Construction Traffic and Environmental Management Plan.

Land Adjoining And West Of Stonecroft House, Clifton Road, Deddington.

Produced to discharge Condition 3 of Planning Permission 23/00376/F.

On behalf of Blue Cedar Homes Ltd.

Date: April 2024 | Pegasus Ref: P16-1601 TR01

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
-	April 2024	AS	CMR	-

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Figure.

Appendix.

1. Introduction

1.1. This Construction Traffic and Environmental Management Plan (CTMP) has been prepared by Pegasus Group on behalf of Blue Cedar Homes Ltd (the Developer) to discharge Condition 3 of planning permission 23/000376/F. The permission is for the proposed development of five age restricted dwellings at land to the south of the B4031 Clifton Road, Deddington.

1.2. Condition 3 of planning permission 23/00376/F states:

'3. No development shall commence unless and until a Construction Traffic and Environment Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority.

- *The CTMP must be appropriately titled, include the site and planning permission number.*
- *Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.*
- *Details of and approval of any road closures needed during construction.*
- *Details of and approval of any traffic management needed during construction.*
- *Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.*
- *Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.*
- *The erection and maintenance of security hoarding / scaffolding if required.*
- *A regime to inspect and maintain all signing, barriers etc.*
- *Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.*
- *The use of appropriately trained qualified and certificated banksmen for guiding vehicles/unloading etc.*
- *No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.*
- *Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.*
- *Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.*

- *Any temporary access arrangements to be agreed with and approved by Highways Depot.*

- *Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.*

- *Details of the measures to be taken to ensure construction works do not adversely affect residential properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with local residents.*

The development shall not be carried out other than in strict accordance with the approved CTMP.'

1.3. This CTMP has been prepared to cover the above points.

1.4. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities. All large construction vehicles travelling to and from the site will comply with this CTMP and the development will be carried out in accordance with the approved details. Any departures from this CTMP will need to be agreed in writing by the Local Planning Authority prior to actions or works being carried out on site.

1.5. The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes and visitors will be made aware of the CTMP upon their arrival at the site. Consultation and communication will be held with neighbouring residents regarding the scheme.

1.6. The contact details of the Site Manager and Site Supervisor, including a 24 hour emergency contact number, and those of the highway department at Oxfordshire County Council (OCC) will be exchanged before commencement of the works at the site.

2. Site Context

2.1. The site is approximately 750 metres east of Deddington village centre and comprises of open land. It is bound to the north by the B4031 Clifton Road, open land to the east and south and a residential property to the west. The location of the site in its wider geographical context is shown in **Figure 2.1**.

2.2. All construction vehicles will use the new priority junction access arrangement on the southern side of Clifton Road, agreed as part of the planning permission, to access the site.

2.3. Once the site access is constructed, all construction vehicles will enter and exit the site in a forward gear. Appropriately trained, qualified and certified banksmen will indicate when it is suitable for large construction vehicles to enter and exit the site. However, they will not be used to direct traffic.

2.4. Temporary signage will be erected during the construction phase in the vicinity of the site. The 'WORKS TRAFFIC' signage (shown in Diagram 7301 of Traffic Signs Regulations and General Directions (TSRGD)) will be used to indicate site access and will read 'WORKS ACCESS'. These signs will be white text and red background, 1050 x 750 millimetre and mounted in 'A' frames. The temporary signs will be located outside the extents of the junction visibility splays.

2.5. Any pedestrian signage will be maintained in the same manner as other signage declared herein.

2.6. Examples of the vehicular and pedestrian signage are included at **Appendix A**.

3. Routing

3.1. The designated route for all large vehicular traffic associated with the construction of this scheme is illustrated on **Figure 2.1** and summarised below:

i. Exit the M40 at Junction 10, travelling northeast onto the A43.

ii. West at the 'Baynards Green Roundabout' onto the B4100.

iii. Continue along the B4100 through the village of Aynho before heading west onto the B4031; and

iv. Access the site from the B4031 Clifton Road.

3.2. The route outlined above will be used in reverse when departing from the site. Contractors, delivery drivers and visitors will be advised of the agreed route prior to travelling to the site.

3.3. The construction traffic route has no signed height or weight restrictions and has been selected to minimise large construction associated vehicles accessing the site from the west through Deddington. This is due to the narrow nature of the carriageways within Deddington which are considered to be generally undesirable for HGVs, with a 7.5 tonne weight restriction also in place along Earls Lane.

3.4. The approved route will be subject to agreement with the local highway authority. It is understood that the proposed route mirrors that used during the construction of planning permission 21/01278/REM for 15 dwellings, located approximately 250 metres east of the site.

Signage

3.5. A 'CONSTRUCTION TRAFFIC ROUTE AT CLIFTON ROAD, DEDDINGTON' will be mounted at the A43 junction with the B4100 and the B4100 junction with the B4031 Clifton Road. All signage will be maintained and managed by an elected site operative and will be agreed with the local highway authority prior to commencement of development.

Temporary Construction Compound

3.6. A temporary construction compound will be provided within the site and is shown indicatively in **Figure 3.1**. The temporary compound will provide space for construction staff car parking and for the storage of plant and equipment. Material storage units will be provided and will be used to contain materials, products, parts, crates, packing materials and waste for the duration of the construction phase within a fenced and secured area. Loading and unloading of construction material and plant will take place within the compound where possible.

3.7. No parking by contractors, visitors or delivery vehicles will be permitted on the B4031 Clifton Road in the vicinity of the site during the construction phase. Visitors will be advised of the parking arrangements in advance of travelling to the site. A compound area for contractors will be created on-site which will accommodate 10 parking spaces. Contractors and visitors will be advised prior to visiting that parking facilities are provided on site and that they should not park on-street. The Site Manager will monitor that parking is taking place in the designated area up to four times a day.

3.8. Overflow parking is available in the centre of Deddington, but due to the relatively small scale of the development this should rarely be required.

Construction Hours

3.9. Construction hours are anticipated to be Monday to Friday 07:30 – 18:00 and 08:00 – 13:00 on Saturdays.

3.10. The appointed contractor will ensure that deliveries will not be undertaken between the hours of 08:00 – 09:00 and 17:00 – 18:00. Furthermore, the appointed contractor will ensure that deliveries will not be undertaken between the hours of 08:30 – 09:30 and 15:00 – 15:45 during school term time. This will ensure that HGV deliveries will not coincide with drop off/pick up times for Deddington Church of England Primary School which is located around 630 metres to the west of the site.

3.11. No deliveries will be made on Sundays or Bank Holidays.

4. Vehicular Trip Attraction

4.1. The construction period will include the use of Heavy Goods Vehicles (HGVs) to bring equipment and resources to the site. This will be managed to ensure that vehicle movements can be controlled and kept to a minimum. A Delivery Schedule will be produced by the contractors.

4.2. Site deliveries will be reported to the Site Manager. The smallest practical vehicle will be used for the particular material or plant being transported to the site to ensure that vehicles can manoeuvre safely.

4.3. In addition to these movements there will also be a number of additional typical construction movements. These will be associated with smaller vehicles and include movements such as the arrival and departure of construction workers and sub-contractors and the removal of waste via skip collections.

4.4. The Developer have advised that the construction period is predicted to take approximately 77 weeks (18 months), with construction expected to begin in Q3 2024. Delivery activities at the site will be carried out Monday to Friday 07:30 – 17:00 and 08:00 – 13:00 on Saturdays. No deliveries will be made on Sundays or Bank Holidays. These hours of construction will be confirmed with the contractor upon appointment.

5. Potential Mitigation Measures

5.1. Measures to minimise the impact resulting from construction activities will be contained in the conditions of appointment for the construction company. These will be managed by Site Manager.

Site Manager

5.2. Responsibility of site operations will be given to the Site Manager. Details of the Site Manager's role, in terms of transportation, are as follow:

i. Temporary signage will be put in place advising that contractors and visitors should not park on-street when visiting the site. A compound area for contractors will be created on-site which will accommodate 10 parking spaces. Contractors and visitors will be advised prior to visiting that parking facilities are provided on site and that they should not park on streets within the vicinity of the site.

ii. Temporary signage to direct construction vehicles associated with the development will be installed along the agreed haulage route. Contractors, delivery drivers and visitors will be provided with a map of the route prior to accessing the site. This will ensure that vehicles use the proposed route.

iii. All signage on the agreed haulage route to the site will be inspected by the site manager, as necessary. This will ensure that they are kept in a well-maintained condition and located in safe, appropriate locations.

iv. Turning areas will be provided within the site to allow vehicles to exit the site in a forward gear.

v. Engines will be switched off for vehicles within the site when not in use.

vi. Waste materials to be carried off-site by sheeted vehicles.

vii. Wheel washing facilities will be provided within the compound close to the access to ensure that vehicles wheels are clear of mud and debris before exiting on to the local highway network.

viii. Signage will be positioned along Clifton Road within the vicinity of the site access to notify pedestrians of HGV movements.

ix. Local residents will be kept informed of significant deliveries and will be liaised with throughout the project.

x. Spraying of vehicles and the carriageway outside of the site access with water as and when considered appropriate; and

xi. The site will be secured at all times with 1.8 metre high fencing. An inspection of the fencing will be completed each working day at the site.

5.3. A Walk-Over condition survey will be conducted and agreed with highway officers on the local highway network before the commencement of the construction phase. This will provide an assessment of the baseline condition of the adopted highway. The survey will incorporate a photographic record as appropriate.

5.4. A follow up survey with highway officers with further photographic evidence covering the same extents will be conducted at the end of the construction phase. This will allow for the identification of any reasonable remedial works that are attributable to the construction activities. The extent of the survey is to be agreed with highway officers.

5.5. Contact details of the site manager will be provided on a site-board at the entrance to the site. Any issues will be recorded, and details will be provided of subsequent resolutions.

Temporary Traffic Management/Road Closures

5.6. It is anticipated that temporary traffic lights will be required when the access is being formed. However, their use will be minimised and agreed via the appropriate mechanisms with OCC in advance. If any road closures become necessary, these will be similarly agreed.

6. Detailed Environmental Conditions

Protection of Water, Land Environment, Air Quality & Pollution Prevention

6.1. The Employer, Principal Contractor, and all other Contractors on this project will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna by preventing any surface water run-off or potential sources of contamination from reaching watercourses / drainage systems.

6.2. All surface water drainage from impermeable areas and roads will pass through trapped gullies prior to being discharged into any watercourse. There will be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water will be discharged into the live drainage system without having been filtered through a silt interceptor.

6.3. All road gullies will be fitted with gully bags or terram to prevent silt run off into existing drainage systems. All gullies will be visually checked on a regular basis by a member of the Site Management Team (minimum weekly, and more frequently as required during periods of wet weather and when significant earth movements are being carried out) and will also be checked during Health, Safety & Environmental Inspections. If the condition of any gully bag or terram has deteriorated by becoming worn, or if the gully bag has filled with mud/silt it will be replaced (or cleared) on the day of inspection.

6.4. Any excess sediment or silt slurries on site roads, particularly close to the site entrance/egress points will be regularly removed to reduce the risk of mud/silt entering gullies. This may be several times per day depending on site conditions/stage of construction (likely to be more frequent during groundworks and fill stages).

6.5. Sediment and silt slurries will be stored within the site or an agreed storage area, away from gullies, drains and surface water receptors, to prevent being passed into surface water drainage systems and gullies. It may be necessary to construct a temporary bunded area to contain the material, allowing it to dry – regular maintenance and cleaning of the bunded area would be undertaken to ensure continued capacity during wetter conditions. Road sweepings will be discharged safely.

6.6. If silt spillage is identified, it will be treated as a priority to stop the flow and contain the spillage before it enters surface water drains or watercourses/ground.

Dust Suppression and Monitoring

6.7. It is likely that dust will be created during dry and windy conditions on the site, particularly during earthworks. Dust mitigation procedures will be detailed in the Construction Phase Plan, will be strictly enforced on-site throughout the work by the Site Manager. These procedures will include managing loose materials (damping down / covered in windy conditions), monitoring and recording dust levels during the site inspection process.

6.8. Dust will be monitored and recorded through the site inspection process and water will be used for damping down when instructed by the Site Manager. Dust will be minimised during cutting operations of blocks etc. by ensuring use of equipment with on-tool water suppression.

6.9. Throughout the construction period, care will be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site.

6.10. Drop heights, when loading and unloading materials, will be minimised. All dusty loads will be sheeted appropriately.

6.11. To control smoke and noxious fumes, there will be no burning permitted on-site and all plant will be maintained in good working order.

Ground Contamination & Remediation

6.12. The ground investigation has not identified potentially contaminated materials beneath the site such that it is considered that there are no unacceptable risks to the end users of the site.

Reporting of Unexpected Contamination

6.13. All operatives will be instructed on the agreed procedures for dealing with any material encountered during ground works that is either contaminated or suspected to be contaminated.

Fuel Storage & Use

6.14. Any facilities for the storage of oils, fuels or chemicals will be sited on impervious bases and surrounded by impervious bund walls.

6.15. The volume of the bunded compound will be at least equivalent to the capacity of the tank plus 10%.

6.16. If there is multiple tankage, the compound will be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%.

6.17. All filling points, vents, gauges and sight glasses will be located within the bund. The drainage system of the bund will be sealed with no discharge to any watercourse, land or underground strata. Associated pipework will be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets will be detailed to discharge downwards into the bund.

6.18. Tanks will be sited in a safe area, away from manholes and surface water gullies. Tanks will be double-bunded, non-gravity diesel tanks. The Fuel tank and hose will be locked secure when not in use and the site will possess a spill control kit. A clearly defined drip control area will be introduced around the tank. Tanks and surrounds will be regularly inspected for damage, spills or leaks as part of weekly inspection.

i. All measures to control chemical storage, discharge and spillage will cover.

ii. Oil Storage tanks in excess of 200 litres.

iii. Double Skinned (twin-walled) tanks.

iv. Proprietary Tank Systems.

v. Mobile Bowsers.

vi. Security.

vii. Dealing with Spills.

viii. Prevention of Contamination of Rivers & Streams; and

ix. Storage and use of other chemicals (quantities less than 200L).

Waste Management Plan

6.19. All inert material will be retained and re-used on site where possible, all plasterboard waste will be collected and returned, and the majority of the remaining waste will be removed in compactable skips.

6.20. The management, handling and disposal of waste and classification of materials will be carried out in line with all current Environmental Legislation and requirements.

6.21. There will be no burning on-site (including waste, materials, undergrowth or other vegetation or refuse) throughout the course of the development (both during construction and site preparation works). This restriction is in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the application site, and site staff.

Figures

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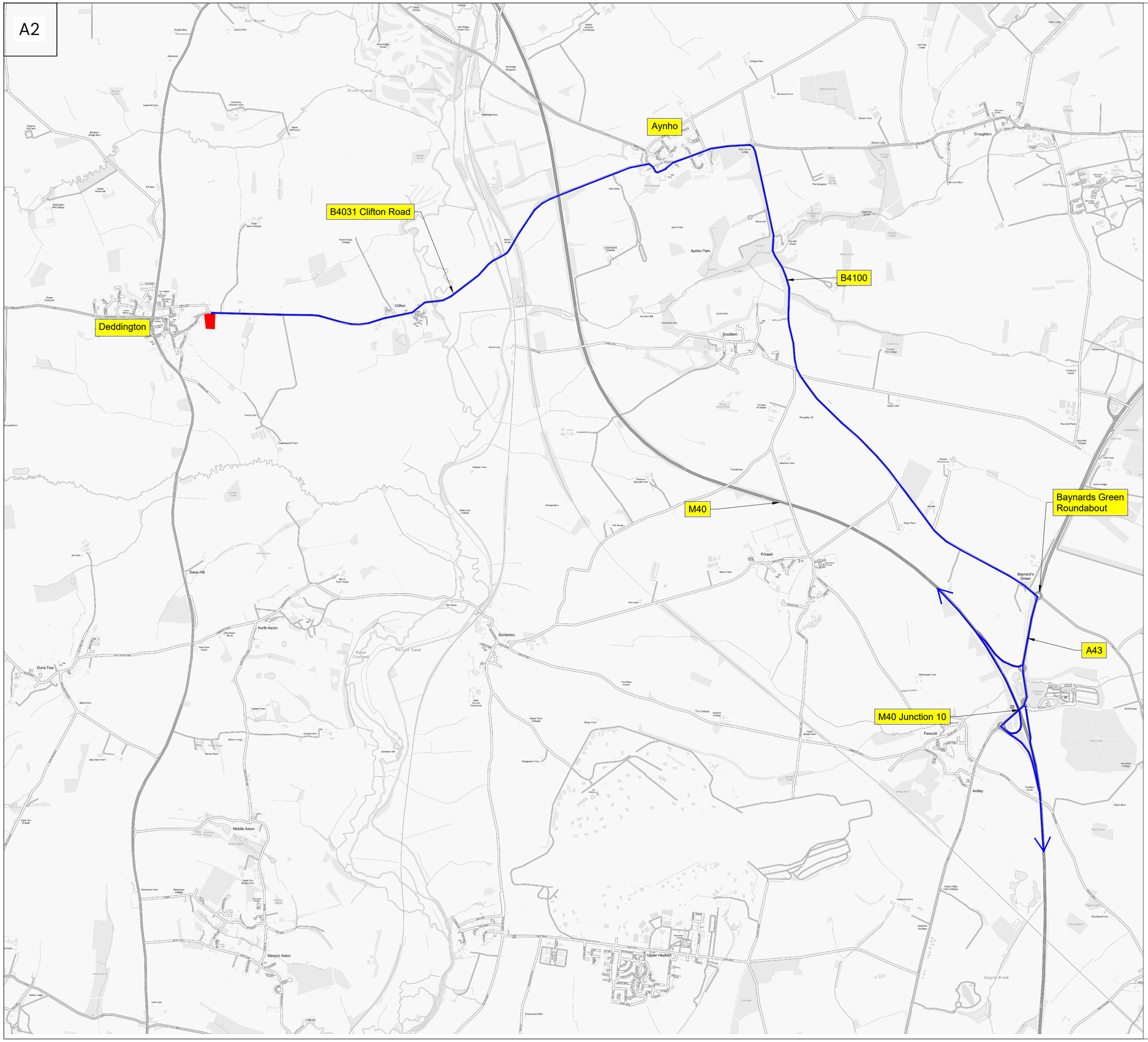

Key:

- Site Location
- Construction Traffic Route

N

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YY	-	-	-

SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN

LAND SOUTH OF B4031 CLIFTON ROAD, DEDDINGTON

CLIENT: BLUE CEDAR HOMES LTD

STATUS: INFORMATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
04/04/2024	NTS	AS	CMR

JOB No:	DRAWING No:	REVISION No:
P16-1601	FIGURE 2.1	-

PEGASUS GROUP

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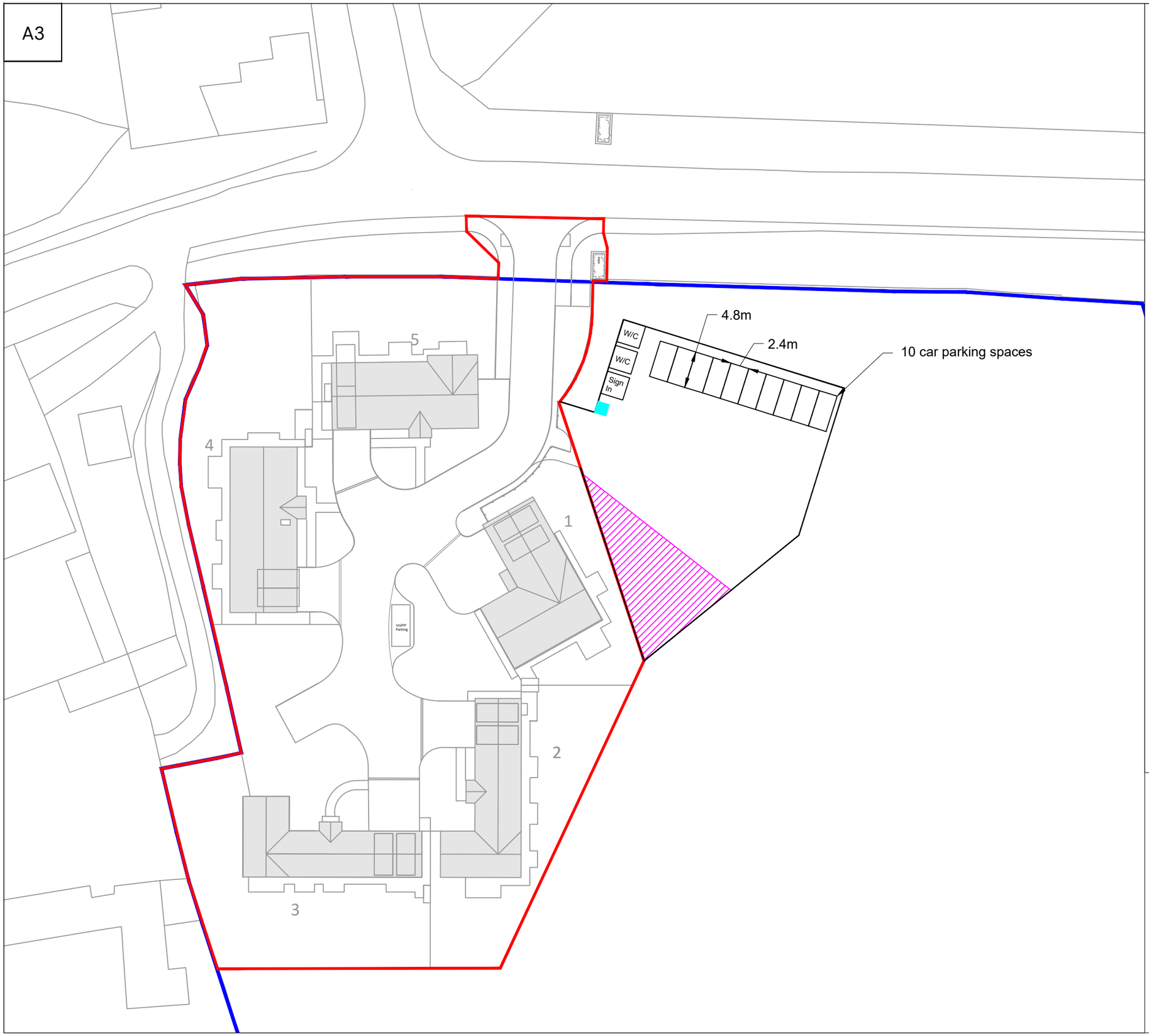

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Key

- Site Boundary
- Land within Applicant's Control
- Storage Area
- Wheel-Wash Facility

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-	DD.MM.YY	-	-	-

INDICATIVE TEMPORARY CONSTRUCTION COMPOUND

LAND SOUTH OF B4031 CLIFTON ROAD, DEDDINGTON

CLIENT: BLUE CEDAR HOMES LTD

STATUS: INFORMATIVE

DATE:	SCALE:	DRAWN/CHECKED BY:	APPROVED BY:
05/04/2024	1:500	AS	CMR

JOB NUMBER:	DRAWING NUMBER:	REVISION No:
P19-1601	FIGURE 3.1	-

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Appendix A

1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)

2. Temporary Footpath Signage

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