

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DEVELOPMENT:

Wren House, Little Wymondley, Hitchin, SG4 7JA

PLANNING NUMBER:

23/01866/FP

PRINCIPLE DESIGNER:

CROE Architects – info@croearchitects.co.uk

PRINCIPLE CONTRACTOR:

OVC Construction Limited

LOCAL AUTHORITY:

North Herts Council

CONTRACT PERIOD:

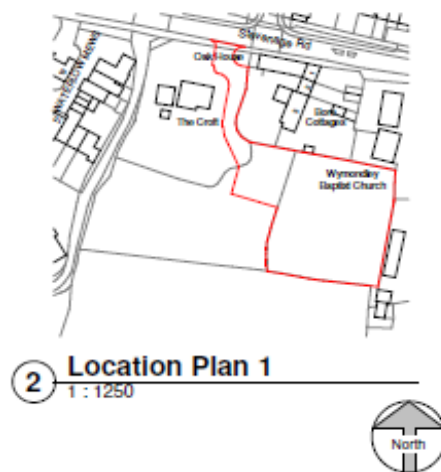
Approx 9 months

1. Introduction

- 1.1 This Construction Traffic Management Plan has been prepared in relation to the erection of one detached 5-bed dwelling and detached open sided double garage relating to Planning Number 23/01866/FP and to enable the discharge of Planning Condition Number 15.
- 1.2 This CTMP sets out the standards of 'construction practice' that are utilised to minimise the impact of construction on the local environment and community.
- 1.3 Prior to any works commencing, all adjacent residents to the site will be notified and provided with details of who to contact if they have any queries or complaints during the construction.

2. Site Location

- 2.1 The site layout is shown below. The site has good access and sufficient area for the storage of materials on site.



- 2.2 The site is in Little Wymondley, Hitchin, within the district of North Herts. The site has had no construction on it previously.

3. Materials

- 3.1 The building will be constructed using a range of construction materials including but not limited to, timber framing, concrete, bricks & blocks, steels, timber cladding, internal finishes and all the usual materials normally associated with a new build construction. Accurate design information, material specifications and drawings will be issued by the lead designer of the project: CROE Architects.
- 3.2 Design information documents will be printed and made available/displayed on site. This will enable the contractors to specify precisely what materials are needed on site. This exercise reduces over-ordering, off cut wastage and reworking.

4. Proposed Construction Programme

4.1 Commencement on site will be following receipt of discharge of the pre-commencement conditions, with the works anticipated to take place over a 9 month period.

4.2 The Construction programme below gives an indicative programme for the works.

CONSTRUCTION PROGRAMME

Description	Month Number								
	1	2	3	4	5	6	7	8	9
Site clearance									
Foundations									
Substructure Brickwork									
Drainage									
RWH tank installation									
Scaffold Erection									
Timber Frame installation									
Roof tiling									
Solar PV installation									
Window installation									
1st fix electrics/plumbing									
Solar & RWH 1st fix									
Screed ground floor									
External brickwork									
External cladding									
1st fix carpentry									
Insulate & p/board internal walls & ceilings									
Skim coat									
2nd fix electrics/plumbing									
Floor finishes									
Decorating									
Finals carpentry incl kitchen									
Finals electric & plumbing									
Landscaping									

5. Working & Delivery Times

5.1 No construction work shall take place before 8am or after 6pm Monday to Fridays or before 8am or after 1pm on Saturdays, or any time on Sundays or bank holidays.

5.2 The only exceptions to the working hours would in the incidence of an emergency or where expressly agreed with the Local Planning Authority.

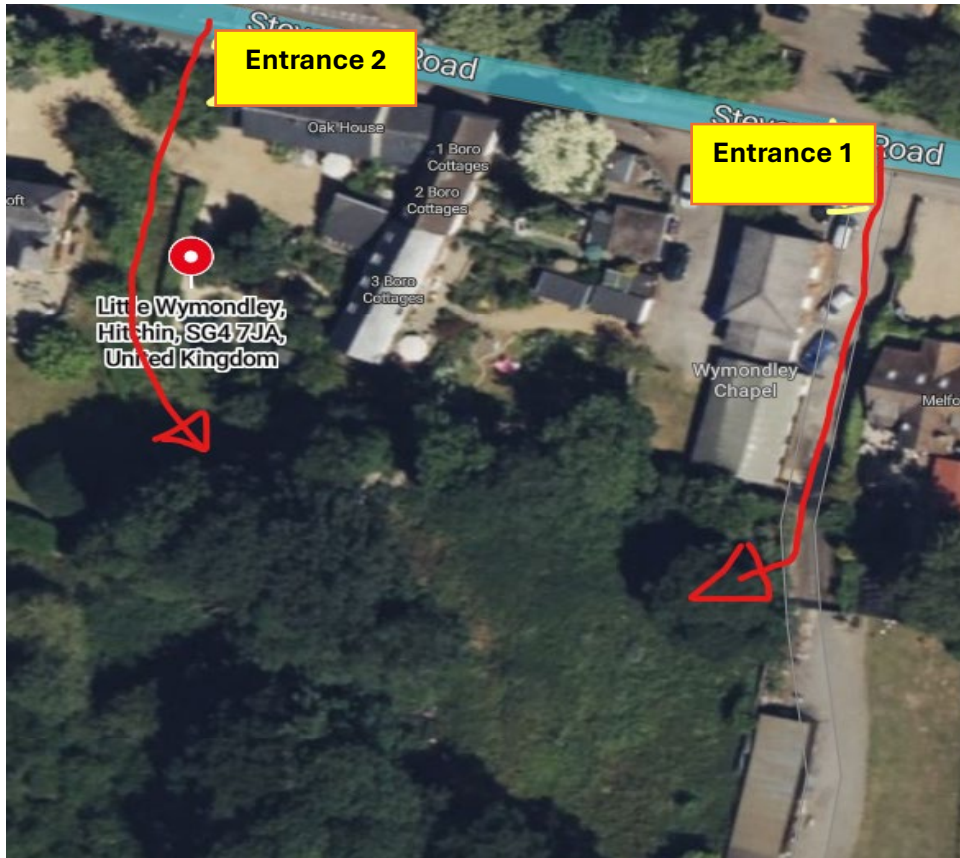
5.3 All workers, delivery vehicles and plant arriving at and leaving site shall be made aware of these hours and requested to adhere to them. We will liaise

with our neighbours affected by large deliveries with regards to timings of the same.

5.4 Delivery times will be ideally from 09.30am to 2.30pm to avoid peak traffic times.

6. Site Access & Construction Vehicle Routing

6.1 Site plan marked up with Entrance 1 (Church) & Entrance 2 (The Croft)



6.2 The planned route for tradesman vehicles will be via Entrance 2. It is anticipated that there will be an average of 2 vehicles per day throughout the duration of the project. Parking for these vehicles will be on site.

6.3 All large deliveries will be made via Entrance 1 with protective sheeting being laid to protect the road. Permission to do this has been granted by the neighbour with rights of way over this road and it has been agreed that deliveries will be avoided at times when the Church is being attended. The site team will liaise directly with all adjoining neighbours to ensure that issues arising from deliveries are kept to an absolute minimum.

6.4 Access to the site is via Wymondley Road. All drivers will be instructed that no waiting shall be undertaken on the road and that deliveries should be made in a just-in-time manner.

- 6.5 Large vehicle deliveries will be requested to reverse into site with a Traffic Marshall in attendance to ensure that no vehicles are backing out onto the road. Small vehicles will be able to turn around on site before exiting back onto the road.

7. Construction Vehicles & Sizes

7.1 Vehicles anticipated through Entrance 2:-

- 1 No portable toilet on flatbed transit – prior to commencement of works
- 1 No JCB Excavator roadgoing – 2 days oversite clearance and foundation dig
- 2 No 8-wheeler haulage lorries + concrete pump – following site clearance
- 3 No Concrete lorries – during foundation works
- 3 No lorries for material delivery of bricks/blocks/beams – during oversite construction
- Skips 12 yd – 8 No total anticipated – 1 No every 2 months
- Scaffolding lorry 2 No visits – before timber frame and after façade completed
- Timber frame 3 No rigid lorries – during timber frame construction
- Forklift for timber frame deliver – during timber frame construction
- Roof tiles delivery on 6 wheeler lorry with hiab off-load – prior to roof tiling on programme
- Timber cladding delivered on 6 wheeler lorry with hiab off-load – prior to external cladding
- Building supply deliveries – 1 a week on rigid lorry with hiab off-load – from completion of timber frame to start of landscaping

7.2 Vehicles anticipated through Entrance 1:-

- Tradesman vehicles only throughout the project, average 2 vehicles per day with parking on site.

7.3 Given the small size of the site, it is considered that the local road network will be readily able to accommodate the small number of additional vehicles during the construction on site.

7.4 There are currently no abnormal loads proposed as part of the proposed works. Should access for abnormal/wide loads be confirmed, prior notification will be given to the highway authority.

8. Freight Operator Recognition Schemes (FORS)

8.1 FORS is a free membership scheme that is helping van and lorry operators in London to be safer, more efficient and more environmentally friendly. All suppliers and haulage companies will be encouraged to register with the Freight Operator Scheme administered by Transport for London

8.2 The Project Team recognizes that FORS:

- Creates safer drivers – with significantly reduced collisions
- Will encourage suppliers to improve in fuel economy associated with our project
- Provides a system to identify 'at risk' drivers, allowing the Developers and our suppliers to target training and incentives effectively
- Promote fewer journeys to and from site

8.3 We will include this requirement in our pre-qualification process. We will state that FORS members will be considered favourably in addition to those who commit to up-take within a set deadline.

8.4 In addition to FORS, construction vehicles should be fitted with cycle specific safety equipment – Fresnel lenses (side scan equipment which results in an audible beep in the drivers cab when a cyclist is on the left inside space). Under-run guards are also required to prevent cyclists from coming into contact with lorry wheels. Vehicles must also carry signs to warn cyclists and pedestrians to help reduce the risk of collisions on the roads.

9. Wheel Washing/Road Cleanliness

9.1 Wheels will be cleaned as necessary and regular wet cleaning of hard-surfaced roads will take place as required. It will be ensured that dusty materials are transported appropriately and vehicles carrying spoil and other dusty materials will be sheeted at the site entrance as required.

9.2 With a project of this nature, it is considered that vehicles should not need cleaning facilities the majority of the time, but washing will be provided as a precaution and used as required.

10. Dust Supression Measures, Noise Attenuation and Monitoring

10.1 Best practiceable means of preventing, reducing and minimising dust will be adopted.

10.2 On-site good practice procedures will be followed in order to mitigate noise, vibration and air pollution (e.g. dust and fume generation).

10.3 All plant and equipment to be used for the works to be properly maintained, silenced where appropriate and operated to prevent excessive noise and switched off when not in use and where practicable.

10.4 Plant will be certified to meet relevant current legislation and British Standard 5228(BS5228) Standards.

10.5 All Trade Contractors to be familiar with current legislation and the guidance.

10.6 Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation.

10.7 Brushing and water spraying of heavily used site hard surfaces and access points, as required.

10.8 Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.

10.9 Wheel washing facilities to be provided and used as necessary

11. Hours of operation of construction vehicle movements

11.1 Delivery vehicles will only access site during the hours of work outlined in 5.1 above.

11.2 Site trades will be provided with details of the working hours and advised that access to site will be limited to these times.

11.3 All parties affected by deliveries will be notified prior to any large vehicle movements to the site.

12. Highway works for construction to take place

12.1 No highway works are required to enable this construction to proceed

13. Construction vehicle parking, turning and loading/unloading arrangements clear of the public highway

13.1 All vehicles accessing via Entrance 1 will reverse in with traffic control and therefore drive straight out from the entrance.

13.2 Vehicles accessing from Entrance 1 will not require parking on site.

13.3 All vehicles accessing via Entrance 2 will be able to turn on site and drive straight out from the entrance.

13.4 Vehicles accessing from Entrance 2 will be able to park on site as necessary.

14. Hoarding and visibility splay maintenance

14.1 No hoardings will be required for the construction works

14.2 There are no issues with the existing visibility on site, but we will ensure that this is monitored throughout the works.

15. Management of traffic to reduce congestion

15.1 We will ensure that all drivers are informed that deliveries should be made after busy periods and to avoid rush hour traffic. This will ensure that congestion is minimal.

15.2 Delivery times will be ideally from 09.30am to 2.30pm to avoid peak traffic times.

15.3 Personnel attending site will be encouraged to car share where possible.

15.4 A Traffic Marshall will be appointed on site to ensure deliveries are carried out expediently, efficiently and in a safe manner, with minimal disruption to the road users and neighbours.

15.5 Given the small size of the site, it is considered that the local road network will be readily able to accommodate the small number of additional vehicles during the construction on site.

16. Condition Survey

16.1 Prior to commencement of works on site a full dated photographic survey of the site access areas will be undertaken. These records will be retained on site and provided as necessary.