

# LOVELL

## PARKWAY GAYWOOD

## KING'S LYNN

### CONSTRUCTION TRAFFIC MANAGEMENT PLAN



Planning Reference 21/01873/FM

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## DOCUMENT CONTROL

Revision No	Date produced	Produced by	Date Checked	Checked by
1- Draft	15/03/2022	D Lowe		
2-				
3-				
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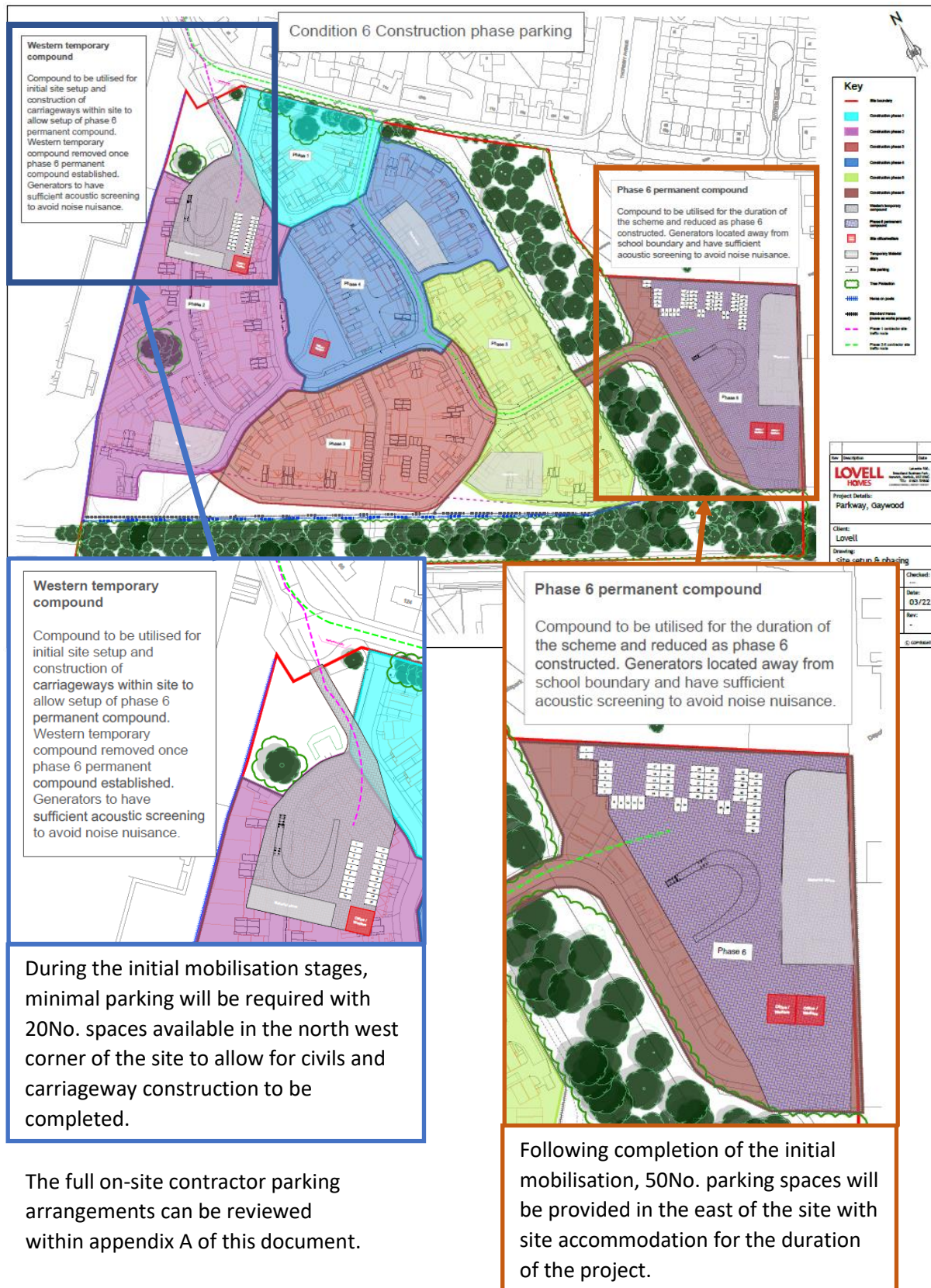


# **1 PLANNING REFERENCES**

This document has been produced to discharge planning condition 6 & 7 in relation to planning application 21/01873/FM to address pre commencement concerns to ensure adequate provision for on-site contractor parking, addressing air quality issues, any abnormal wear and tear to the highway together with wheel cleaning facilities is accounted for and to ensure no other local roads are used by construction traffic.

## 2 CONSTRUCTION TRAFFIC

## 2.1 ON-SITE PARKING FOR CONSTRUCTIONS WORKERS





## 2.2 CONSTRUCTION TRAFFIC ACCESS ROUTE

The green route (Figure 2.1) from the A149 Queen Elizabeth Way roundabout to site will be explicitly instructed to construction related deliveries serving the site and plant movements. This route will be specified within sub-contractor supply orders as part of the Delivering Safely Information (figure 2.2) included within the project management plan. No other routes will be permitted for construction related deliveries serving the site or plant movements.

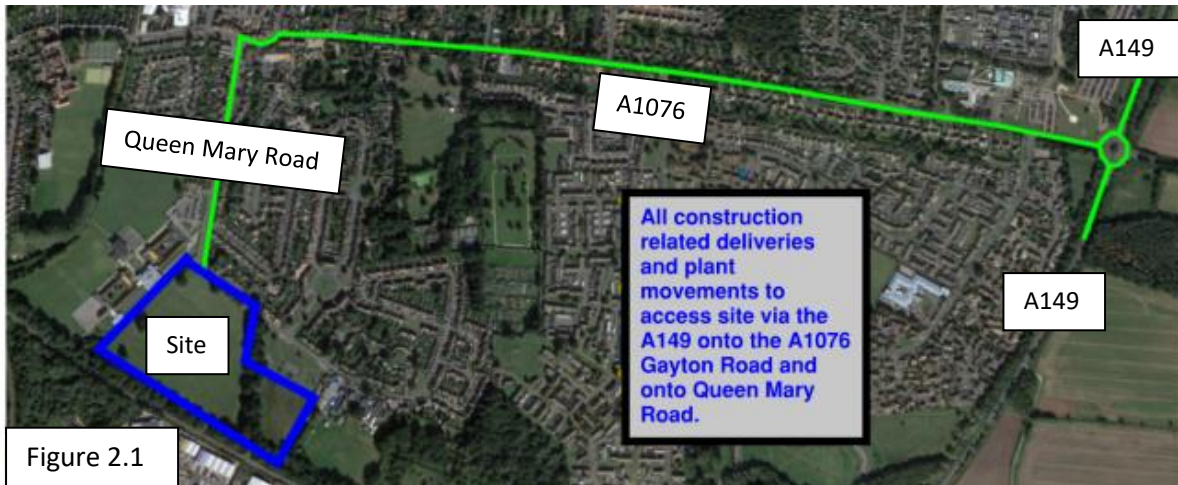


Figure 2.1

Operatives, staff and visitors will be encouraged to follow this route also, however for those whose destination is within King's Lynn, we expect them to take the shortest route to avoid unnecessary travel.

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**Delivering Safely Information**

To provide Information and expectations when delivering and collecting goods to / from this site.

Site address:	Parlway, Off Queen Mary Road, Kings Lynn
Site contact details:	TBC
Site hours:	Deliveries only allowed from 7.30-8.15am, 9.00am to 3.00pm, and 4.00pm-5.00pm unless agreed in advance in writing (Monday to Friday). Saturday deliveries 7.30am-12.30pm
Date:	29/04/2021 Initial Information <input checked="" type="checkbox"/> Updated Information <input type="checkbox"/>

Risks associated with this site	Controls
Residential area / schools etc.	Site : Access via Queen Mary Road and Parlway is shared by 210 schools as well as a large residential estate. Careful consideration will be given to all users regarding access and delivery times. Current preference is to provide access via <del>Queen Mary Road</del> on the Fairstead estate until such time as the link bridge is provided. From this point, all construction traffic will come via the Hardwick Ind Est. and over the new bridge. All supply chain partners to be issued the CTMP prior to day one on site
Site pedestrians	Pedestrians and vehicles should be effectively segregated at all times. No unauthorised reversing. A safe area is provided for the driver which will be informed by the gateman. Site Paves starts from either the Entrance to the North or along the Public footpath to the East, commencing adjacent to Electricity sub-station. Paves is covered in detail at site induction. See site set up plan
Overhead risks (electricity / BT cables)	Overhead services to the South site- Note electricity cables off site at Southern end. Subject of G56 notification. Site is also bounded by Railway line to the South of the site. Queen Mary road access has no low cables to consider, <del>but</del> has additional restrictions by potential entrance
Low / narrow bridges	No low bridges on approaches
Adjacent activities	At queen Mary Road end, there are three busy schools. During rush hours, no delivery access will be available
Road conditions	Narrow traffic calming and parked streets on all approaches
Major Road Works	None currently
Falls from height	There is no provision of fall protection measures on this site. If access onto the vehicle is necessary/likely, haulier <b>MUST</b> inform how falls will be prevented or risks reduced.
Visitor Parking	There is minimal street parking on the approaches- temporary car parking will be set up on site initially until main parking can be completed
Use of lifting equipment	Hauliers using their own lifting equipment (i.e. HiAB/Moffett) a suitable lifting plan/risk assessment <b>MUST</b> have been completed prior to commencing the lift.
Contamination (Mud)	Wheels will be washed on departure from site and vehicles only permitted to leave once inspected by the gateman

Visit [LOVELL](#) for collision history/hotspots near site to assist when establishing a safe route. Enter post code on 'Map' tab once open.

**Procedures the visiting driver needs to follow:**

- Upon contacting the site office, you will be provided with specific (Un)loading details. The following (Un)loading equipment is available on this site. This is strictly for use by trained and authorised Lovell employees:

Telehandler Type	TBC	Telehandler reach	TBC
Telehandler SWL	TBC	Accessories (safety/excavator)	TBC

- Drivers must **Always** report to the site office on arrival. **Always** refer to all instructions displayed on approach to site. **Always** remove keys and secure your vehicle.

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- Always** ensure that it is safe and legal before using your mobile phone.
- Drivers leaving their vehicle must **Always** wear minimum PPE (Gloves / Hat / Boots / Hi Vis)
- Strictly **NO REVERSING** on this site without a bankman.
- Use of HiAB / Moffett / FLT must **Always** be agreed in advance. Lifting plan / risk assessment to be completed prior to lifting. Equipment must be maintained in suitable. Operators to be trained in accordance with the ACoP.
- Always** report any accidents immediately to the Site Manager. If you have any concerns please bring this to the attention of the Site Manager ASAP.
- This site is strictly **NO SMOKING**. You may use designated areas (if provided).

**Information required from the Sub-Contractor / Supplier:**

- You must **Always** Inform Lovell if you require any specific unloading arrangements?
- If access onto the vehicle is necessary/likely, you must **Always** inform how falls will be prevented or risks reduced.
- You must **Always** Inform Lovell if there is any other information that you feel we need to be aware of prior to deliveries commencing on site that may affect the Health and Safety of either your Driver, the public or another member of the site team?

**Site Plan:**

**Construction Traffic Access Route:**

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Figure 2.2

## 2.3 PROVISION FOR ADDRESSING AIR QUALITY ISSUES

The technical note “PB9582-RHD-ZZ-NT-Z-0001” produced by Royal Haskoning DHV dated 11th April 2022 to address the provisions for addressing air quality in response to the planning condition 7 from decision notice 21/01873/FM. Within this document, Section 3 “Site measures to Minimise Air Emissions from Vehicles” contains measures to minimise air emissions from construction traffic and associated emissions. Key - points from this are provided below-

- The site will include wheel washing facilities to remove dirt and debris from outgoing vehicles; Water-assisted dust sweeper(s) will be used on the local roads, to remove, as necessary, any material tracked out of the site;
- Vehicles entering and leaving the site with materials will be appropriately covered or sheeted;
- Signage will be erected at the site access to inform drivers to turn off engines whilst awaiting access to the site;
- Heavy Goods Vehicles (HGVs) will be routed to site to avoid the Railway Road AQMA (access would be via the A149 and A1076). This route will be specified within sub-contractor supply orders and no other routes will be permitted; and
- Site staff will be trained in the above measures via toolbox talks and will inform delivery drivers waiting with idling engines to turn them off.

The full technical note can be reviewed within appendix B



## **2.4 HIGHWAYS ABNORMAL WEAR AND TEAR MONITORING**

Prior to the commencement of our works, condition surveys will take place on the construction traffic access route as detailed within section 2 of this document. Findings of these will be shared with the borough council. Regular joint surveys will then be undertaken throughout the project, and any abnormal wear and tear highlighted, and rectification agreed with NCC highways to ensure any extraordinary damage is accounted for as per section 59 of the Highways Act 1980.





## **2.5 WHEEL CLEANING FACILITIES**

Part of the role of our gate person will be to clean down vehicles as they leave the site to prevent debris spreading onto the public highway. Mechanical pressure washers and suitable on-site drainage sumps have proved to be successful on previous King's Lynn projects, and we intend to follow the same procedure on this scheme. During inclement weather, or periods of increased traffic, this cleaning will be supported by a mechanical road sweeper which will be based on site and available instantly should it be required.

During dry periods, the gate person will be responsible for damping down the area within our site subject to traffic movements. This will include controlling the plant operator who is responsible for driving the bowser with sprinkler attachment.

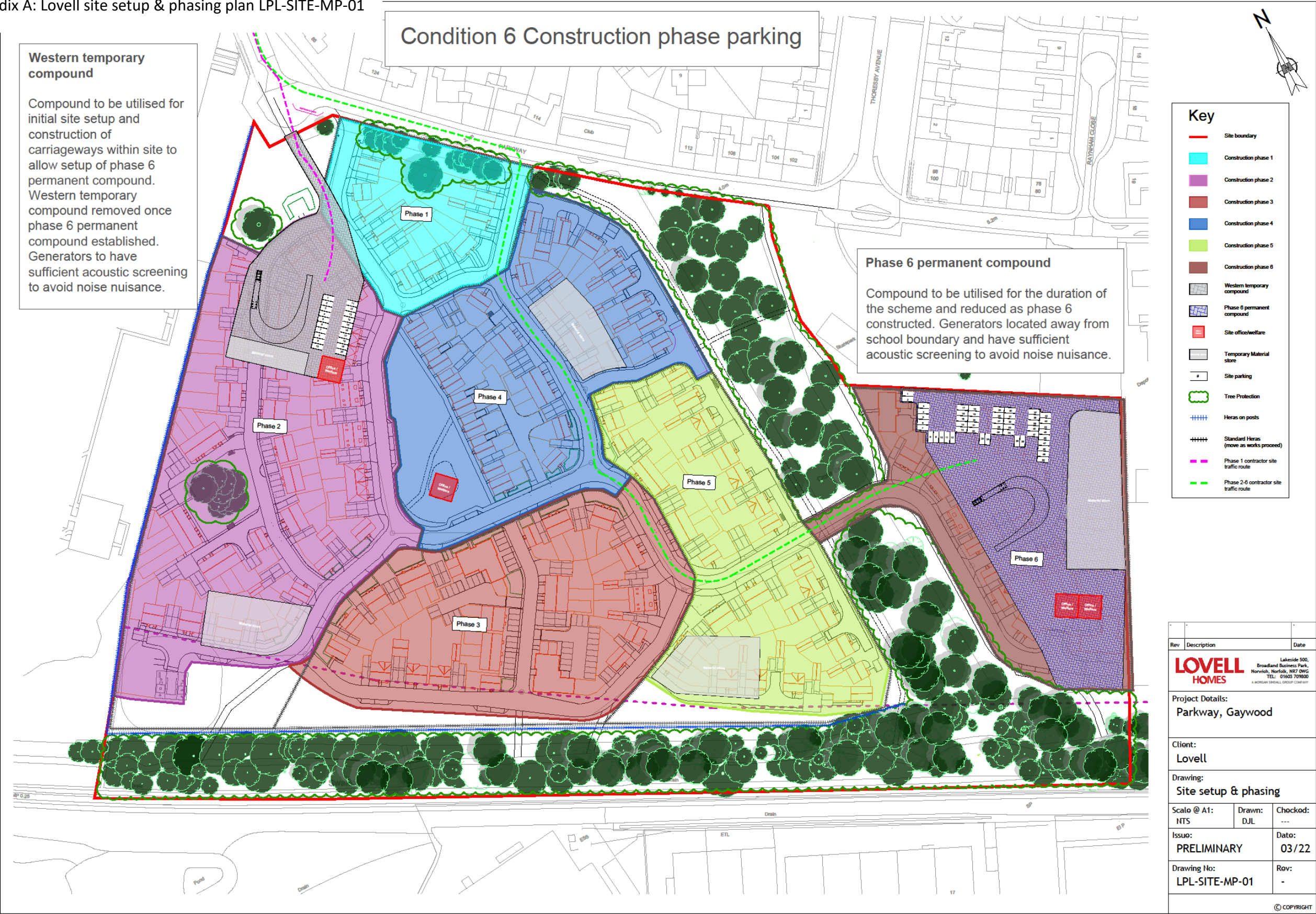


**Appendix A: Lovell site setup & phasing plan  
LPL-SITE-MP-01**

**Appendix B: Royal Haskoning DHV Technical Note PB9582-  
RHD-ZZ-XX-NT-Z-0001**

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Appendix A: Lovell site setup & phasing plan LPL-SITE-MP-01





## Technical Note

**HaskoningDHV UK Ltd.  
Industry & Buildings**

To: Borough Council of King's Lynn and West Norfolk  
From: Royal HaskoningDHV  
Date: 11 April 2022  
Copy: Lovell Partnership  
Our reference: PB9582-RHD-ZZ-XX-NT-Z-0001  
Classification: Project Related

**Subject: Parkway, Gaywood - Air Quality Requirements for Planning Condition 7**

## 1 Introduction

Planning permission (reference 21/01873/FM) was granted for a residential development at Parkway, King's Lynn, Norfolk in March 2022, subject to a number of conditions. Condition 7 of the permission requires the following:

*"Notwithstanding details submitted within the Lovells Construction Traffic & Environmental Management Plan Version 8 - February 2022, prior to the commencement of any works a Construction Traffic Management Plan and Access Route which shall incorporate adequate provision for addressing air quality issues, any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic."*

This technical note sets out the controls relating to construction traffic which will be applied during the construction phase to minimise any air quality impacts, as required by Condition 7.

Consultation was undertaken with the Environmental Health Officer at Borough Council of King's Lynn and West Norfolk (BCKLWN) to agree the contents of this technical note<sup>1</sup>.

## 2 Air Quality Issues

### 2.1 Sources of Air Emissions from Construction Traffic

Construction-related traffic can generate emissions to air as a result of the following:

- Exhaust emissions from road vehicles, including nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>);
- Brake and tyre wear;
- Trackout of dust and dirt out on wheels and the underside of vehicles off the site and onto the public highway; and
- Resuspension of deposited dust and particulate matter.

<sup>1</sup> Consultation was undertaken with the Senior Environment Officer (Air) at BCKLWN via email. Acceptance of the proposed measures was provided on 31/3/2022.

## 2.2 Sensitive Receptors

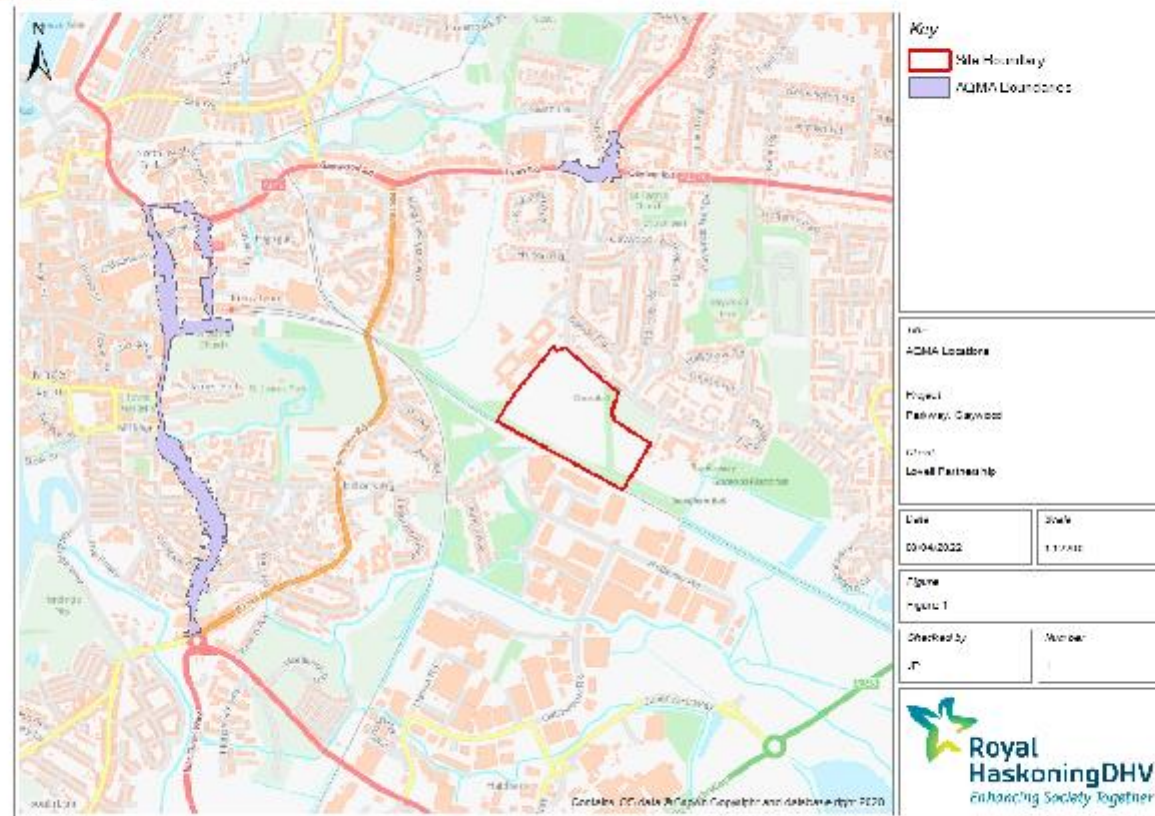
Emissions of air pollutants can affect human health. The construction site is located between two schools, the King's Lynn Academy and Howard Junior School, situated adjacent to the site to the west and east boundaries respectively. There are also residential properties located alongside Parkway along which the northern boundary of the site is located, and from which the site will be accessed.

Within the wider area, there are two designated statutory Air Quality Management Areas (AQMAs) within BCKLWN's jurisdiction, located at Gaywood Clock and Railway Road, as shown in Figure 1. These areas were designated as AQMAs due to exceedances of the government's health based annual mean nitrogen dioxide (NO<sub>2</sub>) air quality Objective, and therefore are sensitive to changes in air quality. Pollutant concentrations within the Gaywood Clock AQMA have reduced below the Objectives in recent years; however, the Railway Road AQMA still shows monitored concentrations in exceedance of the Objective.

The site measures detailed in the following section will be implemented during the construction phase to minimise pollutant emissions and their associated impact on human health.



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### 3 Site Measures to Minimise Air Emissions from Vehicles

Construction-related traffic will be managed via the Construction Traffic Management Plan, required as part of Condition 18 of the planning permission. This will control levels of construction traffic and associated emissions.

The following measures will be implemented on site to minimise emissions from road vehicles:

- The site will include wheel washing facilities to remove dirt and debris from outgoing vehicles;
- Water-assisted dust sweeper(s) will be used on the local roads, to remove, as necessary, any material tracked out of the site;
- Vehicles entering and leaving the site with materials will be appropriately covered or sheeted;
- Signage will be erected at the site access to inform drivers to turn off engines whilst awaiting access to the site;
- Heavy Goods Vehicles (HGVs) will be routed to site to avoid the Railway Road AQMA (access would be via the A149 and A1076). This route will be specified within sub-contractor supply orders and no other routes will be permitted; and
- Site staff will be trained in the above measures via toolbox talks and will inform delivery drivers waiting with idling engines to turn them off.

Checks of the highway will be incorporated into the checklists for the regular site inspection regime, and logs of checks will be retained on site for the duration of construction and made available to the officers at BCKLWN if asked. Where any non-compliances are identified, activities will cease where safe to do so, and appropriate measures will be taken to rectify the issue prior to recommencement. Details of non-compliances and actions taken will be logged and retained on site.