

Construction Management Statement

Land rear of; 33 High Street
Graveley
Herts
SG4 7LA

July 2025



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Contents

Contents	1
1. Planning Condition Discharge	2
1.1. Summary	2
1.2. Planning Condition 5 – Construction Traffic Management Plan	2
1.3. Planning Condition 6 – EV Charging Points	2
2. Condition 5 – Construction Traffic Management Plan	4
2.1. Part A – Phasing & Programme	4
2.2. Part B – Site Access	4
2.3. Part C – Construction Vehicles	4
2.4. Part D – Hours of Operation	4
2.5. Part E – Highways Works	5
2.6. Part F – Construction Parking & Access	5
2.7. Part G – Site Hoardings	5
2.8. Part H – Traffic Management	5
2.9. Part I – Dust & Wheel Washing	5
2.10. Part J - Existing Highway	6
2.11. Part K - Waste Management Proposals	6
2.12. Part L - On-Site Parking	6
2.13. Part M – Post Construction Reinstatement	6
2.14. Part N – Works Outside of the Site	6
3. Condition 6 – EV Charging Points	7
3.1. EV Charger Locations	7
3.2. Charger Type	7

1. Planning Condition Discharge

1.1. Summary

This document has been prepared for the discharge of planning conditions following the approval of the erection of 4no dwellings on land rear of 33 High Street, Graveley, reference 23/01392/FP. The conditions which this report addresses are noted below.

1.2. Planning Condition 5 – Construction Traffic Management Plan

“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:

- A. the phasing of construction and proposed construction programme.
- B. the methods for accessing the site, including wider construction vehicle routing.
- C. the numbers of daily construction vehicles including details of their sizes, at each phase of the development.
- D. the hours of operation and construction vehicle movements.
- E. details of any highway works necessary to enable construction to take place.
- F. details of construction vehicle parking, turning and loading/unloading arrangements clear of the public highway.
- G. details of any hoardings and how visibility splays will be maintained.
- H. management of traffic to reduce congestion.
- I. control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicle wheels.
- J. the provision for addressing any abnormal wear and tear to the highway.
- K. waste management proposals.
- L. Provision of sufficient on-site parking prior to commencement of construction activities;
- M. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- N. 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.

Reason: To minimise the impact of the construction process on the on local environment and local highway network in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).”

1.3. Planning Condition 6 – EV Charging Points

“Prior to the occupation/use of the development hereby permitted, the details of the siting, type and specification of EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018)."

2. Condition 5 – Construction Traffic Management Plan

2.1. Part A – Phasing & Programme

All properties will be built in parallel so there is no phasing plan to consider given the minor scale of the works. All plots will be commenced at the same time, with the intention that they will be finished together.

The construction programme is estimated to take around 14 months, subject to the compliance with external factors such as services installation and highways works being complete on schedule.

2.2. Part B – Site Access

The site will be accessed via the proposed access to the site which will be temporarily made up until such time that the S278 agreement is complete. There will be no other access to the site, and so all traffic will come from Graveley High Street via Oak Lane and Turf Lane.

From the High Street, vehicles can either head North or South to access junctions 8 (Baldock) and 9 (Stevenage) of the A1(M), so site connectivity to the wider highway infrastructure is good.

2.3. Part C – Construction Vehicles

Throughout the building works numerous vehicles will be required to facilitate the developments construction. This will primarily consist of rigid axel vehicles, vans, plus a few articulated lorries. Where possible, delivery by rigid-axel vehicles will be requested from suppliers. Below is a listed of anticipated vehicle movements to the site for the entire build period:

Demolition

- 2no Articulated vehicle for Plant Deliveries & Removal
- 5no tipper vehicle for waste removal and recycling

Construction

- 10no Tipper vehicles for soil cart away and aggregate deliveries
- 10no Concrete vehicles for foundations
- 4no Articulated Vehicles for plant deliveries and roof trusses
- 15no Skip vehicles for waste removal and recycling
- 30no Rigid vehicles for material deliveries.

Where possible back loads will be used to reduce vehicle movements to site reducing these numbers as much as practicable.

2.4. Part D – Hours of Operation

Site Hours:	
Monday – Friday	8am – 6pm
Saturday	8am – 1pm
Sunday / Bank Holidays	None

Vehicle movements and deliveries will be conducted within these times.

2.5. Part E – Highways Works

As part of the developments approval a new crossover is proposed onto Turf Lane. This will be completed via a Section-2788 agreement with Hertfordshire Highways and will consist of a new dropped kerb and carriageway surface within the verge between the existing road edge and the site boundary.

The installation of new services will also be required. Such works will be conducted by the relevant statutory undertaker and will involve trenching through the highways to connect to existing cabling/mains. All works will be carried out with relevant traffic management to ensure safety and access is maintained at all times for existing residents.

2.6. Part F – Construction Parking & Access

Construction vehicles will generally be able to park on site once the initial areas of hardstanding to the front of the site are installed, and later on vehicles will be able to park at the lower end of the site once the groundworks phases are complete.

In the interim, vehicles will be able to park on the road without blocking existing residents parking spaces.

All deliveries will be made within the site boundary and vehicles will be provided ample room to turn around to ensure they egress onto the public highway in forward gear.

2.7. Part G – Site Hoardings

The majority of the site is already fenced and secured. The front of the site will be secured via a temporary hoarding comprising plywood on a timber frame, painted white and/or heras fencing with a mesh covering. Metal site gates will be provided at the entrance, inward opening and locked each night. Gates will be set back to ensure visibility splays are maintained at all times.

2.8. Part H – Traffic Management

The works are of small scale so it is not likely that the construction works will create congestion or associated problems on the highway. Both Oak Lane and Turf Lane are low density residential roads with minimal traffic flow during working hours. Vehicles entering and existing the site will be monitored by site management to ensure no disruption or conflicts occur.

2.9. Part I – Dust & Wheel Washing

Wheel washing facilities will be stationed at the site entrance/exit to minimise the amount of mud tracked onto the public roads. Positions are noted on the enclosed site phase plans (appendices A-D, drawings 111, 112, 113, and 114). All vehicles exiting the site will be paused at the site access point for inspection for mud by a site representative and washed down where appropriate.

Should any material spread to the public highway then the contractor shall clean this down as soon as reasonably practicable.

The contractor is to keep dust and noise generating activities to a minimum where possible. Ideally; cutting, grinding and sawing activities should be conducted on site, with the use of pre-fabricated materials where applicable. Where unavoidable, items such as concrete slabs or blocks cut with power tools should be watered down whilst being cut to minimise dust and noise outbreak.

Generally; all equipment should use water suppressant or suitable local exhaust ventilation systems. Use dust extraction techniques where available. Noise reduction techniques

implemented where available, and limit noise generally. All other equipment should be fitted with water suppressant systems. Service all fans and filters regularly to ensure they are properly maintained.

All skips and chutes to be securely covered with minimal drop heights to control falling materials where possible.

Activities on site to be in accordance with the code of best practice set out in BS-5228:1997 unless otherwise agreed in writing by the Local Planning Authority. Noise and dust inducing activities should be carried out away from boundaries where possible. No bonfires are permitted on site.

2.10. Part J - Existing Highway

Throughout the works and upon completion the existing highway will be closely monitored and open to inspections by the local highways authority and any defects will be suitable remedied.

The site access will be inspected daily for cleanliness and sweepers will be brought in periodically to clean down nearby highways. Use agreed wet cleaning methods or mechanical road sweepers on all roads during periods of dry weather. Clean road edges and pavements using agreed wet cleaning methods.

Prior to works commencing the contractor will carry out a dilapidation survey of the existing highway outside of the site. Any defects identified on completion of the works shall be made good as appropriate and generally to the satisfaction of Hertfordshire Highways.

2.11. Part K - Waste Management Proposals

Site skips will be located adjacent to the internal site haul routes for easy collection by external waste operatives.

Waste will be separated into recyclable and non-recyclable as generally advised, and materials such as plasterboard will be separately disposed of.

Taking into account the Clean Air Act 1993 and nuisance legislation (Environmental Protection Act 1990), best practice guidance recommends that no burning of any material is permitted on site, and that excess material should be not wasted, but reused or safely removed from site.

2.12. Part L - On-Site Parking

Upon commencement of works the internal access roads will be installed to enable the construction of the rear plots, the proposed parking areas will be installed at the outset to provide on-site parking for contractor vehicles.

2.13. Part M – Post Construction Reinstatement

Prior to works commencing the contractor will carry out a dilapidation survey of the existing highway outside of the site. Any defects identified on completion of the works shall be made good as appropriate and generally to the satisfaction of Hertfordshire Highways.

2.14. Part N – Works Outside of the Site

Except for works carried out by specialist providers (utilities/highways etc), all works are contained within the site boundaries.

3. Condition 6 – EV Charging Points

3.1. EV Charger Locations

Please refer to the proposed site and floor plans for the proposed EV charging points to each dwelling, at a rate of 1no charger per dwelling.

3.2. Charger Type

EV Charging points by Podpoint or similar in black/silver finish as per the below example:



The chargers shall include a universal connector for use with a wide range of currently available electric vehicles on the market.

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