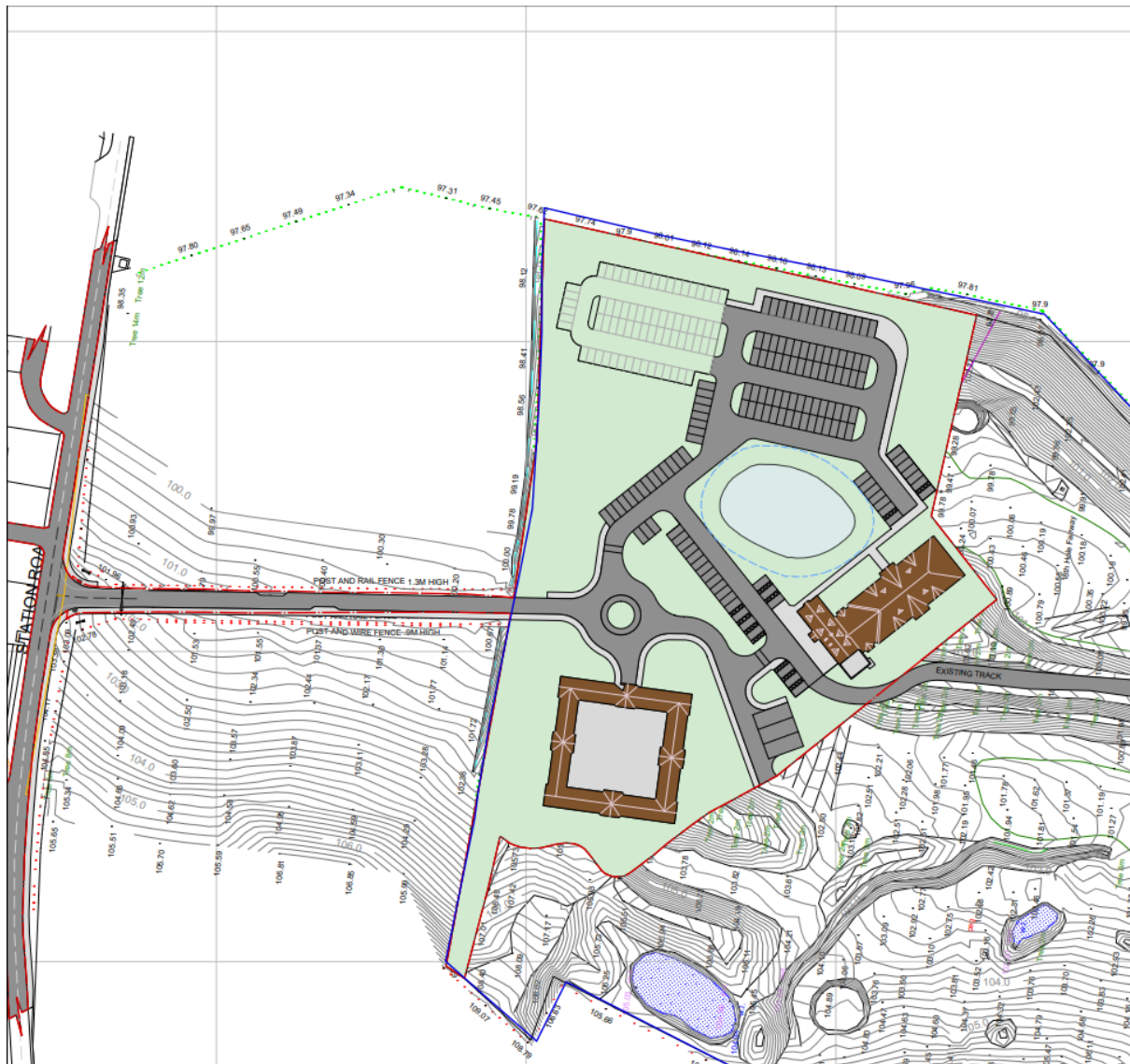


Construction Traffic Management Plan



Discharge of Condition 24 Attached to Planning Permission 19/01437/FUL for the “Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping”

**Kyngs Golf and Country Club Station Road Market Bosworth Nuneaton
Leicestershire**

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1. Introduction

The following Construction Management Plan has been produced on behalf of Statue Homes with the aim of discharging pre-commencement condition 24 attached to planning permission 19/01437/FUL.

Condition 24 reads as below:

“No development shall commence on site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.”

The purpose of this report aims to reduce any detrimental effects construction works may have on the neighbouring areas and environment. All work carried out on site will be carried out in accordance with this plan. Unless otherwise agreed in writing with the LPA.

2. Description of Development

The development proposed and approved under planning permission 19/01437/FUL is set out below:

“Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping.”

3. Site Set Up

General

During construction a daily log of all workers and visitors attending the site should be kept up to date. All site attendees will wear the necessary PPE at all times, where required this will be provided to individuals.

The designated Site Manager will be responsible for ensuring all processes set out below are followed during the construction phase.

Onsite Welfare Facilities

From commencement, the necessary welfare facilities, including toilets, a canteen and break areas, will be provided on site. In accordance with Schedule 2 of Construction (Design & Management) Regulations 2015 these facilities will be maintained to a reasonable level of cleanliness. All welfare facilities will be identified to all site employed personnel, subcontractors and visitors during their site induction.

The proposed location for the sites welfare facilities during construction are shown in Appendix 1 of this Plan.

Emergency Procedures

All on site emergency procedures will be agreed prior to construction commencing. These will include fire assembly points, site evacuation routes, details on sounding alarms and first aid

provision. Procedures will be clearly explained to any workers or site visitors during their site induction.

Fire

The site will have an appointed Fire Safety Coordinator who will be responsible for ensuring all procedures are correctly followed in the event of a fire. The coordinator will also be responsible for ensuring equipment such as fire extinguishers and alarms are maintained, fire drills and training is carried out and ensuring appropriate access is possible for emergency services if required.

Spills

In the event of any fuel or other flammable liquids being spilt on site, the following procedures should be followed immediately:

- Work should stop
- All possible ignitions should be extinguished
- Spill kits should be used to contain the spill
- The source should be identified and sealed as soon as possible
- Granules/pads should be used to mop up as much spill as possible.
- The project lead should be informed of the spill.

All operatives on site should be made aware of the spills procedure as part of their onsite induction

Deliveries, Loading and Unloading of Materials

Where possible all deliveries will take place between 9.30am and 4.30pm to avoid peak traffic time reducing the impact on the surrounding road network during construction. All deliveries will be planned and co-ordinated to ensure the site is only receiving a manageable level of deliveries at any one time. Before arriving delivery drivers should call ahead to the on-site manager who is responsible for regulate site access and on-site traffic, the site manager should advise whether access to the site is clear. Arrivals should be staggered to allow vehicles to leave the site prior to new delivery vehicles arriving to prevent congestion on the access road.

When organising deliveries it should be made clear to supplies that delivery vehicles should not queue to enter the site on Station Road causing obstruction to the local highway. Prior to arrival on site delivery drivers should be instructed to call the site manager to ensure access to the site is clear.

Delivery vehicles will enter and exit the site via the existing access off Station Road. A holding and offloading area will be designated and clearly marked within the site for delivery vehicles to deliver materials. These areas should be clearly signed with both warning and directional signs. Where required a banksman will be provided to aid with loading and unloading and ensure the safety of those on site. As shown on the Site Layout Details Plan, Appendix A, proposed material storage area is located on the western boundary of the development site close to the sites wheel washing facilities and exit point to ensure delivery vehicles can safely and efficiently exit the site following a delivery in a forward gear following the onsite one way system.

When leaving the site all delivery vehicles will pass through the wheel washing facility to ensure no debris is carried off the site. The location for the wheel washing facility is shown on

the attached Site Layout Details Plan in Appendix A and is located so that the distance between the washing facility and the tarmacadam driveway is minimal, further reducing the risk of any deleterious material being deposited onto the highway.

Storage of Materials

Secure storage and lay down areas will be provided at key areas on site. These areas may be subject to change depending on the phase of construction. The Construction Management Plan will be updated where necessary in response to any changes in material storage on site. All materials will be stored away from construction and delivery traffic routes to ensure the site can continue to function effectively and prevent any unnecessary congestion and waiting vehicles on site or at the sites entrance. This will aid in reducing any impacts the development will have on the surrounding road network. Where required steel security sheds will be used to store small plant machinery and any materials that may need to be kept dry or be stored securely.

To minimise the risk of any damage to or loss of materials on site, all storage areas will be maintained and organised ensuring, where possible, the following processes are adhered to:

- Appropriate handling of materials
- Adequate modes for the transportation of materials within the site are provided
- Suitable protective covering for materials is used where required

Hours of Construction

To avoid unnecessary nuisance and disruption work will be carried out between the following times:

Monday to Friday: 8am – 5.30pm

Saturday: 8am – 1pm

Sundays and bank holidays: No work to be undertaken on-site without prior written authorisation

4. Site Logistics and Highway Details

The designated Site Manager will be responsible for controlling and monitoring all vehicle movements on and around the site.

Construction Traffic Routes

Construction traffic will arrive at the site via Station Road. To avoid vehicles travelling through Market Bosworth, vehicles attending the site should arrive from to the site from west along Wellsborough Road. This will also ensure vehicles are turning left into the construction site preventing a need for vehicles to be turning right across the carriageway. This should also prevent any unnecessary queues forming behind vehicles waiting to turn.

To prevent vehicles travelling through Market Bosworth vehicles should turn right out of the site travelling away from the settlement. Whilst this will involve vehicles turning across the carriageway there are considerable visibility splays in both directions. After entering the site vehicles should turn left and follow a one way route around the site.

Due to the narrow nature of the access road to the site the arrival and exit of vehicles should be staggered to prevent vehicles attempting to access and egress the site simultaneously,

drivers calling ahead will allow the site manager to advise on whether access to the site would be possible. Should a situation arise where a vehicles need to enter and exit the site at the same time the vehicle entering the site should be given priority to prevent any potential obstruction to the local highway.

Details of the appropriate construction traffic route will be provided to all suppliers and subcontractors prior to their first visit to the site.

Construction Parking

Where possible this will be provided on site to reduce the impact of the construction phase on the local highway. As shown in Appendix A, the proposed construction parking has been indicatively located along the northern edge of the site away from the sites entrance and adjacent to the location of the proposed welfare facilities. By locating the parking away from the site entrance the risk of obstructions being created by parked vehicles is significantly reduced.

Wheel Washing Process and Facilities

Wheel washing facilities will be installed at the sites access, the sites access road means this can be located away from the local highway boundary preventing materials produced through the wheel washing process encroaching onto the highway. The facility will provide jet washing tools and brushes to ensure both the wheels and chassis of all vehicles are thoroughly cleaned prior to exiting the site. If required, an operative will be assigned to the wheel washing facility and will carry out the necessary cleaning.

All vehicles exiting the site will pass through the wheel washing facility to ensure no mud or debris is carried onto Station Road or the wider highway network. Once vehicles have left the site the surrounding pavements and access points will be visually assessed for mud and debris and if required areas will be suitably cleaned. If required a road sweeper will be employed by the site to ensure the local highway network is kept clear of debris.

5. Control of Nuisances

Dust

The controlling of dust emissions during construction will be managed in accordance with the guidance provided in “Guidance on the assessment of dust from demolition and construction”, published by IAQM in 2014. Throughout the construction phase measures will be taken to minimise the level of dust created.

Throughout the construction process, care will be required to ensure that dust produced from vehicles delivering and removing materials to and from the site is minimised. This will be achieved by ensuring that drop heights are kept to a minimum and that dusty loads are sheeted. Completed roads on the site are to be regularly cleaned.

When the site roads have been surfaced and buildings are under construction, the potential for significant dust production is greatly reduced. There is still, however, a potential for emissions from storage of dusty materials. To combat this risk, the material storage compounds will be screened by hoardings. Also, certain construction activities will inevitably cause dust e.g. brick / block cutting – these activities will require additional controls such as water spraying.

It is generally accepted that unpaved haul routes account for significant dust emissions. In dry or windy weather, dust and mud can become airborne through the movement of vehicles. The early paving of roads will significantly reduce fugitive dust emissions. Dust reduction measures will include the following:

- Roads will be cambered to reduce puddles.
- Speed limits of 10mph will be introduced during construction activities.
- Roads will be swept to ensure cleanliness, when there are operations that generate large amounts of mud, a road sweeper will be on site regularly and at other times this will be monitored by our site manager who has the authority to order a sweeper when needed
- Roads will be inspected for cleanliness by the site manager at regular intervals throughout the working day.
- Vehicular routes will be strictly controlled with delivery vehicles being directed to dedicated waiting areas – this measure will control vehicular journeys and minimise unnecessary journeys.

Where possible further methods to minimise dust creation will be undertaken on site including:

- A ban on burning any materials on site
- Ensuring vehicle loads are appropriately covered
- Ensuring skips are appropriately covered when not in use
- Use of pre-cut/pre-fabricated materials where applicable
- Any works that will result in dust being generated will be carried out away from neighbouring properties wherever possible

A wind sock will also be erected on site close to the site manager's office as a visual indicator of wind direction allowing both the site manager and on-site operatives and indication of wind directions to allow necessary steps to be taken to suppress dust depending on the conditions on-site.

Noise and Vibrations

During construction works on site the contractors will endeavour to follow best practice with regards to minimising noise pollution resulting from any works. Proactive steps will be taken throughout all phases of construction to maintain acceptable levels of noise. This will include:

- Where possible carry out any unavoidable noisy works during less sensitive times. Plant and machinery will operate on-site from 8am to 5pm Monday through Friday, and 8am through 4pm on Saturdays. Unless agreed in advance, no plant and machinery will operate on Sundays unless in exceptional circumstances.
- Control of working hours to those specified in this statement
- Where possible ensure vehicles and machinery are switched off during breaks or when not in use to prevent unnecessary noise
- Any works that will result in excessive levels of noise being generated will be carried out away from neighbouring properties wherever possible

During the construction contractors will ensure best practice is also followed to ensure the impact of any vibrations resulting from the works is kept to a minimum.

Lighting

The majority of construction works will be undertaken during daylight hours during the period of 8am through 5pm. The site is secure from vehicle traffic and outside of these hours, no lighting will be used on-site. Any lighting to be used on-site will be during operating hours and used to allow for completion of construction activities for that day only.

6. Waste Management

Any waste and spoil created on site will be stored securely in designated areas on site before being disposed of via the appropriate channels. At no point will waste or materials be stored or deposited on the highway or footpaths. As shown in Appendix 1, the proposed waste storage has been located in the western edge of the site close to both the sites entrance and exit point.

Any waste that cannot be reused on site will be removed by an appointed waste contractor who will dispose of or recycle materials where appropriate.

Any spoil created during the construction process will be stock piled in an appropriate area of the site before being removed using grab lorries. During warm dry periods soil will be wet down to prevent excess dust being created.

7. Timescales

All necessary facilities will be provided on site prior to any construction works taking place.

Following the discharge of all relevant pre-commencement conditions it is expected work will begin on site in late 2023 / early 2024, if construction starts earlier this Construction Management Plan will be updated accordingly. It is estimated that construction will then take approximately 7 months to be completed.

Appendix 1: Site Layout Details

