



Construction Management Plan (CMP)

February 2024 Rev:E

Codicote, Hertfordshire

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Appendix A – Site Delivery Policy

Appendix B – Traffic Management Plan & Risk Assessment

1.0 Introduction

This document is prepared by Croudace Homes (Principal Contractor) in support of the Planning Conditions. The purpose of this Construction Traffic Management Plan (CMP) is to manage and minimise the impacts of construction activity on environmental resources, local residents and businesses. It is to cover the management of the Principal and subcontractors' activities and those working under the Principal Contractor's control. The CMP defines the minimum requirements that are required to be met on the development.

2.0 Scope of the CMP

The CMP outlines measures to ensure compliance and establish good management practice, including the following:

Environmental Control Measures

Methods for managing environmental risks and reducing impacts, emergency procedures, waste and hazardous materials storage procedures (which will include preparation of a Site Waste Management Plan).

Liaison with the local community, and specific project environmental procedures relating to waste management, hoarding extents, dust, air quality, noise, vibration and vehicle management.

Construction Information

A description of the works based on the information available, including estimated construction programme, proposed working hours, site delivery policies and suitable storage of materials.

3.0 Requirements of the CMP

3.1 Noise and Vibration

The Principal Contractor will be required to comply with relevant provisions of the Control of Pollution Act 1974 and the Environmental Protection Act 1990. Control measures include but shall not be limited to the following:

- Site plant and facilities where practical shall be powered from mains electrical sources.
- Any compressors or generators brought onto site should be silenced or sound reduced models
- All pneumatic tools should be fitted where practical with silencers or mufflers
- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise disturbance to local residents. Delivery vehicles should be prohibited from waiting within the site with their engines running

- All plant items should be properly maintained and operated within the manufacturers recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the impact at nearby noise-sensitive properties is minimised
- Hoarding, screens or barriers should be erected as necessary to shield particularly noisy activities
- Materials will be handled with care e.g. material such as scaffolding and steelwork will be placed using mechanical means rather than dropped
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighborly approach to relations with local residents. Works should not be undertaken outside of the hours agreed with the local authority.
- Noise and vibration will be assessed by Site Management regularly. Access to the Site will be facilitated at all reasonable times for inspection and/or noise measurements by the local authority environmental health personnel, following appropriate site specific induction and/or health and safety training.

3.2 **Air Quality**

The location of the site and the planned construction activities do not give rise to a serious risk to air quality. However, contractors will be expected to take measures to minimise the presence of air borne dust during construction. In dry periods water suppression will be used on tarmac roads throughout the development. Water suppression will be in the form of a bowser fitted with a sprinkler facility. To minimise dust pick up Forklift trucks used for the bulk material handling will be prohibited from leaving any hard-standing or surfaced road.

In addition to the above the following will be implemented as far as reasonably practical:

- ensure no burning of waste materials takes place on site
- ensure an adequate water supply on the site
- ensure disposal of run-off water from dust suppression activities, in accordance with the appropriate legal requirements
- maintain all dust control equipment in good condition and record maintenance activities
- keep site fencing, barriers and scaffolding clean using wet methods
- provide easily cleaned hard standing for vehicles
- ensure regular cleaning of site roads and hard standings using wet sweeping methods
- not allow dry sweeping of areas
- provide and ensure the use of wheel-wash facilities (man and jet washer) near the site exit wherever there is a potential for carrying dust or mud off the Construction Site

- inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable
- ensure that un-surfaced haul routes and work areas are regularly damped down in dry conditions
- routinely clean public roads and access routes using wet sweeping methods
- impose and signpost maximum speed limits of 5 mph on un-surfaced haul routes and work areas and 10 mph on surfaced haul routes and work areas
- Ensure all vehicles carrying loose or potentially dusty material to or from the site are fully sheeted where required.
- ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery
- store materials with the potential to produce dust away from site boundaries where reasonably practicable
- ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
- minimise the amount of excavated material held on site
- sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required
- avoid double handling of material wherever reasonably practicable
- considerate location of grinding and cutting activities
- use enclosed rubble chutes where reasonably practicable
- sheet or otherwise enclose loaded bins and skips
- seal or re-vegetate completed earthworks as soon as reasonably practicable after completion
- use design/prefabrication to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable

3.3 **Lighting**

Lighting Objectives - The objectives are to provide adequate lighting on construction sites ensuring a safe and secure worksite but avoiding incorrectly positioned site lighting, which may cause nuisance or may unnecessarily interfere with local residents or passing motorists.

Lighting Management - In determining the lighting arrangements for the worksite, consideration will be given to residents and other sensitive receptors that may experience a

nuisance by the light. Where appropriate, measures will be implemented to reduce obtrusive light. This will include consideration of lighting hours, provisions for dimming or switching off light, equipment to be used, and its lighting position.

Where possible, a daylight only construction schedule will be adopted to minimise adverse lighting effects as different phases are completed. It is unavoidable that construction work may require work during the hours of darkness in consideration of shorter daylight availability during winter months.

3.4 Traffic management

All plant and materials will be expected to access the development via the entrance off of High Street, subcontractors and suppliers will be informed of the preferred route. During busy periods of multiple aggregate deliveries, haulers will be asked to stagger loads so as not to put a strain on the surrounding public highways.

A traffic management plan for the development (shown in appendix B) will be on display in the site office and will be updated regularly. This plan will also indicate all designated pedestrian routes around the site to assist contractors to their work area safely.

The contractor's carpark will be located on the development as indicated on the Traffic Management plan and will be communicated to all that there is to be no parking in the surrounding streets for site workers.

Construction Vehicles numbers will be kept to a minimum where possible. A height restriction is in place as detailed on the delivery policy.

3.5 Access Arrangements To Site

Vehicle and pedestrian access will be via the A1 exit and head towards Codicote on the B656 just before the high street and at the junction with Cowards Lane, vehicles will then turn left and drive into the development. This will be in place for the duration of the development and will be moved back into the development as the site progresses and the S278 is complete. The pedestrian access will be via a gate within the hoarding to the northern side of the main entrance gates. Segregation will be in place with metal chapter 8 barriers initially and then red and white timber railings.

3.6 Site Waste

In order to reduce accidents and to ensure a clean site is kept, all subcontractors are to keep their work areas tidy. Debris and rubbish will be disposed of in skips and timber de-nailed.

A 'Site Waste Management Plan' is to be produced and followed by all subcontractors. This document will be updated further as the project progresses.

All waste will be removed from site via an authorised carrier. The authorised carrier will be responsible for recycling the waste.

A log will be maintained of all materials that come on to site, and details will be obtained from the waste disposal company of the exact amount of waste materials removed from site. Details

will also be provided outlining the recovery/disposal actions for the specific waste streams. Waste receptacles will be monitored by the Principle Contractor to ensure that contamination has not occurred; results will be recorded.

The Principle Contractor will continually review the type of surplus materials being produced and change the site set up to maximise, reuse or recycle. The use of landfill will be the last option. The Principle Contractor will also on occasion visit the waste transfer facility to ensure effective discharging 'Duty of Care'.

The SWMP will include the following;

1. Organisational responsibility for the preparation and implementation of the plan
2. The types and quantity of waste anticipated
3. The measures that will be used to monitor delivery of the plan
4. The available options for waste management and preferences
5. The waste disposal sites and contractors that are proposed.
6. Identify how hazardous and non-hazardous waste is to be disposed
7. Include how the necessary familiarisation and training to make the plan effective is going to be implemented
8. The measures to be used to ensure the efficient use of materials and minimise the production of waste and its handling
9. The means of monitoring how much and what types of waste are produced

3.7 **Hoardings**

As far as reasonably practicable, the visual intrusion of construction sites on nearby residents and users of local facilities and amenities will be contained and limited. The detailed arrangements concerning the location of site hoardings will be detailed within this plan (See Appendix B). The standard hoarding will be of suitable height, plywood faced, timber framed and suitably painted. Croudace Homes marketing of the development will be displayed in key areas on the face of the hoarding.

Appropriate sight lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians are preserved.

3.8 **Local consultation**

It is important to the Principal Contractor that members of the public or interested parties are able to make enquire about the construction works. Such enquiries can provide a valuable feedback mechanism which helps to reduce potential impacts on sensitive features and will allow the construction techniques to be refined and improved.

In the first instance, site enquiries should be directed to the Site Manager. The confirmed management team for the development will consist of:

Site Based

Site Manager – Justin Brooke - codicote.site@croudace.co.uk

Regional Office Based

Building Manager – Simon Adamson – simon.adamson@croudace.co.uk

3.9 Management of Construction

This section describes the proposed programme of works and the key activities that will be undertaken. The construction activities include off-site and on-site infrastructure works, the construction of 80 new dwellings with associated parking and open spaces.

The CMP forms part of the overall Project Management and as such activities described would be integrated with other company quality, sustainability and Health and Safety management processes.

A banksman / gate person will be present to ensure the highway is kept clear of vehicles / obstructions during the construction process.

4.0 Cleaning of Site Entrance

The entrance of site will remain clean at all times, if in the event it does need an additional clean then a road sweeper will be deployed on site to complete these works. A pressure washer will be onsite to act immediately if needed.

Road Sweepers will be used weekly as a minimum and additional road cleans will be utilised if and when required.

4.1 Enabling works

Prior to any works carried out, a photographic log will be created of the public highway condition with any abnormal wear and tear or defects noted and passed onto the highway authority.

The initial phase of development will consist of the archeological investigations and then the off-site service and drainage works (subject to approvals) followed by access into site. This will be followed by on-site infrastructure, services and then the construction of the dwellings in a phased manner.

4.2 Programme of works

Once the Site Welfare facilities, car park and storage compound have been constructed, The works will then progress into the development with infrastructure and roads within the site as per the approved layouts. Superstructure construction will only commence once adequate road construction is complete and service mains are into each area. This will allow clean, safe vehicular movement.

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

Activity	Start Date	Duration
Archaeological investigations	May 2024	Complete
Infrastructure	September 2024	Complete
Substructure	November 2024	January 2026
Superstructures	December 2024	August 2026
Roof Construction	February 2025	June 2026

4.3 Construction and Storage Compound

Deliveries will be phased and controlled on a “just in time” basis, all being clearly marked to show their destination. This will minimise travel time around the site and any associated noise. The site will have a material storage area for bulk materials and container storage for other perishable materials. The site will provide ample storages for all construction materials, this will be via Containers and a brick storage area. The site will provide a forklift for all unloading and loading. The compound has been designed to allow for vehicles to turn.

The site will have its own dedicated parking for the duration of the works and will remain in place until construction works are nearing completing.

4.4 Material delivery policy

All plant and materials will be expected to access the development from the High Street.

A traffic management plan for the development (shown in appendix B) will be on display in the site office and will be updated regularly. This policy will be distributed to all suppliers and subcontractors' suppliers to ensure compliance. Croudace Homes management teams take the delivery policy seriously and will act on any breaches.

Delivery times will be between the hours of 9am to 3pm Monday to Friday. Where possible these deliveries will avoid peak hours before 9am and after 3pm. When this is not avoidable measures will be put in place to ensure the vehicles can pull straight onto site off of the high street.

Enabling works: 15-20 articulated and eight wheeled Lorries for aggregates, drainage, kerbs and cement. Between 4-10 cars/vans for site staff.

Substructures: as above with no more than 2 wagon and drag lorries for bricks and blocks. Between 10-20 cars/vans for site staff.

Superstructures: 10 eight wheeled Lorries as above, with no more than 2 wagon and drags for bricks and blocks. Average of 1-2 mobile cranes per week. Between 35-50 cars/vans for site staff.

All vehicles will have suitable space on site to turn around safely and leave the development in

a forward gear. A fully trained banksman will be on hand to assist with any maneuvering required

The vehicles arriving onsite will need be instructed to call ahead to the contractor to ensure the entrance gates are clear and they can drive straight into the development to avoid stopping on the high street. The vehicles access to site will all be from the A1M Junction 6. The number of vehicles will be controlled by the Site Management team. Once works have commenced the number of vehicles will be consistent throughout the build process as Croudace aim to work on 1 a week.

Croudace will employ an additional Banksman if vehicle movements are increased from the anticipated amount to assist.

4.5 Wheel Washing Facilities

It is a Croudace company policy that the forklift and delivery vehicles to not leave the tarmac at any point. The majority of the hard standing will be constructed prior to construction works commencing. If any vehicles wheels are in need of cleaning then this will be carried out before leaving the site by a pressure washing area. Road sweepers will be used weekly as a minimum and additional cleans will be utilised if and when required.

4.6 Working hours

No external works shall be carried out, and no works-related deliveries shall be taken or be dispatched from the site, except between 0800 and 1800 Mondays to Fridays and between 0800 and 1300 on Saturdays, and not at any time on Sundays and Bank Holidays.

4.7 **Piling operations**

The site will be CFA piled operations for this development.

APPENDIX A – Site Delivery Policy

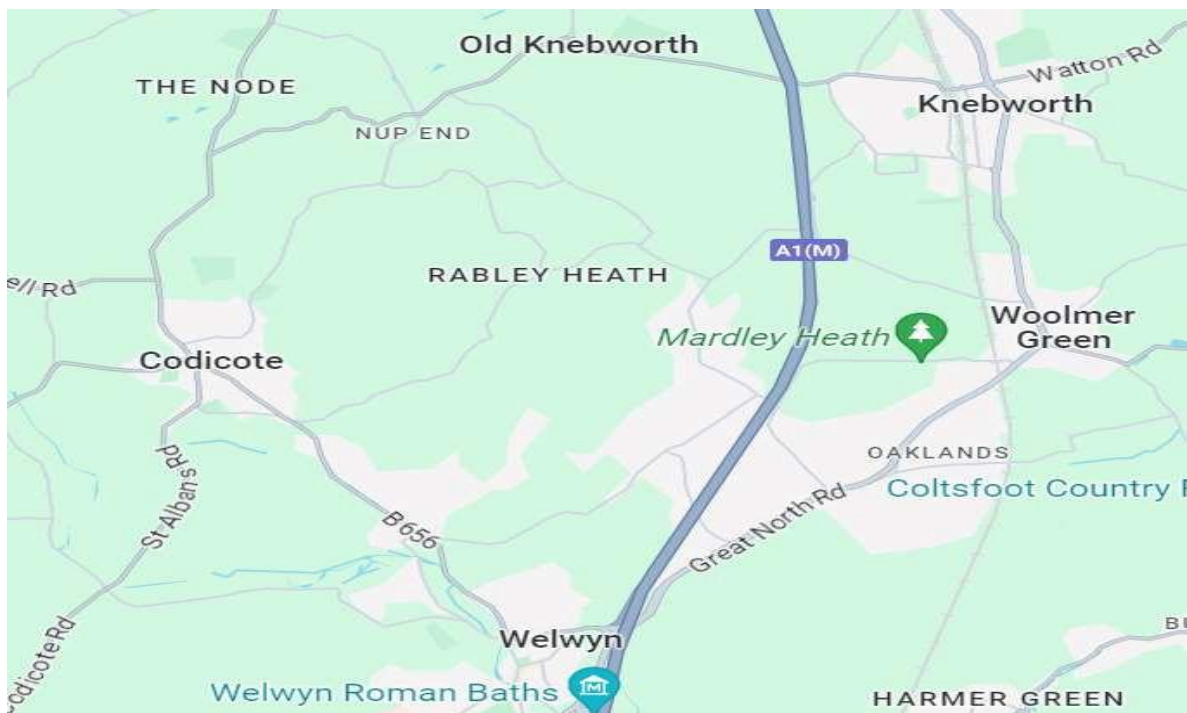
CROUDACE HOMES, Cowards Lane, Codicote, Hertfordshire.

DELIVERY POLICY

Exit the A1 onto the B656 then turn left into the Croudace development.

Delivery Conditions: -

1. Croudace Standard Policy for all deliveries applies to this development; therefore, deliveries can only be made between 9am and 3pm Monday to Friday. There is no access to site on Sundays or on Bank Holidays
2. No delivery vehicles can park on the surrounding roads either overnight or whilst waiting for site to open.
3. All delivery drivers to report to Site office on arrival.



Croudace Homes Ltd does not wish to inconvenience the local residents and any behaviour that deviates from this policy will not be tolerated.

APPENDIX B – Traffic Management Plan & Risk Assessment

TRAFFIC RISK ASSESSMENT
Cowards Lane, Codicote, Hertfordshire

RISKS:
Person struck by moving vehicle Vehicle overturning Vehicle striking structure or other vehicle Risks to public

THOSE AT RISK:
Site personnel Vehicle operators Visitors Public

LIKELIHOOD	SEVERITY	RISK
LOW	HIGH	MEDIUM

CONTROL MEASURES:
Planning Produce and implement a Traffic Management Plan Pedestrians & vehicles will be segregated post and rail fencing, temporary chain and post or low level barriers. Impose a site speed limit of 10 mph. No deliveries outside the hours of 09.00 and 15.00 hours. Regular cleaning of site roads to ensure mud does not leave site onto the public highway. Implement policy of only loading and unloading within the site itself (including muck away), not permitted on public highway. Traffic Routes All vehicle access to the site is to be via High Street. No delivery vehicles to wait on public highway. Parking There will be an on-site car park provided, accessible from the High Street. This will be monitored by Site Management to monitor operative numbers, with no parking on the public highway. Parking elsewhere on site is limited to off-loading and loading of equipment and tools only.

Physical

Install 10 mph and one way traffic signs.

Appropriate signage will be used to make both vehicle drivers and pedestrians aware of the dangers and the safe routes.

Site Management team to also act on wheel wash station during winter months of construction.

Install pedestrian walkways and barriers.

Managerial / Supervisory

Ensure regular mechanical road sweepers keep the site roads and surrounding roads free from dust, debris and mud.

Plant management & subcontractor plant management procedures to be followed.

Confirm that driver of vehicle is licensed and authorised to operate vehicle.

Ensure loading and unloading takes place within site itself.

Ensure no reversing on site without a banksman.

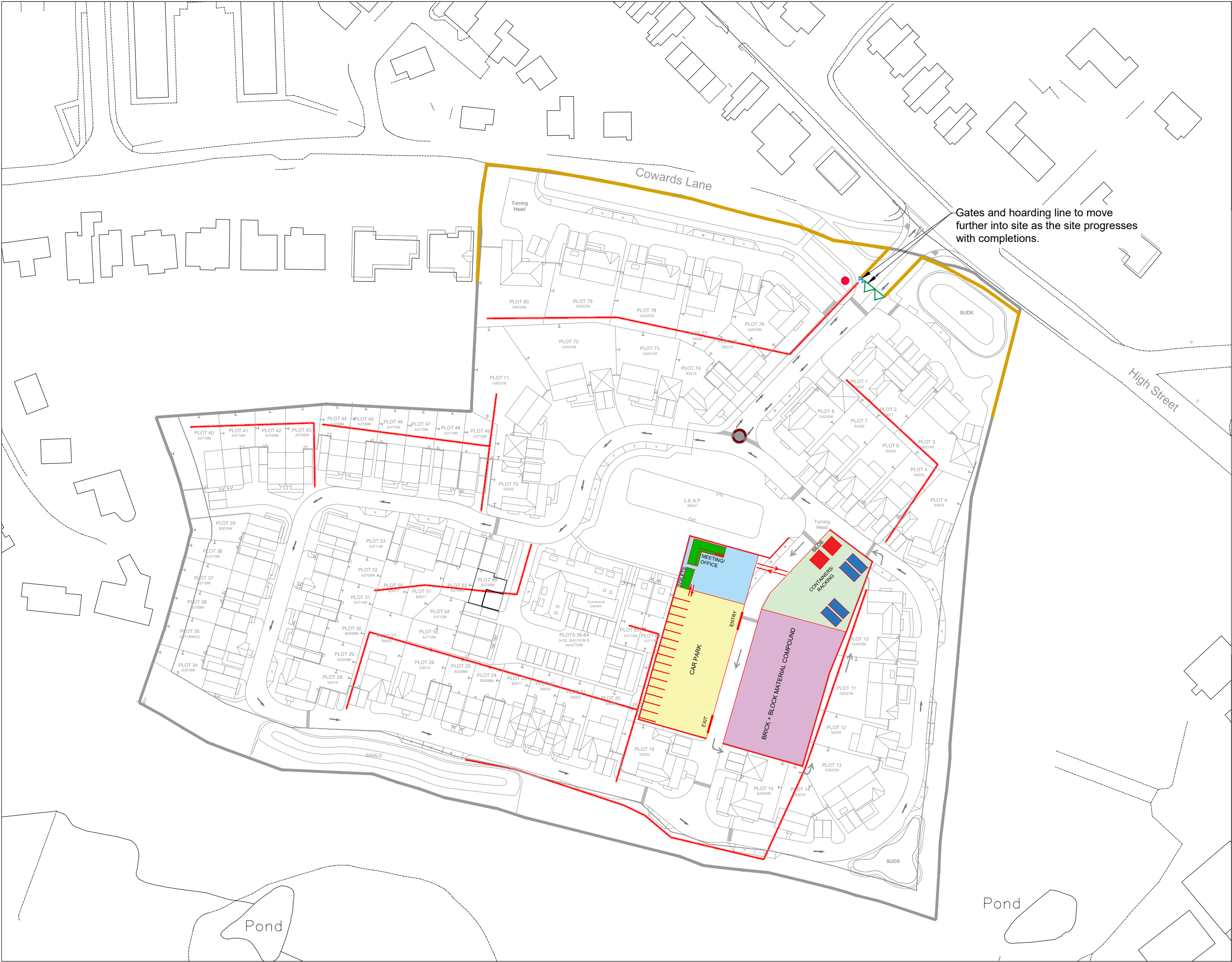
Ensure that Traffic management plan is demonstrated during all inductions.

Training

Vehicle drivers and plant operators trained and competent in operating their particular vehicle.

ASSESSMENT UNDERTAKEN BY: Simon Adamson, Building Manager

DATE: February 2024



- KEY**
- PEDESTRIAN ROUTE
 - BRICK STORE
 - VEHICULAR DIRECTION
 - GATES
 - PEDESTRIAN GATE
 - WHEEL WASH
 - FIRE POINT
 - HOARDING

- C. Access gates and office positions amended. LN 12.05.2025
- B. Pedestrian access gate added. LN 12.09.2024
- A. Access gate position amended in line with Planning Comments. LN 05.08.2024

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**CODICOTE
COWARD'S LANE**

TRAFFIC MANAGEMENT PLAN

SCALE : 1:1000 @ A3

DATE : FEB 2024

DRAWN : LN

CHECKED :

DRG.No. : 093/SK01