Dice

Welcome Break, Kate's Cabin

Construction Traffic Management Plan

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1. Background and Context

1.1. Introduction

1.1.1. Dice Consulting Engineers Ltd (Dice) has been commissioned by Welcome Break Ltd to prepare a Construction Traffic Management Plan (CTMP) to discharge Condition 11 relating to planning application ref: 23/00876/FUL at Kates Cabin Café, Great North Road, Chesterton, Peterborough.

1.1.2. The Condition reads:

"No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A1). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan."

1.1.3. A CTMP should outline how the movement of vehicles and pedestrians will be managed to keep the public and construction workers safe, minimize the impact of construction on the area and ensure the highway network continues to operate safely and efficiently. This report will detail:

- construction traffic routes;
- construction traffic washing;
- public highway cleaning;
- dust suppression;
- noise suppression;
- hours of work;
- on site pedestrian management;
- construction waste disposal.

1.2. Site Location

1.2.1. The site is situated with frontage along the northbound carriageway of the Great North Road (A1). It lies approximately 1.3km north of Junction 17 of the A1, where it intersects with the A1139, providing a direct connection to Peterborough.

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1.2.2. The site is surrounded by open farmland to the north, south, and west, with its only vehicular access via the A1. The nearest residential areas are located around 250m to the north of the site.

1.2.3. A site location plan is provided below in **Figure 1.1**.



Figure 1.1 Site Location Plan

1.2.4. The A1 adjacent to the site operates under the National Speed Limit of 70 mph. Signage along the A1 marks the approach to the site, with two sets of signs positioned approximately 170m and 720m from the site entrance. A slip road is available for both entering and exiting the site, extending around 160m for entry and 115m for exit.

1.2.5. The local highway network is characterised by flat terrain, and the road surface is in good condition, offering a smooth drive for vehicles traveling in the area. The slip roads and access points seem well-maintained, ensuring safe transitions onto and off the A1.

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1.3. Policy Context

1.3.1. As specified in the reasoning of Condition 11, this CTMP is being produced to:

"mitigate any adverse impact from the development on the A1 in accordance with Department for transport Circular 01/2022 and Policy LP17 of the Huntington Local Plan 2036".

1.3.2. These policies are discussed in detail below.

The Department for Transport Circular 01/2022

1.3.3. This document was introduced as a replacement for the 02/2013 guidance titled Strategic Road Network and the Delivery of Sustainable Development. It outlines the responsibilities of Highways England in ensuring that the Strategic Road Network (SRN) facilitates safe, dependable, and efficient journeys for both people and goods across England. Highways England's role is pivotal in maintaining the network's ability to support predictable and often long-distance travel.

1.3.4. Paragraphs 74 to 78 of the document specifically address the location and spacing of roadside facilities. A key constraint on the siting of these facilities is detailed in paragraph 77, which explains that while the distance between services can be shorter than the standard 28 miles, access and egress arrangements must meet the design requirements set out in the Design Manual for Roads and Bridges (DMRB) to safeguard the safety and functionality of the SRN.

1.3.5. Paragraph 74 highlights the critical role roadside facilities play in ensuring the safety of travellers. It states: *"Roadside facilities perform an important safety function by providing opportunities for the traveling public to stop and take a break during their journey. Government guidance advises motorists to take a break of at least 15 minutes after every two hours of driving."*

1.3.6. Paragraph 75 further emphasises the intended network of signed roadside facilities across the SRN, noting that they are designed to offer stopping opportunities at intervals of half an hour. However, it acknowledges that this timing is flexible, as travel times between services may be extended on more congested sections of the SRN.

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1.3.7. The spacing and frequency of these roadside services are designed to ensure that drivers have many opportunities to rest, which in turn contributes to the overall safety and efficiency of the SRN. By adhering to these guidelines, the network helps to minimize driver fatigue and reduce the likelihood of accidents.

Huntingdonshire Local Plan 2036 (adopted May 2019)

1.3.8. This document was prepared to perform to specific roles:

- to identify key areas of land for development (known as allocations) to deliver homes, jobs and services needed in the district;
- includes policies and procedures against which all planning applications are considered.

1.3.9. Local Policy 17: Parking Provision and Vehicle Movement states that proposals will be supported where they incorporate appropriate space for vehicle movements, facilitates accessibility for service and emergency vehicles and incorporates adequate parking for vehicles.

1.3.10. The policy goes on to state that a clear justification for the vehicle movements and level of vehicle parking proposed will need to be provided, referencing the highway safety and access to and from the site.

1.4. Development Proposals

1.4.1. The development proposals involve several key changes, including the demolition of the existing cabin truck stop and associated buildings, the expansion of the petrol filling station's kiosk unit, the construction of two new drive-thru units, reorganisation of parking areas, the installation of an electric vehicle (EV) charging hub, and enhancements to site access, landscaping, and other associated infrastructure.

1.4.2. During the construction of the two drive-thru units, the petrol filling station will remain operational to minimise disruption to customers. However, there will be a temporary pause in its operation when modifications are made to the internal road network to integrate the new drive-thru units with the existing petrol filling station.

1.4.3. Construction activities that may be result in 'noisy working' will adhere to the following working hours: from 07:00 to 19:00 on Mondays to Fridays, and from 07:00 to 13:30 on Saturdays. No noisy construction work will be conducted on Sundays unless prior approval is

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obtained. These hours are designed to minimise disruption to the surrounding community. Given the site is at a significant distance from any dwellings, and is in an already noisy environment, it is proposed that work activity may start from 07:00 and continue until as late as 22:00 across the week. This is in line with the Huntington District Council Document 'Advice to Householders and Contractors: Construction and Demolition Work'

1.4.4. To ensure clear communication with neighbouring properties, the Site Manager will be responsible for informing all affected parties of any construction activities that may impact their operations, including material deliveries. This notification will be provided in the form of a letter containing the personal contact details of both the Site Manager and the Contract Manager, allowing for immediate communication. Both managers will be available 24 hours a day, 365 days a year, to manage any issues or complaints that arise.

1.4.5. Any complaints received will be addressed promptly, with details of the complaint and the actions taken reported to the Client without delay. In addition, the Site Manager will make an effort to personally introduce themselves to immediate neighbours to establish direct lines of communication and foster positive relationships throughout the construction process.

1.4.6. The contact information provided in the initial notification will be regularly updated in the event of staff changes. A schedule will be maintained on-site, listing the names, addresses, and contact details of all neighbouring properties, along with a copy of the notification letter. Site management will review and update this schedule at least twice a year to ensure it remains accurate and current.

1.5. CTMP Objectives

- **Construction Traffic Management Plans (CTMPs) Overview**
    - Construction Traffic Management Plans (CTMPs) play a vital role in ensuring that construction activities are planned, coordinated, and executed in a manner that minimises their impact on the surrounding environment and local communities. These plans function as a framework for managing construction-related traffic, ensuring that the flow of vehicles, materials, and personnel to and from the construction site is controlled, efficient, and safe.
- **CTMPs are essential for:**

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- **Planners and Developers:** They provide a structured approach to organising logistics, scheduling deliveries, and managing site access, which helps avoid potential delays and inefficiencies.
- **Local Authorities and Stakeholders:** They offer reassurance that the construction activities will be conducted responsibly, with minimal disruption to public roads and local services.
- **Residents and Businesses:** They help ensure that daily life is not unduly affected by noise, dust, congestion, or safety hazards caused by increased traffic.

- **Objectives of a CTMP**
  - The core objectives of a CTMP are centred around reducing the negative externalities associated with construction activities, particularly those related to traffic and environmental disruptions. These objectives can be broken down into several key areas:
    - **Mitigating Traffic Congestion:** By controlling and scheduling the flow of vehicles, CTMPs help reduce traffic buildup on local roads. This is particularly important during peak hours, when increased traffic from construction sites could exacerbate existing congestion problems. Strategies include staggered delivery times, designated routes, and the use of off-peak hours for major deliveries.
    - **Reducing Pollution and Emissions:** Construction activities often lead to an increase in pollution, particularly from vehicles transporting materials and equipment. A CTMP promotes the use of low-emission vehicles, shared transport for workers, and optimising routes to reduce the overall carbon footprint of the project.
    - **Minimising Noise and Disturbances:** Noise pollution can be a significant concern for residents and businesses. CTMPs outline specific measures to limit noise, such as restricting construction work to certain hours, using noise-reducing technologies, and ensuring proper equipment maintenance to avoid excessive noise.
    - **Protecting the Environment:** CTMPs also consider the broader environmental impacts of construction, including minimising disruptions to local wildlife, ecosystems, and green spaces. This involves planning routes

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that avoid sensitive areas, using environmentally friendly construction materials, and implementing waste management strategies to reduce the environmental footprint.

- **Ensuring Safety:** A critical objective of CTMPs is to maintain road safety for all users, including pedestrians, cyclists, and drivers. This is achieved through measures such as traffic marshals, clear signage, and safety protocols that minimise the risk of accidents around the construction site.

- **Key Focus Areas of This CTMP**
  - This CTMP will focus on three key areas to ensure that the development project is conducted with minimal disruption and maximum efficiency. These focus areas include strategies and practical measures to address traffic, safety, and community impact concerns.
  - **Reducing Vehicle Trips During Peak Periods:** One of the central aims of this CTMP is to reduce the number of construction-related vehicle trips during peak traffic hours. This will help prevent additional strain on the local road network, reduce delays for local commuters, and minimise air pollution. Measures to achieve this include:
    - Encouraging deliveries during off-peak times (e.g., early mornings or evenings).
    - Implementing consolidated deliveries, where materials are grouped to reduce the number of trips.
    - Promoting the use of larger vehicles that can carry more materials per trip, thereby reducing the overall number of trips required.
  - **Maintaining Highway Safety and Traffic Management:** Ensuring highway safety is paramount in any construction project. This CTMP will put in place strict traffic management systems to monitor and control all movements associated with the construction site. Measures include:
    - The installation of clear signage and road markings to guide construction vehicles and alert road users to any potential hazards.
    - The use of traffic marshals to direct vehicles safely on and off the site, especially in congested or narrow road areas.
    - Real-time monitoring of traffic conditions to adapt and improve traffic flow as needed throughout the project's duration.

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- **Minimising Disruption to the Local Community:** Recognising the impact that construction can have on the surrounding community, this CTMP will prioritise minimising disruptions to the lives of residents and businesses. Efforts will include:
  - Communicating regularly with the local community to inform them of upcoming construction activities, road closures, or potential disruptions.
  - Implementing noise and dust reduction techniques, such as using barriers and limiting noisy operations to specific hours.
  - Ensuring that local services, such as waste collection, emergency services, and public transport, are not negatively impacted by construction traffic.

- **Additional Strategies and Benefits of the CTMP**
  - Beyond these core areas, this CTMP will also explore innovative solutions and long-term benefits:
    - **Sustainable Construction Practices**: Incorporating sustainability into traffic management can enhance the environmental credentials of the development. This may involve prioritising electric or hybrid vehicles for deliveries, ensuring that construction vehicles meet the latest emissions standards, and encouraging staff to use public transport or car sharing options.
    - **Collaborative Planning with Local Authorities:** Engaging with local councils and traffic authorities early in the project will help align the CTMP with broader regional traffic management strategies, ensuring that the construction project does not conflict with other ongoing developments or roadworks.
    - **Legacy Benefits for Local Infrastructure:** A well-managed CTMP can contribute to the improvement of local infrastructure. For instance, investments made in road safety during construction, such as upgraded signage or road markings, may provide long-term benefits to the community even after the project is completed.

1.5.1. By implementing these strategies, the CTMP not only addresses the immediate needs of the construction project but also fosters positive relationships with the local community, reduces environmental impact, and enhances the overall efficiency and safety of the development.

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2. Construction Programme

2.1. Introduction

2.1.1. This section of the CTMP identifies the construction programme.

2.2. Construction Programme

2.2.1. The works will include the demolition of the existing cabin truck stop and other associated buildings. It is anticipated that this will generate a limited degree of noise pollution. The only stage in the programme that may case any significant noise pollution is during initial demolition works.

2.2.2. Huntington District Council Construction and Demolition policy, state reasonable hours for this 'noisy working' work to take place are 07.00-19.00 Monday to Friday and 07.00 to 13.30 on Saturdays. All noisy work is prohibited on Sundays and bank holidays.

2.2.3. In line with the Huntington document 'Advice to Householders and Contractors: Construction and Demolition Work', non-noisy construction work will take place between 07.00 and 22:00 across the week. This is appropriate given the site is detached from

2.2.4. During delivery periods, on-site staff will carefully manage pedestrian movements to ensure that they are segregated from construction and delivery vehicles. As deliveries will only take place for short periods of time, there is unlikely to be an impact to pedestrian movements.

2.2.5. Site deliveries will all take place within the site boundary, using the existing and proposed internal road network. As such vehicles will enter and exit the site from the existing accesses never disrupting the flow of vehicles on the A1.

- Proposed start date: 23rd April 2025
- Anticipated completion date: 8th December 2025

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3. Vehicle Routing and Access

3.1.1. To minimise the impact on residents, vehicles involved in the construction will be required to strictly adhere to specific routes to site. given there is only one route to the site this is unlikely to present any challenges to enforce.

3.1.2. All vehicles will access the site from the A1 northbound then exit again onto the A1 northbound from the existing egress. The nearest point at which vehicles may alter their direction on the A1 from northbound to southbound is 225m north of the site egress. From here a slipway off the A1 meets the A605 (Oundle Road) at a priority junction. This junction provides a merge lane which runs for approximately 140m. Vehicles then will proceed for 1.8km until the A605 meets the A1139 (Orton Parkway) at a 5 arm roundabout. From here vehicles will travel south until the A1139 meets Fletton Parkway at the Orton South Interchange. Fletton Parkway runs west to Junction 17 of the A1. From here vehicles will travel southwards. This arrangement is demonstrated in **Figure 3.1**.

3.1.3. Some vehicles may also travel to the site from the north. In order turn to travel northbound to the site vehicles will need to trave south to Junction 16, from which they can turn on the roundabout and travel northbound. This arrangement may be seen in **Figure 3.1**

3.1.4. All drivers will be fully trained and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site.

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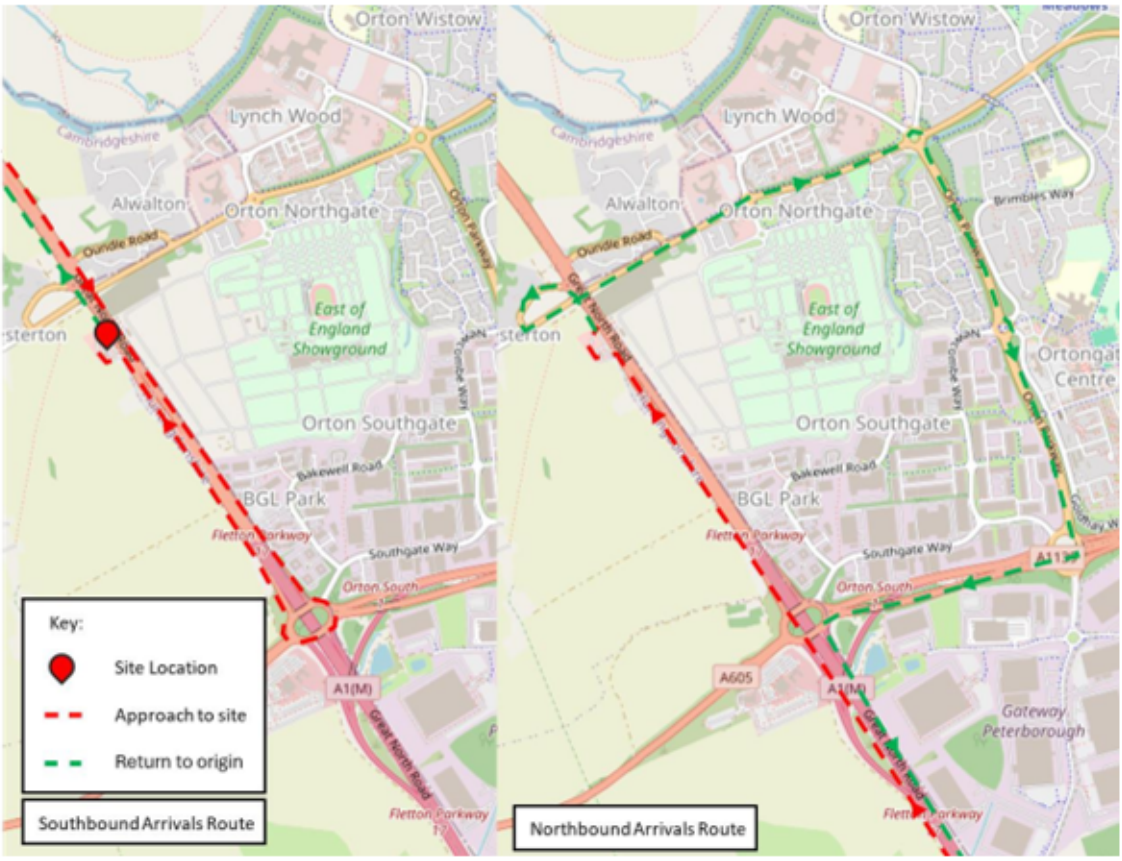

Figure 3.1: Regional Routing Plan

3.2. On-Site Parking Provisions

3.2.1. Adequate on-site parking will be provided for all contractors and visitors, ensuring that vehicles are kept off public roads and minimising disruption to local traffic. By offering dedicated parking spaces within the construction site, the risk of congestion, illegal parking, or safety hazards around the site is reduced. This also helps ensure that contractors and visitors can easily access the site without adding pressure to nearby residential or commercial areas.

3.3. Impact on the A1

3.3.1. Despite the number of vehicles expected to require access to the site, it is unlikely that there will be a significant increase in traffic using the nearby A1. The planning and management of vehicle flow, including the scheduling of deliveries and the use of designated site access routes, will help avoid adding to existing traffic volumes on this major roadway. As a result,

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any impact on the A1 is expected to be minimal, and local road conditions will remain unaffected.

3.4. Sustainable Travel and Car Sharing Initiatives

3.4.1. The Main Contractor will actively explore the provision of designated lockers and storage areas on-site for tools and equipment. This will facilitate the adoption of more sustainable travel options by allowing staff and operatives to store their belongings securely on-site. As a result, workers will be able to use public transport, car-share, or walk or cycle to work without the need to carry tools and equipment with them daily. Encouraging car sharing and other eco-friendly commuting options not only helps reduce the number of vehicles accessing the site but also contributes to a reduction in overall emissions and the project's environmental footprint.

3.5. Delivery Vehicle Specifications and Expectations

3.5.1. It is anticipated that the largest vehicles requiring access to the site for deliveries will be 10m rigid trucks. These larger deliveries, however, are expected to be very infrequent. The majority of vehicles accessing the site will be tradesmen's vans, typically around 6m in length. This ensures that the size and frequency of delivery vehicles will be manageable within the constraints of the site and surrounding road network. Additionally, it is not expected that any abnormal or oversized loads will need access to the site, further minimising any potential disruptions.

3.6. Vehicle Turning and Manoeuvring

3.6.1. To ensure that all vehicles can turn and manoeuvre safely on-site, a qualified Banksman will be responsible for managing these movements. The Banksman will guide drivers, particularly for larger vehicles, to safely execute turning manoeuvres, avoiding any risks of collisions or accidents. This proactive approach will help maintain site safety and ensure that vehicles can move smoothly and efficiently within the designated areas without posing hazards to workers or causing traffic disruptions.

3.7. Loading and Unloading Procedures

3.7.1. All loading and unloading activities will be confined strictly to within the construction site. This approach ensures that the site access point is never obstructed, preventing any build-up

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of vehicles or congestion on the A1 or surrounding roads. The clear separation of delivery areas from public access points will improve safety and operational efficiency, while also minimising the impact on local traffic. By managing these logistics internally, the construction project will avoid unnecessary delays and disruptions, always maintaining smooth access to and from the site.

3.8. Additional Considerations for Site Access and Management

- **Traffic Flow Coordination:** The Main Contractor will work closely with local traffic authorities to coordinate vehicle movements, particularly during peak hours or in cases of larger deliveries, ensuring minimal disruption to the surrounding traffic network.
- **Electric Vehicles:** In addition to car-sharing and public transport incentives, the use of electric or hybrid vehicles for site operations will be considered to further reduce the project's environmental impact. This could also include the use of EV charging points on-site for contractors and visitors who use electric vehicles.
- **Site Safety and Training:** All contractors and drivers will receive training on site-specific safety procedures, including proper loading/unloading protocols and the use of the Banksman for vehicle manoeuvres. This ensures that all personnel are aware of the safety measures in place and comply with the traffic management plan.

3.8.1. By integrating these strategies, the site will maintain efficient vehicle management while prioritising safety and minimising its impact on both local traffic and the environment.

3.9. Pedestrian Access

3.9.1. During construction, traffic routes on-site will be established to minimise the interface between vehicles and pedestrians. Where it is not possible to segregate pedestrians and vehicles, priority will be given to pedestrians and a banksman will coordinate all vehicle entry and egress from the site. Pedestrian barriers will be erected at the site access to control the interface between members of the public and site traffic.

3.9.2. Lighting will be provided to ensure a safe environment for pedestrians in darker months. Regular inspections of the pedestrian access routes will be undertaken by the Site Manager and appropriate maintenance conducted to ensure safe access for construction workers is always maintained.

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4. Strategies to Reduce Impacts

4.1. Introduction

4.1.1. This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres	x		
Vehicle choice	x		
Measures to encourage sustainable freight			
Freight by water*			x
Freight by rail*			x
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site			x
Smart procurement			x
Other measures			
Collaboration with other sites in the area	x		
Implement a staff travel plan			x

Table 4.1 Strategies to Reduce Impacts

4.2. Safety and Environmental Standards and Programmes

4.2.1. This CTMP, recognises that all parties involved in construction activities take responsibility for health & safety beyond the hoardings, as required.

4.2.2. The measures that are included in the CTMP demonstrate that the parties involved in the pre, during and post construction activities are working together in a collaborative action.

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This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians and motorcyclists.

4.2.3. Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, loading/unloading measures, traffic management, etc.

4.2.4. All vehicles used must be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety, including as a minimum for Vehicles more than 3.5 tonnes:

- Side under-run protection
- Blind-spot minimisation (Class V / VI Mirrors, blind-spot cameras)
- Vehicle manoeuvring warnings
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required)
- The contractor and subcontractors operating HGVs and/or fleets of vans are required to be Silver accredited to the TfL's FORS, from the start of construction.
- All drivers working on the contract will undertake the following training courses within 60 days of the Contract Date unless they have already undertaken such training in the last three years:
- Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
- Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

4.2.5. Before commencing work on the contract, each driver who works on the contract will have had a driving licence check with the DVLA and will have their licence rechecked on a regular basis.

4.3. Adherence to designated routes

4.3.1. Within this CTMP there is commitment to ensure that the designated routes identified are adhered to and all site traffic should keep to the designated routes. This is not anticipated to be a challenge to enforce given the sites location adjacent to the Strategic Road Network.

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4.4. Delivery scheduling and the Re-timing for out of peak and hour deliveries

4.4.1. All deliveries will be scheduled in advance and given a specific delivery slot dependant on the load, to prevent queuing. Any deliveries missing their designated delivery window will be turned away and required to reschedule.

4.4.2. The necessary measures are proposed, that include clear site office signage, security staff, etc to ensure any of deliveries can be received or at least a contact number will be made available so a local representative can attend and supervise the delivery, if required. However, this is not envisaged as most of the deliveries will be pre planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network. As such, deliveries will arrive just in time and will not stop and wait on site except when it is specifically planned.

4.4.3. As stated in the earlier sections of this report the delivery schedule is dictated by the construction programme and any concrete, structural components, materials, etc will be delivered and co-ordinated in an efficient manner by the contractor. As such, all deliveries will arrive within the permitted delivery hours.

4.5. Use of logistics and consolidation centres

4.5.1. An efficient and effective logistical operation is of high importance to Welcome Break Ltd and will therefore strongly encourage the use of consolidation centres – this will be dependent on feasibility by each contractor however will be encouraged wherever possible. Where consolidation centres can be used, deliveries will be more efficient and will be able to be “just in time” helping to reduce damage to materials.

4.6. Traffic Management

4.6.1. All deliveries will be directed to site via main roads to avoid congestion. Maps showing the delivery route, such as **Figure 3.1**, will be issued as part of all orders.

4.6.2. Signage will be erected to direct deliveries to the required route and all material orders sent out will include specific directions and routes to be taken. This information will also be advised to all subcontractors. No signage will be erected on the public highway.

4.6.3. Any traffic management will ensure priority is provided to non-motorised users and public transport.

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4.6.4. All temporary traffic management will be in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Road Works, A Code of Practice, 2013.

4.7. Measures to encourage sustainable freight

4.7.1. Due to the scale of the works and the location in relation to the waterways and main freight terminals it is not practical, feasible or financially viable for the site deliveries to be made via water or rail.

4.8. Material Procurement Measures

4.8.1. The contractor will endeavour to reuse and recycle materials wherever possible. Dry materials should be covered to minimise the generation of dust to the environment when being transported from the site. There will be a designated location for waste and recyclable material skips to be sited within the site boundary, away from the adopted highway.

4.8.2. Local staff and suppliers will be used to promote sustainability and support the local economy, with a target of 50% of all materials locally sourced. This will be encouraged by the developer with local contractors and sub-contractors/tradesman employed.

4.9. Project commitments and targets

4.9.1. The developer is committed to implementing circular economy principles throughout design and construction, including the waste hierarchy, moving waste management practices as far up the hierarchy as practicable and minimising impacts on waste infrastructure receptors (Waste and Resources Action Programme (WRAP), 2020).

4.10. Waste Separation

4.10.1. After reducing waste, the most sustainable way to cope with remaining waste is to segregate it at the point produced. This will maximise opportunities for the waste to be reused and separated wastes for recycling, etc.

4.10.2. The design and construction shall give key consideration within this scheme to maximise the amount of space available and by locating the waste receptacles at the closest, safe practical location to where the waste is produced.

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4.11. Waste Segregation

4.11.1. The construction shall implement the nationally recognised waste segregation as developed by Waste Aware Construction to ensure that there is an effective process for the segregation of the different waste streams.

4.12. Waste Removal

4.12.1. The site is in an area with a high density of registered waste carriers and appropriately licensed waste handling facilities.

4.12.2. Waste management contractors would provide evidence of registration/permitting prior to waste leaving the site, and the relevant details entered on the accompanying waste documentation, e.g. waste transfer note.

4.12.3. Credentials of waste management contractors will be verified using the public registers managed by Defra (Defra, 2021).

4.13. Waste Monitoring

4.13.1. The construction shall ensure that briefings are conducted to all employees with regards to a Site Waste Management Plan and the minimisation of waste throughout the works.

4.13.2. The construction will outline roles and responsibilities from the beginning of the construction phase to ensure that the plan is monitored, updated, and reviewed as appropriate.

4.13.3. The construction shall ensure that regular project reviews are delivered which will include a Site Waste Management Plan to determine any deviations and ensure its compliance.

4.13.4. The applicable stakeholders will undertake regular site inspections to assess that the waste arising is being handled efficiently and the waste strategy and opportunities are being effectively implemented.

4.14. Air Pollution, Dirt and Dust Control

4.14.1. The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition'

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and 'Dust and Air Mitigation Measures' (July 2014) guidance provided by the Institute for Air Quality Management will be employed to control dust generation.

4.14.2. Dust emissions will be monitored visually throughout working hours. If dust is observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

4.15. Potential for Emissions

Dust

4.15.1. 'Dust' is regarded as particulate matter up to 75 µm (micron) diameter and can be considered in two categories. Fine dust, particles up to 10 µm, is commonly referred to as PM10 and is measured to agreed standards and forms part of the Air Quality Objectives (AQO).

4.15.2. Coarser dust (particles greater than 10 µm) is regarded as 'disamenity dust' (or 'nuisance') and can be associated with annoyance, although there are no official standards (such as AQO) for dust annoyance.

4.15.3. Although it is a widespread environmental phenomenon, dust is also generated through many human activities. This includes at minerals sites and surface mines, and by heavy industry, waste management, construction and demolition, agriculture (especially arable farming) and road transport.

4.15.4. Dust is produced by mechanical action on materials and is carried by moving air when there is sufficient energy in the airstream. More energy is required for dust to become airborne than for it to remain suspended. Dust is removed through gravitational settling (sedimentation), washout (for example during rainfall or by wetting) and by impaction on surfaces (e.g. on vegetative screening). Dust can be re-suspended where conditions allow, such as from bare ground.

4.15.5. Dust emissions from a minerals site, its propagation and potential impacts can be considered in terms of 'source-pathway-receptor' relationships. Dust can arise from a variety of processes and locations within a site and can be difficult to quantify.

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4.15.6. The common pathway for dust propagation is by air. Dust propagation depends on particle size, wind energy and disturbance activities. Large dust particles travel shorter distances than small particles. It is often considered that particles greater than 30 µm will deposit within 100 metres of sources, those between 10 – 30 µm will travel up to 250 – 500 metres and particles less than 10 µm will travel up to 1 km from sources.

PM10

4.15.7. Fine dust, particles up to 10 µm, is commonly referred to as PM10. PM10 is measured to agreed standards and, through the National Air Quality Strategy (NAQS) objectives to be achieved for a range of pollutants, forms part of the Air Quality Objectives (AQO). The AQOs for PM10 are 50 µg/m3 averaged over 24 hours, not to be exceeded more than 35 times per year and 40 µg/m3 as an annual mean.

4.15.8. The Site Managers will undertake daily inspections of the Site and surrounding roads to ensure that dust control measures are complied with. The Site Managers will record and respond to all complaints regarding dust and air quality pollutant emissions and will maintain a log of such complaints and any action taken to resolve them.

4.15.9. The Contractor will adhere to the following as a minimum throughout construction:

- The site will be always kept clean and tidy and will accord with any statutory requirements;
- Vehicle wheels will be checked on exiting the unloading area to ensure their cleanliness.
- Wheel cleaning facilities will be used to ensure no debris strays on to, or is trafficked, to the surrounding roads;
- Work areas will be dampened down with a light water spray during dry periods to keep dust to a minimum;
- Suitable concrete vehicle wash down areas will be established, so that 'wash out' spoil and grout from concrete delivery vehicles will be washed out within a contained area.
- This area will be cleaned daily, and the spoil removed from the site via rubbish disposal vehicles. Dust suppression will be used during the main construction works;
- Scaffolds will be covered in reinforced polythene sheeting to prevent dust escaping;
- All waste skips exiting the site will be covered to prevent dust and debris contaminating the local roads and pavements;

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- No burning of materials permitted on site;
- Avoid cutting on site wherever possible by using site surveys to determine correct sizes of components;
- All cutting equipment to be fitted with dust extraction;
- Screen any necessary cutting areas;
- All delivery vehicles to switch off engines when stationary; and
- Use only electric or battery powered tools

4.16. General Requirements

4.16.1. Unacceptable dust emissions can be mitigated by ensuring that routine checks of plant and machinery are conducted, and that regular staff training is provided.

4.16.2. All activities with the potential to cause either airborne or wind-blown dust emissions will be monitored appropriately. This will include a visual assessment of any potential impacts at downwind receptors.

4.16.3. Should visible dust be generated, the source/s of the dust will be identified, and the necessary corrective action will be taken. Each event, its cause and the action taken will be recorded in the site logbook.

4.16.4. If necessary, to avoid disamenity impacts at off-site receptors, site operations causing visible dust emissions across the site boundary towards a sensitive receptor will be reduced or suspended until the emissions can be controlled.

4.16.5. Site personnel will be empowered to take appropriate action whenever visible dust emissions are observed, or appear likely to occur, because of any operation or process on the site.

4.17. Weather Conditions

4.17.1. During dry windy conditions, if any operations are identified as causing or likely to cause visible dust emissions across site boundaries, or if abnormal emissions are observed within the site, site operations will be halted or modified until effective remedial actions can be taken and/or the weather conditions giving rise to the emissions have moderated.

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4.17.2. A trigger system will be adopted to identify those weather conditions when there is an increased or considerable risk of wind-blown dust. Suggested weather trigger levels are detailed in **Figure 4.1**.

Wind speed		Precipitation		
m/s	Beaufort Scale	Dry	Showers	Heavy Rain
> 6	4+ Dust and loose paper raised. Small branches begin to move.	Red	Amber	Green
2 – 6	2 – 3 Wind felt on exposed skin. Leaves rustle. Wind vanes begin to move.	Amber	Green	Green
< 2	0 – 1 Smoke drift indicates wind direction. Leaves and win vanes are stationary.	Green	Green	Green

Figure 4.2: Weather conditions and corresponding dust 'risk' conditions

4.17.3. Interpretation of the weather trigger levels will be based on:

- **Red:** All exposed areas of loose bare ground and stockpiles will be inspected and treated as necessary;
- **Amber:** Loose bare ground and stockpiles within 100 m of the site boundary will be inspected and treated as necessary, and
- **Green:** no action necessary.

4.17.4. As an overriding requirement, during dry windy weather, i.e. 'red' conditions as defined in **Figure 4.1**, if any operations are identified as causing or likely to cause visible emissions across the site boundaries, or if abnormal emissions are observed within the site, the Site Manager will immediately modify, reduce or suspend those operations until either effective remedial actions can be taken or the weather conditions giving rise to the emissions have moderated.

4.18. Site Management

4.18.1. The Site Manager will exercise, either personally or by delegation to suitably trained and responsible staff, day-to-day control of the site. They will be responsible for the satisfactory

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working of the entire site and for ensuring full compliance with the dust management and monitoring plan.

4.18.2. Staff at all levels will receive the necessary training and instruction in their duties relating to all operations and the potential sources of dust emissions. Emphasis will be given to plant and equipment malfunctions and abnormal conditions.

4.18.3. The Site Manager will ensure that customers and suppliers are aware of the need to comply with the provisions of this plan as far as they are relevant to their activities on site. Specifically, an information sheet summarising the requirements in respect of road transport will be handed to drivers employed by external hauliers. The drivers will be asked to sign for the sheet, acknowledging that they have read and understood the requirements.

4.18.4. Any member of staff who fails to comply with the provisions of the dust management and monitoring plan will be re-trained as necessary and may also be subject to disciplinary action. External hauliers failing to observe the requirements in respect of vehicle operations will be asked to leave the site.

4.19. Commitment to consult with other contractors.

4.19.1. Where possible the developer will seek to collaborate with any local construction companies' contractors and suppliers in terms of maximising holding, storage, unloading and loading areas.

4.19.2. Furthermore, delivery vehicles will not use local residential side streets. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via toolbox talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity.

4.20. Implement a staff travel plan

4.20.1. All operatives will be encouraged to travel to site by sustainable modes.

4.21. Measures to minimise noise and vibration

4.21.1. A site board accessible to the public shall be erected outside the site and will identify the main contractors name and address, the site manager's name, contact and telephone

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number. The board will also explain the permitted hours stipulated for noisy operations audible at the site boundary.

4.21.2. All works and similar operations audible at the site boundary should be limited to the hours of work as permitted by the Council.

4.21.3. There shall be no haulage lorries to or from the site for the removal of any waste materials or deliveries outside of the hours agreed to by the Local Authority and our targeted site rules.

4.21.4. Wherever possible no idling vehicles will be allowed. All vehicles and plants will be required to switch off engines during prolonged periods of inactivity.

4.22. Other measures

4.22.1. This CTMP has identified several measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A typical list of measures that are proposed is provide below;

- In the interest of protection of the public, the site is to have protective hoarding from the outset around any open areas of the site with secure full hoarding gates as noted. Heras fencing will be employed for this purpose. This is deemed appropriate given the sites remote location.
- The Principal Contractor is to ensure that all site personnel and visitors sign in and out of the site at the site office, ensuring they make their presence known to Site Management before venturing onto the construction site working areas.
- The Principal Contractor's Site Management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking site facility doors, setting alarms, securing site boundaries, and securing all doors and windows to the building.
- During the initial phases of construction vehicles caring sediment/ materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the appointed contractor.

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- The contractor will sweep the roads and footpaths on the local highway network as required daily as far as is necessary to remove any spoil or debris deposited on the highway resulting from the construction period. Alternatively, A road sweeper will be commissioned at the reasonable request of the Local Highway Authority.
- The crossover and all public pathways adjacent are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, would be conducted under enabling works that will be funded by the developer and undertaken by the LHA; and
- At the end of the works, any damage caused to the adopted public highway shall be repaired in a timely manner at no cost to the Local Highway Authority.
- The measures explained above show that the contractor is committed to ensuring the site safety of the construction staff and the public.

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5. Implementing, Monitoring and Updating

5.1. CTMP Implementation

5.1.1. Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management via the CTMP ensures the workforce can conduct required activities without delays caused by materials being delivered to site.

5.1.2. The following types of information will be collected and reviewed:

5.2. Number of vehicle movements to site

- Total no. of vehicles
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilization
- Origin and destination of vehicles
- Delivery/collection accuracy compared to schedule

5.3. Breaches and complaints

- Vehicle routing
- Unacceptable queuing or parking
- Adherence to safety & environmental standards & programmes

5.4. Safety

- Logistics-related incidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operators not meeting safety requirement
- Personal safety surrounding site

5.4.1. Moreover, implementing, monitoring, and updating the CTMP involves integrating many other activities including:

- Resource assessment;

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- Lead time assessment;
- Supply and demand planning;
- Sourcing and procurement;
- Production planning and scheduling;
- Packaging and assembly;
- Inventory management and order fulfilment;
- Inbound and outbound transport management;
- Warehousing;
- Materials handling;
- On site vehicle and plant management;
- Customer services; and
- Waste management.

5.4.2. Having a timeline of project stages planned, with a full inventory of materials and tools required, is a key part of logistics management.

5.4.3. In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring and updating of the CTMP include;

- Cost savings and waste reduction as productivity is enhanced;
- Logistical planning on site enables materials to be stored correctly which improves;
- efficiency and reduces the potential for damage;
- Sites can be kept safe, clean, and easy to move around; and
- Deliveries can be received and managed promptly.

5.4.4. Community consideration has been taken on board when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to avoid peak traffic periods. The developer will aim to collaborate with the community to ensure the level of disturbance and inconvenience is minimised, at all times.

5.4.5. The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is conducted in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.

5.4.6. It is envisaged that regular correspondence will be undertaken as necessary between the site contractor, Welcome Break, and the local planning authority throughout the construction

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period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

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6. Conclusion

6.1.1. This CTMP has demonstrated that the developer has considered the impact of the traffic generation by development proposals during the construction period, and those impacts will be reasonably mitigated.

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