

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### PROPOSED DEVELOPMENT OF PHASE 5

#### FORMER NATIONAL GRID SUB STATION SITE DERWENTHORPE

(rev.02 issued 29<sup>th</sup> November 2022)

To be read in conjunction with all relevant drawings as listed in planning applications 18/01778/FULM and 21/00211/NONMAT

The site working hours shall be between the hours of 08:00 and 18:00 Monday to Friday and 9:00 and 13:00 Saturdays and at no time on Sundays or Bank Holidays.

Outside of these hours no site machinery or plant shall be operated, no process shall be carried out and no construction related deliveries received or dispatched from the site. Following consultation with St Aelreds Primary School, during construction works there will be no goods vehicles exceeding 3.5 tonnes arriving or departing during the school terms before 9:30am and between 14:45pm and 15:45pm.

The site will be accessed via Tang Hall Lane, onto Fifth Avenue and then Derwent Way / Derwent Place. The site entrance will be formed at the site of the intended permanent road access to the development.

Any vehicles forced to wait will be held inside the site boundary until served.

A banks person will be positioned at the junction of Tang Hall Lane and Fifth Avenue to ensure no vehicle exceeding 3.5 tonnes attempts to access site during these times, a second banks person will be on the site entrance ensuring no vehicles exceeding 3.5 tonnes leaves during the curfew times.

This construction traffic management plan will be issued to the site manager prior to works commencing and the site manager will be tasked to ensure compliance with this document is adhered to and that regular monitoring on a monthly basis is undertaken. Should non-compliance occur, the site manager will implement corrective action to address non-compliance and this will be registered within a logbook and will be publicly available.

The anticipated programme schedule is:

- Commence initial works (Spring 2023)
- Commence building works (Summer 2023)
- Complete building works (Summer 2025)

#### Development site layout and welfare arrangements

- To ensure the segregation of the public from on site development traffic the site limits are to be enclosed with heras fencing integrated with the existing palisade fencing, with gated access from the proposed vehicular access off Derwent Way. (see drwg no. 2337\_PL\_001 E for location of heras fencing – Appendix A)
- Deliveries to the site will be via the access from Derwent Way, as shown on the plan included under Appendix C. Vehicles will drive to the compound/storage area shown on the plan included under Appendix B and report to the site manager before unloading in the storage area or local to areas of construction.

v02 issued 29<sup>th</sup> November 2022

### Managing materials, site storage and good house keeping

- Materials delivered to site will be kept orderly in the compound/stacking areas shown on the plan under Appendix B. Otherwise, they will be delivered local to areas of construction.
- Excavation arisings to be re-used on-site are to be stockpiled.
- Where practical all heavy plant should be parked adjacent to the compound area at the end of each working day.

### Site Security

- The perimeter of the site is to be enclosed with a mix of heras fencing and the existing palisade fencing with lockable gated access from the existing vehicular access off Derwent Way.
- In addition, the compound area will be enclosed with 3m timber hoarding with lockable gates at the entrance/exit to secure the site.
- Lighting will be erected on the site compound units but only so to not cause nuisance to exiting residents.
- Arrangements will be put in place for the site to be visited by a security firm on a regular basis when the site is not operating.

### Community liaison and communication, including complaints procedure

- A display board will be provided at the entrance to the site describing the works being undertaken, the name of the site manager and contact details for any public concerns including out of hours issues. A postal address will also be provided where enquiries can be sent.
- If appropriate, once a confirmed start date has been agreed, representatives of Camstead Homes and JRHT should present the finalised CTMP and any other relevant information at this time to a meeting with local residents. Further regular communication with neighbouring residents and community groups shall be maintained throughout the duration of the works (along with representatives of JRHT) to provide updates on the scheduled works and any changes that may occur as a result of any unforeseen circumstances.
- A complaints register shall be kept and shall include complainants' details, date and time of complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reason for any unresolved complaints.
- The site manager will letter drop all adjacent residents confirming the date for commencement of works on site and the contact details of the site manager should there be any areas of concern during the course of the development of the site. The site team will also visit adjacent residents to identify any areas of concern and what additional measures can be put in place to reduce these concerns as the development progresses.
- The implementation of the construction traffic management plan will be reviewed by the site manager each Friday or during the course of a major construction event ie: construction of the road, disruption to mains services etc. Measures required to mitigate any concerns are to be put in place immediately where possible and recorded in the site diary by the site manager.
- The site is also required to be registered with the Considerate Constructors Scheme and measured audits will be undertaken, the results of which will be publicly known.
- Camstead Homes will offer to hold/host community engagement with the pupils of St Aelred's and focus on educating the children, not only on the dangers of a building site and how we manage safety, but also how exciting it is to see new homes come to life.

## Mud

- In order to minimise the amount of mud generated on site an area of existing hardstanding will be left in place as a base for the compound and haul road.
- Regular sweeping of access roads to the site will be carried out where mud is likely to affect residents and/or highway safety. In dry conditions damping down of road surfaces will be carried out to control dust.
- Adequate provision will be made on site for construction traffic wheel cleaning facility. This will be located on the access road to the compound facilities and will consist of a pressure washer with a designated operator. Signage will be displayed on the access road requiring drivers to stop and access the wheel wash before leaving the development.

## Noise and Vibration

- All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with the manufacturer's specification.
- All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers and shall be maintained in good and efficient working order.
- All plant and machinery in intermittent use shall be shut down in the intervening periods between works.
- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.
- If the noise is directional the source will be pointed away from dwellings whenever practical
- All compressors shall be "noise reduced" models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol-powered generators.
- The handling of materials shall be conducted in such a manner that minimises noise including minimising drop heights into hoppers and lorries.
- No stereos or similar amplified devices shall be audible at the site boundary.
- The location and orientation of site offices and buildings should be considered in order to maximise the separation distance and screening from site operations to existing dwelling
- All staff will be trained in noise reduction procedures and techniques, such as proper use of machinery
- Metal to metal contact during steel construction, scaffold installation etc. should be minimised to reduce impact noise
- Engines will not be revved unnecessarily
- A speed limit of 20 mph will be maintained on the access and internal haul roads
- The access road and haul roads will be maintained in good condition and free from potholes
- When reversing, mobile plant and vehicles should travel in a direction away from dwellings whenever possible
- The use of white noise and directional reversing warning systems to be employed on all mobile plant to reduce impact

- In-cab communication systems to be employed removing the impact of short duration horn use
- Should a piling foundation solution be required, given the proximity of a number of residential receptors around the site boundary an accredited Environmental Consultant will be appointed during piling operations based on the criteria contained in BS5228-1-2009 Parts 1 & 2
- Furthermore, Vibration Monitoring will be carried out in accordance with BS 7385-2-1993 on the South and West boundaries.

### Dust

- All plant and equipment shall be maintained in accordance with the manufacturers recommendations to ensure emissions to atmosphere are minimised.
- Engines of plant, machinery and lorries shall be turned off at all times when not in use.
- Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.
- Stored material liable to dust generation shall be dampened down, covered with tarpaulin, or sealed as far as reasonably possible.
- Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised, and fine water sprays should be used on equipment where necessary.
- Skips, chutes and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.
- All vehicles carrying dusty materials shall be securely covered.
- Site activities will be monitored during periods of dry weather to ensure if necessary trafficked areas are dampened down to prevent dust becoming airborne
- Water suppression shall be used in dry conditions to reduce dust emissions (eg mobile bowsers or fixed sprayers as appropriate).
- Isolated areas of excavation will also be fenced to prevent dust transmission
- Areas where there is regular vehicular movement should have a consolidated surface which shall be kept in good repair.
- Tasks/operations are to be risk assessed by the relevant contractor/sub-contractor. Where dust cannot be avoided measures shall be put in place to minimise the amount of dust generated e.g.: wet dust suppression, exhaust ventilation.

### Waste Management

- There shall be no burning of waste at any time on the site.
- The appointment contractors shall have an appropriate means of waste disposal in place for the duration of the development. Appropriate waste transfer and/or disposal documentation shall be made available for inspection by the local planning authority on request.
- The appointed contractors will ensure that any waste materials stored on site are adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and public areas.
- Recycling skips are to be located in the compound area. Mini skips will be placed outside each plot during construction to allow the separation of waste material before transferring to the recycling skips in the compound.
- Inert granular materials generated during construction/demolition are to be crushed and graded and to be used as sub-base material where possible.
- Clean soil/subsoil is to be stockpiled and used in plot gardens and general landscaped areas.

### Soil and Land Management

- Topsoil/subsoil is to be stockpiled in a suitable location. Any material that proves to be surplus to requirements will be removed from site and a copy of the relevant transfer documentation kept on site.
- Any contaminated material is to be stockpiled on existing hard standing for analysis by Lithos Consulting who will advise on the methods of disposal. Lithos are to be contacted immediately if any areas of contamination are suspected.
- Fuel for use on site is to be stored in a bunded fuel storage tank and spill kits made available should any accidental spillage occur.

### Control of Watercourses and Groundwater

- The existing hardstanding areas are to be retained initially as running areas during the construction of the roads and foundations.
- This is to minimise the amount of water seeping into the site and also to reduce any production of mud likely to leave site.

### Highways and Development Traffic Management

- Construction access to the site will be via Tang Hall Lane onto Fifth Avenue and Derwent Way then accessing into the site through an entrance formed on Derwent Place / St Aelreds Mews.
- Immediately prior to starting the construction phase, and within 20 working days of the approval of the CTMP, Camstead Homes will undertake a full and comprehensive Highway Dilapidation Survey of Fifth Avenue and Derwent Way. The survey will be conducted from the junction of Tang Hall Lane and Fifth Avenue through to the National Grid site boundary. The survey will include, footpaths, verges, parking bays and any walls adjoining the footpath.
- Since the vehicle route to the site is the only agreed and logical option, prior to commencing the construction phase, proposed signage directing traffic to and from site, will be submitted for Local Authority and JRHT approval.
- Prior to the construction of the 40no properties, JRHT will provide both a pedestrian crossing point adjacent to St Aelred's school comprising dropped kerbs on each side of the road, along with privately funded signage to offer guidance with parking at school opening and closing times.

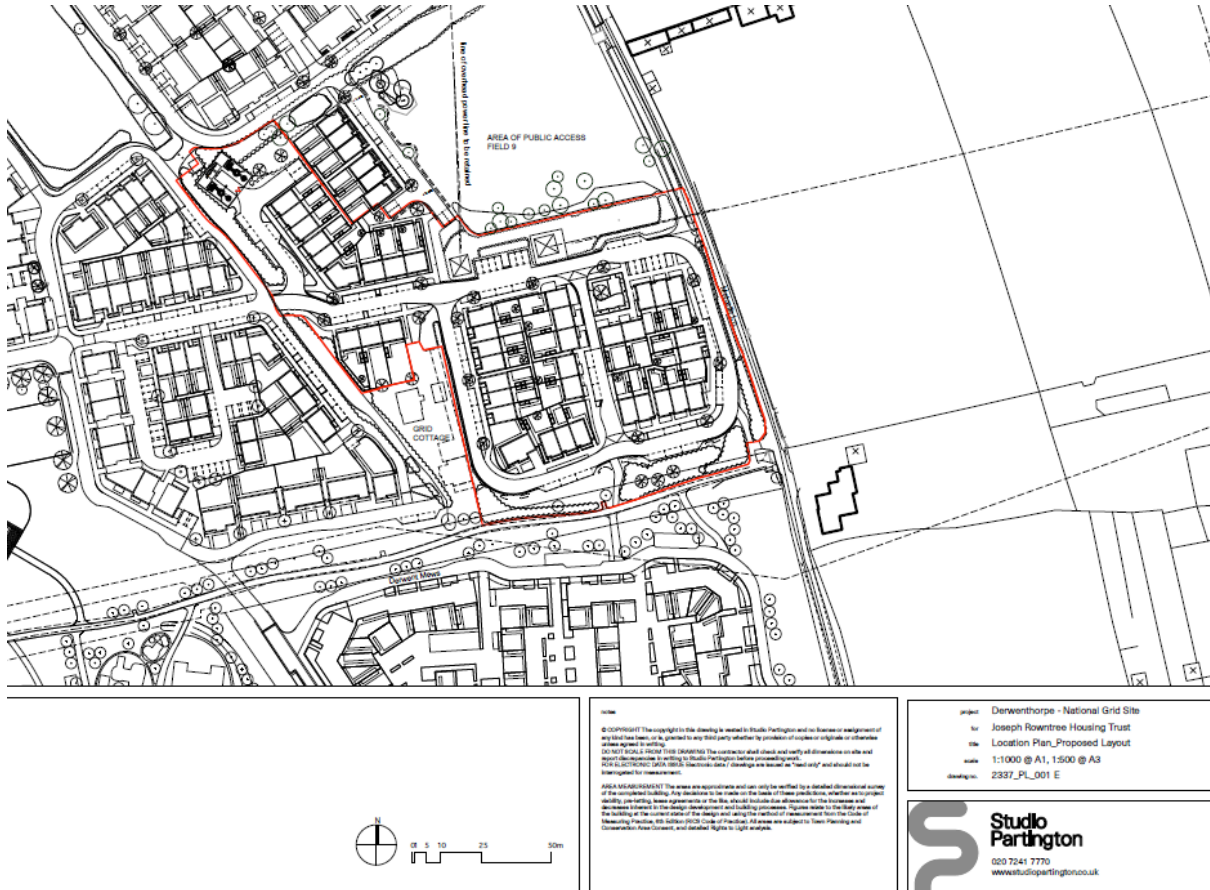
During the construction phase, access will be maintained to the existing Grid Cottage for both its occupants and any visitors/deliveries, via Metcalfe Lane. If this is not possible then the temporary access on the enclosed plan will be made available for all such periods and will be via the site entrance leading onto St Aelred's Mews and Derwent Way. This access will be shown and managed on the site traffic management plan.

- A basic calculation based on a 2-year build programme estimates that there will be approx 480 deliveries, so 4.6 inbound deliveries/week for the duration. In reality, the delivery requirements will be higher for the first 12 months and much less for the last 6 months once the superstructures are completed.  
The deliveries assumed include imported stone, tarmac, drainage, paving, concrete, bricks/blocks and roof tiles, timber products.  
Smaller trade deliveries will be managed by vans wherever possible.  
This calculation does not include any muck shift off site, road sweeps or vehicles under 3.5 tonnes.

- It is the intention to restrict deliveries to under 32 tonnes, thus preventing routine deliveries being made in articulated wagons. The unavoidable use of any articulated wagons can then be planned and managed by Camstead Homes and communicated accordingly.
- Contractor parking will be provided in designated areas on site inside the redline boundary and NOT on the surrounding streets as shown on the plan included within Appendix B. Should the onsite parking become exhausted then there is the option of using a secure area to the rear of the SSC under the control of JRHT.
- It is the intention that Camstead Homes will be a responsible contractor, this is demonstrated by the commitment to the Considerate Constructors Scheme. To ensure the company's commitment to the local residents and the surrounding environment, any breaches of the TMP will be logged on site and communicated via the site entrance notice board and at future residents committee meetings.
- The routing plan for heavy duty vehicles is shown on the included screenshot from Tang Hall Lane to the site entrance under Appendix C.
- Should there be any reason that the CTMP as approved by the Council, requires an emergency amendment, the details of the change should be submitted to the council for approval, prior to any change taking place. This information will also be communicated to anyone affected and local residents within the change zone.

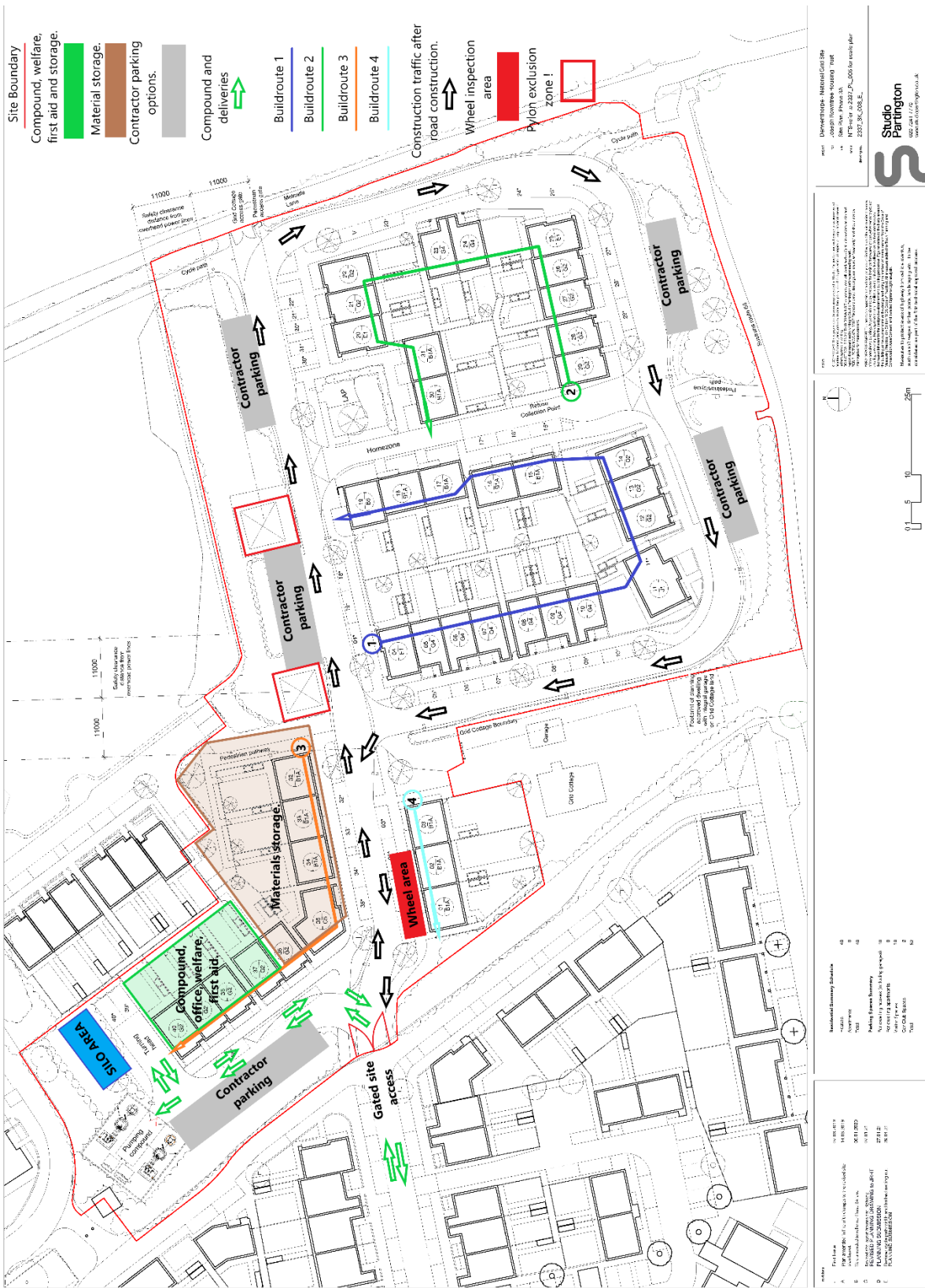
# APPENDIX A

Extract of 2337\_PL\_001 E – The red line indicates the Location of the Phase 5 heras fencing



# APPENDIX B

## Plan Showing Site Organisation During Construction





APPENDIX C

Proposed Route of Construction Vehicles During Construction

