



# Construction Management Plan

Erection of 81 Bed Care Home

Land adjacent to the Porsche Garage, Hatfield House, Hatfield Business Park, Hatfield

## 1.0 Introduction

Planning permission (6/2017/0550/MAJ) was granted with conditions

Condition of the planning permission (Condition 1) states:

*Development must not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development must only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan must include details of:*

- a) Construction vehicle numbers, type, routing*
- b) Traffic management requirements*
- c) Construction and storage compounds (including areas designated for car parking)*
- d) Siting and details of wheel washing facilities*
- e) Cleaning of site entrances, site tracks and the adjacent public highway*
- f) Provision of sufficient on-site parking prior to commencement of construction activities*
- g) Post construction restoration/reinstatement of the working areas and temporary access to the public highway.*

## **2.0 The Proposed Development**

### **2.1 Site Location**

The application site is a piece of land located off Hatfield Avenue.

The application site comprises a triangular shaped site, with a single access point off Hatfield Avenue, which is an adopted estate road leading from the A1(M). The site occupies approximately 0.81 hectares and is generally level, with a gentle slope back from the main road back into the site. It is surrounded by residential properties on 1 side and the main road at the frontage.

### **2.2 Construction Phasing**

The site is vacant and there are no demolition works. To manage the construction works the project will be phased, substructure and superstructure, but the site setup as per the attached drawing H.15.35 (9-) 10 and will be established from the commencement of the project.

### **2.3 Approved Development**

The approved development comprises an 81-bedroom residential care home, split over three storeys with associated communal facilities, patio and landscaped gardens. The proposed care home will operate 24 hours a day. The majority of staff at the care home will work shift patterns of 10pm to 7am, 7am to 3pm and 3pm to 10pm.

A total of 24 car parking spaces, which includes 3 disabled, will be provided. In addition, the proposal will offer 12 cycle parking spaces.

## 3.0 Construction Traffic Management

### 3.1 Introduction

The Traffic Management Strategy for the project is one of minimising the interface whenever possible between Public and Site traffic. This is achieved by reducing the number of deliveries where practicable, staging of deliveries, avoiding peak traffic times and controlling vehicular movements on the project.

The site setup drawing provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points to be actioned by the contractor.

Avoiding Hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The HSE expect to see Traffic Management Plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading/storage areas

If you require further information on this topic, please contact the Contractor's H&S Manager. You can obtain a free leaflet from the HSE website [www.hse.gov.uk](http://www.hse.gov.uk)

### 3.2 Principal Areas of Investigation

The principal areas that the Construction Traffic Management will cover may be summarised as follows:

- Management and phasing for the development of the site including all highway works;
- Methods for accessing the site, including construction vehicle numbers and routing;
- Location and details of wheel washing facilities; and
- Parking areas and materials storage areas clear of the public highway.

### 3.3 General Site Establishment Requirements

The total construction and highway works phase is likely to take approximately 80weeks.

Once the site has been established all traffic will enter and leave in a forward direction. Delivery vehicles pull right into the site for off-loading.

Gates will remain open during working hours to allow vehicles unrestricted access into the site without the need for any waiting on the public highways, and delivery vehicles will join Hatfield Avenue in forward gear.

All vehicle movements out of the site will be controlled by a banksman wearing a high visibility jacket.

Site base car parking will be established at commencement of works for key staff and visitors to the site.

During the construction and highway works phase there are likely to be between 20-30 personnel on site, peaking at approximately 40 personnel.

Anticipated 3 to 4 rigid lorry movements per day for removal of skips and deliveries, and up to 20 van/car movements per day for operative drop off and pick up, plus 2 to 3 articulated lorries per week to deliver large materials.

Company name boards will be erected to identify the site clearly.

Immediately upon commencement all deliveries, operatives and visitors to the project will report to the security gate/site office. This will be communicated to all early works contractors at their pre-start meeting.

They will be inducted by company staff, and be informed of emergency procedures, assembly points, first aid, site rules, location of welfare facilities, etc. at this time. They will be instructed to sign in and out at the security/site office each day, until such time as the full access control system is in operation. PPE appropriate to the tasks being undertaken will be checked upon signing in.

The Traffic Management and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.

Responsibility for Construction Traffic movement is that of the Contractor who together with the site staff will:

- Ensure that subcontractors and suppliers adhere to procedures set out in the pre-start conditions by booking in deliveries giving the required notices. All deliveries will be planned, and drivers will be required to call prior to reaching the site to ensure free access is available.
- Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors
- Maintain roads in a clean and safe condition
- Large vehicle movements including deliveries will be restricted to avoid peak time road use
- The gates on site will remain open during working hours to allow vehicles to pull into the site holding area / offloading area as indicated on the site plan
- All suppliers will be advised with their order that their delivery drivers will not be allowed to park on the surrounding residential roads and that the drivers will be expected to call ahead for access.
- There will be no more than two delivery vehicles on site at any one time due to space constraints. Unexpected deliveries will be turned away.

It is recognised that not all deliveries are notified to the contractor, such deliveries are usually smaller, by third parties or on occasions simply not booked in. Deliveries from overseas often have difficulty in providing accurate arrival times. The Contractor will then manage the delivery situation with the priority to get the vehicle off the road system and within the site. Other options open to the team are to send deliveries away or temporarily send deliveries to a lorry park with a return time. It is reiterated that wagons will not be allowed to lay-up along or adjacent to public roads.

Muck away lorries and concrete delivery wagons will not be booked in but these generally occur early on in the project when other deliveries are less numerous.

### **3.4 Site establishment phase**

The site will be established in accordance with the site setup layout plan depicted in the attached drawing (9-) 10.

Solid timber hoarding will be erected to all boundaries, incorporating vehicle and pedestrian gates.

Pedestrian and vehicle gates will be locked outside of normal working hours.

Access from the site compound into the site working area will be via a controlled access gate.

The vehicle off load area, materials storage area and car park will all be formed as hard standing areas to minimise risk of muck being carried outside site confines.

Local residents will be provided with an information letter prior to work commencing on site.

This will provide details of the work, contact details etc.

### **3.5 Phase 1 – Site Preparation & Sub-structure**

The site will be cleared and movement around the site is unrestricted. During this part of the works all vehicles will be able to pull into the site and leave in a forward gear. This phase of the works is where the majority of larger deliveries will be received with piling rigs, crane and material deliveries.

### **3.6 Phase 2 - Superstructure**

Upon completion of the substructure and drainage vehicle entry onto the site will be restricted to the 'Vehicle unloading zone' which:

- Allows vehicles to enter the site in a forward gear
- Leave the site in a forward gear exiting onto the main highway as identified on drawing (9-) 10
- No requirement for additional traffic measures along the residential roads
- No reversing onto the public highways

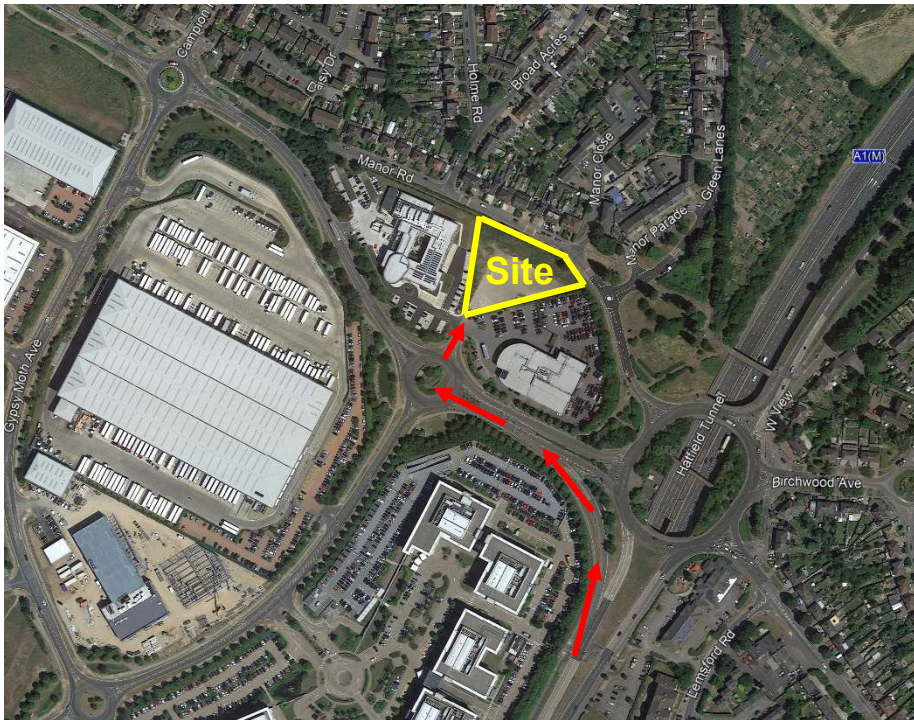


Figure 1

Pedestrian access will be limited due to the nature and location of the site, but the contractor has separated pedestrian access from the main vehicle routes.

This access point is directly into the welfare/office area and will be controlled by the site manager.

Vehicular access is restricted to the Southern part of the site, which is separated from the main working areas. This allows the contractor to control the areas with minimal pedestrian interaction.

All access points will be clearly signed.

## 4.0 Access Arrangements

The main aspects of construction logistics are:

- Construction vehicles will enter and leave the site from the entrance along Hatfield Avenue (see Figure 1);
- Due to space constraints, a system of 'just in time' deliveries will be implemented where possible;
- All construction traffic entering and leaving the site will be closely controlled and during delivery times, traffic marshals will be positioned at the construction access/egress to control and record entry and exit movements;
- Goods and materials will be transported directly to the care home site and unloaded into the two main storage area of hardstanding.

Directional signage will be provided on nearby roads, although it is expected that the drivers will be fully aware of their routes before setting off.

Heavy Goods Vehicle (HGV) movements will be restricted as far as reasonably possible to avoid peak traffic flow periods (i.e. from 08h00-09h00 and 17h00-18h00).

## 5.0 Reducing Disruption

### 5.1 General Items

During the construction phase works will be carried out to the best of our ability to prevent nuisance and disruption to the surrounding area and environment.

Some of the areas (but not limited to) are detailed below

- Working hours – 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays
- Secured site to prevent unwanted access onto site
- Single point of entry into the site during working hours
- Systems of work and plant using dust suppression where possible
- Use of experienced and competent supply chain
- Wheel washing facilities (high pressure hose system) on the site to control dirt on roads
- Road sweeping activities during the course of the project
- Noise suppression plant/equipment where possible
- Temporary power to the site to reduce requirement for generators in operation
- Construction vehicle access onto the site to prevent congestion on the surrounding roads
- Waste facilities to be emptied regularly
- Where appropriate regular updates will be given to the surrounding neighbourhood affected by the works
- Access to the site management team at all times
- Lockable fireproof welfare facilities to be used
- W/C facilities to be connected into foul drainage system

### 5.1 Dust and Noise control measures

Site will be equipped with a pressure washer to clean vehicle wheels as and when required. An operative will be employed full time to carry-out “house-keeping” duties. This will include wheel cleaning, general road sweeping, damping down dust etc.

A road sweeping contractor will also be employed to visit site when required to provide extra level of cleaning to the road, pavement, kerbs etc. and at the reasonable request of the Local Highway Authority.

All rubbish disposal will be to skips with dust controlled by controlled damping or covers.

All loading and unloading areas will be hardstanding (concrete/tarmac) to prevent further dust movement.

Measures to control the emission of dust are set out in the Dust Management Plan appended to the Sitewide CEMP, as are measures to monitor and report any issues. There are not anticipated to be any further phase-specific measures required.



Measures to mitigate, monitor and report noise and vibration impacts are set out in the Site-wide CEMP. There are not anticipated to be any further phase-specific measures required

## **5.2 Mud control measures**

Vehicles will be checked before leaving site to ensure that mud and debris have been removed from the wheels before entering the highway. Bins and a high pressure-washer will always be available for this purpose during the earth moving activities.

A road sweeping contractor will also be employed to visit site when required to provide an extra level of cleaning to the main road, pavements, kerbs etc.

## **5.3 Parking areas and materials storage areas clear of the public highway**

### **5.3.1 Parking arrangements**

Site car parking will be established at commencement of the works for key staff and visitors to the site, with approx. space for 15 vehicles as demonstrated on drawing (9-) 10.

### **5.3.2 Material storage arrangements**

A holding area has been designated within the site area to allow for delivery vehicles to enter and exit the site from Hatfield Avenue without entering the live site area. The vehicle off load area, materials storage area and car park will all be located clear of the public highway and formed as hard standing areas to minimise risk of muck being carried outside site confines.

## **5.4 Fence and Hoarding (Refer to Drawing (9-) 4)**

Erection and maintenance of Security Hoarding Prior to any meaningful works commencing, perimeter hoarding will be installed. This provides a system for controlled access. Turnstiles, security gates and guards will be used to ensure only authorised personnel can enter. In addition, hoarding will be used to create a barrier between traffic routes and pedestrians. Hoardings or fences will be a minimum height of 2.4m and will not help climbers by offering hand and foot holds.

## **5.5 External Lighting**

We are not expecting there to be any works carried out in the dark. The only external lighting would be to the compound and parking areas and this would only be in the winter months.

## **5.6 Construction and Demolition Working and Delivery Hours**

The standard working hours for all construction activities will be:

- 08.00 – 18.00 Monday to Friday;  
and
- 08.00 – 13.00 Saturdays.

No continuous 24-hour activities are envisaged for works and any working on Sundays or Bank Holidays will be subject to reasonable notice. Any change to working hours will be agreed in advance with Welwyn and Hatfield Council. These hours will be strictly adhered to unless or in the event of:

- An emergency demands continuation of works on the grounds of safety;
- Minor internal works are being carried out within the confines of the building envelope;
- Completion of an operation that would otherwise cause greater interference with the environment /general public if left unfinished.

Heavy Goods Vehicle (HGV) movements will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (i.e. from 08h00-09h00 and 17h00-18h00)

### **5.07 Details of Wheel Washing Facilities**

Wheel washing facilities will comprise general wheel wash at the site entrance and egress with further measures at the particular construction compound if necessary, to maintain haul roads.

Wheel washing may include one or more of the following measures: drive-over dry ramp system, drive through bath system, and high-pressure spray wash systems.

Drive-over dry ramp system works on the vibration effect created by the vehicle tyres driving over inverted steel bars on a raised platform, the vibrations and motion flexes open the tyre treads enabling dirt and debris to fall to the ground.

A drive through bath system comprises of the central bath section which contains internal metal grids that are submerged in water. As the vehicle drives through the bath and over the metal grids, the tyres flex enabling dirt to fall out while the water effectively washes the tyres.

A high pressure spray system comprises of either the manual washing of the vehicle, by site staff member, in a designated wash area; or the installation of an automated drive through wheel washing facility that sprays water over the tyres of the vehicle as it drives through or stand on a raised platform