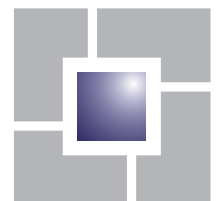


***Woodstock East, Oxfordshire***  
***Construction Traffic Management Plan***



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transport planning consultants

Woodstock East, Oxfordshire

***Construction Management Traffic  
Plan***

28<sup>th</sup> November 2014  
SJT/NES/15291-06d

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## 1 THE CONSTRUCTION MANAGEMENT PLAN

### 1.1 Site Location

1.1.1 A Construction Environmental Management Plan (CEMP) will be produced in conjunction with the local Highway Authorities. The CEMP will set out the methodology for construction with the purpose of ensuring that the environmental impacts associated with the construction of this project are kept to minimum. In summary the aims of the CEMP will be to:

- To meet the requirements of all relevant environmental legislation, agreements, authorisations and commitments;
- To ensure that all environmental undertakings and obligations of the contractor are fulfilled;
- To adopt working practices which will achieve good environmental practice on site;
- To ensure that sub-contractors and suppliers are aware of the environmental constraints and opportunities of the site, and follow any necessary procedures in order to ensure good environmental practice;
- To identify the responsibilities of staff and contractors in achieving good environmental practice on site; and
- To mitigate the effects of the construction works on residents, highway users and the general public.

### 1.2 Development Proposals

1.2.1 The description of development is as follows:

*Outline planning application, with all matters reserved, for mixed use development comprising:-*

- *up to 1,500 houses, including a 150 unit care village with associated publicly accessible ancillary facilities;*
- *Primary school (2 form entry);*
- *Up to 930sqm of retail space;*



- *Up to 7,500sqm of locally led employment (B1, B2 and B8);*
- *Site for a Football Association step 5 football facility;*
- *Public open space;*
- *Public Transport Interchange with 300 car parking spaces; and*
- *Associated infrastructure, engineering and ancillary works, with vehicular access.*

1.2.2 In total, construction is expected to take a period of approximately 15 years.



## **2 ROAD TRAFFIC CONDITIONS AND FUTURE SITE ACCESS**

### **2.1 Introduction**

2.1.1 The town of Woodstock is not served by rail and there are no inland waterways into the area. Therefore the only means for delivering materials to the site will be by road.

### **2.2 Future Site Access for Construction Traffic**

2.2.1 The main focus of construction traffic will be from the A4095 Upper Campsfield Road. This will be the main point of access for all construction vehicles relating to the commercial elements of the scheme. Some access will be required directly off the A44. The principal route taken by construction traffic on the local highway network would be along the A44 Woodstock Road south of the site.

2.2.2 Signs will be erected to ensure that no construction traffic routes to or from the route to Shipton Road. Appropriate signing at the site access will be provided during the construction stage. Details of the signing will be agreed with the local highway authority prior to the commencement of works. A regime to inspect and maintain all signing, barriers etc will be agreed with the local highway authority prior to the commencement of works.

2.2.3 However, in the initial stages of the development, it is expected that temporary access routes will be required from both the A44 and the A4095.

### **3 CONSTRUCTION VEHICLE ESTIMATES, ROUTING AND SITE ACTIVITIES**

#### **3.1 Vehicle Estimates**

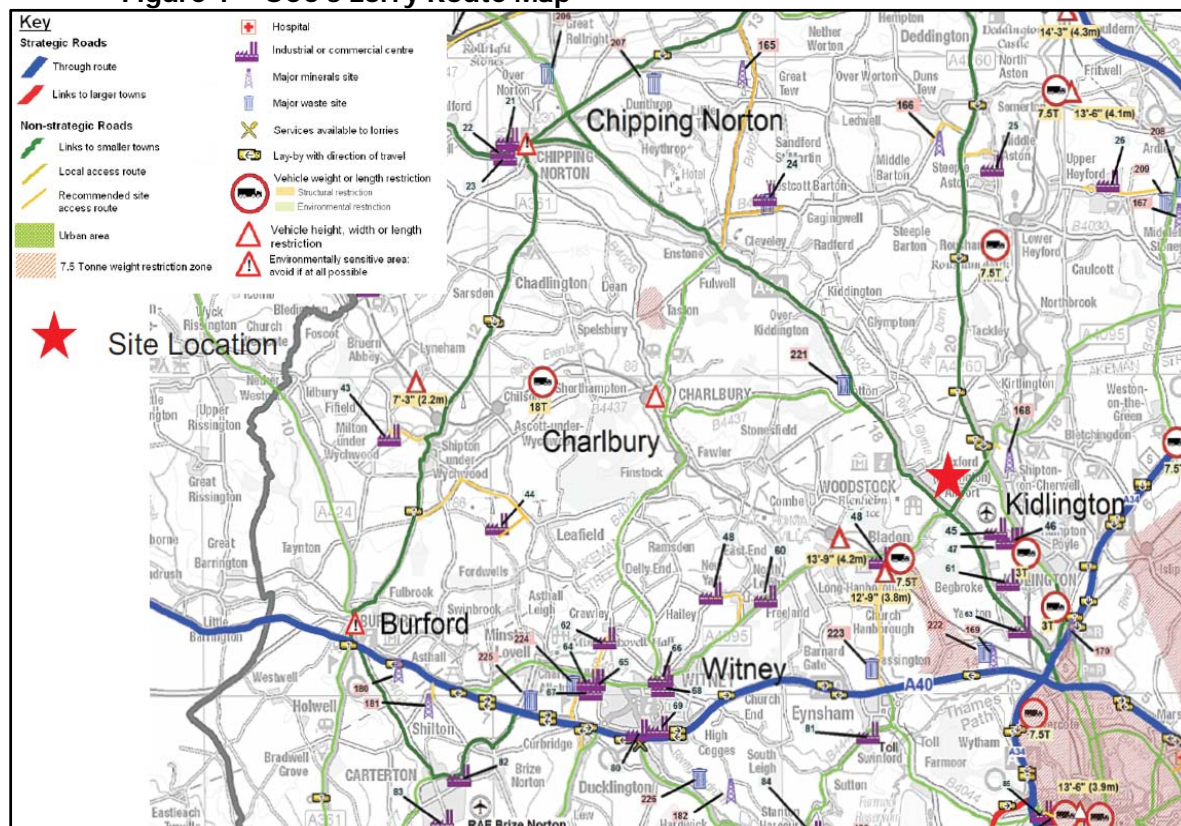
3.1.1 The types of vehicles and number of vehicles that will deliver construction material to the site will vary depending on phasing and the materials collected or delivered. Typically, the final rate of project completion reflects many competing factors, such as access to the development, completing the sales of buildings and availability of labour and materials, as well as maintaining a quality environment during the early phases of a project during these construction phases.

3.1.2 It is therefore estimated that the number of HGV and LGV movements associated with the construction of the site based on 5 day delivery and collection schedule over 48 working weeks per year, is likely to be in the order of 40 HGV movements and 40 LGV movements per day. These numbers will be refined at the reserved matters stage and following the appointment of the relevant parties.

#### **3.2 Vehicle Routing**

3.2.1 The proposed routing strategy for the site will utilise the existing A44. The A44 forms part of the non-strategic routes within the county. Oxfordshire County Council's lorry route map identifies the A44, A4095 Upper Campsfields Road and the A4260 Banbury Road as 'dark green' routes that link to smaller towns as shown on **Figure 1** below. The County's map should be used to determine the routes to serve new developments.

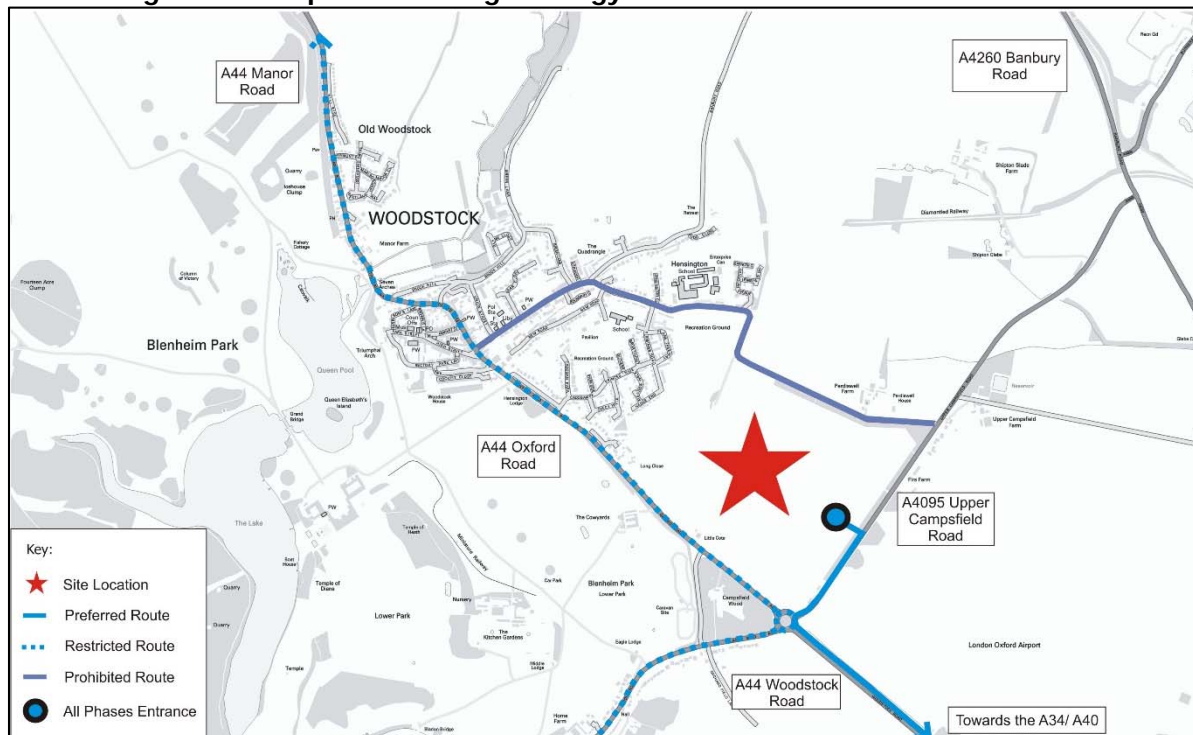
Figure 1 – OCC's Lorry Route Map



3.2.2 Utilising the existing County lorry route map the preferred routing strategy for the site will be to route construction vehicles along the A44 south of the site and along the A34/ A40, as shown on **Figure 2** below.

3.2.3 Construction traffic will be prohibited from using Shipton Road and Hensington Road and restricted from using the A44 north of the site and the A4095 Bladon Road, where possible. The routing strategy will avoid sensitive areas of the highway network such as weight restrictions zones, high density residential areas, and environmentally sensitive areas.

**Figure 2 – Proposed Routing Strategy**



3.2.4 Routing instructions will be provided to suppliers and contractors when orders are place to ensure suppliers adhere to the specified route. External signage will direct construction traffic from the A44. Construction workers will similarly be advised of the permitted access routes.

### 3.3 Road Closures

3.3.1 Road closures or diversions are not anticipated.

### 3.4 Site Accommodation and Materials Storage Areas

3.4.1 Site compounds will be required at all major individual developer sites within the overall site area.

3.4.2 The precise extent and location of these areas has not been determined but it is expected that they will be located adjacent to the works related to each phase and then moved as necessary when the development progresses. It is expected that for a development of this size, on-site concrete and mortar batching facilities will be needed within these compounds.





- 3.4.3 The precise locations will be determined at a later stage and will be placed away from existing residential properties, where possible.
- 3.4.4 Parts of the compound areas will require rolled stone or gravel surfacing for hard standing and parking provision. Car parking provision will be contained within the site and construction workers will be prohibited from parking on the local highway network.
- 3.4.5 The hours of work at the site would be between 0800-1800, Monday to Friday and 0800 and 1300 on Saturdays. Materials will only be delivered on Monday to Fridays and material deliveries will be staggered throughout the course of the day. The majority of deliveries will take place after 0900 to avoid peak traffic flows along the A44.

### **3.5 The Contractor**

- 3.5.1 The contractor who will carry out the work has yet to be selected and it is likely that a number of different contractors will be on site at any one time.
- 3.5.2 As part of the development the scheme involves the construction of new highway. The Highway Authority will require the work to be carried out by a contractor holding the appropriate licences. In order to obtain such licences the Contractor must demonstrate that they are able to carry out the works to the appropriate standards.
- 3.5.3 Contact details of the Project Manager and Site Supervisor responsible for on-site works will be provided to the local highway authority prior to the commencement of works.
- 3.5.4 A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111 will be made.
- 3.5.5 Local residents will be kept informed of significant deliveries and liaised with through the project. Contact details for persons to whom issues should be raised with in the first instance will be provided and a record kept of these and subsequent resolution.



### **3.6 Drainage and Roadworks**

- 3.6.1 The drainage and roadworks associated with the proposals will involve conventional construction techniques and materials, undertaken during normal working hours. This is not expected to give rise to any material impacts from construction traffic travelling to and from the site.



## **4 CONSTRUCTION TRAFFIC IMPACTS AND MITIGATION**

### **4.1 Impact of Construction on Road Users**

4.1.1 The access works on the A44 Oxford Road and the A4095 Upper Campsfield Road will create the need for temporary traffic management and control to allow highway access to be safely maintained at all times. It is expected that the access works to the A44 Oxford Road will be completed in around 20 weeks and the A4095 Upper Campsfield Road in a similar timescale.

### **4.2 Impact of Construction Traffic on Pedestrians**

4.2.1 There is one footpath which runs through the site at present. Where the works affect this route, it is envisaged that the construction contract will include requirements to maintain this route at all times. Practical considerations may indicate that formal application should be made for the temporary closure or diversion of this route during the construction period. Any such proposals will be subject to the normal consultation procedures dictated by legislation.

4.2.2 Where the works affect any other existing footways the Contractor will be expected to maintain a safe route for pedestrians at all times.

### **4.3 Wheel Washing**

4.3.1 A wheel cleaning facility will be installed at either the exit point of the site or within the compound, such that vehicles would pass through this before leaving the site. The details will however be provided to the local highway authority prior to the commencement of works.

4.3.2 Daily road sweeping would also take place to maintain clean road surfaces in the area.

### **4.4 Off-site Highway Improvements**

4.4.1 Off-site highway improvement works are envisaged on the A44. The works will be linked to the phasing of the development. During this time detailed traffic



management arrangements will need to be agreed with OCC and the Highways Agency to reduce the impact to the travelling public.



## **5 CONCLUSION**

- 5.1 This Construction Management Plan relates to the proposed mixed use development at Woodstock East. The purpose of the report is to ensure that the impact of the construction works on the local residents and the immediate highway network is kept to an absolute minimum.
- 5.2 The report sets out the preferred routing for construction traffic, estimates of construction traffic, details of the Contractor role and how the construction traffic will be mitigated.

RMCC/NES 15291-06d\_Construction Management Plan  
26<sup>th</sup> November 2014