

## Traffic Management Plan – Devonshire Gardens

Client	Railpen Ltd	Project No.	544
Site Address	Devonshire Gardens, Devonshire Road, Cambridge. CB1 2BJ		
Prepared By	Phil Stevenson	Date	26.09.2023
Approved By	Robin Bourne	Date	29.09.2023
Revision	2 – 05.10.2023 3 – 12.10.2023 4 – 18.10.2023		

### 1. Project Description

This plan has been formed for the demolition works at Devonshire Gardens, Devonshire Road, Cambridge. CB1 2BJ.

The works include:

- Site set up – erection of fencing / hoarding, installation of welfare facilities, site inductions etc.
- Forming of Archaeological trenches and trial pits.
- Identified tree removal and pruning and erection of tree protection fencing.
- Installation of a substation base.
- Removal of asbestos materials as identified within the asbestos R&D survey.
- Soft stripping of buildings.
- Demolition of structures down to slab level.
- Removal of footings/foundations (1.5mtr BGL)\*
- Removal of demolition arising from site to a licensed recycling facility.

\*Floor slabs and hard standing areas are to remain in situ; however, part of the floor slab will be removed to facilitate to the removal of the footings / foundations.

Planning Conditions:

No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The principal areas of concern that should be addressed are:

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

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### 2. Hours of Work / Site Operations

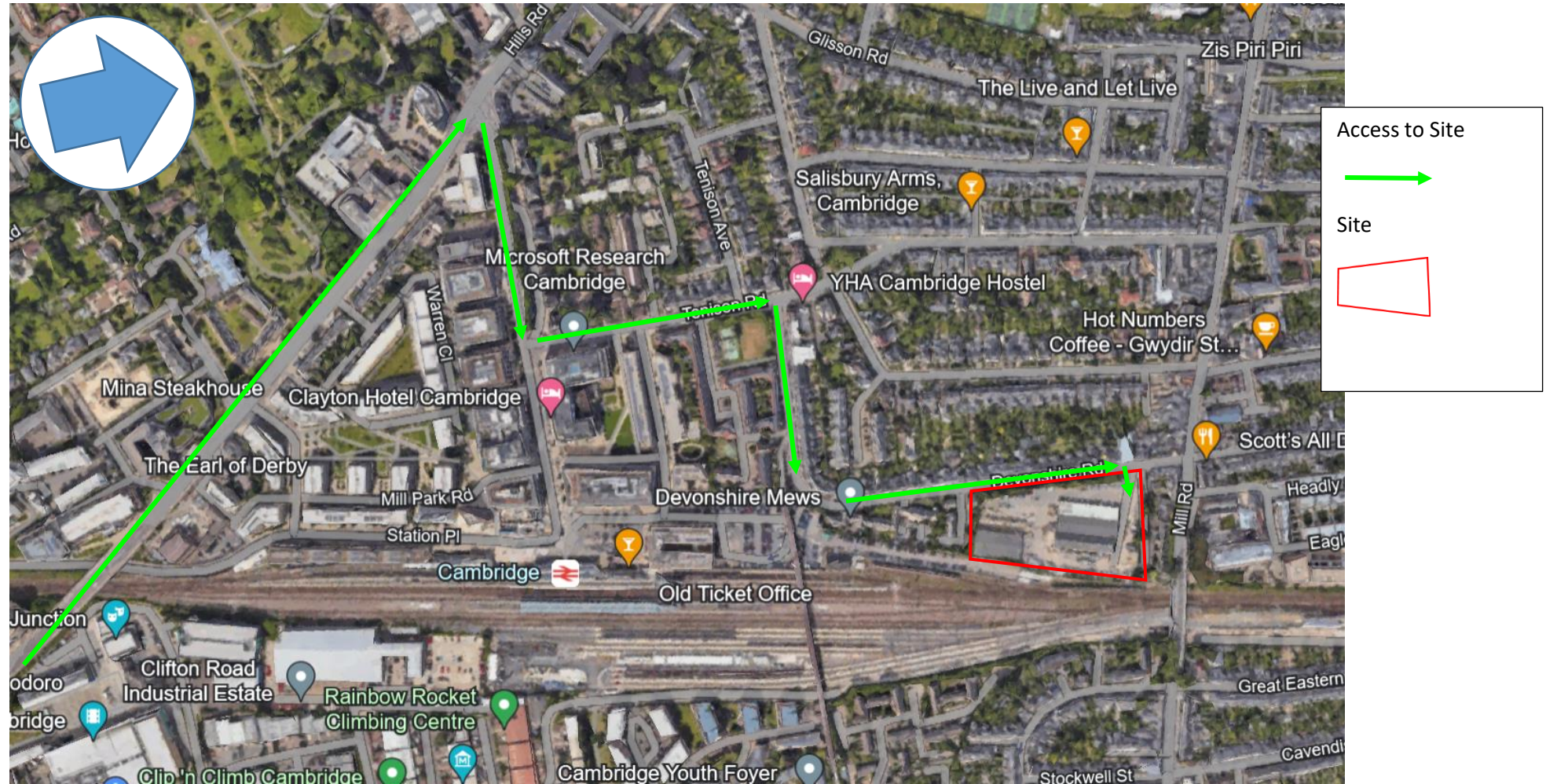
Normal construction industry working hours are expected to be used on the site – Monday to Friday 08:00 – 17:00 and Saturday 08:00 – 13:00. Hours of work outside these will be subject to Planning Conditions.

The project is programmed for 12 weeks

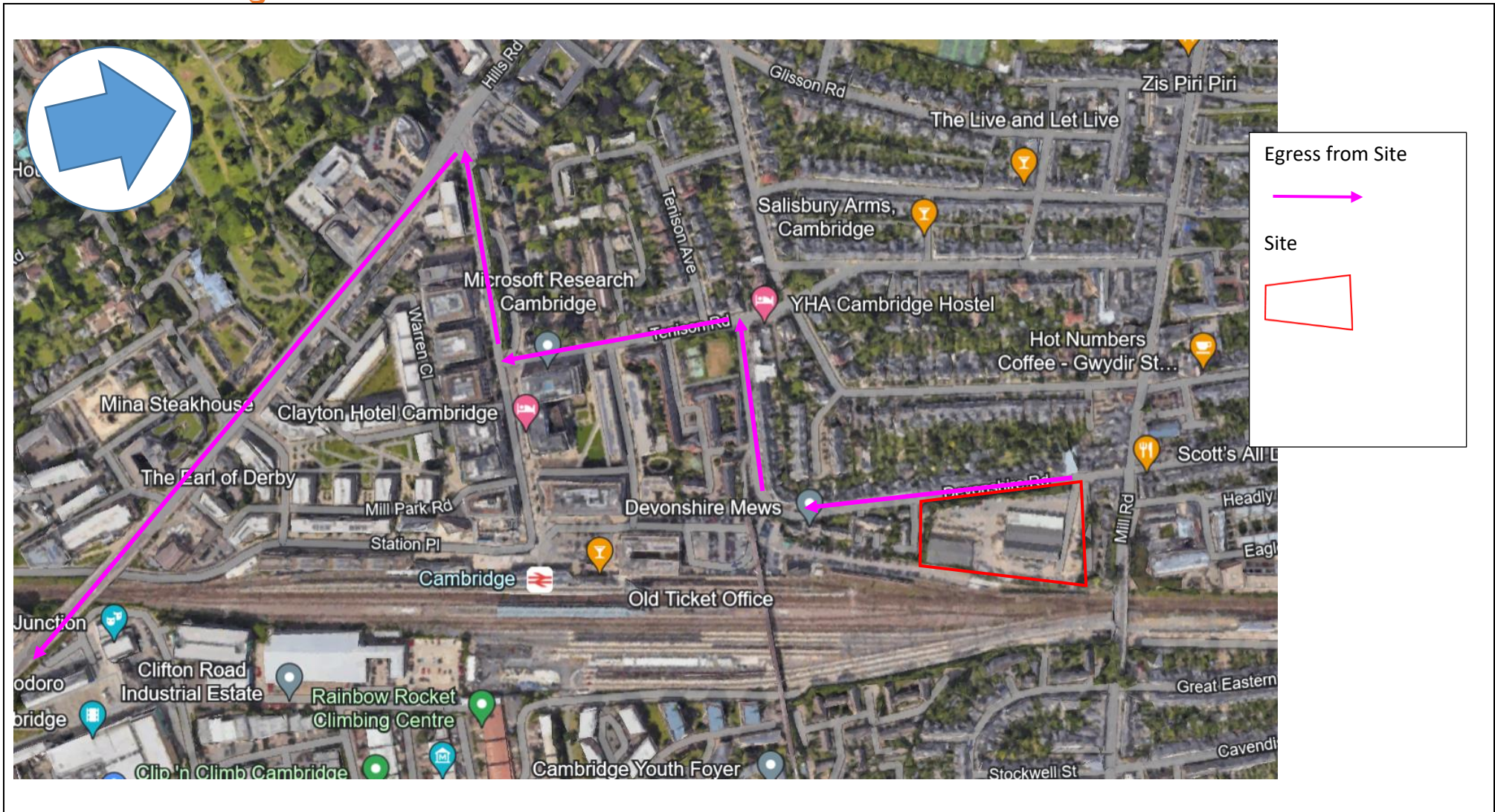
Start Date: 27<sup>th</sup> November 2023

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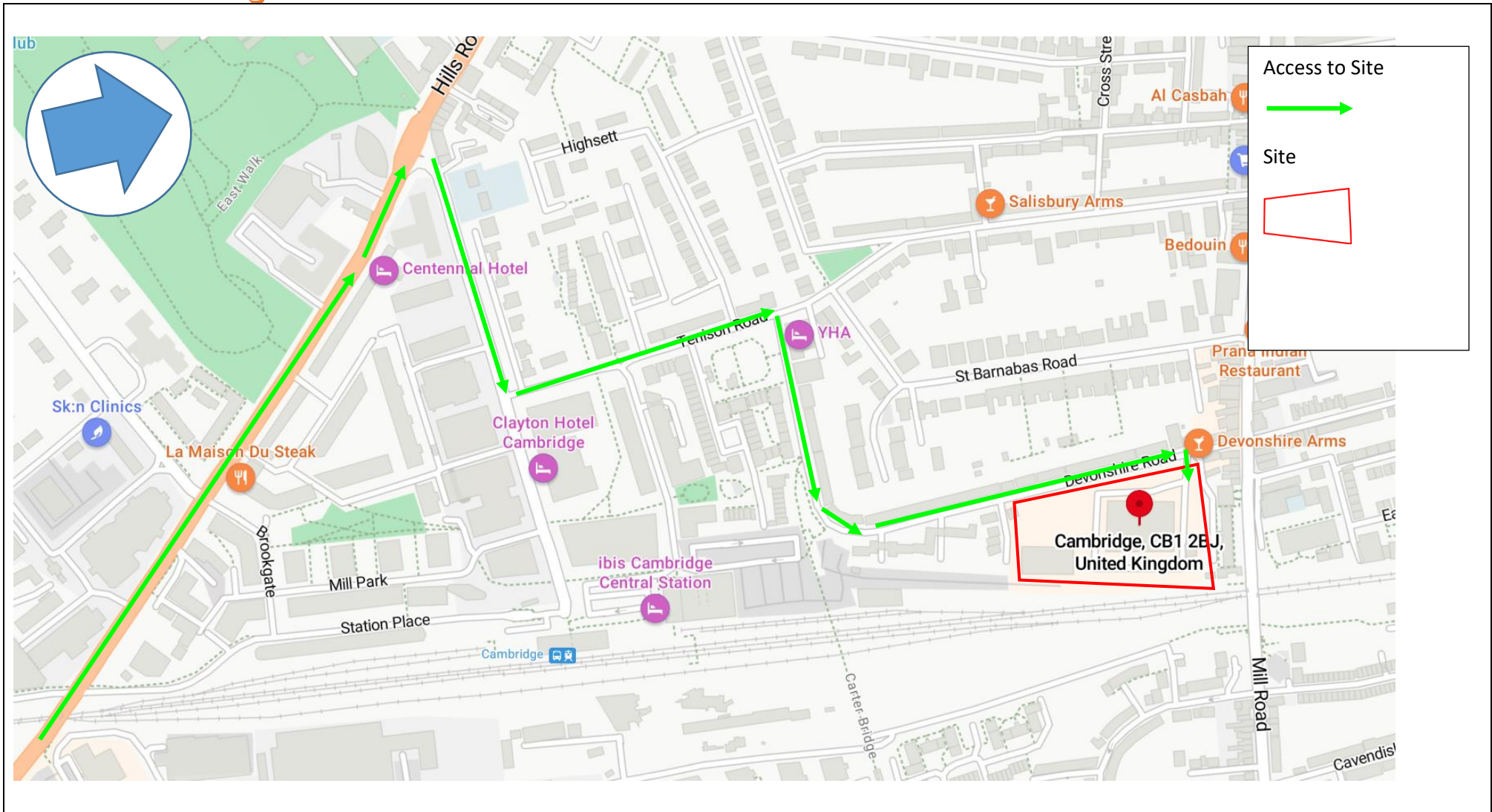
### 3. Site Access / Routing of Vehicles / Vehicle Access Plan



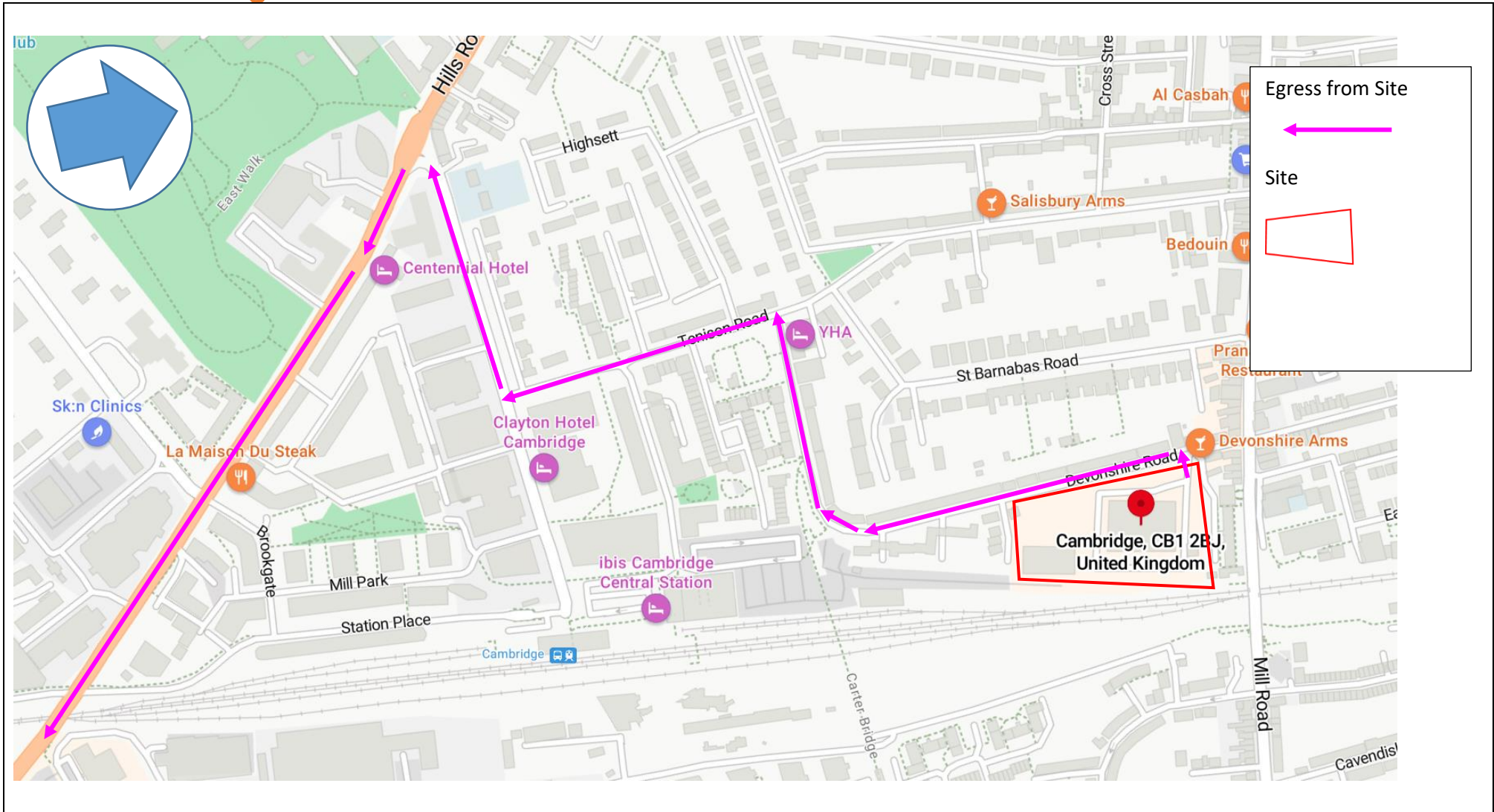
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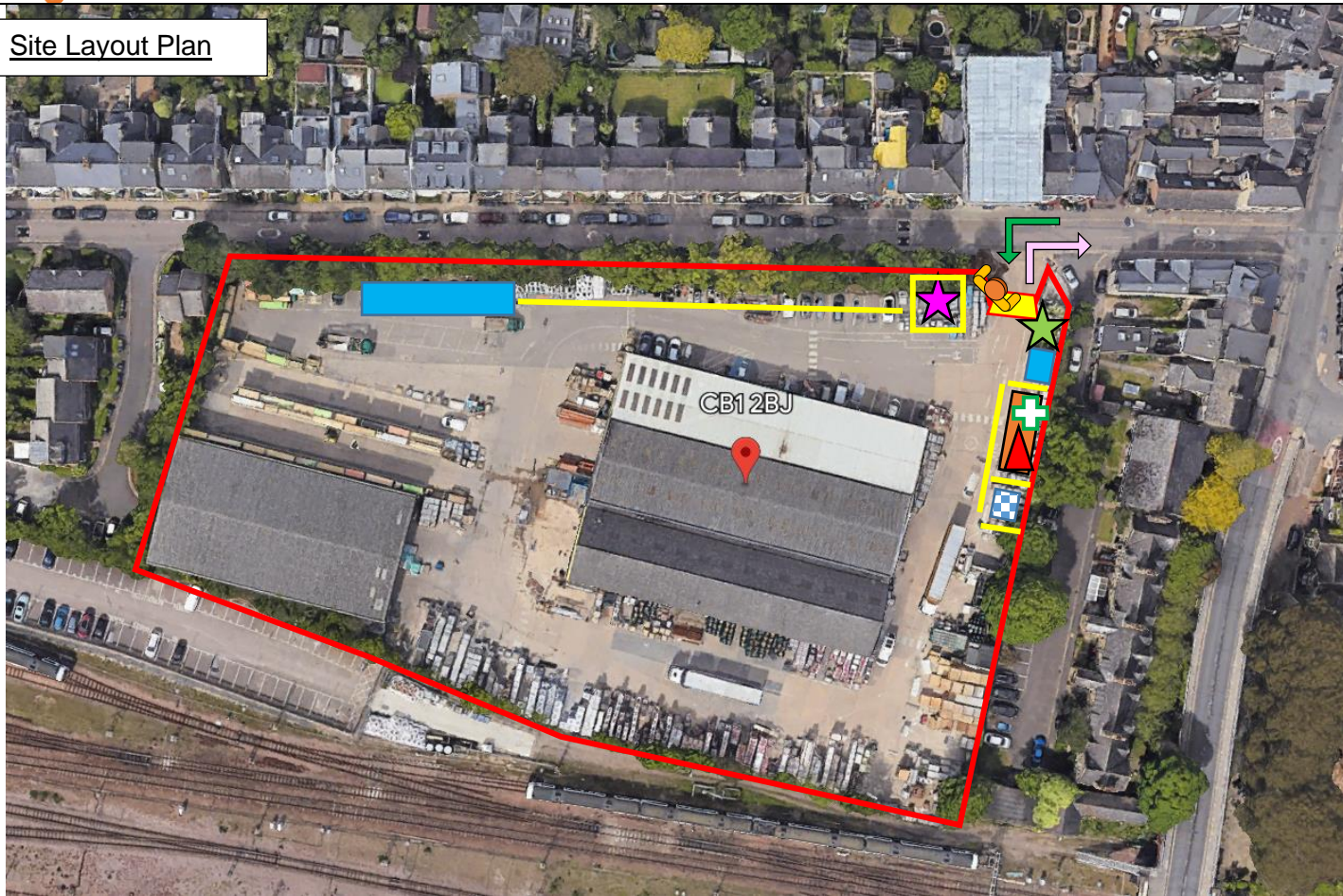
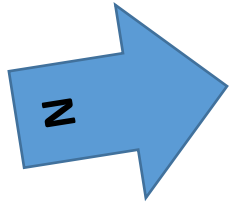














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Site Layout Plan



	Site Perimeter		Site Welfare		Smoking / Vaping		First Aid		Assembly Point		Banksman
	Access Gates		Parking		Fire Point		Segregation Fencing		Asbestos Assembly Point		Access / Egress

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4. Vehicles Accessing / Egressing the Site	
4.1	<p><b><u>Deliveries and Collections</u></b> Deliveries and collections should in general be restricted to between 09:30am and 4:30pm; this is to ensure that during peak times demolition traffic will be prevented from causing obstructions to the highway.</p>
4.2	<p><b><u>Vehicle Wheel Washing</u></b> With exception of the Archaeological trenches and the removal of the footings / foundations to the demolished structures, TRD shall not be breaking ground on site; therefore, the works can be co-ordinated to ensure that demolition detritus is not transferred to the public highway. TRD will have a jet wash available on site should conditions change and this will be available to use for the washing down of vehicle wheels prior to them leaving site. Drainage runs will be covered over with geo-textile material that will allow water to enter the drains but keep detritus out.</p>
4.3	<p><b><u>Vehicle Coordination</u></b> TRD shall have overall responsibility for the coordination of demolition deliveries/collections and will advise what times vehicles are expected to arrive on site. Specific “NO DELIVERY” times are expected to be adhered to. In order to prevent a build-up of traffic on the public highway staggering of delivery/collection times will be employed. The TRD Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site. During busy delivery/collection periods the vehicle drivers will be asked to contact the Site Manager 20 – 30 minutes prior to the agreed delivery/collection time to ascertain the site is clear for their arrival. Should there be a delay with a vehicle on site the oncoming vehicle will then be asked to wait outside the borough / village until the site is clear.</p>
4.4	<p><b><u>Contractors Site Traffic</u></b> The site shall have an area dedicated to site personnel who will require daily access and parking on the site, as shown in the site plan in section 3 of this document.</p>
5. Impact on Other Highway Users	
5.1	<p><b><u>Storing of Plant or Materials on the Public Highway</u></b> It is not envisaged to store any Plant or Materials on the public highway. All plant and materials will be stored on the site within the Contractors compound / site boundary.</p>
5.2	<p><b><u>Protection of Pedestrians</u></b> Signage to identify the demolition site shall be erected at the main entrance of the site. This shall be placed to ensure vulnerable pedestrians are made aware of the site traffic using this entrance / exit. Vehicles accessing / egressing the site shall be controlled by the use of banksmen. A neighbourhood letter shall be posted to the local residents prior to commencement. This shall outline the works to be undertaken and provide contact telephone numbers should they have any questions, queries or complaints. The site shall be hoarded to prevent inadvertent access and gates will remain closed and locked when not in use. A gateman will be present when gates are open ensuring no un-authorised access. Dust will be controlled on site by the use of a water misting system. The fine water mist droplets encapsulate the dust particles and help keep them within the site. Dust monitoring, along with noise, vibration, wind speed and wind direction shall be monitored on site by the use of specialist equipment. The monitoring will be set to industry recognised levels and if these levels are triggered, key personnel will be notified by an SMS message. This will result in the works being stood down, the trigger being investigated and, if required, additional control measures being put in place. The environmental monitoring creates a daily report that is emailed to key personnel. This data will be stored and provided to the client both on request and as part of the H&amp;S completion file.</p>
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5.3	<p><b><u>Public Highway License / Traffic Diversions</u></b> It is not intended to use the Public Highway for any demolition activity or for the storage of materials nor do we believe any footpath diversions are required. We do not foresee it necessary that a traffic diversion will be required during these demolition works.</p>
5.4	<p><b><u>Access Roadway</u></b> Vehicles accessing / egressing the site shall be controlled by the use of banksmen.</p>
5.5	<p><b><u>Arising Removal</u></b> Arising removal will be carried out by various methods throughout the demolition period. At no time will skips or temporary structures be required to be stored on the highway. All methods of spoil removal will be carried out within the site boundary and waste removed by vehicle as per the above traffic routes. Licensed Recycling Facilities that will most likely be used, but not limited to are:</p> <p>EMR Newmarket – 111 Fordham Road, Fordham, Newmarket. CB8 7ND</p> <p>Mick George Group – St. John’s Innovation Park, Cowley Road, Milton, Cambridge. CB4 0WZ</p> <p>Country Style Recycling – Somersham Road, Woodhurst, Somersham, Huntingdon. PE28 3BS</p>
<p><b>6. General Management Issues</b></p>	
6.1	<p><b><u>Monitoring</u></b> TRD shall be responsible for ensuring this Traffic Management Plan is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Client.</p>
6.2	<p><b><u>Domestic Waste Collections</u></b> It shall be the responsibility of the TRD Site Manager to ensure the times of Demolition deliveries/collections do not interfere with domestic waste collections services for. Times shall be sought from the local authority and site shall plan to avoid large deliveries within these periods, where practical.</p>
6.3	<p><b><u>Complaints Procedure</u></b> The TRD Site Manager and Contracts Director shall deal with any complaints from the local residents in coordination with the Client Project Manager who must be informed of any complaints.</p>