



Construction Management Plan

Site name: Hook Norton Road, Sibford Ferris
Date: April 2022
Hours of Work: Monday to Friday 07.30am to 5.00pm,
Saturday 8.00am to 1.00pm.

ALL CONTACT DETAILS WILL BE VIEWABLE FOR MEMBERS OF THE PUBLIC VIA THE NOTICE BOARD WHICH WILL BE LOCATED ON THE SITE HOARDING.

The contents of this Construction Traffic Management Plan will be regularly reviewed. On-going consultation with Cherwell District Council and the residents may result in slight amendments to this plan.

Contents Page

Introduction

- 1 Summary of Works
 - 1.1 Enabling works
 - 1.2 Site Clearance
 - 1.3 Lighting
 - 1.4 Security
 - 1.5 Site plan
- 2 Traffic Management
 - 2.1 Construction access and traffic management
 - 2.2 Contractor parking
 - 2.3 Loading and Unloading
 - 2.4 Location of wheel wash facilities
 - 2.5 Vehicle Types and Schedule of Use
 - 2.6 Delivery Hours
- 3 Construction Works
- 4 Noise
- 5 Vibration
- 6 Dust
- 7 Best Practicable Means
- 8 Road Cleaning
- 9 Waste Transfer
 - 9.1 Recycling and Disposal of Waste Resulting from Construction Work
 - 9.2 Buying and Storing Materials
 - 9.3 Site Activities and Waste Segregation
 - 9.4 Waste Certification
- 10 Implementation of this document
- 11 Photographic Condition Survey

Introduction

This document has been prepared to support the discharge of condition 7 attached to planning consent 18/01894/OUT, outline planning permission with all matters reserved for up to 25 dwellings, associated open space and sustainable drainage is granted at OS Parcel 4300 north of Shortlands and south of High Rock, Hook Norton Road, Sibford Ferris, Oxfordshire, OX15 5QW.

Condition 7 requires the following information to be submitted:

Prior to commencement of the development hereby approved a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the local planning authority. Thereafter, the approved CTMP shall be implemented and operated in accordance with the approved details.

This Construction Traffic Management Plan (CTMP) describes the construction methods of the proposed development at Hook Norton Road, Sibford Ferris. This plan may be subject to modification during the construction detailed design stage.

1.0 Summary of works

1.1 Enabling works;

Gade Homes have carried out extensive site studies and these make it clear that it is important to make the site as self-contained as possible to ensure that the development has as little an impact on the surrounding community as possible.

The main construction traffic and delivery access point for the development will utilise the newly created access from Hook Norton Road. A specific area will be created onsite that allows for the turning of delivery vehicles so that all vehicles can enter and exit the site in a forward gear. By creating this area waiting times will be reduced and the associated impact on both traffic and neighbours mitigated. Further to this, vehicles will be marshalled onto site to avoid impact on the surrounding traffic.

1.2 Site Clearance;

During the site clearance the access will be from Hook Norton Road.

The site has thick hedgerow along the western, northern and eastern boundaries which provides adequate protection and site security. The southern boundary was previously open to the adjacent field. However, a heras fence panel has been erected to the plot side of the hedge and along the southern boundary to both secure the site and protect the hedge from our work activities.

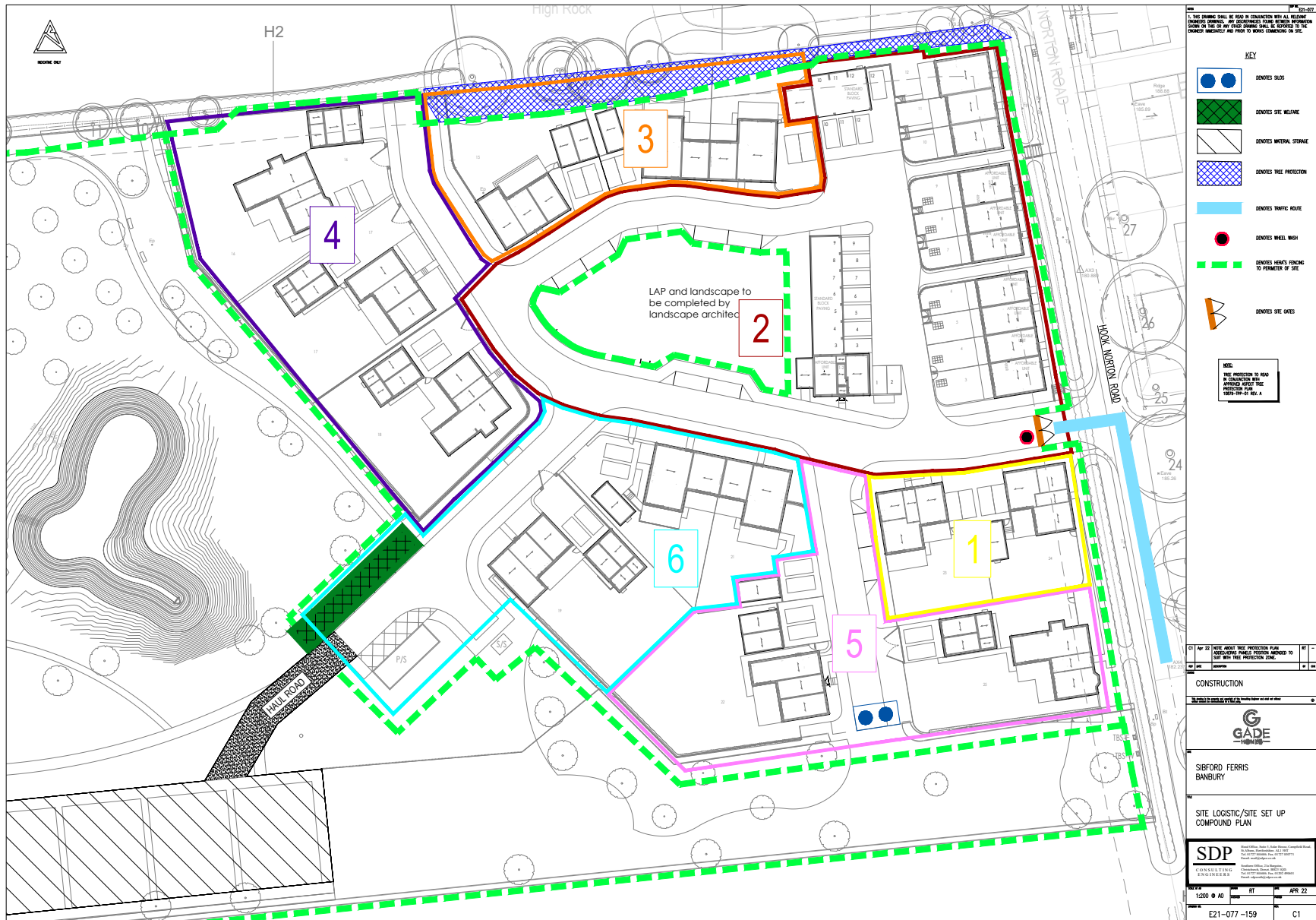
1.3 Lighting;

Lighting will be installed along the heras fence in the winter months should it be deemed required.

1.4 Security;

Following the erection of a security fencing around the current site, the works will be carried out. The site will be fully secured with 2.4m high heras hoarding to all exposed boundaries and will have fully equipped offices, and welfare facilities for the staff and operatives working on site.

1.5 Site Plan



Construction Traffic Management Plan
Hook Norton Road, Sibford Ferris

2.0 Traffic management

2.1 Construction Access and Traffic Management;

Access for all vehicles will be from Hook Norton Road utilising the newly created site access. Traffic and materials will enter and be directed to the unloading zone on site. This will mitigate against any congestion or safety issues for pedestrians, as the route in is via the public highway. Construction traffic will be marshalled on to site to ensure the safety of both on-site workers and the general public. On leaving the site vehicles will traverse out the way they entered. All vehicles will be guided away from the site in a southerly direction to avoid excessive traffic through the centre of Sibford Ferris.

Delivery vehicles will drive directly onto site where possible or be reversed onto site by the vehicle and unloaded. The vehicles will enter the site in a reverse gear and where possible drivers will leave in a forward gear.

Cyclists or other vulnerable users of the highway, such as the elderly, disabled or those with pushchairs, who may be at greater risk from deliveries or any vehicular movement crossing the highway into the development will be asked to stop whilst the delivery is banked into and out of site or will be guided across our entrance safely by a marshal as vehicles emerge out to the highway. Gade Homes do not believe there to be a need for mirrors as there is clear vision either side of both entrances on Hook Norton Road, nor is there a pedestrian footpath crossing the front of the site.

Off-site plant movements will be kept to an absolute minimum, any plant moving on the public highway will be road legal, i.e., taxed and insured.

Construction traffic poses a potential risk to pedestrians and cyclists' safety, particularly when entering and exiting the site. The safety of pedestrians and cyclists will be ensured by the use of trained traffic marshals during all periods of operation at the site.

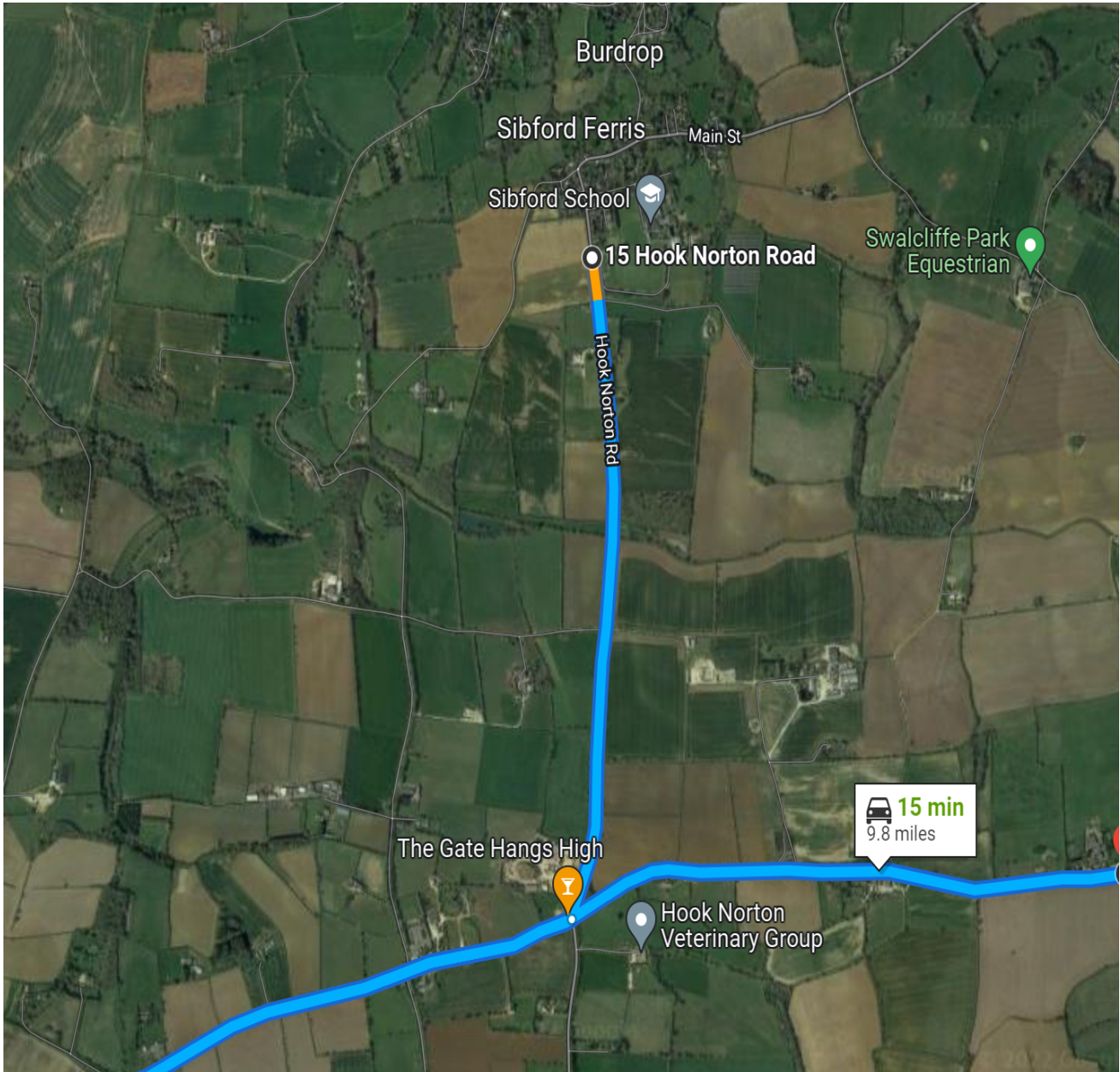
The site manager will develop a system for controlling vehicles accessing site such that their arrival and exit will be coordinated and there will not be a series of vehicles arriving at the same time. This will reduce congestion and avoid queuing of lorries on the approach roads. The site manager will have a white board in the site office with daily deliveries listed. All suppliers will be supplied with delivery arrangements including the access and egress arrangements as agreed with the Local Authority.

All contractors will be instructed to travel to site from the south, turning onto Hook Norton Road from The Gates Hangs High junctions with Rye Hill. This seeks to avoid traffic travelling through the centre of Sibford Ferris. Where drivers are seen to approach from site from the north they will be challenged by the site manager and reminded of the requirement of this document to arrive at site from the south. Subcontractors and contractors who are not complying will have their contracts considered. If possible, local signage will be posted to aid delivery drivers. Delivery route is shown on the map overleaf.

SIBFORD FERRIS SITE TRAFFIC AND DELIVERY ROUTE

ALL SITE TRAFFIC AND SITE DELIVERIES MUST ADHERE TO THE HIGHLIGHTED ROUTE BELOW.

NO TRAFFIC IS TO PASS THROUGH THE VILLAGE OF SIBFORD FERRIS.



2.2 Contractor Parking;

Parking for construction personnel will be provided on site to avoid on street parking in the local area. Gade Homes will encourage vehicle sharing.

2.3 Loading and Unloading;

Loading and unloading of materials and equipment will occur within the site boundary, minimising the likelihood of congestion on highways surrounding the site. Specific areas within the site will be designated for materials delivery and storage.

Vehicles will enter the site and will park on the main haul road and wait to be unloaded by the telehandler, if the vehicle is self-unloading with the use of a HI-AB, pallets will be place in a safe location for the telehandler to pick up once the delivery vehicle has left the site, the materials will then be moved to the designated material storage areas.

2.4 Location of wheel wash facilities;

These will be installed at the existing entrance to the site from Hook Norton Road. The location can be seen on the site plan in section 1.5.

2.5 Vehicle Types and Schedule of Use;

Vehicle types influence the geometry and swept path necessary to safely complete manoeuvre.

Table 1 below outlines the types of vehicles expected during the construction period at the site.

Table 1: Summary of Vehicle Type, Use and Distribution

Vehicle Type	Use	Distribution
Rigid Heavy Goods Vehicle (HGV)	Excavated material Removal	Strategic road network to motorway
Small Articulated Vehicle (SAV)	Plant, steelwork, bricks, timber and plasterboard	Strategic road network to motorway
Specialised Articulated HGV (SHGV)	Pre-cast concrete	Strategic road network to motorway
Specialised Equipment Low Loader (LOW)	Occasional Delivery of Plant	Strategic road network to motorway
Vans	service, materials, other consumable suppliers	Distributed to local and strategic network
Cars	Management and supervision, operatives, visitors	Distributed to local and strategic network

All types of vehicles will satisfactorily enter the site and exit onto the main highway. From here vehicles will follow the route described above.

2.6 Delivery Hours

Due to the proximity of Sibford School, site deliveries will either be prior to 8am or between the hours of 9am and 15.30pm. Deliveries will not be permitted between 8am-9am or after 15.30pm.

For deliveries prior to 8am, construction traffic must either have unloaded and be away from site by 8am or held onsite until 9am.

3.0 Construction works

The main structures will be traditionally built with a selection of different finishes, the exact design of these to be agreed via the reserved matters application. The finishes will be installed from a scaffold working platform that will be covered in debris netting or Mona flex sheeting when adjacent to the public footpaths.

The main site will be served mainly by forklift in the construction phase.

Large deliveries will consist mainly of brick lorries, silo mortar deliveries, steel deliveries, plus the occasional general building supplies delivery, most other deliveries will be on smaller vehicles. All unloading of scaffold lorries will take place within the confines of the site boundary where possible.

4.0 Noise

The noise generated on site will be by machinery and by operations, such as hammering, drilling and sawing.

Gade Homes will work under the guidelines set out in the legislation below:

- Public Health Act 1961
- Health and Safety at Work act 1974
- Control of Pollution Act 1974
- Environmental Protection Act 1990
- The Noise at Work regulations
- British Standard 5228

Gade Homes plan is to keep noise levels to a minimum. This will be carried out by:

- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
- Changing where possible methods and processes to keep noise levels low.
- Position plant as far away from residential property.
- Limit the hours worked on noisy operations.
- Make use of acoustic screens (it is expected that the scaffold cover will aid this).

5.0 Vibration

Mechanical vibration is to be kept to a minimum where possible and local residents are to be kept informed of any major construction operations that may cause vibrations.

Vibration control measures will be put in place on site and include:

- Activities with the potential to cause vibration will be identified prior to works commencing and managed with a precautionary approach.
- Compaction will be via vibrating rollers where possible.

6.0 Dust

Where dust is likely to be released due to construction activities, local damping will be employed by site labour using water hoses on spoil heaps and excavations. Activities such as cutting, sanding and grinding will only be undertaken in designated area so that any dust can be adequately controlled and disposed of. Dust suppression tools will be provided along with debris netting to any scaffold areas facing the public.

Wheel washing will be provided at the entrance to reduce the transference of mud / dust onto the local highways.

7.0 Best Practicable Means

Whenever possible the best practical means will be employed to mitigate the effects of noise and vibration generated by essential works programmes associated with the project.

Practical – Means reasonably practicable having regard to local conditions, the current state of technical knowledge and to financial implications.

The Means – to be employed include the design, installation, maintenance, manner and periods of operation of plant and machinery.

A balance will be made between the operational works proceeding unhindered and the need to employ reasonable care to mitigate the environmental impacts arising from the works to protect the interests of those in the immediate vicinity.

Method statements will be written and enforced so that the best practicable means are used to control impacts from noise and vibration. The measures within the Method Statement will then be communicated in sufficient detail to the relevant personnel.

8.0 Road Cleaning

The main requirement for road cleaning will be at the early stages of the project. It is Gade Homes' intention to put in all hard-standing bases at the start of the project to eliminate dirt being taken onto the road.

Gade Homes will work under the guidelines set out in the legislation below:

- Highway Act 1980 section 174 – Signing for road works
- New roads and Street works act 1991
- DOT Traffic signs manual, Chapter 8 – Traffic Safety measures for Road works
- DOT Safety at street works and road works – A code of practice

During groundworks a road sweeper will visit the site at the end of each day if necessary and clean the road. From then on it will be used as required depending on the time of year and weather.

All footpaths and roads will be inspected daily and during times of deliveries and kept clean at all times using hoses and brushes as appropriate. This will be implemented by the Site Manager.

9.0 Waste Transfer

9.1 Recycling / Disposing of Waste Resulting From Construction Work;

The site is a green field site, and so there is no waste material from previous demolition/removal works. During excavation sub soil will be utilised onsite where required for levels and excess will be removed from site if required. It is expected that topsoil itself will be recycled on site for use in connection with the proposed landscaping works as required. In respect of the construction works, the following good waste management practices will be considered as general guidelines to minimise waste produced during the construction project.

9.2 Buying and Storing Materials;

Order the amount of materials you need as accurately as possible
Arrange for 'just in time' deliveries to reduce storage and material losses
Consider the packaging used for materials delivered to the site and if this could be reduced or recycled.
Make sure storage areas are safe, secure and weatherproof (where required)

9.3 Site Activities and Waste Segregation;

The site manager will be responsible for identifying and segregating waste on site and to keep the site tidy to reduce material losses and waste

Different types of waste will be segregated as they are generated using different skips where possible, including skips for wood, inert and mixed materials.

9.4 Waste certification

Waste transfer notes to be completed before any waste leaves the site
Ensure all waste carriers have a valid waste carriers registration certificate

10.0 Implementation of this document

It is the Construction Manager's sole responsibility to regularly review and amend where appropriate the information held within this document and to ensure appropriate consultation and agreement has taken place before changes are implemented.

The Site Manager will convey the information, once approved, to all relevant parties and ensure that the control measures as set out in this document are followed and implemented as envisaged.

<u>Site Activity</u>	<u>Noise</u>	<u>Dust and fumes</u>	<u>Pollution Risk</u>	<u>Mitigation</u>
<u>Masonry works</u> Laying blocks by hand, Placing steel by crane. Lorry deliveries Mortar mixed by silos. Materials lifted and moved around site by crane and forklift Occasional use of petrol masonry saw	low low low medium	low Vehicle engine fumes low low medium	Very low Very low low medium/low Low/medium	Good Site husbandry Only run engines whilst in use, place drip trays under sumps Self-contained unit filled by hose from lorry, no dust or waste. Regular servicing, banded refuelling tanks and spill kits and mats used Dust suppression used
<u>Scaffolding</u> Proprietary scaffold system will be used, Materials lifted and moved around site by forklift	Low	None	None	None necessary
<u>Roofing</u> Materials lifted and moved around site by forklift	Low	Low	Insulation panel blowing off the roof	Panels kept weighted down at all time
<u>External Hard Landscaping</u> Block paving Excavator and small plant	Low to medium	Brick cutting	low	Water suppression used on all cutting equipment.

11.0 Photographic condition survey



Above: Main Site Entrance (proposed). Viewed from Hook Norton Road looking south.



Above: Main entrance to Sibford School



Above: Secondary entrance to Sibford School



Above: Entrance to Cotswold Close



Above: Entrance to High Rock



Above: Driveways opposite site.