

Construction Management Plan

Relating to condition 3 of planning permission reference HGY/2023/1393.

Condition 3 states:

No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

- a) Parking and management of vehicles of site personnel, operatives and visitors;*
- b) Lading and unloading of plant and machinery;*
- c) Details of measures to protect pedestrians and other highway users from construction activities on the highway.*

Reason: To protect the amenity of neighbouring properties and to maintain traffic safety.

A Site Specific Risk Assessment – prepared by Orbital Engineering Ltd was submitted in order to discharge condition 3. The submitted SSRA is proportionate to the limited scale and scope of works required to deliver the approved development and responds directly to the information required by Condition 3 of the relevant planning permission, noting the condition requires the following information to be submitted (only):

- a) parking and management of vehicles of site personnel, operatives and visitors;
- b) loading and unloading of plant and machinery;
- c) details of measures to protect pedestrians and other highways users from construction activities on the highway.

However, and notwithstanding the scope of information now requested by the transportation officer extends significantly beyond the scope of the planning condition, to add further clarity, the information below has been provided to assist the transportation officer and is to be read in conjunction with the submitted document.

Storage of Plant and Materials:

The site is large and has ample space within it to store the limited plant and equipment anticipated as part of the construction phase to deliver the approved development. That said, the accompanying annotated site plan shows the location of storage of plant and materials for the avoidance of doubt.

Given the scale of the site, and the limited nature of the works required, there are no parking bay suspensions anticipated.

Loading and unloading:

There will be no loading or unloading on the highway. The site has good access and all loading or unloading will take place within the site as demonstrated on the plan.

Vehicle access including turning point within the rear yard to ensure that all vehicles leave the site facing forward - i.e. no reversing off the site onto the highway.

A banksman will be deployed if necessary as set out in the submitted SSRA.

Vehicle parking within the site:

Given the scale of the site, and the limited nature of the works required, all vehicles associated with the construction of the approved development will be parked within the site.

Vehicles will turn within the site as necessary and will leave the site in a forward gear also. Please see plan at Appendix 1 which shows details of the designated parking area on site during the construction phase.

Routing of vehicles to and from the site:

During the construction phase significant majority of vehicles travelling to and from the site will be vans (or smaller).

Some deliveries may be brought to site on 7.5-tonne vehicles but most will be smaller. There will be some larger lorries - ie: grab lorries & lorries that bring in the large plant at the beginning and end of the construction process.

There is only one route into the site, via Stamford Road which itself provides direct access onto Broad Lane, which is accessed from the A10 (and the strategic road network) – see below:



Delivery Hours:

The planning permission has an informative which advises that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday and not at all on Sundays and Bank Holidays.

It is not anticipated that deliveries will be made outside of these hours.

In any event, it is not anticipated there will be more than two deliveries a day using larger vehicles - as a maximum.

There will be some grab lorries used to remove arisings but the number of these will be limited by stockpiling all waste materials within the site (in the designated areas) and a grab lorry will only attend when there is sufficient waste to fill one. Grab lorries will access and leave the site in accordance with the measures set out herein and within the submitted SSRA.

Other Relevant Information:

There will be a maximum of one waste collection per day and no more than three – maximum four per week. Deliveries will avoid peak times and only attend site on weekdays between 9:30am and 15:30pm. Saturdays – if required will be between 09:30am and 13:00pm.

Vehicle movements would always be controlled by qualified vehicle marshals and pedestrian management by Chapter 8 Barriers.

Given the small scale of the proposed development no pedestrian and traffic management is needed and there is no provision of boundary hoarding. Pedestrian access will utilise existing pedestrian points of access.

Where possible, construction workers will access the site by sustainable transport modes including public transport.

Given the limited scale and nature of the approved development and the very limited use of larger vehicles visiting the site, it is not envisioned that any dilapidation will occur as a result of the construction phase of this approved development.

Given the nature of the proposed development, and where the site is almost entirely comprising of hardstanding, wheel washing facilities are not anticipated to be required on site. However, if they are needed, they will be positioned as close to the entrance of the site as possible.