



Construction Traffic Management Plan

Land off Willen Road, Newport Pagnell

Bloor Homes Limited

DOCUMENT CONTROL

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-	First issue	02-12-2021

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Contents

Section 1	Overview of The Developers Construction Project
Section 2	Site Location and Description
Section 3	Site Fencing and Security Measures
Section 4	Site Operations & Traffic Management (inc. access & egress to the project site)
Section 5	Health & Safety, Site Monitoring and Liaison
Section 6	Noise
Section 7	Dust Controls
Section 8	Project Compound Arrangements
Section 9	Drainage & Contamination (during the construction process)
Section 10	Signage (directional & safety)
Section 11	Tree Protection
Section 12	Appendices

Section 1 – Overview of the Developers Construction Project at Willen Road, Newport Pagnell

Construction Traffic Management Plan (CTMP) assimilates standard building practices employed by Bloor Homes, as amended to suit the site-specific sensitivities in relation to the construction activities necessary to deliver the residential dwellings, Primary School and Local Centre together with associated infrastructure works, hereto referred to as the 'site'. This CTMP will also apply to subsequent phases of development.

This document proposes measures that are to be taken to ensure the aforementioned works can be implemented, as well as highlighting the more practical issues on site and how they are intended to be addressed.

Detailed information is provided within this document on:

- Site protective fencing & security measures
- Traffic management (inc. access & egress to the project site) and parking
- Site monitoring & liaison
- Noise
- Dust controls
- Project compound arrangements
- Drainage (during the construction process)
- Signage (directional & safety)
- Ecological issues
- General health and safety
- Site Hazards and Constraints

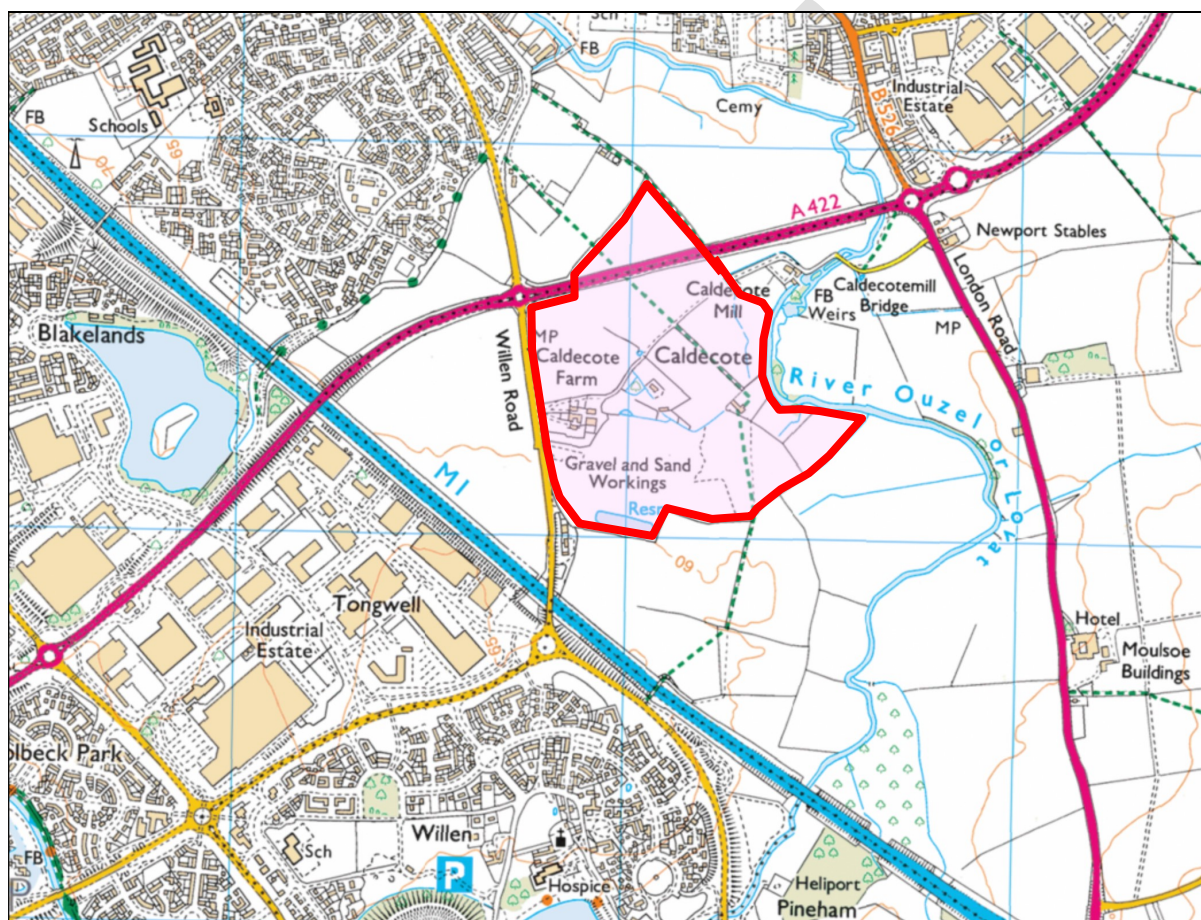
The document has been collated for the benefit of all parties and is subject to change by The Developers should the need arise. It is intended as a guide on how to successfully manage activities across the development.

Section 2 – Site Location and Description

The development site is located to the east of the M1 motorway, south of Newport Pagnell. The site extends to approximately 41 hectares and is situated in the north-western corner of the wider SD12 allocation.

The land is bound by the A422 to the north, the river Ouzel to the east, agricultural land to the south and Willen Road to the west. The M1 motorway runs on a broadly southeast / northwest alignment to the south of the site. The site generally slopes towards the East.

The site location is shown in Figure below



The proposed development is to consist of 800 residential units, a 2 Form Entry Primary school and a Local Centre. Significant hazards and constraints relating to the development of this site are indicated on drawing SM5123-EN-002. Whilst the drawing should be referred to, the main hazards and constraints are as follows;

- Existing Overhead and underground HV Electric cable/s crossing the site.
- Final effluent sewer running south to North
- Twin foul water rising mains running north to south to the treatment works to the west of the M1 motorway.
- Existing open water features cross the site with the River Ouzel to the east.

Section 3 – Site Fencing & Security Measures

Site Boundaries and Fencing

As part of the initial works on the project, the perimeter of the site will be identified, marked and construction areas fenced to prevent unauthorised access.

The minimum basic fencing standard for this project will be:

1. All perimeter fencing / hoarding will be 2.4m high, as a minimum;
2. If mesh fence (Heras) panels are to be used, the mesh will not exceed 30mm depth;
3. All fence panels or hoarding will be secured to prevent failure due to vandalism and wind damage; and
4. Lockable gates will be provided at all entry and exit points. These will be open at all times during the operating hours of the site & set back from the highway to allow a vehicle to pull clear should they be closed.

The site will be assessed on a site-specific level, with different types of fencing installed suitable to the environment. The site is secured by virtue of the existing hedgerows however; any gaps shall be closed with appropriate fencing. Consideration is to be given to the access for existing properties namely

- Caldecote Cottage
- Caldecote Willen Barn
- Moat Cottage

Wherever practicable, the permanent fencing will be installed where that area of the site abuts the existing occupied housing or area of open space located in all direction of the compass, around the development. The permanent fencing will not only afford high levels of security both for the project area and also the neighboring occupants, but will also help to achieve noise mitigation measures proposed for the construction activities.

The suitability of the fencing selected & installed will be monitored as a part of the on-going monitoring of the construction activities occurring on site.

The Site Management will implement a procedure to ensure that all temporary/de-mountable fencing is in place and in good order at the end of each day, and all gates have been secured and locked when the site is to be left unattended. The condition of the fencing around the perimeter will form part of the site monitoring, with any repairs, improvements or alterations to the fencing being undertaken in a timely manner.

The site boundaries & security will be discussed during the project-specific site induction for all workers, prior to the commencement of works.

Site Security Measures

It is envisaged that thorough measures to enclose the project site perimeter will provide suitable levels of site security for the project works.

Further site security measures (such as manned security outside of working hours, CCTV monitoring etc.) will be evaluated as the project progresses.

The Developers' Senior Management and the Project Site Management Team will review this aspect of work on a regular basis, with any alterations to security implemented as required.

Construction & Security Lighting

The majority of the construction works will take place during daylight hours, the impact of the construction light pollution will be minimal. However, when required to work in dark or maintain secure compounds the developer will follow the guideline set out below;

- All lighting will be directional and will be directed towards the activity or secured area.
- All task lighting will be sufficient for the job, not over lit
- Temporary lighting during the construction phase is to be designed and installed to minimise spillage of light with the use of anti-glare barriers and “hoods” to associated light sources.
- All temporary luminaries are to be kept to a height no higher than 4 metres, and these are to have no upward light.

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Section 4 – Site Operations, Traffic Management (inc. access & egress to the project site) and Parking

Hours of Operation

Hours of operation will be restricted to [07:00am to 18.00pm Mondays to Fridays with contractors allowed to arrive at site from 6:30am for site start at 07:00am. 08.00am to 13.00pm on Saturdays, with no work to take place on Sundays or Public Holidays or other statutory holidays].

All operatives on site will be informed of the site-specific operating hours as part of the site induction process which all must attend with The Developers management, which will be monitored by use of an individual passport system.

Delivery times of this development will be restricted to between [07.30am and 5.30pm] and will be controlled by the Construction Management team and the Commercial Department who will advise all suppliers in writing of the above.

Traffic to the project site

The site access is to be achieved via Willen Road. To ensure minimal disturbance to our neighbours and the community, the management of all deliveries will be strictly controlled to avoid any off-site parking and will utilise one point of access. Within the first phase of works the site infrastructure will be constructed to enable all traffic direct access to the development off Willen Road. Further control measures will include restricted delivery times (see above) and phased construction.

Clear directional signage for both potential sales customers and construction traffic will be clearly displayed. All delivery vehicles and construction related traffic will be routed towards the local major road network, and routed away from any built up environments as much as possible.

Signage necessary to direct movements, where deemed necessary, would be agreed in consultation with other interested parties e.g. the Highway Authority.

Suitability of the traffic management arrangements in place would form part of the on-going monitoring & review process undertaken by the Developers Site Management Team in conjunction with the Senior Management Team of the Developers.

Any areas established as requiring attention / improvement would be actioned promptly.

Traffic management within the site

A traffic management plan will be developed for the project site, which will be transferred onto a site layout drawing and detailed to the project workers as part of the site induction process.

The planning for the traffic system will ensure that measures are in place to:

- Reduce the risk of mud/debris being taken onto the public highway;
- Undertake regular cleaning of the access / egress from the site onto the public highway and footpath;
- Reduce the need for vehicles reversing within the project site; and,
- Segregate vehicle & pedestrian movement within the site.

Deliveries of large items (roof trusses, or movement or use of mobile cranes etc.) will be co-ordinated with third parties who may be affected by the delivery / movement and suitable warning signage displayed and site staff / banks men will be used if deemed necessary to protect passing pedestrians etc.

The Site Management Team will monitor and review the traffic management system on an on-going basis and take action to ensure that the arrangements are properly maintained.

Wheel Washing & Road Cleaning

The Site Management Team will implement measures to prevent mud & debris being taken onto areas adjacent to the project site and the public highway.

The measures implemented will be appropriate to the location of the construction work and the degree of mud and debris being produced. Traditionally, wheel washing involves significant water supply, proving unsustainable with the amount of water used. It has been proven that the early construction of the road network is much more sustainable. Therefore, jet wash & brushes which provide more targeted mud removal than wheel washes (with consideration of containment of surface water run-off) will be used throughout the phasing of development to accord with the provision of the roads. Once major roads are constructed of hard standing, the use of road sweepers will be employed on a regular basis to ensure that that mud and debris is not transferred to the surrounding network.

Emergency Access

Access in the case of emergencies is to be provided at all times. Roads are to be constructed in line with the build programme with Road Name plates installed as soon as is practicably possible to assist access for emergency purposes.

Section 5 - Health & Safety, Site Monitoring and Liaison

On Site: Health & Safety and Monitoring

The Site Management Team will continuously monitor the site activities to ensure that all contractors and operatives on site are observing the health, safety & environmental arrangements in place for the project.

The Company's Safety Advisors will visit site on a regular basis to inspect, advise, comment and report on conditions prevailing at that time. Special visits will also be made as necessary.

The Company will hold periodic management meetings on site to ensure continuous compliance with the health, safety & environmental arrangements in place for the project. These meetings will be open to all contractors and operatives on site, in order that they may offer advice on any matter relating to health and safety.

The Site Management Team will monitor the site on a daily basis and will ensure that the statutory and company requirements are enforced and that all statutory inspections are carried out and recorded.

The Construction Director and Contracts Manager will visit the project site regularly to review progress and ensure that the company's health and safety policy and procedures are being implemented accordingly.

All sub-contract companies carrying out construction work on this site will have been assessed prior to their appointment, in respect of their attitudes to Health & Safety, their Health and Safety Policy and their historic performance over the past three years. Only those sub-contract companies who satisfy the standard considered appropriate by The Developers will be employed.

On Site: Liaison

The Company will hold periodic meetings on site, including tool box talks, to ensure continuous liaison between the various contractors. These meetings will be open to all contractors and operatives on site, in order that they may offer and receive information and advice on any matter relating to the coordination of the works.

External Liaison

The Developers active supporters of the Considerate Construction Scheme (CCS) and have registered the site, as part of this scheme. Essentially the Scheme is an industry-sponsored organisation designed to improve both the image of construction and the liaison and flow of information to neighbouring residents.

All developments entered into the CCS, are scored against industry standards in the following eight categories:

- Considerate
- Environment
- Cleanliness
- A Good Neighbour
- Respectful
- Safe
- Responsible
- Accountable

The scheme particularly promotes active liaison between the developer and local residents neighbours (Cranfield Airport) via both the site manager – on day-to-day activities, and the Regional Office for advising events such as commencement, etc.

As such, The Developer is committed – as standard practice – to undertake active liaison with adjoining properties. Initial contact will be made via letter to the neighbouring properties, giving advance warning of key activities such as the demolition works, implementation of the approved scheme, build programme and contact details for the Site Manager.

The Developers' standard practice is for the Site Manager to provide the initial contact point with regards to the day-to-day operations of site related activities.

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Section 6 – Noise

Measures will be taken to minimise the effect and level of noise generated on site.

Typical measures to be considered include:

- Erection of semi-permanent boundary fencing between the development and the existing residential dwellings in the early stages of setting up the site;
- Consideration of the location of the site set up arrangements (brick store, parking etc.);
- Detailed appraisal of the noise levels generated by plant and equipment proposed for work on site. Selection of equipment that generates minimal noise levels;
- Use of plant and equipment that is well maintained and in good order;
- Consideration of noisier works in relation to working hours on site, the overall duration of such works and the possibility of phasing the works; and,
- Effective liaison with adjoining properties to provide information on future operations, which create noise, and to give timescales for the duration of such works.

In addition to the measures to be considered at the pre-planning stage for the project site, the Site Management Team will monitor work activities on an on-going basis, with noise & vibration levels being part of the overall monitoring process.

Prior to commencement of construction, a summarising programme of activities will be submitted to surrounding affected properties.

During construction, contact should be made with the relevant site personnel details to be confirmed.

Section 7 – Dust Controls

The following areas of activity have been identified as having the potential to create dust during works on The Developers development:

- Earthworks
- Construction traffic
- Waste transfer & movement

Measures are outlined below to mitigate dust being carried across the site and or into neighbouring areas.

Earthworks - The only works where any form of significant excavation of earth is required will be for the road construction, below ground drainage and formation of foundations.

The Regional management team will monitor the works detailed above as a part of their overall monitoring of the project site. Dampening of soil by water will be undertaken if wind & weather conditions are such that soil is being carried by the wind.

Construction traffic - The Regional management team will implement measures to prevent mud & debris being taken onto areas adjacent to the project site and the public highway.

The measures implemented will be appropriate to the location of the construction work and the degree of mud and debris being produced. Typical examples include the construction of hard standings, the use of jet wash and brush (with consideration of containment of surface water run off) and the use of road sweepers.

All vehicles carrying loose granular loads will be required to arrive and leave with a sheeted cargo area. Such deliveries will be off loaded, wherever practicable, in the area they are required to prevent excessive movement & handling.

Waste transfer and movement - As part of the forthcoming requirement for Site Waste Management Plans, The Developers are evaluating current practices on site and assessing ways in which waste produced can be either recycled (e.g. use of damaged bricks as a fill material) or minimised (through detailed scheduling of materials required).

Waste produced on site is typically solid material (e.g. timber off cuts, plasterboards off cuts etc.) that is put into a mini-tipping skip at the plot for transferring to a large skip located centrally to the plots under construction.

Skip lorries removing full skips from site will be required to sheet the load which will reduce the chance of dust and debris being released during transit from the project site.

Wheel Wash

A Jet Wash Facility will be permanently available during the construction process, employed as necessary by site personnel as follows;

During Winter Months – To remove mud.

During Summer Months – To damp down dust.

Section 8 – Project Compound Arrangements

The Developers have a standard site compound layout, which is implemented where practicable on all project sites.

Site size, numbers of workers, volume of plots under construction at any point, site restrictions and utility supply issues can cause the design to have to be amended to suit site's specific requirements.

The Developers site compounds will be enclosed with a hoarded perimeter decorated to the corporate identity. The compound will house (as a minimum):

- A portakabin type stackable Site Management Team office;
- A portakabin type canteen with facilities to warm food, prepare drinks & take breaks;
- A drying room (typically incorporated at one end of the canteen);
- A toilet block (with hot & cold running water);
- Storage cabins for valuable & easily damaged items; and
- Timber rack/store.

The site office will typically be stacked on top of the canteen building, with an external staircase installed for access.

A hard standing area will be created which will form the car parking for workers on site. This facility will assist the Site Management Team in ensuring that workers on site do not park on Willen Road. The car park will be sized according to the number of trades on site.

An enclosed bulk store/compound for bricks, blocks and other heavy/bulk items will also be established within the project site. It's positioning will consider the location of the existing residential dwellings.

Sealed containers are to be provided for disposal of food waste, within the site compound. Regular emptying and removal and disposal of waste is to be maintained throughout the development of the site.

Section 9 – Drainage & Contamination (during the construction process)

The two elements of drainage requirements for The Developers during the construction of the development are surface/ground water and foul drainage.

Surface/ground water

Measures will be taken to ensure that no contaminated surface water or other liquids or solids, which could cause harm to the environment, are deposited into the surface water storage to the site or surrounding areas.

The Developers Environmental Procedures Manual will be consulted for practical answers regarding silt run off, requirements for fuel storage & re-fuelling etc.

Regular road cleaning will also form part of the procedures to prevent contamination of surface water leaving the development.

Foul Drainage

The welfare facilities installed for the workers on the Developers development will initially be connected to a foul drainage storage tank, which will be emptied as required.

Once the foul drainage system for the Developers development is established and has been tested, the welfare facilities will be connected into this system.

Contamination

Any contamination encountered on-site, other than those raised in the soil survey report, will be identified and geotechnical analysis undertaken to determine treatment and decontamination regime. LPA to approve scheme prior to these works being undertaken.

Section 10 – Signage (directional & safety)

Directional Signage

The Developers will ensure that directional signage is positioned giving clear instructions for both potential sales customers and construction traffic.

All site access is to be taken from the new access road/s constructed off Willen Road, there are no adjoining roads onto the development. All directional signage will ensure that construction & sales customer traffic is routed to this site access on Willen Road.

The suitability and effectiveness of the directional signage will be reviewed on a regular basis both by the Site Management Team and by The Developers Senior Management Team at meetings with other developers at the site.

Safety Signage

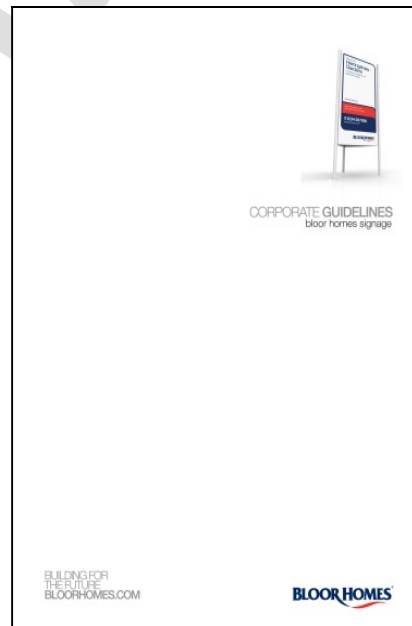
The Developers will install appropriate levels of safety signage throughout their development and around the perimeter.

A multi signboard will be erected at each access/egress point to the Developers development.

All signage used on the Developers development will be sourced via the corporate signage document produced for the group.



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Section 11 – Tree Protection

There are mature trees/hedges across and bounding the site which will be provided with tree protection fencing during the first phase of enabling works and to the boundaries of the development.

This will typically include Heras style fencing panels fixed to a scaffold framework clearly signed creating an exclusion zone to both plant and operatives alike.

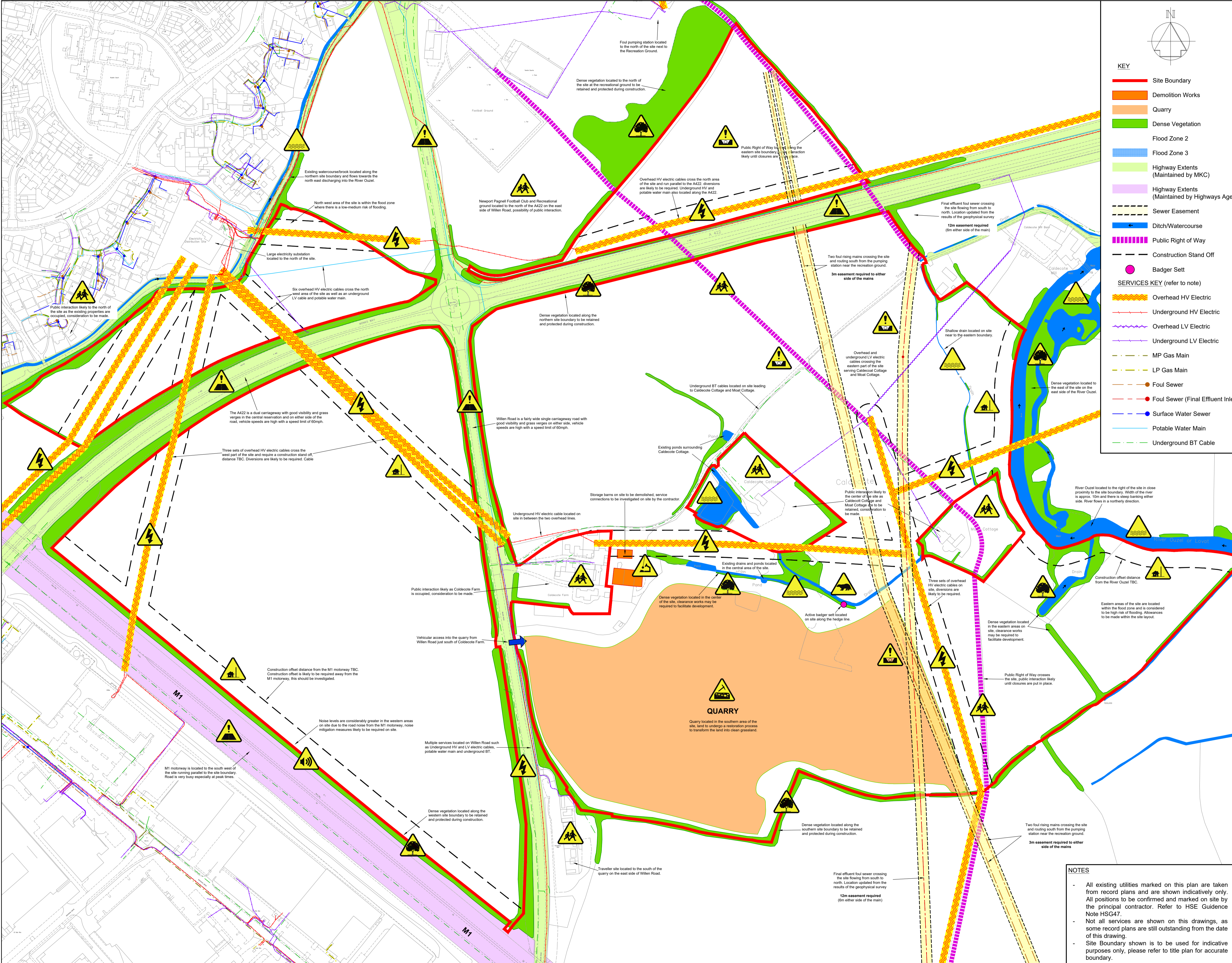
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Section 12 – Appendices

Hazards and Constraints Plan

Access and Egress Plan

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KEY

Site Boundary

Demolition Works

Quarry

Dense Vegetation

Flood Zone 2

Flood Zone 3

Highway Extents (Maintained by MKC)

Highway Extents (Maintained by Highways Agency)

Sewer Easement

Ditch/Watercourse

Public Right of Way

Construction Stand Off

Badger Set

SERVICES KEY (refer to note)

Overhead HV Electric

Underground HV Electric

Overhead LV Electric

Underground LV Electric

MP Gas Main

LP Gas Main

Foul Sewer

Foul Sewer (Final Effluent Inlet)

Surface Water Sewer

Potable Water Main

Underground BT Cable

CONSIDERATIONS	
<div></div>	Aboriginal/TPOs
<div></div>	Construction stand off distances
<div></div>	Demolition works
<div></div>	Ecology
<div></div>	Flood risk
<div></div>	Ground conditions
<div></div>	Highway adoption
<div></div>	Highway constraints/vehicle speeds
<div></div>	Land use (Neighboring fields)
<div></div>	Noise Levels
<div></div>	Public Interaction
<div></div>	Public Rights of Way
<div></div>	Services
<div></div>	Sewer easements
<div></div>	Site levels/sloping ground

RISK ASSESSMENT SYMBOLS	
Symbol	Brief description of risk.
<div></div>	Services crossing the north west area of the site include 6x OH HVs, UG LV and potable water main, services located within the existing housing estate to the north. OH HV crossing the north east part of the site. 2x Foul rising mains cross the site and run south from the existing foul pumping station. Final Effluent Foul sewer also crosses the site flowing to the north. Multiple services cross the central area of the site such as several OH HVs and LV. UG HV and LVs, foul sewers and BT.
<div></div>	M1 motorway located to the south west of the site and runs parallel to the site boundary. Road is very busy especially at peak times. The A422 is a dual carriageway road with a speed limit of 60mph, Willen Road is a single carriageway road with a speed limit of 60mph.
<div></div>	Public Right of Way crosses the site, public interaction likely until closures are put in place. Caldecote Farm, Caldecote Cottage and Moat Cottage to be retained, existing houses to the north of the site are occupied, consideration to be made.
<div></div>	River Ouzel located to the east of the site in close proximity to the site boundary. Several ponds and drains on site, depths TBC. There is a high risk of flooding for some areas of the site, allowances to be made within the site layout.
<div></div>	Storage barns on site to be demolished to facilitate development, service connections to be investigated.
<div></div>	The 2x foul rising mains and final effluent foul sewer all require a sewer easement, distance TBC.
<div></div>	Quarry located in the south west of the site, land to undergo a restoration process to transform the land into clean grassland.
<div></div>	Active badger sett located on site along the hedgeline just south of Caldecote Cottage.
<div></div>	OH electric cables on site require a construction offset, distance TBC. The River Ouzel and M1 are likely to require a construction stand off distance although this should be investigated, distances TBC.
<div></div>	The M1 motorway is a noise constraint, noise mitigation measures likely to be required on site including the use of acoustic fences.
<div></div>	Dense vegetation located along the site boundaries to be retained and protected during construction, clearance works may be required to facilitate site accesses. Dense vegetation located in the central areas on site, clearance works may be required to facilitate development.

Revision:			
A	Highway adoption info added, considerations table and key updated.	14/05/19	JHP
B	Hatching for demolition, flooding, watercourses and notes amended. Dense vegetation added. Hazards table and key updated.	10/02/20	JHP
C	Surveyed location of the twin Anglian Water rising mains plotted	30/04/21	NC
D	Location of Effluent sewer updated from details of geophysical survey	16/07/21	NC

Job:	NEWPORT PAGNELL		
Title:	EXISTING HAZARDS AND CONSTRAINTS PLAN		
Scale:	1:2000@A1	Drawn:	JHP
Date:	16/04/19	Checked:	-

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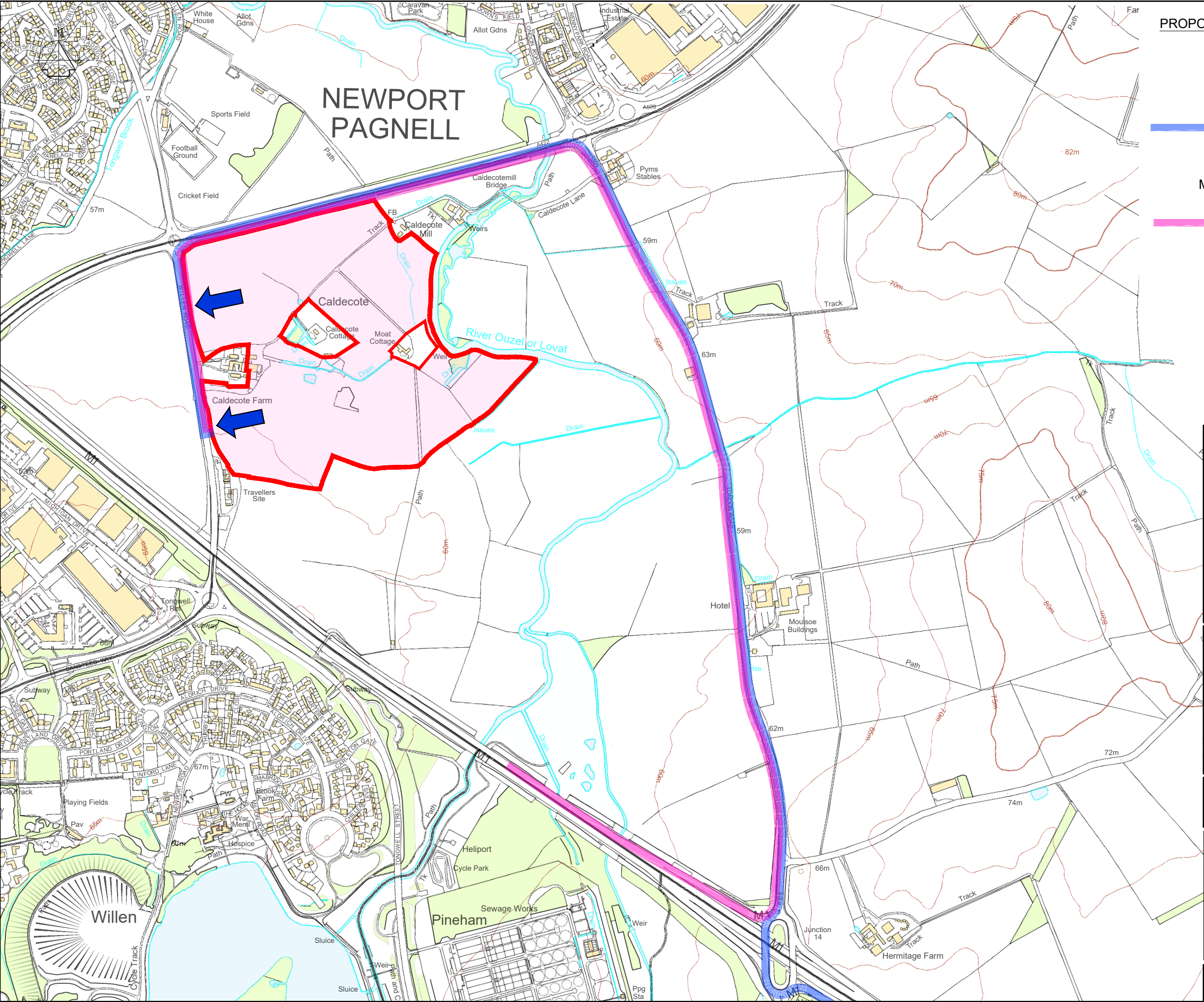
BLOOR HOMES

BLOOR HOMES LIMITED
PRIMUS HOUSE, CYGNET DRIVE
SWAN VALLEY, NORTHAMPTON, NN4 9BS
TELEPHONE 01604 6844000 FACSIMILE 01604 684401

Drawing No.	SMxxx-EN-002	Rev.	D
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NOTES

- All existing utilities marked on this plan are taken from record plans and are shown indicatively only. All positions to be confirmed and marked on site by the principal contractor. Refer to HSE Guidance Note HSG47.
- Not all services are shown on this drawings, as some record plans are still outstanding from the date of this drawing.
- Site Boundary shown is to be used for indicative purposes only, please refer to title plan for accurate boundary.



PROPOSED CONSTRUCTION TRAFFIC ROUTES

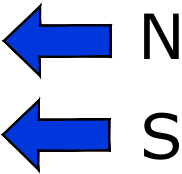
NorthBound off M1

M1 J14 → A509 → A422 →
Willen Road → Site

Southbound off M1

M1 J14 → A509 → A422 →
Willen Road → Site

North & South
Access points



North & South
Access points



Revision.	

Job. **WILLEN ROAD
NEWPORT PAGNELL**

Title.

Scale. NTS @ A3	Drawn. NC
Date. Nov 2021	Checked.

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Drawing No. **SM564-EN-024**

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