

CONSTRUCTION AND TRAFFIC MANAGEMENT PLAN & CODE OF CONSTRUCTION PRACTICE	DEPT.		HEALTH AND SAFETY	
	STATUS		Active	
	REFERENCE			
	REVISION	0	Date:	04/11/21

PLANNING APPLICATION REFERENCE 21/01298/FUL

Project Location	Demolition of existing buildings and construction of new self-contained residential dwelling and external store with associated hard and soft landscaping. Land North West of Round House Farm, Spode Lane, Cowden Kent TN8 7HG	Date	04/11/21
Client	Mr. R Horobin	Development Type	Demolition and new build
Contractor; TBC			

This construction traffic management plan has been prepared in consideration of planning condition 7 and 8 - proposed demolition / removal and construction methods and techniques (including the avoidance of burning on site and vehicle movements – Traffic Management Plan).

Prepared by Richard Horobin

Signature

Date 04/11/21

Approved by TBA

Signature

Date

Person responsible for ongoing development TBA

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1 Introduction

1.1 Introduction

This Construction Traffic Management is prepared in support of planning application submitted to Kent County Council

Appendix 1 contains a plan of the site layout – drawing P084-105.

1.2 Site Location

Former equestrian stud farm.

The site is located down an existing bridle path off Spode Lane, Cowden, Kent TN8 7HG – see Appendix 2 HM Land Registry plan Ref K337697.

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1.3 Development proposals

Main contractor is to liaise with Kent County Council's highway managers and other highway authorities.

The main contractor will be responsible for safe construction of the redevelopment.

1.4 Purpose of the Construction Traffic Management Plan

The main contractor will be responsible for safe construction of the redevelopment.

1.5 Management of the Construction Traffic Management Plan

ALL contractors and suppliers will be made aware of this construction traffic management plan,

Prior to starting works on site all operatives will be given an initial site induction which will include explanation of the Construction and Traffic Management Plan. In addition to this during the construction period all operatives will be given regular Tool Box talks some of which will include general health and safety and details of the construction and traffic management plan.

2 Site Access

2.1 Site Access

The primary access for ALL construction traffic will be from the existing bridle path off Spode Lane. All deliveries will be managed by a banksman with access and egress clearly defined.

The site can only be accessed from Spode Lane.

Pedestrians and horse rider's access along bridle path will be open at all times and banksman will be on hand during the construction programme due to public and contractor safety issues.

Access to the site shall be located to ensure the minimum of disturbance from vehicles entering or leaving the site to persons in nearby noise sensitive buildings.

2.2 Road Route and Junctions

To minimise construction traffic nuisance the following principal road routes and junctions will be used during the construction period for ALL deliveries: -

- Motorway/road network
- Hartfield Road
- Spode Lane.

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3 Construction Traffic

3.1 Construction Phasing

The proposed redevelopment of this site will take until TBA complete. The 45 week construction programme is proposed to start TBA.

It should be noted that the construction programme and corresponding construction traffic strategies may be subject to change and subsequently change to the Construction Traffic Management Plant will need to be agreed with the Kent County Council highway managers and other highway authorities.

3.2 Construction vehicles

Due to the limited ingress and egress of the site careful consideration needs to be given to the type and size of vehicles accessing the site. Given the limited width of the bridle path NO artic lorries will be allowed on site.

Where ever possible delivery wagons will be limited to:

Delivery lorries: 7.5tonne

General deliveries: 18 tonne rigid 6 or 4 wheel, or 26 ton rear wheel steering lorries

Concrete 32 tonne lorries

Existing building and hard-standing to be crushed for hard-core which will save 20-30 vehicle movements

Timber recycling merchant to remove timber for recycling.

Excavated spoil will be re-purposed around the site where ever possible.

The anticipated weekly deliveries average would be:

1x skip per week

1x toilet clean per week

3x general deliveries per week.

Site management and operatives will be encouraged to use public transport to and from site where possible, but given the site remote location this will have limited impact. All site staff and visitors will be encouraged to vehicle share to and from site.

3.3 Hours of Work

The site working hours will be in accordance with the planning conditions.

- 0800-1800 hrs Monday to Friday
- 0800-1300 hrs. Saturday
- No construction works will take place on Sundays and Bank Holidays.

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In order to maintain these working hours' contractor(s) will require a period of up to ½ hour before and at the end of the working shift to start up and close down the works activities. This will NOT include operation of mechanical plant and machinery.

During the construction period it may be necessary in exceptional circumstances to work outside these prescribed working hours. Should this occur the hours and duration of these works will be subject to consultation with Kent County Council. Noted circumstances for example are in an emergency or in other interests of Public Safety.

3.4 Traffic Management Principles

During the construction period it is important that construction traffic is managed and integrated into the existing road highway network, to maximise construction efficiency and safety while minimising the risk of inconvenience and nuisance to the public. This will be achieved through careful management, programming and co-ordination of the construction works. To minimise the impact of construction traffic on the bridle path and existing road the following principles will be actioned.

LARGE VEHICLES WILL NO BE ACCOMMODATED ON SITE.

Lorries shall enter and exit the site in a forward direction except where space restrictions do not allow this. Any signage on the highway is also to be agreed with the highway authority. All these conditions will be subject to prior discussions with the Highway Authority and the Police before implementation.

- Wherever practicable all loading and unloading of vehicles will take place on site.
- Lorries that cannot immediately enter or leave the site must switch off their engines.
- The appointed contractor will be responsible for all lorries delivering to or existing from the work site and shall comply with the time restrictions.
- Mud on roads is regarding as one of the main environmental nuisance problems arising from construction sites. The appointed contractor to take strict measures to minimize the problem. The Main Contractor will ensure that limited vehicles will enter the site, due to the size of the plot and any vehicle with dirty wheels will be cleaned on the ramp prior to leaving and merging onto the highway.
- Delivery vehicles will supply and remove materials from site using Spode Lane then turn left/right into bridle path.
- Delivery vehicles will then exit bridle path then turn onto Spode lane and use the existing road and highway network.
- Delivery vehicles whenever practical will avoid 'peak public traffic hours and the school start and finish times. Therefore, all deliveries to be planned to avoid the following times between 8.00am and 9.00am and 2.45pm and 4.15pm. This will reduce traffic congestion and nuisance to the existing surrounding road and highway networks.

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- To minimize the volume of construction traffic from outside the area, local suppliers will be used whenever practical and suitable to do so.
- The site entrance will be appropriately signed to avoid congestion and confusion with other residential entrances.
- Site entrance will have protective Haras surrounding premises and areas of work, with 24-hour contact information pertaining to the appointed contractor.
- The site entrance will be signed for 'Emergency Access Point' for safe access and egress of emergency vehicles.
- The site entrance will be guarded to prevent unauthorized access and minimize congestion and nuisance.
- Onsite car parking for essential contractor vehicles will be provided on site – although contractors/operatives will be encouraged to car share whenever possible to reduce the volume of traffic on site.
- All delivery vehicles will be unloaded within the site boundary.
- Site delivery vehicle wheels will be washed before exiting the site and entering onto the public highway.
- For environmental and road safety ALL material containers leaving site will be appropriately covered to avoid soiling of the roads and highway and nuisance to the pedestrian and road user Public. This will be controlled by the Banksman.
- Rubbish shall be removed at frequent intervals and the site kept clean and tidy.
- Fly-tipping will not be permitted. Any waste will be removed from site using a licensed waste carrier.

4 Construction Traffic Routes

This section identifies the major construction works when construction traffic routes will be most trafficked.

4.1 Demolition and Strip Out

Demolition and strip out of the redundant Dutch barn, stables and sheds. A duration period of 4 weeks is programmed for the completion of these works. As part of our waste management plan all existing concrete hard standings and bricks will be crushed on site for re-use as hardcore. All transport vehicles will cover loads to avoid nuisance and will be licensed and regulated.

Where ever possible excavated spoil will be repurposed on site.

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4.2 Substructure

Digging of foundations. Concrete over side. Brickworks to DPM. Drainage. Duration of 10 weeks is programmed for the completion of these works.

4.3 Superstructure

Installation of green roof. Brickwork and cladding envelope to building. A duration of 11 weeks is programmed for the completion of these works.

4.4 Fit Out and Landscaping

Fit out of the residential house and external store. A duration period of 20 weeks has been programmed to complete these works. Delivery requirements will be sourced and supplies by local suppliers within a 10-mile radius of the site wherever possible.

4.4 Workforce

The appointed contractor, as the principle contractor will use the skills of local sub-contractors and tradesmen as appropriate and whenever possible. Because of their local knowledge it will be easier to identify the traffic routes and modes of transport they will use. The appointed contractor will encourage the workforce to use public transport and car share to reduce the traffic volume on site.

5 Construction Phase Arrangements

Introduction

This describes the chaptered works of the construction traffic movement. See Appendix 3 anticipated weekly Construction Traffic Movement plan.

Phase 1: Months 0 – 1

- Haras fencing erected to site boundary along bridle path – clearly visible signage and 24-hour contact details.
- Site welfare and management accommodation established.
- Demolition works.

Phase 2: Months 1-3

- Excavating and Filling Works.

Phase 3: Months 3-6

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- Brick/block Walling
- Accessories/Sundry Items for external cladding
- Precast Concrete Sills/Lintels/Copings
- Features

Phase 4: Months 6-10

- Carpentry/Timber Framing/First Fix
- Lead Sheet Coverings/Flashings
- Damp Proofing
- Single Layer Polymeric Sheet and green roof coverings
- Plasterboard Dry Linings/Partitions/Ceilings
- Windows/Rooflights/Screens/Louvres
- Doors/Shutters/Hatches
- General Glazing
- Cement Based Levellings/Wearing Screeds
- Plastered/Rendered/Roughtcast Coating
- Rubber/Plastic/Cork/Lino/Carpet Tiling/Sheeting
- Painting/Clear Finishing
- General Fixtures/Furnishings/Equipment
- Unframed Isolated Trims/Skirting's/Sundry Items
- Doors/Window Ironmongery
- Holes/Chases/Covers and Supports for Services
- Kerbs/Edgings/Channels/Paving Accessories
- Granular Subbases to Roads

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- Slab/Brick/Sett/Cobble/Paving's
- External automatic gates.
- Top Soil/Growing Media and Ameliorants
- Seeding/Turfing
- External Planting
- Rainwater Drainage Systems
- Above Ground Foul Drainage Systems
- Below Ground Drainage Systems
- Soakaway/Septic Tank and Sewage Treatment Units
- Fixings and Adhesives
- Site boundary hoarding adaptations and highway site access closed.
- Appointed contractor welfare and management accommodation dismantled.
- **REDEVELOPMENT COMPLETE.**

6 Appendices

- Appendix 1 - Site Plan – see drawing P084-105
- Appendix 2 - HM Land Registry K337697
- Appendix 3 – Photographic survey of public bridleway SR635 from junction of Spode Lane.

7 Code of Construction Practice

Key aspects of the code

7.1 Hours of Work

- The permitted hours for noisy works (audible at the site boundary) have been reduced. Noisy works are no longer allowed at any time on Saturdays. Additionally, noisy works must now not be carried out after 6pm

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- I. The site is situated amongst local residents, who are likely to be affected, therefore all working methods that minimize noise, dust and air pollution impacts will be used at all times. Measures included in this code are not exhaustive and additional measures can be used which will reduce environmental impacts further.
- II. The effectiveness of all measures shall be monitored frequently by the appointed contractor and reviewed weekly.

7.3 Noise and Vibration

- **Plant and Equipment**
- Noisy plant or equipment shall be sited as far away as is practicable from sensitive buildings. The use of barriers, such as soil mounts, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas, is to be employed wherever possible.
- All plant and equipment shall be powered by mains electricity wherever practicable, to locally powered sources such as diesel generators. Hand tools should also be electrically powered rather than petrol or diesel driven.
- Vehicles and mechanical plant used shall be fitted with effective exhaust silencers and operated to minimize noise emissions. The appointed contractor shall ensure that all plant complies with the relevant statutory and manufacturers' requirements.
- Machines in intermittent use should be shut down in the intervening periods between works or throttled down to a minimum. Noise emitting equipment that is required to run continuously may have to be housed in suitable enclosures.
- Compressors must be 'sound reduced' models fitted with properly lined and sealed acoustic covers that must be kept closed when machines in use.
- Equipment which breaks concrete, brickwork or masonry by bending or by bursting shall be used in preference to percussive tools as far as possible.
- Pneumatic percussive tools must be fitted with mufflers or silencers of they type recommended by the manufacturers.
- Where possible rotary drills and bursters actuated by hydraulic, chemical or electrical power shall be used for excavating hard or extrusive material.
- Plant shall be maintained to keep noise and mechanical vibration to a minimum.
- Due care and attention will be taken when loading or unloading vehicles, dismantling scaffolding or moving materials etc. to reduce noise impact...

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- **Dust and Air Pollution**
- **Dust**
- The appointed contractor shall water down area where necessary to minimize dust transfer into neighbouring premises.
- Stockpiles of material shall be damped down or otherwise treated to prevent the emission of dust from the site. Stockpiles will be planned and sited to minimize the buildup of potential dust. The handling of materials should be kept to a minimum and when deposited onto a stockpile it should be from the minimum possible height.
- Dust pollution shall be minimized during demolition by the complete screening, if practicable, of the building or structure to be demolished with sheets or screens. There will be a control of cutting or grinding materials on site. The mixing of large quantities of concrete will be carried out in enclosed/shielded areas.
- Skips and removal vehicles shall be properly covered when leaving the site. Materials will be handled so they do not give rise to excessive dust. Watering of rubble chutes will be carried out to prevent unnecessary dust emissions.
- The appointed contractor shall ensure that the area around the site and Linden Park Road is regularly and adequately swept to prevent any accumulation of dust and dirt. The use of wheel cleaning facilities and road sweeping equipment may be required as necessary,
- The highway shall be monitored and swept as necessary or as directed by the highway authority.
- There will be no plant used for crushing materials.
- There will be no sandblasting carried out
- **Air Pollution**
- Burning of materials will not be permitted on this site