

REPORT

Great Wilsey Park, Haverhill

Construction Traffic Management Plan – Haverhill Road
Access

Client: Redrow Homes Eastern Limited

Reference: T&P-PB8301-R002a-F6.0

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1 Introduction

1.1 Overview

1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Redrow Homes Eastern Limited (RHEL), in association with the proposed 'Great Wilsey Park' development northeast of Haverhill, Suffolk.

1.1.2 A CTMP is required for the Great Wilsey Park development, pursuant to the discharge of Condition 25 of the Decision Notice, which states:

"All HGV traffic movements to and from the site for the duration of the construction period shall be subject to a Construction Traffic Management Plan which shall be submitted to the local planning authority for approval a minimum of 28 days before any deliveries of materials commence. This plan will require adequate wheel washing measures to avoid mud and detritus being brought onto the carriageway during the construction phase. Reason: To reduce and/or remove as far as reasonably possible the effects of HGV traffic in sensitive areas."

1.1.3 This CTMP addresses the requirements of Condition 25 in respect of construction traffic accessing the site from the Haverhill Road access. The CTMP defines an access strategy for limiting disturbance from construction traffic to within the bounds of those assessed within the Outline Planning Permission (reference: **DC/15/2151/OUT**).

1.2 Development Background

Outline Planning Permission

1.2.1 Great Wilsey Park was the subject of an Outline Planning Application (reference: DC/15/2151/OUT) to the Local Planning Authority, St Edmundsbury Borough Council (SEBC) in October 2015 for:

"residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure"

1.2.2 SEBC resolved to grant Outline Planning Permission on 02 March 2017, subject to the completion of a S106 Agreement. The Decision Notice was issued on 10 October 2017.

1.2.3 All matters are reserved at the Outline Planning Application stage, except for 'means of access'. Three access points have been identified to serve the development as part of the Outline Planning Application. The three accesses are identified on **Figure 1.1**:

- A new roundabout on the A143 Haverhill Road at the north west of the application site;
- A new roundabout access opposite Millfields Way which will be utilised for sales and residents; and
- A priority junction on Coupals Road, which will serve as the access to the Country Park car park. No through route will be provided for vehicles to the remainder of the development from this access.

1.2.4 With regard to the secondary access location off Chalkstone Way, two different highways options for this access form part of the Outline Planning Permission (drawings for both options are listed as approved plans under Condition 3 of the Decision Notice), giving flexibility as to which of the two options is delivered. The two options are described below:

- A signalised junction at Chalkstone Way/ Gannet Close (Original Chalkstone Way access 10173-HL-02-Rev J); and
- A roundabout junction at Chalkstone Way/ Millfield Way (Alternative Chalkstone Way access 10173-HL-19 Rev B).

1.2.5 SCC has, during preliminary discussions which informed this report, clarified that only one of the above secondary access options is ultimately to be utilised for residential traffic at the steady state of the development (Millfield Way preferred).

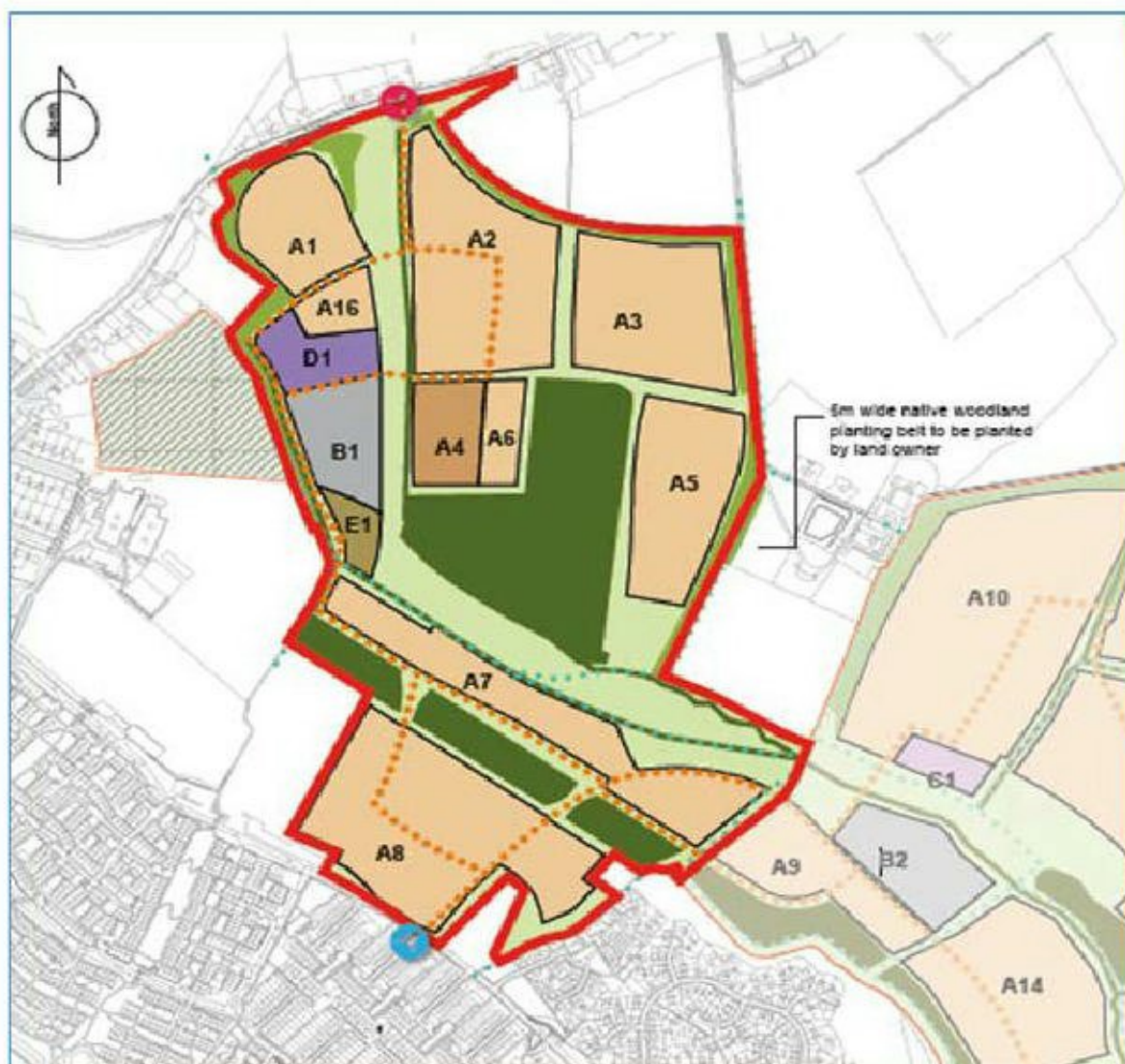
Development Masterplan

1.2.6 Great Wilsey Park is proposed to be delivered and marketed as two discrete developments as follows:

- The northern element is proposed to comprise approximately 1,080 residential units, a mixed use local centre, a two-form primary school and community allotment gardens. The majority of the residential elements would be delivered by RHEL. **Figure 1.1** depicts the extents of this element.
- The southern element of the site is proposed to comprise the residual residential units, a single-form primary school, a mixed use local centre, community allotment gardens and a Country Park. This element would be delivered by a third party.

1.2.7 The Outline Planning Permission defines the development plots and the maximum and minimum quantum of development within each plot. The plots within the northern element of the site are presented in **Inset 1.1**.

Inset 1.1 Great Wilsey Park – Northern Element Development Plots



1.3 Scope of CTMP

- 1.3.1 The scope of this CTMP is confined to land parcels A1, A2, A3, A5, A6 and A16 and the northern infrastructure works only to be delivered by RHEL. A separate CTMP will be submitted for a separate construction access to serve the development from Chalkstone Way.
- 1.3.2 The CTMP addresses traffic movements associated with construction activities, principally HGV deliveries/ exports and workforce generated trips. Consideration is given to the interaction with current traffic on the network, together with committed development flows as appropriate, and new residential traffic demand as the site progresses.
- 1.3.3 The CTMP has been developed within the bounds of the consented outcomes identified in the application Transport Assessment (Brookbanks, August 2015) and the Environmental Statement (Bidwells, September 2015).

1.4 Report Structure

- 1.4.1 Following this introduction, the report is structured as follows:
- Section 2 summarises the objectives of the CTMP;
 - Section 3 provides background information pertaining to the site, with regards to the local highway network and historic impact assessments undertaken in association with the Outline Planning Application;
 - Section 4 outlines the indicative construction programme and methodology;
 - Section 5 details the proposed construction vehicle access and routing strategy;
 - Section 6 outlines the proposed management measures to mitigate the impacts of construction on local receptors and stakeholders;
 - Section 7 provides details of the measures to manage workforce travel;
 - Section 8 details the governance, monitoring and enforcement procedures for the CTMP; and
 - Section 9 contains an Action Plan, providing timescales for the introduction of the measures outlined in the CTMP.

2 CTMP Objectives

2.1.1 The objectives of the CTMP are to reduce:

- **Environmental impact** of construction activities through lower vehicle emissions and noise levels;
- **Risks to road users**, specifically in relation to construction vehicle movements to and from the site;
- **Congestion** by reducing the number of vehicle trips, particularly in peak periods; and
- **Cost** through efficient working practices and reduced deliveries.

2.1.2 To support the delivery of these objectives the applicant will encourage the following measures to be adopted by the project's contractor and associated sub-contractors:

- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for travel or that reduce or eliminate trips in peak periods;
- Encouraging the use of sustainable freight modes of travel;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CTMP with contractors and sub-contractors;
- The communication of measures contained within the CTMP to workers and suppliers; and
- Encouraging use of environmentally friendly construction freight vehicles.

3 Background Information

3.1 Site Context

Application Site

3.1.1 The Great Wilsey Park development site is located to the northwest of the town of Haverhill. The site is bound by the A143 Haverhill Road to the north, Chalkstone Way and the residential area of Wilsey to the southwest, Coupals Road to the south, B1061 Sturmer Road to the southeast and open land to the northwest.

Local Highway Network

3.1.2 The A143 is a locally important corridor, connecting Haverhill Town Centre to the west and Bury St. Edmunds to the northeast. In the vicinity of the site, the A143 Haverhill Road is a single carriageway road.

3.1.3 Within Haverhill Town Centre, the A143 Wrating Road meets the A1307 at a three-arm roundabout. The A143 continues south as Lord's Croft Lane and connects with the A1017 Haverhill Southern Bypass to the south of the town at a three-arm roundabout.

3.1.4 The A1307 Withersfield Road extends in a broadly north-westerly direction and connects with the A1017 Haverhill Western Bypass at a three-arm roundabout junction to the northwest of Haverhill. The A1307 continues north as a single carriageway rural road, connecting with the A11 and providing access to Cambridge.

3.1.5 The A1017 Haverhill Western Bypass is a single carriageway collector road and traffic is subject to the national speed limit.

Haverhill North West Relief Road (NWRR)

3.1.6 Land to the northwest of the A143 Haverhill Road benefits from planning permission for circa 1,150 dwellings and includes the delivery of a North West Relief Road (NWRR). The NWRR will meet the A143 at a three-arm roundabout, extending through the consented site and connecting with the A1307 Withersfield Road to the northwest of Haverhill. The Haverhill NWRR is scheduled to open in 2023 and construction is likely to coincide with the construction of the Great Wilsey Park development.

3.2 Community Considerations

3.2.1 The term 'Community Considerations' encompasses the main concerns caused by construction logistics activities, particularly at the local level. Such activity can have an impact on the surrounding community especially when residential areas and/or facilities like schools, hospitals, health centres, community centres, sports facilities and transport hubs are located near the work site.

3.2.2 The following facilities local to the site have been identified as being particularly sensitive to the impacts of construction traffic from Haverhill Road:

- Broadlands Hall School ;
- Various local amenities (churches, community halls, playing fields); and
- Residential properties fronting A143 Wrating Road / Haverhill Road.

3.3 Historic Impact Assessment

- 3.3.1 The consented Environmental Statement (ES) considered the impacts of construction traffic with the information available at the time.
- 3.3.2 It was noted that there was potential for the first phase of development at the site to be complete and operational prior to the opening of the NWRR and therefore that construction traffic would route through A143, A1307 and the A1017 only.
- 3.3.3 The previous impact assessment was further informed by a forecast maximum build rate of 100 dwellings per annum and a maximum workforce of 125 personnel.
- 3.3.4 Based on the routing assumptions and construction forecasts it was predicted that the construction traffic would have no more than a 'minor adverse impact' on the receptors identified in paragraph 3.2.2. In order to 'secure' this outcome, commitment was given to the production of a Construction Environmental Management Plan (CEMP) to include:
- Details of approved construction routes;
 - The times within which traffic can enter and leave the site;
 - Specified parking for vehicles associated with the construction works;
 - Access provision;
 - Details of expected number of construction vehicles per day; and
 - Appropriate checking, monitoring and audit processes.
- 3.3.5 It has subsequently been agreed with SCC, that this CTMP be produced to satisfy the discrete construction traffic requirements of the site, to be appended to an overarching CEMP.

4 Construction Programme and Methodology

4.1 Overview

4.1.1 This section sets out the indicative construction programme for the proposed development and the estimated maximum number of vehicle movements generated as a result of the construction activity.

4.2 Construction Phasing

4.2.1 The Great Wilsey Park development will be subject to future Reserved Matters applications, relating to specific development plots.

4.2.2 To inform the CTMP, an indicative construction programme has been developed for the site comprising three broad phases. The phases are indicatively defined as:

- **Phase 1** – development Plots A1, A2 and the majority of A8, totalling approximately 468 dwellings;
- **Phase 2** – development Plots A3, A5, A6 and A16, totalling approximately 253 dwellings; and
- **Phase 3** – development Plot A7 and the remainder of Plot A8, totalling approximately 183 dwellings.

4.2.3 The timing of the delivery of the school, local centre and residual residential development (being delivered by others) are subject to confirmation.

4.2.4 It is anticipated that the Phase 1 construction works would commence in Summer 2019, comprising Plots A1 and A2 at the northern extent of the site and Plot A8, located at the southern extent of the site.

4.3 Quantum of Development

Development Plots

4.3.1 In order to inform the likely development densities for the Phase 1 plots, indicative 'testing layouts' have been developed. The potential quantum of development on the remaining plots have not been assessed to the same level of detail, therefore, the maximum development parameters, as defined by the Outline Planning Permission, have been adopted to inform the potential programme. The indicative development phasing and construction programmes are presented in **Table 4.1** and **Table 4.2**, respectively.

Table 4.1 Indicative Development Phasing

Northern Element Development Phase	Development Plots	Expected Commencement of Construction	No. Dwellings	Notes
Phase 1	A1	Winter 2019/Spring 2020	62	Quantum based on preliminary 'Testing Layout'
	A2		189	
	A8		217	
Phase 2	A3	TBC – Indicative programme shown in Table 4.2 for illustrative purposes only	110	Maximum development parameter, as defined by Outline Planning Permission. Final numbers may be reduced.
	A5		88	
	A6		30	
	A16		25	
Phase 3	A7		144	Quantum based on preliminary 'Testing Layout'
	A8 (remainder)		39	
Total Development			904	

Table 4.2 Indicative Construction Programme (for illustrative purposes only)

Development Plot	Dwellings under construction					
	2020 - 2025		2026	2027	2028 - 2030	
	Phase 1		Phase 2		Phase 3	
A1	62					
A2	189					
A3			110			
A5			88			
A6			30			
A7					144	
A8	217					39
A16			25			

Internal Site Infrastructure

4.3.2 In parallel to the construction of land parcels A1 and A2, it is intended that the proposed site infrastructure, including the Haverhill roundabout access, internal road network and drainage infrastructure will be constructed across the northern element.

4.3.3 The construction strategy is to build land parcels A1 and A2 and the majority of the site infrastructure via the Haverhill Road construction access.

4.4 Estimated Vehicle Movements

Workforce Forecasts

4.4.1 A maximum workforce of 110 personnel is expected across the whole of Phase 1 at any one time. Given the nature of similar construction sites, it is anticipated that the majority of personnel would car/van-share, thus resulting in a significantly lower on-site parking accumulation.

HGV Forecasts

4.4.2 The applicant has provided indicative forecasts of the likely number of total HGV movements, including the transport of bulk materials off-site (i.e. 'muck-shift'), generated for the following development quanta:

- For up to 100 units, it is anticipated that there would be eight to 10 one-way movements per day (this equates to 40 to 50 one-way movements per week or 80 to 100 two-way movements per week); and
- For up to 200 units, it is anticipated that there would be 13 to 15 one-way movements per day (this equates to 65 to 75 one-way movements per week or 130 to 150 two-way movements per week).

4.4.3 The figures above include all construction HGV movements; and therefore, present the worst-case scenarios for HGV movements associated with the development quanta.

4.4.4 For the purposes of forecasting the likely number of HGV movements, a HGV trip rate of 0.38 one-way HGV movements per week, per dwelling (75 HGV one-way movements per week divided by 200 units) has been derived from the information provided by the applicant. The trip rate has been applied to the proposed number of dwellings under construction per annum, to provide a maximum average number of HGV movements per week. The forecast HGV trip movements are presented in **Table 4.3** and shows that a maximum of 176 one-way (or 352 two-way) HGV movements per week would be expected during Phase 1. This equates to 64 two-way movements per day (based on 5.5 working days) based on the following working times:

- Mondays – Fridays 08:00-18:00; and
- Saturdays 08:00-13:00.

Table 4.3 Total One-Way HGV Movements per Week

Development Plot	Total HGV Movements Per Week					
	2020 - 2025		2026	2027	2028 - 2030	
	Phase 1		Phase 2		Phase 3	
A1	23					
A2	71					
A3			41			
A5			33			
A6			11			
A7					54	
A8	81					15
A16			9			
Total One-Way HGV Movements	176	152	95	54	69	

4.4.5 It is noted that the forecast build-out rates, HGV movements and personnel movements are of a similar quantum to those assessed within the ES for the site as a whole, as outlined in **Section 3.3**.

4.5 Vehicle Types

4.5.1 **Table 4.4** presents the typical vehicle types to be used during the enabling and construction stages.

Table 4.4 *Indicative Plant and Equipment*

Plant / equipment	Enabling works	Construction of basement, infrastructure and buildings
Tracked / wheeled 360 degree excavations	X	X
Excavator Mounted Hydraulic Breakers	-	X
Dumpers	X	X
Concrete Crushing Plant	-	X
Mobile cranes / tower cranes	X	X
Trucks	X	X
Air compressors	X	X
Diamond cutting tools / saws	-	X
Hand held tools including breakers (pneumatic and hydraulic)	X	X
Power tools (percussions drills, cutting disks, pipe-threaders)	X	X
Hand / power tools	X	X
Wheel washing plant	X	X
Piling rigs (vibratory)	-	X
Mobile access platforms	-	X
Scaffold	X	X
Delivery trucks	X	X
Skips and skip trucks	X	X
Forklift trucks	-	X

5 Construction Vehicle Access and Routing Strategy

5.1 Overview

5.1.1 This section describes the vehicle access arrangements for construction vehicles arriving at / departing from the site. The proposed arrangements have been identified to minimise the impact of construction traffic on the local and wider highway network.

5.2 Temporary Construction Access and Construction Haul Road

5.2.1 Full planning permission has been granted for a temporary construction access on land south of A143 Haverhill Road. The application site abuts the northeast boundary of the Great Wilsey Park outline application, adjacent to Plot A2.

5.2.2 The application for the temporary construction access was produced in parallel to the production of this CTMP, in order to support the construction access and routing strategy, herein.

Initial Construction Infrastructure Road

5.2.3 An initial infrastructure road is proposed, extending between the temporary construction access and the boundary of the Great Wilsey Park development site. The purpose of the infrastructure road is to provide direct access to the northern element of the development site as well as site welfare facilities, compound and parking, to enable the construction of the Haverhill roundabout access and initial internal road infrastructure.

Access Measures

5.2.4 The following measures will be adopted to prevent dust and dirt being tracked on to the highway:

- Site accesses will be formed of a metalled surface for the first 20m within the site;
- A wheel wash will be provided as necessary and dependant on weather conditions for vehicles leaving the site;
- A road sweeper will be used to regularly sweep the A143, as required.

5.2.5 All vehicles accessing the site will be received by Traffic Marshals. Vehicles will be checked against the daily manifest and directed to the relevant loading/ unloading areas. All vehicles will be accommodated within the curtilage of the site.

On-Site Workforce Parking

5.2.6 On-site staff parking will be provided for the workforce within compound area (up to 75 spaces). **Figure 5.1** details the temporary compound layout. Signage and/or Traffic Marshalls will direct site staff to a designated parking compound.

5.3 HGV Construction Vehicle Routing

5.3.1 HGVs including abnormal deliveries (i.e. oversized vehicles or those transporting loads of significant weight) associated with the construction of the development will be required to access the site via designated construction traffic routes. The proposed construction traffic routes, before and after the opening of the NWRR are presented in **Figures 5.2** and **5.3** respectively.

Internal Road Infrastructure & Plots A1-6 and A16

5.3.2 It is intended that construction-related traffic (i.e. deliveries and workforce) for the construction of the proposed site infrastructure and the northern development plots (A1-A6 and A16), would

arrive at the main site access. HGVs would be received by Traffic Marshals, vehicles would be checked against the daily manifest and directed to the relevant development plot via the internal infrastructure road, with no requirement to return to the external road network.

NWRR Opening

- 5.3.3 The NWRR is scheduled to open in 2023 and has therefore been taken account of when developing the construction traffic routing strategy.
- 5.3.4 It is expected that the majority of Phase 1 would be substantially complete by 2023. Some construction works on Phase 2 may have commenced at this time, however the majority of construction works on the second and third phases are expected to take place after the scheduled opening of the NWRR.
- 5.3.5 The proposed development phasing will ensure that the majority of construction traffic serving the Phase 2 and 3 developments, would be routed via the NWRR and the A143, thereby having a minimal impact on local residential areas and the Town Centre. The proposed construction traffic routes following the opening of the NWRR are presented in **Figure 5.3**.

5.4 Workforce Routing

- 5.4.1 The site workforce will be encouraged to use the primary road network to access site (i.e. the A143) in order to minimise the potential impact on sensitive receptors. This will be communicated to staff via staff noticeboards and directional signage at the construction site accesses.

6 Management Measures

6.1.1 A range of measures are proposed to reduce the potential impacts of construction traffic on the local highway network and community. The measures can be categorised as follows:

- General Management Measures;
- Traffic Management;
- Safety and Environmental Standards and Programmes;
- HGV Management Measures; and
- Workforce Management Measures.

6.2 General Measures

Site Working Hours

6.2.1 Site working hours will be between 08:00 and 18:00 Monday to Friday, and between 08:00 to 13:00 on Saturdays. Restricted operations are proposed to continue outside of these hours, with regulatory approval.

Stakeholder Engagement

6.2.2 The developer and contractor will hold meetings with the various local landowners, residents, adjacent development and businesses. These meetings will take place throughout the lifecycle of the project. It is proposed to hold periodic meetings to explain anticipated works for the forthcoming months and how these will impact upon local neighbours.

6.2.3 The site will be screened by 2.4m high hoarding (higher in certain circumstances for marketing and security reasons) all around the external boundary. The hoarding will be maintained to a high standard throughout the progress of the scheme.

Waste Minimisation

6.2.4 Waste will be minimised and recycled in accordance with the Waste and Resources Action Programme (WRAP) Good Practice Guidance. Consideration and implementation of previous good practice will be engaged where appropriate.

Traffic Management

6.2.5 The site will have separate pedestrian and vehicular access points. Within the site clearly designated pedestrian walkways will be provided.

6.2.6 A wheel-wash system will be installed to ensure the cleanliness of the vehicles exiting the site.

6.2.7 Traffic marshals at site entrances will be responsible for ensuring the protection of pedestrians and other road users when vehicles are arriving/ departing from site.

6.2.8 All vehicles will be required to be fully serviced and maintained to avoid petrol and oil leakages; all maintenance of vehicles will be conducted off site. Vehicles will be recommended to use drip trays.

Collaboration with other Developments in the Area

6.2.9 Working with neighbouring developers to realise benefits such as consolidation of vehicle movements, common procurement and shared-waste management can help increase efficiency and reduce negative construction impacts.

- 6.2.10 Full and regular communication with neighbours, including adjacent residents, traders and businesses, regarding programming and site activities will be undertaken from pre-start to completion.

6.3 Safety and Environmental Standards and Programmes

CLOCS – Construction Logistics and Community Safety

- 6.3.1 The CLOCS Standard (The Standard for construction logistics: Managing work related road risk) draws together emerging practice from a number of individual standards, policies and codes of practice to form a single road risk standard. This standard will be implemented by the Principal Contractor (as well as suppliers and sub-contractors) and will be adhered to in a consistent way by fleet operators.

Considerate Constructor's Scheme

- 6.3.2 The project will be registered with the Considerate Constructor's Scheme. The most up to date CCS 'Code of Considerate Practice' will be explained to operatives and staff during the site induction and reinforced with periodic tool box talks.

Fleet Operator Recognition Scheme

- 6.3.3 Fleet Operator Recognition Scheme (FORS) is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency.
- 6.3.4 The purpose of FORS is to raise the level of quality within fleet operations and to recognise those operators that are achieving the environmental, safety and efficiency requirements of the FORS standard. All construction vehicle operators will be encouraged to be accredited in line with FORS.

6.4 HGV Management Measures

Adherence to Designated Routes

- 6.4.1 Delivery vehicles will be required to adhere to the designated routes identified in Section 5. A clear signage strategy will be implemented to ensure construction traffic follows designated routes.

Delivery Scheduling

- 6.4.2 The applicant will employ a specialist logistics operator/ manager to control and manage logistics for the site. The following measures will be implemented:
- A marshalled entry system to control access to the site at all times;
 - Implementation of a bespoke Delivery Management System (DMS);
 - Deliveries will require pre-booked slots to allow for off-loading in a systematic and controlled manner, ensuring the number of bookings and time slots are carefully controlled;
 - No unauthorised delivery vehicles will be accepted; and
 - Vehicles arriving outside of allocated booking times will be directed to the holding area by the traffic marshals
- 6.4.3 The DMS will ensure deliveries are effectively managed to maintain a steady flow of traffic in accordance with Long Range, Weekly and Daily Plans. This managed logistic approach aims to

streamline deliveries using pre-booked slots, allowing unloading of deliveries in a systemic/ co-ordinated approach at their designated location.

- 6.4.4 Owing to tachograph restrictions, an area within the site or within the WCL Welfare Area will be made available for drivers to rest.
- 6.4.5 It will be important that the content of the delivery schedule is cascaded down to Traffic Marshals tasked with implementation. Daily on-site meetings will be held to ensure that the traffic management team is briefed on the work tasks to be performed each day.
- 6.4.6 Sub-contractors will be reminded about their obligations to ensure that the number of deliveries to the site are minimised. Waste such as stillages, packaging, crates and pallets will be returned with the delivery or later deliveries.

Workforce Management Measures

- 6.4.7 A Workforce Travel Plan (set out in **Section 7**) has been prepared to encourage the construction workforce to use sustainable modes to access the site. It is proposed that pertinent information will be disseminated to the workforce employed on or visiting the site.

7 Control of Personnel Movements (Travel Plan)

7.1 Introduction

7.1.1 This section describes the access arrangements for construction personnel arriving at / departing from the site. The proposed access arrangements have been identified to minimise the impact of employee vehicle movements travelling to and from the site.

7.2 Background

7.2.1 The accessibility of the site by sustainable transport including walking, cycling and public transport was assessed in the consented (ES). The ES identified that road based transport including walking and cycling to the site is more feasible than rail based transport due to the proximity of the closest railway station.

7.2.2 RHEL has undertaken an evaluation of the likely number of vehicle movements generated by the site, based on a build rate of approximately 100 dwellings per annum. This resulted in a maximum daily workforce demand prediction of 110 personnel equating to 220 two-way movements.

7.2.3 It is acknowledged that some of the workforce would be transient in nature during the construction period, and some personnel would travel to site with more sustainable means of travel.

7.2.4 It is envisaged that the workforce would be made up of locally sourced labour and more specialist workforce temporary locating in the area.

7.2.5 A Travel Plan Coordinator (TPC) will be appointed to promote, implement and monitor the Plan. The role will include the offering of information and advice on active and sustainable transport to the construction personnel.

7.3 Travel Plan Objectives and Targets

7.3.1 In line with the objectives of the CTMP, the objectives of the travel plan are to reduce the number of Single Vehicle Occupancy (SVO) trips by construction personnel so as to reduce:

- Environmental impact;
- Risks to road users;
- Congestion; and
- Cost.

7.3.2 It is therefore proposed that the CTMP objectives are achieved by focussing this plan on a series of 'input' measures to minimise the impact of personnel traffic supported by a monitored action plan.

7.4 Travel Plan Measures

7.4.1 **Table 7.1** provides details of the key measures and the rationale for their adoption.

Table 7.1 Personnel Travel Plan Measures

Measure	Rationale
Identify car-share, pickup locations	The TPC will identify and group employees who are in nearby accommodation and explore car sharing including the assignment of Crew Vans/ designated drivers.
Drivers required to park within the designated areas	All drivers will be required to park within the designated areas. Drivers not parking within the designated areas, will be subject to enforcement action as set out in Section 8.3.
Walking/ cycle facilities	It is recognised that the transient nature of the construction workforce reduces the potential opportunities for walking and cycling. However, the TPC would not seek to discourage employees who choose to walk and cycle and will ensure changing facilities, are provided. In addition, secure cycle parking will be made available. The level of cycle parking requirements will be established by the TPC based upon personnel origins and reviewed throughout construction.
Guaranteed lift home	To allow personnel who car share to get home in an emergency, a guaranteed lift home will be offered.
Staff noticeboard	Staff notice boards will be provided, within communal areas, these will include details of the car sharing options including details of parking requirements and the guaranteed lift home. The notice boards will also include details of local walking and cycling routes and bus and train times for the site.
Welfare and catering facilities	To avoid the need for employees to drive off site during the working, the TPC will seek to encourage local suppliers (e.g. a sandwich van) to deliver to the site.
Workforce log	All personnel visiting the site will be required to sign in and identify their mode of travel.

8 Governance, Monitoring and Enforcement

8.1 Governance

8.1.1 The CTMP will be managed by the Principal Contractor. A nominated member of staff will be appointed as 'Logistics Manager' and will be responsible for the day-to-day organisation and monitoring of construction logistics for the site including the coordination of the Travel Plan, for the lifetime of the construction phase.

8.2 Monitoring of HGV Movements

8.2.1 A key role of the Logistics Manager will be to undertake on-going monitoring. Data to be collected would include:

- Number of vehicle movements to the site:
 - Total;
 - By vehicle type/ size;
 - Time spent on site;
 - Origin and destination of vehicles arriving at or leaving the site;
 - Delivery/ collection accuracy compared to schedule.
- Breaches and complaints i.e. with regards to:
 - Community concerns about construction activities;
 - Vehicle routing;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Compliance with safety and environmental standards and programmes;
 - Anti-idling.
- Safety:
 - Logistics-related incidents;
 - Record of associated fatalities and serious injuries;
 - Methods staff are travelling to the site;
 - Vehicles and operators not meeting safety requirements.

8.2.2 As well as planning and co-ordinating the day-to-day site deliveries, on-site arrangements to accommodate delivery vehicles and the arrangements for special deliveries, the Logistics Manager will liaise with nominated representatives of the contractors of other on-going construction projects to agree, where practical to do so, consolidation of vehicle activity and other measures to support the running of the CTMP. The Logistics Manager will also liaise regularly with key personnel at SCC, local residents and groups.

8.3 Monitoring of Personnel Movements

Personnel Mode Share

- 8.3.1 All personnel and visitors would be required to sign in and out of the site, identifying their mode of travel. This process will capture the method of travel of personnel and indicate the number of vehicles being generated by construction personnel.

Road Safety

- 8.3.2 A 'near miss' reporting system for all highways incidents will be operated. It would be ensured that all accidents and near misses are recorded within this system and that drivers are reminded to report all issues through inductions. Any accidents or near misses will be recorded, investigated and reported to the stakeholders.
- 8.3.3 The Logistics Manager will retain records of all incidents of all incidents and submit to relevant authorities upon request. If emerging issues are identified, the Logistics Manager will initiate discussions with stakeholders.

8.4 Monitoring Collection

- 8.4.1 Data recorded from the monitoring processes outlined, would be drawn together by the Logistics Manager. In compiling the monitoring data, the Logistics Manager will be able to identify effective/ineffective measures and the requirement for any remedial action to achieve the desirable targets.
- 8.4.2 The CTMP including the Travel Plan will be a 'live' document and will be regularly reviewed with key stakeholders and updated throughout the project's construction. The CTMP should be reviewed no less than annually to ensure continuing suitability, adequacy and effectiveness.
- 8.4.3 Monitoring data will be consolidated and made available to SCC/ SEBC on request.

8.5 Enforcement

- 8.5.1 This section provides a summary of the mechanisms that would ensure that the control measures are effectively implemented.
- 8.5.2 To ensure that the aims of the CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions will constitute a breach of the CTMP, whereby corrective measures will be required and will be actioned:
- Construction traffic leaving mud and debris on the highway;
 - Construction workers not parking in designated areas or causing overspill parking on the public highway;
 - Construction traffic operating outside of agreed hours;
 - Construction HGVs not adhering to the agreed routes; or
 - Construction traffic being driven inappropriately (e.g. speeding).
- 8.5.3 On receipt of a report of a potential breach, the Logistics Manager will investigate the circumstances and compile a report for the highway authority. The highway authority will review the information, request further clarifications (if required) and confirm to the Logistics Manager if a material breach has occurred.

8.5.4 If the breach is found to be material the following three stage process will be followed:

- Stage One – the highway authority highlights a potential breach and requests the Logistics Manager to review the data and concerns. The Logistics Manager would then agree the extent of the breach of controls, if it is material and agree action. This is likely to be a Contractor warning at this stage.
- Stage Two – If a further material breach is identified the Contractor would be given a further warning and required to produce an action plan to outline how the issue would be rectified and any additional mitigation measures proposed.
- Stage Three – Should further breaches still occur the Contractor would be required to remove the offender from site and the Contractor/ supplier would receive a formal warning. Any continued breaches by individuals of the supplier/ Contractor may be dealt with by the formal dispute procedures of the contract.

8.5.5 Individual employee breaches would be addressed through UK employment law whereby the three-stage process outlined above would form the basis for disciplinary proceedings.

8.5.6 The outcome of all breach investigations will be reported back to the highway authority by the Logistics Manager.

9 Action Plan

9.1.1 The Action Plan set out in **Table 9.1** summarises the commitments and measures to be implemented as part of this CTMP.

Table 9.1 CTMP Action Plan

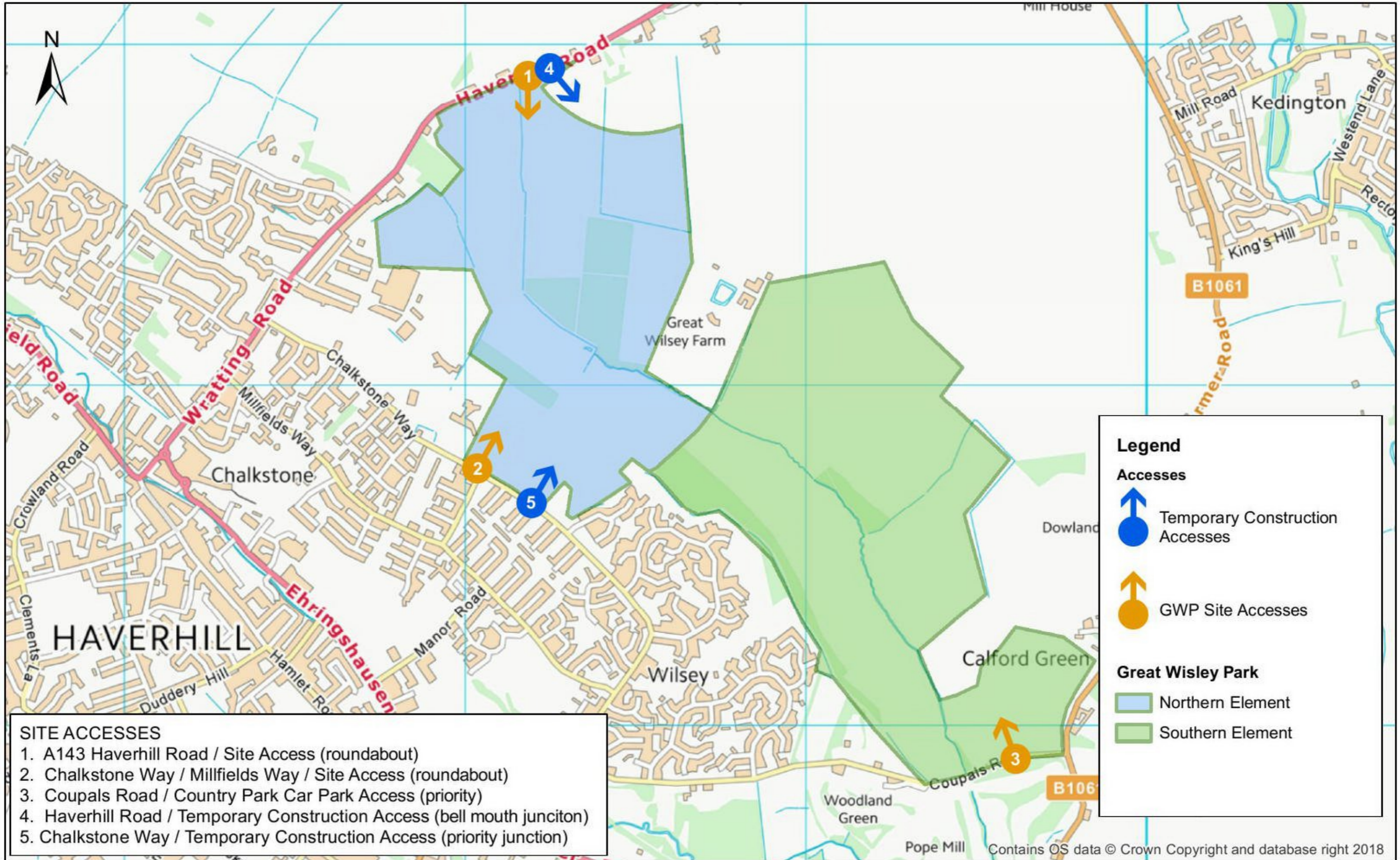
Measure	Timescale	Responsibility
Establish a Logistics Manger role	Prior to commencement	Contractor
HGV Measures: <ul style="list-style-type: none"> ▪ Establish delivery driver induction ▪ Implement direction signing ▪ Implement wheel washing facilities and road sweeping procedures if required 	Prior to commencement	Contractor
Employee Measures: <ul style="list-style-type: none"> ▪ Establish employee induction ▪ Identify car-share ▪ Implement parking areas ▪ Provide employee welfare facilities ▪ Provide a staff noticeboard ▪ Provide workforce site log 	On mobilisation to site	Logistics Manager (Contractor)
Establish Monitoring Systems: <ul style="list-style-type: none"> ▪ Delivery booking system ▪ Staff monitoring system ▪ Complaints reporting system 	On mobilisation to site	Logistics Manger (Contractor)
Monitoring of CTMP Measures: <ul style="list-style-type: none"> ▪ Employee mode share ▪ Update staff noticeboard ▪ HGV movements ▪ Accidents and near misses ▪ Complaints ▪ Collated monitoring data 	Ongoing throughout construction	Logistics Manger (Contractor)



FIGURES

FIGURE 1.1
GWP Site Elements

FIGURE 1.1
GWP SITE ELEMENTS



SITE ACCESSSES

1. A143 Haverhill Road / Site Access (roundabout)
2. Chalkstone Way / Millfields Way / Site Access (roundabout)
3. Coupals Road / Country Park Car Park Access (priority)
4. Haverhill Road / Temporary Construction Access (bell mouth junction)
5. Chalkstone Way / Temporary Construction Access (priority junction)

Legend

- Accesses**
-  Temporary Construction Accesses
 -  GWP Site Accesses
- Great Wisley Park**
-  Northern Element
 -  Southern Element

FIGURE 5.1

Compound Area General Arrangement

**FIGURE 5.1
COMPOUND
AREA**



Examples of typical Redrow Compound



Rev	Date	Details	By
A	26/09/19	Updated to suit latest build strategy	RF
Development: Great Wilsey Park			
Location: Haverhill			
Marketing Name:			
Drawing Title: NORTHERN COMPOUND LAYOUT			
Drawing Number: 8511-RED-ZZ-DR-C-003			
Revision: A	Scale (B A3):	1:500	
Drawn By: -	Date Started:	JUNE 2019	
Checked by:	Date:		



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This layout has been designed after due consideration of our Context & Constraints Plan

FIGURE 5.2

Construction Traffic Route (Pre-NWRR Opening)

FIGURE 5.2
CONSTRUCTION TRAFFIC ROUTE
PRE-NWRR OPENING

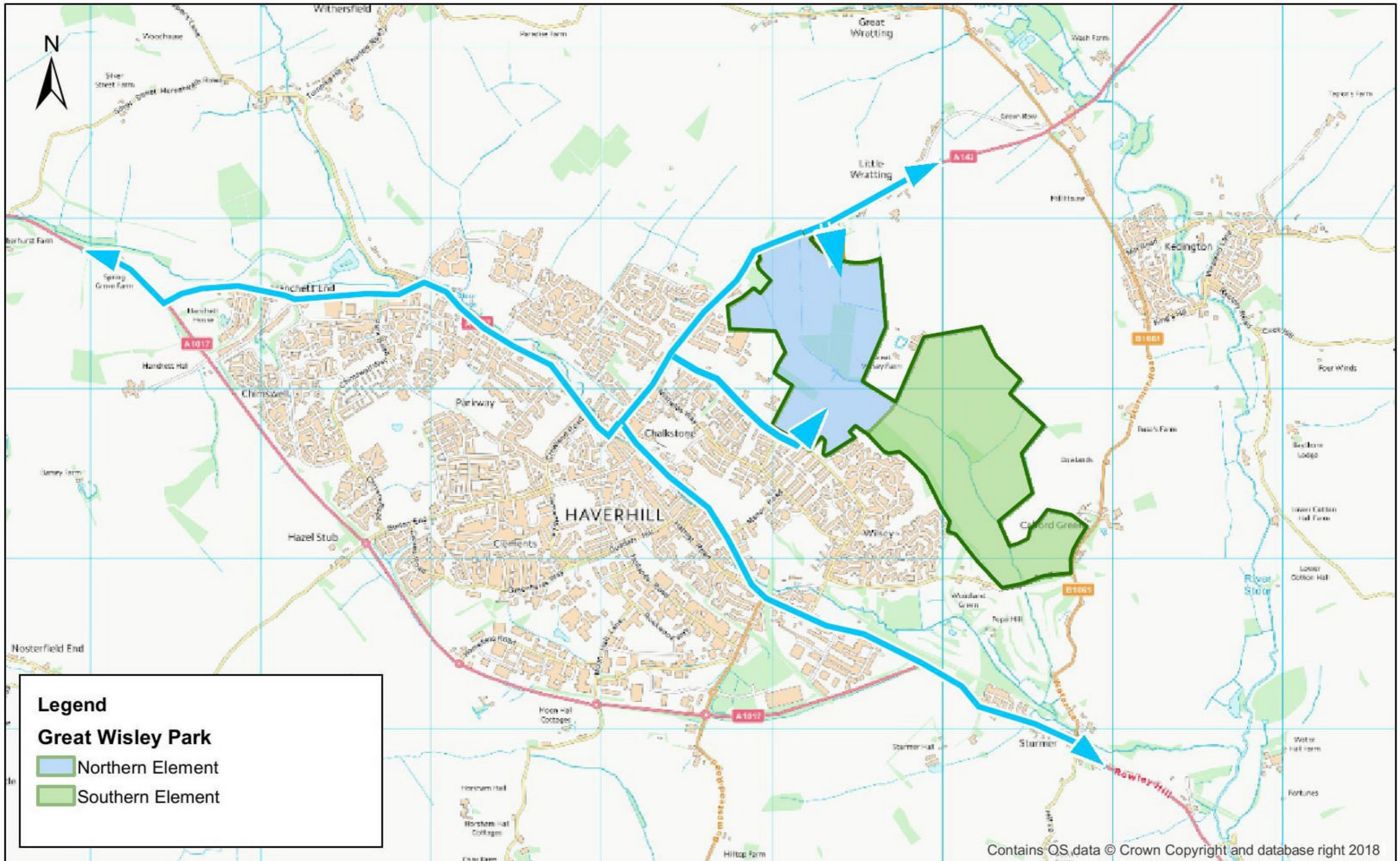


FIGURE 5.3

Construction Traffic Route (Post-NWRR Opening)

FIGURE 5.3
CONSTRUCTION TRAFFIC ROUTE
POST-NWRR OPENING

