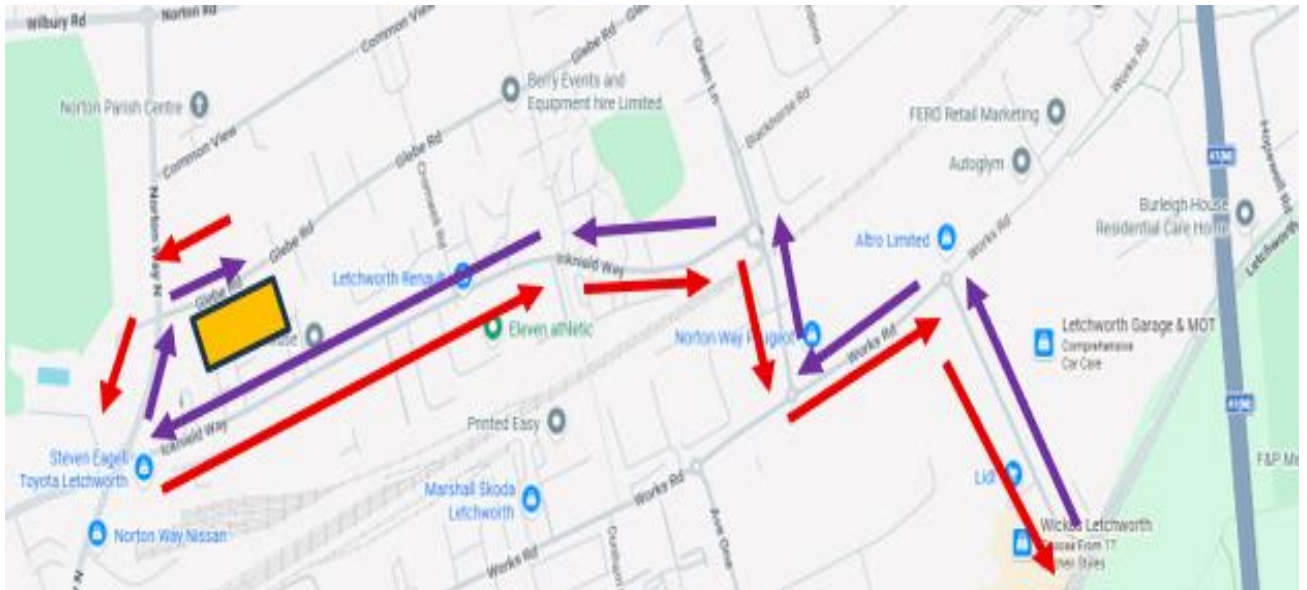
1.7.3 Plant and equipment to be used during the site works has been identified together with the hierarchy of vehicle wheel cleaning facilities.

1.7.4 Waste will be dealt with in line with the table of hierarchy and at the least will be segregate.

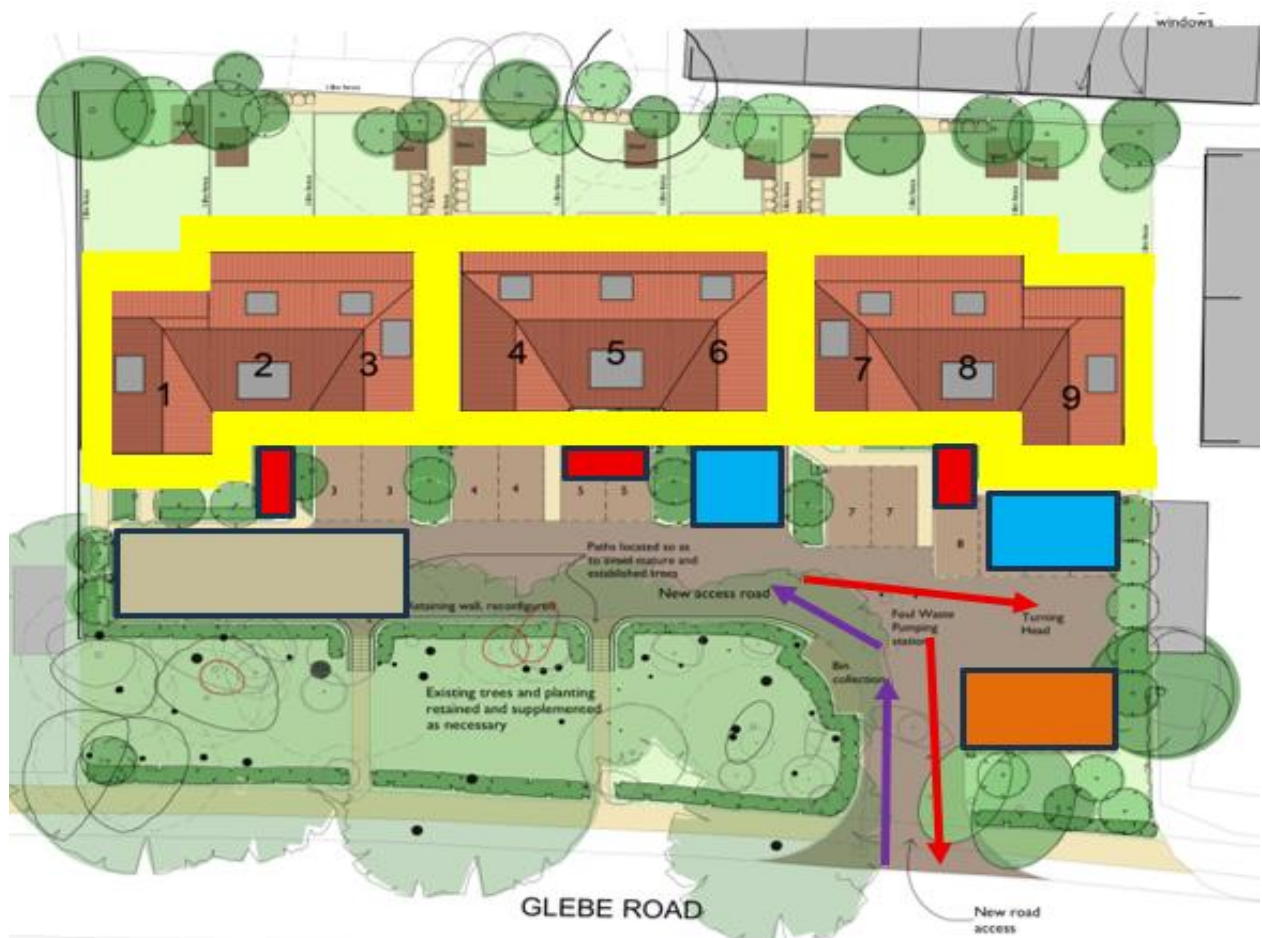
1.8.1: Traffic Route Map

Site traffic will be requested via their orders to access to and from the site off of Junction 9 of the A1m via Letchworth gate (A505) to the Baldock Road B656 where it will turn into the industrial estate via Jubilee Road then onto Works road.

I have noted the site location on the below plan in yellow, with directional flow of traffic arrows in purple and red.



1.8.2 Site Layout



The above plan shows the directional flow of traffic into the site (Purple arrows) and the turning area to enable vehicles to drive out rather be reversed out (Red arrows).

The yellow lines denote the extent of scaffolding with the red rectangles being the proposed locations of loading bays and ladder access.

The Grey area is identified as potential site parking.

The Orange area is the site welfare set up.



The Blue areas are identified for material storage