



Construction Traffic/Site Traffic Management Plan

Application **21/00531/HYB**
for the erection of relocated farmstead, including 2 farm
manager's dwellings and associated agriculture buildings and
structures.

At
Ellistown Lane Stanton under Bardon

On behalf of
M T Baines & Sons

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Introduction

This Construction Traffic/Site Traffic Management Plan has been submitted to Hinckley & Bosworth District Council in support of planning application 21/00531/HYB for the erection of relocated farmstead, including 2 farm manager's dwellings and associated agriculture buildings and structures.

Condition 39 of the Planning Permission states:

'No development shall commence until a Construction Environmental Plan (CEMP) has been submitted to and agreed in writing by the local planning authority. Development shall thereafter be carried out in accordance with the approved CEMP which shall remain in force for the construction period. The CEMP shall include, but not confined to:

- i) Site management arrangements including: on-site storage of materials, plant and machinery; temporary offices, contractors compounds and other facilities; on-site parking and turning provision for site operatives, staff, visitors and construction vehicles; and provision for the loading/unloading of plant and materials within the site;
- ii) Measures to control and monitor the emission of dust, dirt, noise, odour and smoke, including procedures for complaint investigation;
- iii) A method statement for the prevention of contamination of soil and groundwater, including the storage of fuel and chemicals;
- iv) Measures to control surface water run-off during construction, including any temporary attenuation and controls and a scheme to treat and remove suspended solids;
- v) Arrangements for controlling the use of site lighting, whether for safe working or for security purposes, and hours of operation;
- vi) Measures to prevent the deposit of mud and debris on the adjacent highway, including wheel washing facilities; and,
- vii) A construction waste management plan that identifies the main waste materials expected to be generated by the development during construction, together with measures for dealing with such materials so as to minimise waste and to maximise re-use and recycling.

This Management Plan describes the wheel cleansing facilities and vehicle parking facilities before setting out a timetable for their provision. The Plan concludes that the proposed works can successfully be carried out and can reduce the possibility of deleterious material (mud, stones etc) being deposited in the highway. Furthermore, it will be ensured that construction traffic/site traffic associated with the development does not lead to on-street parking problems in the area.

Wheel Cleansing Facilities

A wheel cleaning procedure will be used in order to mitigate the amount of deleterious materials that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving the site. A power washer will be used to wash off any mud/stones from the vehicle's wheels, with excess mud/stones being collected and disposed of onsite. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

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1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
 2. Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
 3. Vehicles will be permitted to leave site following approval of the site manager/site representative that the above steps have been completed to a satisfactory standard.
 4. On site roads will be kept as free of mud/stones and plant fibres as is practicable during ground working operations. Machine and trafficking around the site will be kept to a minimum.

Vehicle Parking Facilities

Parking areas will be safe, suitably located and laid out to reduce manoeuvring and reversing for larger vehicles as shown on Drawing No. 21-36-CEMP. The parking area will be clearly sign posted, firm and level.

Personnel Welfare Facilities

All personnel are to wear personal protective clothing and footwear whilst on the site.

Timetable

The wheel cleansing facility will be maintained throughout the construction stages; from start to finish.

The Vehicle Parking facilities will be provided in line with Drawing No. 21-36-CTMP

Deliveries

All deliveries to and from site will be directed from West Lane or Victoria Road to Stanton Lane, and all orders will be placed to direct deliveries using these routes only.

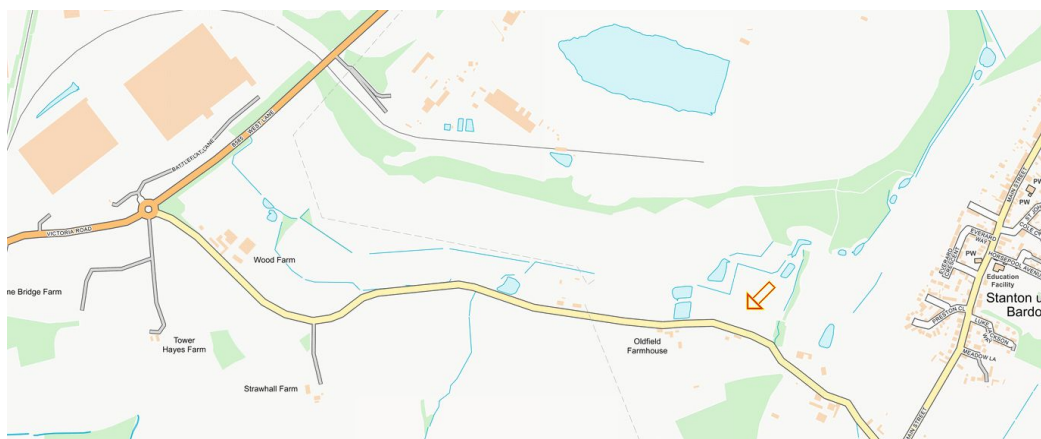


Figure 1: Map showing delivery routes in relation to the site

All waste materials generated during construction will be reused on site or disposed of to tip if non recyclable.

The principle waste materials will be

Plastic – these to be stored in dedicated skip for disposal to tip
Plasterboard- to be stored in dedicated skip for recycling
Wood Off cuts- these to be stored in dedicated skip for disposal
Brick and tile off cuts- to be used onsite for general fill
General waste - be stored in dedicated skip for disposal to tip

Control of Lighting - planning restrict working hours to daylight hours and until building are enclosed works will be restricted to these hours and it is not envisaged that external lighting will be required for construction.

All stored fuel & chemicals to be stored in accordance with
The Petroleum (Consolidation) Regulations 2014

Fuel is to stored in containers:

- Where there's minimal risk of damage by impact, weather or machinery
- In areas that are away from risk from flooding
- On an impermeable surface if close to where deliveries are made and oil is dispensed
- Diesel to be stored in bunded container

Chemicals to be stored in line with the site COSHH and risk assessment, it is important to consider the layout of your workplace to ensure the most appropriate storage area. Hazardous substances should be stored in an area with a clear exit, and it is also advised that the storage area should be close to washing facilities. Substances may also need to be stored in appropriate COSHH cabinets, and should always be stored separately from any others. Furthermore, storage areas should be separate from process areas.

Control of surface water during construction the site CEMP shows locations for ditches/bunds to intercept any construction storm water run-off the ditches will allow for the settlement of any suspended solids prior to be intercepted

Conclusion

The proposed works will be carried out with consideration of the road and its users, keeping the deleterious material deposited in the highway to a minimum by adopting wheel cleansing, vehicle parking and personnel welfare solutions. It will be ensured that construction traffic/site traffic associated with the development does not lead to on-street parking problems in the immediate area.

Works will be carried out during daylight hours therefore it is not envisaged that external lighting will be required

Waste materials will be placed in dedicated and marked skip locations for tip or recycling
Fuels will be stored and used in accordance with The Petroleum (Consolidation) Regulations 2014

Any Chemicals stored or used on site will be dealt with in accordance with COSHH method statements and requirements.
