

Project Midway, Tectona, Ongar Road, Brentwood, CM15 0EF
Traffic Management Plan
Ref: 025-001A

1. SCOPE OF WORKS

The project will be undertaken by JPD Corporation Ltd as Principal Contractor and James Edgecombe has been appointed as the Project Manager. The site is located at Tectona, Ongar Road, Brentwood, CM15 0EF.

- The construction stages are as follows and will be carried out to Client and Principal Designer specifications, Building Regulation, etc.
- Site Operation – Monday to Friday 08:00 – 17:00
- **Prelims**
 - Provide suitable and sufficient welfare accommodation
 - *Secure access for equipment*
- **Construction Works**
 - *Complete Demolition & Excavation Works*
 - *New Foundations & Piles*
 - *External brickwork, landscaping, and framing works*
 - *Insulation work across the project*
 - *Complete internal fit-out- M&E services (1st and 2nd fix) and finishes work as per the schedule of works.*
- **Site Clearance**
 - Remove and clear all materials, waste, and skips from site
 - Removal of hoardings and welfare facilities
- **Handover**
 - Completion of site clearance of Principal Contractor to satisfaction of Client
 - Provision of Project and O&M Information to the Principal Designer and Client, in accordance with the design and build scheme.

1.1 The estimated project duration is 52 weeks.

Notes:

- This plan is in general accordance with the principles contained in the Council's Environmental Code of Construction Practice.
- This plan is in general accordance with the guidance and principles contained in "The London Freight Plan- sustainable freight distribution: a plan for London" and associated guidance as published by the Mayor of London and Transport for London (including any revisions or successor documents)

2. LOCATION, ACCESS AND RESTRICTIONS AFFECTING THE WORKS

2.1 Transport Management Planning - Vehicle/pedestrian traffic flow:

The site is located where the red marker is (in the map below), in the village of Stondon Massey, the property is located the North Side of Ongar Road, a fairly busy road during school bus times which are around 07:30-08:30 and 15:30-16:30 Monday through to Friday. The nine ashes junction is a potential risk spot for parked deliveries as vehicles come round the corner.

Therefore, the below plan is in place to limit the time and number of vehicles parked on the roadside and enable parking on site, if however, the vehicles or delivery will not fit on site we will endeavour to organize delivery outside of the above hours. **Please see appendix 1 for site location photos.**

2.2 The road can accommodate large vehicles. Provision has been made on site entrance/driveway for unloading facilities, the site foreman will need to be contacted.

2.3 For deliveries, all vehicles will enter the site on the left hand side of the driveway entrance and then exit on the right hand side (facing the property from Ongar Road), which causes a one way entrance and exit on site. There is enough room from either direction of Ongar Road for any size vehicle to safely reach the site as well as leave without causing disturbances or blockages. To ensure all safe delivery of all materials, a "loading zone" will be provided on site for deliveries. However, if the vehicle is too large for the bay provision on site then they should pull up adjacent to the site and unload all materials from the curb-side straight into the site so as to not cause any hazards for the public. To adhere to all safety measures and to ensure all necessary steps are taken, a permanent fully trained banksman (assessed on ability, competence and health and safety behaviour) will be situated on site who will safely direct the delivery as well as protect the public from any harm or danger that could result because of deliveries. To limit this, whenever possible we will encourage deliveries to park on site.

2.4 No road closures are expected for the works unless Utilities require any Traffic Management, if that is the case then all documentation will be updated in accordance with their specific requirements.

2.5 There are no parking restriction at this or around the site as a result to maintain a clear traffic space and good visibility the Foreman will be instructed to suggest that all Trade Companies park their vehicles on the adjacent road to the Bricklayers Arms.

2.6 The appropriate signs will be displayed in accordance with good terms of practice as well as working alongside being a "considerate contractor". We will work hard to ensure all safety precautions are always taken and Health and Safety laws adhered to - which means as the project continues, if any further precautions are required; revisions will be made throughout.

2.7 **Wheel Wash Facilities** – at all times we will try to limit the amount of dirt and sand on the ground to the site entrance however in the occurrence that some is standing on the floor then wheel wash facilities are available as well as sweeping and keeping the pavement clear.

2.8 Where scopes of works require it, Sub-Contractors are to fully develop a Lifting Plan to account for movements to and from site and lifting materials/waste etc. The safe use of vehicles on construction sites publication – HSE 144 Workplace transport safety (HSE 1995) should be used for further guidance.

Deliveries and waste consignment will only be received with Site Manager or representative in attendance.

2.9 Asbestos:

No asbestos containing materials (ACMs) have been identified and this will be subject to further confirmation by the Principal Designer.

In the unlikely event of discovering further suspected ACMs, work in that area must cease until further investigations are made and confirmed as to the required action necessary.

2.10 General dust and fume hazards will be encountered in the work particularly during excavations

and mixing of cement products and aggregates, bitumen, asphalt etc. hazardous substances risk assessments will be used to identify control measures required for their use.

2.11 Services.

The Site Manager will scrutinise all available plans along with the information provided by service providers. Any, and all, unidentified cables and pipes are to be treated as live until it is confirmed otherwise. CAT scan and reports are to be fully utilised prior to any intrusion into the ground surface. Hand digging is to be carried out where required before machinery excavation. Services are to be located and identified using CAT scan equipment and ensure both operatives and deliveries are aware of existing underground situations, and/or overhead services prior to the start of works.

Isolations, capping and terminations are to be clearly marked on final 'As Built' drawings and relevant information passed to any others i.e. electrical sub-contractors where overlap of works exists and finally to the Principal Designer as relevant.

Location View:

