



Slough Trading Estate New SPZ
Framework Construction Traffic Management Plan
[Final Version]

On behalf of

SEGRO

Project Ref: 332110712/001 | Rev: F | Date: November 2024

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Document Control Sheet

Project Name: Slough Trading Estate New SPZ

Project Ref: 332110712

Report Title: Framework Construction Traffic Management Plan

Doc Ref: FCTMP/001/F

Date: November 2024

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Revision	Date	Description	Prepared	Reviewed	Approved
A	10/07/23	Working Draft	RH	EF	SRS
B	03/12/23	Following SBC Comments	RH	EF	SRS
C	15/01/24	SBC Comments	EF	EF	SRS
D	13/03/24	Draft for Consultation	EF	EF	SRS
E	11/04/24	Updated Draft	EF	EF	SRS
F	01/07/24	Deposit Consultation	EF	EF	SRS
G	08/10/24	For Cabinet	EF	EF	SRS
H	4/11/24	Final Version	EF	EF	SRS

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1 Introduction

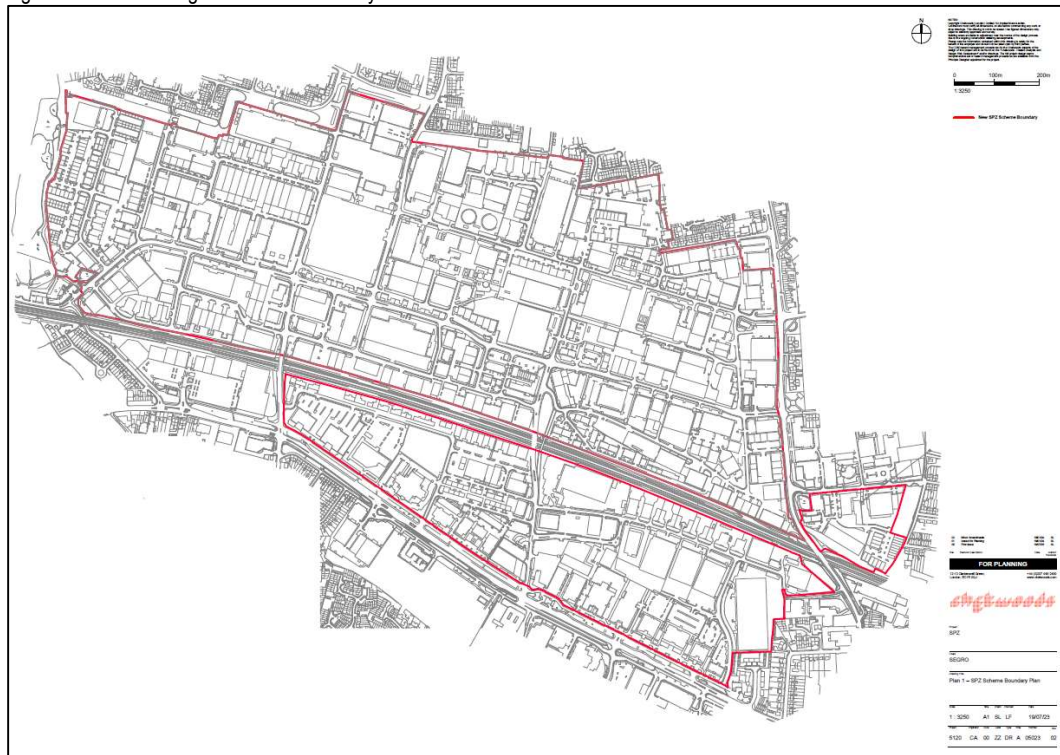
1.1 Overview

- 1.1.1 Stantec have been commissioned to prepare a Framework Construction Traffic Management Plan (FCTMP) to support the New Simplified Planning Zone (SPZ) Scheme (2024 - 2034) for the Slough Trading Estate, hereafter referred to as “*The Trading Estate*”.
- 1.1.2 This FCTMP sets out the management of construction traffic to and from the site during the construction phase of the development. It aims to minimise the impacts of Heavy Goods Vehicles (HGVs) which will travel to and from the site during the demolition and construction phase and ensure safety for all road users.
- 1.1.3 This FCTMP has been prepared to accompany the new SPZ Scheme and seeks to guide construction activities for future SPZ development. Once principal contractors have been appointed to undertake the development, a site specific CTMP will be populated in accordance with the contractor’s health and safety requirements. Where this is not SEGRO this will be the responsibility of the individual developers of each site to prepare. It is anticipated the document will then be updated during construction, as necessary by the contractors.

1.2 The Site

- 1.2.1 The Trading Estate is located approximately 1.6km west of Slough Town Centre. The existing Trading Estate is home to approximately 350 business across a range of large-scale industrial uses and smaller scale enterprises.
- 1.2.2 The Trading Estate is well situated to the local and strategic highway network. The A4 Bath Road to the south of The Trading Estate provides a direct connection to the M4 (at both J6 and J7) and the A355 Farnham Road to the east, which connects to the M40 to the north. The boundary of The Trading Estate is illustrated in **Figure 1.1**.

Figure 1.1: The Trading Estate Site Boundary



1.3 Background

- 1.3.1 The SPZ is a Simplified Planning Zone, which applies across most of The Trading Estate and permits certain types of development subject to a range of conditions being agreed. The current SPZ is due to expire in 2024.
- 1.3.2 SEGRO are seeking permission for a New SPZ Scheme to continue to be able to meet the development demands of existing and future tenants across The Trading Estate over the next 10-year period from 2024 to 2034.

1.4 Construction Logistics and Community Safety (CLOCS)

- 1.4.1 SBC have requested in earlier meetings on the SPZ a desire for the Construction Logistics Community Safety (CLOCS) scheme to be implemented alongside the new SPZ from 2024.
- 1.4.2 The rationale and benefits of CLOCS are understood, informed by the experience of contractor / consultants and some initial engagement with CLOCS. This is therefore in principle agreed. The CTMP would therefore comply with requirement of CLOCS, subject to the following:
 - That smaller scale refurbishment / construction SPZ notifications on the Trading Estate with a total building area of 1,000sqm or less is not mandated to do so, as practically much of this work is of a scale where some of the mandatory parts of CLOCS do not apply. However, a number of controls in line with the Fleet Operators Recognition Scheme (FORS) accreditation scheme will still apply as set out in Section 3;
 - Further engagement with CLOCS is undertaken providing comfort on how this scheme can work on the Trading Estate over the new SPZ; and

- That in the event that CLOCS ceases to operate / changes materially from the present scheme that the obligations would fall away.
- 1.4.3 CLOCS is a national standard which all stakeholders involved in a construction site have to take responsibility for health and safety within and beyond the site boundaries. The primary goals of CLOCS are:
- Zero collisions between construction vehicles and the community
 - Reduce emissions associated with construction traffic and improve air quality;
 - Reduce the number of construction vehicle journeys, hence reduce congestion; and
 - Reduce the risk to reputation.
- 1.4.4 To assist in achieving these goals, this FCTMP has been developed in accordance with the principles and measures that are part of CLOCS. There are four stakeholders outlined in CLOCS, these being; regulator, client, principal contractor and fleet operator. The Developer of each specific site will be the “client”.
- 1.4.5 Within the CLOCS Standard Version 4 there is reference throughout to Construction Logistics Plan (CLP); in this report, this CLP will be referred to as CTMP.
- 1.4.6 The responsibilities of each stakeholder are broken into different levels of compliance;
- ***‘Shall – to indicate an element which is mandatory to demonstrate the requirement has been met***
 - ***Should – to indicate an element is recommended as good practice***
 - ***May – to indicate an element that is optional or emerging practice’***
- 1.4.7 The Client will have the responsibilities outlined in **Table 1.1**.

Table 1.1: Client Responsibilities within CLOCS

Reference No.	Responsibilities
4.1	Clients shall specify in tender and contract documents that all stakeholders comply to the CLOCS Standard.
4.2	Clients shall ensure the project team develop, implement and monitor a suitable and sufficient CTMP.
4.3	Clients shall ensure effective monitoring of compliance to the CLOCS Standard and obtain evidence that the Standard is being upheld
4.4	Clients shall obtain from all regular or significant project or supply chain partners their annual collisions and emissions performance information, and where appropriate, obtain a credible improvement plan.

- 1.4.8 Where appropriate greater detail of the responsibility of the client will be included within the relevant sections. For more extensive detail on the Client responsibilities can be found in CLOCS Standard Version 4 – August 2022 and the CLOCS website ([Construction clients / developers - CLOCS](#)).

1.5 Purpose of the Document

- 1.5.1 This FCTMP outlines the measures for managing demolition and construction activities and how potential impacts are to be minimised to reduce their effect on the local environment, residents and businesses.
- 1.5.2 It is recognised that a key concern for the local community will be the level of disturbance caused by traffic generated by the construction works. This FCTMP has therefore been developed in order to avoid significant environmental impacts of the New SPZ by:
- Ensuring highway safety is maintained during the demolition and construction period;
 - Identifying construction traffic routes which avoid sensitive areas and have the least impact on local traffic in the area;
 - Ensuring that materials delivered by road achieve a balance between travelling as short a distance as possible and the sensitivity of the route; and
 - Providing suggestions to mitigate any impacts of the proposed construction traffic.
- 1.5.3 This FCTMP has been prepared to define the management of measures proposed and to be considered in detail as each development comes forward. SEGRO has a long history of redeveloping areas of the Trading Estate. SEGRO and its principal contractors aim to limit the impacts of construction works, not least to minimise the issues for existing tenants but also recognising and managing the disturbance to neighbouring communities which border the Trading Estate.
- 1.5.4 Where reference is made to “SEGRO” throughout this document that shall include reference to any successors in title to its freehold interests in the site (or any part of it) who shall assume responsibility for compliance with this FCTMP in respect of any such part(s).
- 1.5.5 Any principal contractor carrying out works pursuant to the SPZ will be required to prepare a site specific CTMP in accordance with the CLOCS CLP guidance¹ in addition to the requirements set out in this document. Where this is not SEGRO this will be the responsibility of the individual developers of each site to prepare.

¹ https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

2 Description of Works

2.1 Proposed Development

- 2.1.1 Redevelopment of The Trading Estate pursuant to the new SPZ.
- 2.1.2 There may be instances where plot development includes construction compounds off plot which will also be required to be managed through the site specific CTMP. These will be temporary areas identified with the red line for the SPZ notification which will be covered by the site specific CTMP.

2.2 Construction Timescales

- 2.2.1 Development under the SPZ will be a continuous programme of activity which will happen across various parts of the Trading Estate throughout the ten-year period of the SPZ and driven by tenant demand, land assembly and vacant buildings.

2.3 Proposed Access Arrangements and Site Layout

- 2.3.1 The proposed access arrangements for each SPZ development will be identified in the SPZ notification prior to commencement of construction activities.

2.4 Loading / Unloading of Materials

- 2.4.1 A risk assessment detailing the procedure for loading and unloading will be developed by all principal contractors and shall be specific to their deliveries. Loading / unloading of materials will take place on site and avoid deliveries on the public highway except in exceptional circumstances where this is not possible.
- 2.4.2 Before the start of unloading / loading, the load will be assessed in accordance with the risk assessment. If a crane is required, then a suitable lift plan will be prepared. Wherever possible all construction activity will be undertaken outside of the public highway. Where works in the public highway is unavoidable and required relevant traffic management and permits will need to be agreed with SBC.
- 2.4.3 The unloading / loading areas will be temporarily designated as exclusion zones protected by barriers. This, together with a safe zone for the driver, will be controlled by the vehicle banksman. The same procedure will apply to deliveries to the laydown area and to the intermediate storage area, each of which will have a security hut and waiting area.

2.5 Delivery Information

- 2.5.1 All delivery vehicles will report to the security at the site gate(s). Details of the delivery will be taken by security and relayed to the relevant person to enable coordination of unloading. All deliveries will be pre-booked and scheduled.
- 2.5.2 Traffic movements during peak hours (Monday to Friday 07:30 to 09:30hrs and 16:30 to 18:30hrs) will be minimised by scheduling delivery arrival and departures outside of these times, whenever practicable.

3 Controls for Smaller SPZ Notifications

3.1.1 Smaller scale SPZ notifications on the Trading Estate with a total building area of 1,000sqm or less shall not have a requirement for CLOCS but will need to provide the following controls:

- Delivery vehicles will be instructed to follow the routes identified in the CTMP;
- All constructions and deliveries will be undertaken on site and avoid deliveries on the public highway except in exceptional circumstances where this is not possible;
- A collision reporting system will be mandated to ensure all collisions and accidents or near misses involving SPZ construction vehicles and drivers are reported to SBC periodically;
- All construction activities will be registered with the 'Considerate Constructors Scheme'. This is a national scheme for construction sites and companies to be measured against a code of considerate practice as a means to encourage best practice above minimum statutory requirements;
- All loading bay personnel should have a full knowledge and understanding of emergency procedures;
- Each site should have a designated and competent First Aider;
- Appropriate PPE should be worn by all personnel including drivers;
- Drivers should remain with their vehicles at all times;
- Vehicles should be switched off when stationary for prolonged periods;
- All drivers must carry ID documents;
- The contractor should be responsible for clearing any spillage from any vehicles delivering their materials;
- Operatives should be trained to use spill kits for emergency purposes;
- Only operatives involved in the off loading of materials should be allowed into loading areas, with the exception of those authorised to be there, for example welfare and cleaning operatives;
- Anti- social behaviour of any kind is not allowed on site and could result in individuals being permanently removed from the site;
- Direction and warning signage regarding site operations will be erected on the site entrance to warn the public, deliver vehicles and other users and assist in traffic management;
- A turning area will be available within the site to remove the need for vehicles to reverse onto the public highways where possible. Should any vehicles require reversing out of the site then they will have a banksman at all times;
- The site will be maintained to a high standard of cleanliness at all times. All materials will be stored in a safe and professional manner;
- The contractor will ensure waste is stored away from drains, boreholes and controlled waters. Containers shall be in good condition and where required, covered to prevent

dust and debris being blown out. If there is any likelihood of stored waste contaminating surrounding environs, all necessary steps will be taken to ensure no contamination occurs;

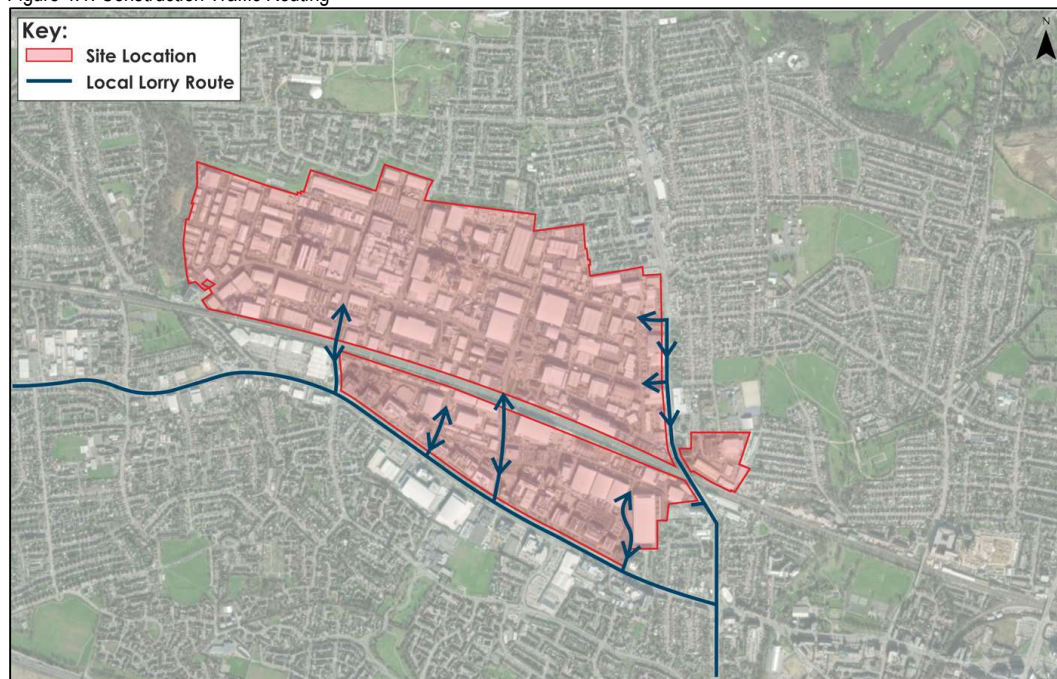
- The Site Manager should have the rights to refuse entry of any vehicles or personnel where they are not complying with rules.

4 Routing of Construction Vehicles and Delivery Management

4.1 Vehicle Routing

- 4.1.1 It is anticipated that construction and delivery vehicles will route along the A4 and A355 from Junction 6 and 7 of the M4. Depending on location of the development plots within The Trading Estate the vehicles will enter via Leigh Road or Dover Road from the A4 or Buckingham Avenue to the east. Construction traffic will not be routed along Burnham Lane to the west.
- 4.1.2 In accordance with CLOCS the principal contractor overseen by The Developer **shall** have risk-assessed and specified the safest vehicle routes and identified acceptable reasons for diversion. Both of these will be included in this FCTMP. The specified vehicle routes are illustrated in Figure 4.1 below.

Figure 4.1: Construction Traffic Routing



4.2 Road Closures

- 4.2.1 Should temporary road closures and diversions be required, an application will be submitted to SBC.

4.3 Signage and Traffic Management

- 4.3.1 In conjunction with routing instructions, a full assessment of the area will be undertaken to determine the need and the most suitable locations for signs and how far from the site these should start. This will form a well-defined signage strategy that directs drivers via the only permissible route.
- 4.3.2 All traffic routes within the construction laydown areas shall be suitably signposted. A one-way system will be used within the construction areas wherever possible to minimise reversing of

vehicles. Signage shall be in place around the construction and laydown areas to mark the direction of traffic flow, the access and egress points and reminders of the 10mph maximum speed limit.

4.4 Timings

4.4.1 The regular hours of delivery will likely be between 07:00 and 19:00 hours Monday to Friday during the construction period and 8:00 to 13:00 on a Saturday. Deliveries will be staggered and avoid peak hours and this will be managed by the contractor.

4.4.2 It will be the site manager's responsibility to ensure that all deliveries are coordinated. Banksman will be on site to ensure deliveries are controlled. Access will be controlled via a booking system to allow sufficient time for the loading and unloading of vehicles to minimise the number of vehicles on-site at any given time.

4.5 Construction Across Multiple Sites

4.5.1 The Trading Estate is of a scale where multiple demolition / construction sites could occur concurrently. This has been the case with the current and previous SPZs and it remains in both SEGRO and SBC's best interests to ensure that should this arise that this is well managed.

4.5.2 Where multiple sites are being demolished / redeveloped at once consideration will be given to how such activities will work in parallel and how signage of works will be handled and coordinated recognising this will lead to the building and storage of material on multiple plots.

4.5.3 Sites will be required to collaborate and work together to identify efficiencies such as the potential to reuse material on each other sites, coordinate deliveries using a shared delivery management system and use the same suppliers for certain materials to minimise delivery trips. SEGRO will oversee the management of construction activities across multiple sites and discuss specific requirements with contractors where required.

4.5.4 The monitoring of the FCTMP and review provisions allow for annual monitoring meeting as set out in Section 8.3 which will provide an opportunity to identify and discuss whether multiple demolition / construction sites are planned to occur in close proximity or on specific roads on the Trading Estate. Where this is the case SEGRO and SBC will consider the appropriate means to manage the concurrent demolition and construction activity in order to minimise the peak hour impacts both within the Trading Estate and on the approaches to the Trading Estate on the local highway network. The review will consider the duration and quantum of activity planned and whether additional mitigation, (such as a restriction on peak hour deliveries) is needed to manage impacts.

4.6 Abnormal Indivisible Loads

4.6.1 An Abnormal Indivisible Loads (AIL) is typically classified as a vehicle which exceeds 44 tonnes Gross Vehicle Weight (GVW), or its width is more than 2.9m, or its rigid length is more than 18.65m. There are established management practices including the requirement for Movement Orders, use of specialist hauliers, stakeholder notification procedures, routing assessments and Police escorts (where necessary).

4.6.2 Should an AIL be required, it should be identified in the site specific CTMP and will subsequently be the responsibility of the haulier to determine the requirements of the AIL movement i.e. route planning, notification period, notifying authorities, attendants and escorts etc. The haulier will be required to make use of relevant guidance such as the Fleet Operators Recognition Scheme (FORS) Managing Abnormal Indivisible Loads toolkit.

5 Construction Traffic Management

5.1 Parking Provision

- 5.1.1 Parking for construction operatives will be managed and controlled. Construction operatives will be informed of the location of construction parking and communal parking opportunities on The Trading Estate. No construction parking on the roads within or outside The Trading Estate will be permitted.
- 5.1.2 Site operatives will be encouraged to travel to The Trading Estate using sustainable modes, namely public transport or those closer to the site to walk and cycle. Car sharing will be encouraged.
- 5.1.3 A Construction Worker Travel Plan (CWTP) will be required to minimise the number of worker car trips to site and will be prepared by the contractor prior to commencement of construction.

Site Offices, Toilets, Washing and Welfare Facilities

- 5.1.4 The principal contractor will be required to provide all necessary temporary site accommodation and welfare facilities to undertake the works properly such as toilets and washing facilities for workers. Along with welfare facilities for workers to take their breaks.
- 5.1.5 The principal contractor will determine the location of such accommodation and will clear away all accommodation on completion of the works.

Times & Duration

- 5.1.6 Construction vehicle movements would take place during a typical day shift of 12 hours on weekdays (07:00-19:00) and five hours on Saturdays (08:00-13:00). Heavy good construction vehicles movements would not access the site outside these hours except in exceptional circumstances. There will be no construction vehicle movements at the site on Saturday afternoons, Sundays or Bank Holidays unless in exceptional circumstances.

Hoardings and Fencing

- 5.1.7 Construction hoardings or fencing are to be placed around the construction sites with the exact location and layout to be determined by the appointed principal contractor. Hoardings will be a requirement under the construction contract to provide a secure working environment for office staff/visitors and members of the public. Where possible hoardings will seek to retain footways around the site but where this is not possible diversions for pedestrians will be signed and provided. Hoardings and fencing will be inspected by the site supervisor regularly.

Wheel Wash

- 5.1.8 The principal contractor will be required to provide suitable vehicle washing facilities to prevent material being deposited onto the public highways.

Statutory Requirements

- 5.1.9 During construction of the projects the principal contractor shall be required to comply with all Statutory Requirements regarding the control of pollution (including noise pollution).
- 5.1.10 The principal contractor will be required to obtain all necessary Local Authority, Police, and all other necessary approvals in respect of access to the sites and any necessary diversions and traffic control systems. It will be the responsibility of the principal contractor to obtain any necessary consent for means of access, loading/unloading and diversions.

Highways, Footpaths and Crossovers

- 5.1.11 Prior to commencing main construction works on site, the principal contractor shall carry out a Highways Condition Assessment. This will identify any restrictions (Speed, height, weight) since the original routes were developed and the findings of which shall be incorporated into this Plan and the Delivery Information document. In addition, a photographic condition survey will be undertaken of surrounding roads and footpaths prior to main construction works commencing.
- 5.1.12 During the construction, the principal contractor will be required to make allowance for any restrictions that may be placed on their work in respect of maintaining traffic and pedestrian access. The principal contractor will not obstruct public thoroughfares without the approval of the appropriate Authority and will be responsible for the payment of any charges in connection with such closures.

Site Deliveries

- 5.1.13 The principal contractor will be required to operate suitable booking systems and site management controls for controlling the delivery of construction materials. The principal contractor will coordinate deliveries with any identified adjacent work sites.
- 5.1.14 Traffic signage will be provided from the A4 and A355 to site as well as in the vicinity of the site to indicate different delivery and waiting areas. These will be subject to relevant approvals from SBC and National Highways as required. All signage shall be in line with guidance in applicable 'Traffic Signs Manual Chapter 8 – Road Works and Temporary Situations' (2020) produced by the Department for Transport. Signs shall be fixed securely to ensure they do not become detached. Regular maintenance checks to clean and re-secure signs as appropriate will be carried out by principal contractor.

Site Storage

- 5.1.15 The exact location of the site storage will be the responsibility of the principal contractor and could be shared across multiple sites on the Trading Estate.
- 5.1.16 Building, recycling and waste materials should be stored within the site boundary or in a dedicated storage area on the Trading Estate.

Existing Utility Services

- 5.1.17 The principal contractor will be required to identify existing utility services and shall ensure that service pipes, cables, ducts are protected and maintained during the execution of the project.

Adjacent Occupiers

- 5.1.18 The principal contractor will be required to take precautions to protect existing occupiers of adjacent land or buildings and the general public from any danger, discomfort, disturbance, trespass or nuisance arising by reason of the project. Such precautions shall include the provision of temporary screens, notices and the like, as necessary.

Inspection of Signage and Pedestrian Routes

- 5.1.19 The site supervisor, or somebody appointed by them, will check the temporary signing on a regular basis to ensure signs are in the correct place and are not creating a hazard to road users on the public highway. A regular inspection programme of signs will be devised and undertaken to ensure that they are maintained and kept in proper order once sign and barrier requirements have been confirmed.

Safety

5.1.20 In accordance with CLOCS reporting of collisions that occur associated with the construction activity will be undertaken. These collisions **shall** be classified and reported under the following:

- Fatal;
- Serious Injury;
- Minor Injury; and
- Near Miss (optional).

6 Noise and Vibration

- 6.1.1 The following measures could be implemented to limit and control noise and vibration levels so that disturbance to local residents, business and other sensitive receptors are minimised during the construction period:
- If necessary and practicable, fixed items of construction plant operating on the relevant site will be electrically powered rather than diesel or petrol driven;
 - All engines of all vehicles and plant on site are not left running unnecessarily;
 - Regular maintenance and servicing of vehicles, equipment and plant – up to date records to be kept on site;
 - Appropriate handling and storage of materials;
 - Where practicable, rotary drills and bursters actuated by hydraulic or electrical power will be used for excavating hard material;
 - Use of temporary acoustic barriers where appropriate; and
 - Breaking out of concrete structures would be undertaken, where possible, using low noise impact methods including bursting and splitting rather than percussive breaking.
- 6.1.2 It is recommended that hours for noisy construction, demolition, renovation or associated works are:
- 07:00 to 19:00 hours Monday to Friday
 - 08:00 to 13:00 hours on Saturday
 - no works on Sundays and Bank Holidays
- 6.1.3 Where noisy work outside of the hours is unavoidable due to extenuating circumstances, the site manager must inform the SBC's Environmental Protection Team and neighbouring residents in advance giving details of the date and duration of the proposed works.
- 6.1.4 Good practice and best available technology will be utilised to ensure that noise and vibration emissions are kept to a minimum and will be in accordance the advice provided within BS 5228: 2009 - Code of practice for noise and vibration control on construction and open sites.
- 6.1.5 Contact details will be provided to neighbouring residents and businesses so they know who to speak to if complaints or queries arise and noise control measures will be agreed with neighbours, such as quiet periods at an agreed time and duration to minimise disturbance.

7 Dust and Air Pollution

- 7.1.1 Construction and demolition can generate dust, which can cause distress to neighbouring residences and can adversely impact on air quality and the health of those exposed.
- 7.1.2 It is recommended that good practice techniques are followed to minimise dust production and to prevent dust emissions from the site, these may include the following, as necessary:
- Using plant with dust suppression;
 - Material drop heights kept to a minimum;
 - Positioning of stockpiles to minimise effect of wind;
 - Dust sheets over surface of stockpiled material;
 - Spraying water over dusty areas to damp down particularly in windy and/or hot weather;
 - Wheel washing facilities at both the north and south site access points;
 - Maintain site roads and hard standings by regular brushing and spraying;
 - All vehicles carrying soil and other dusty material to be fully sheeted;
 - All vehicles will hold current MOT certificates and comply with exhaust emission regulations for their class;
 - All commercial road vehicles used in construction must meet the European Emission Standards;
 - Ensure that engines of all vehicles and plant on site are not left running unnecessarily to prevent exhaust emissions; and
 - Plant will be well maintained, with routine servicing of plant and vehicles into be completed in accordance with the manufactures recommendations.
- 7.1.3 The Developer as the Client within the CLOCS Standards **shall** report the following emissions:
- CO₂
 - NO_x (NO +NO₂)
 - PM10 (an PM2.5 if available)

7.2 Construction Vehicles

- 7.2.1 Where possible reasonable endeavours should ensure that all HGVs (over 3.5 tonnes) required for construction which route through the Tuns Lane Air Quality Management Area as a minimum should be in full compliance with the Euro VI Standard. This is to limit impact on noise and air quality levels within the area.

8 Engagement

8.1 Engagement with Local Residents

8.1.1 Whilst many of the SPZ developments will be some distance from local residents it is acknowledged that there are some on its periphery that are closer to neighbouring communities. It is important to ensure residents are aware of construction activities being undertaken on The Trading Estate. With this in mind, residents and local businesses will be provided with information on:

- When construction work will commence and end;
- The likely time of construction works and deliveries;
- The average number of daily HGV vehicles;
- Any dates and times of abnormal loads;
- A contact number for queries or complaints.

8.1.2 A complaints / feedback procedure will be implemented to ensure that the local community can raise concerns and receive reassurance that they are resolved in an acceptable manner.

8.1.3 Within the CLOCS requirements The Developer shall have identified community considerations and considered planned measures.

8.2 Principal Contractor Responsibilities

8.2.1 A site specific CTMP will be prepared by the principal contractor for each development prior to construction works commence at the site in accordance with this FCTMP. Where this is not SEGRO this will be the responsibility of the individual developers of each site to prepare. The annual engagement with SBC will give an opportunity to discuss any site-specific issues that arise throughout construction.

8.2.2 The supply chain will sign up to the responsibilities of the principal contractor as outlined in CLOCS. Any liability for not undertaking the requirements outlined in the CLOCS guidance and this FCTMP will therefore fall to the principal contractor.

8.2.3 The responsibilities of the principal contractor within the CLOCS Standard are outlined in **Table 8.1**, see CLOCS Standard Version 4 – August 2022 Section 5.

Table 8.1: Principal contractor Responsibilities within CLOCS

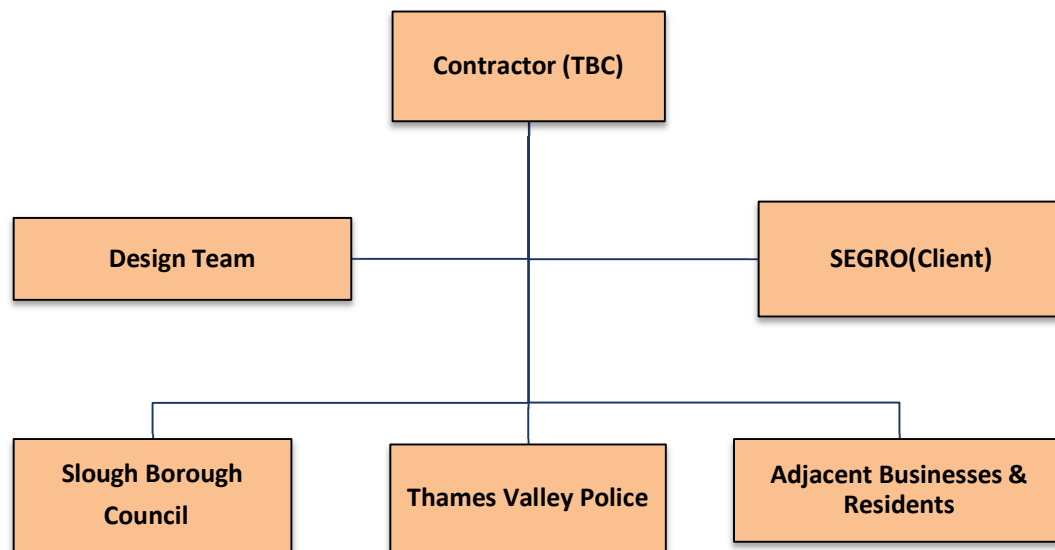
Reference No.	Responsibilities
5.1	Principal contractors shall ensure the project's potential impact on the community has been properly risk assessed.
5.2	Principal contractors shall develop and/or implement the agreed CTMP and ensure it is appropriately reviewed and updated prior to the start of each new phase of construction.
5.3	Principal contractors shall procure site and fleet operations that comply with the requirements of the CLOCS Standard.
5.4	Principal contractors shall ensure use of an effective delivery management system to minimise congestion, disruption and emissions.

5.5	Principal contractors shall ensure that the vehicle routes to and from site committed to in the associated CTMP are specified and communicated.
5.6	Principal contractors shall ensure the ground conditions of the site are suitable for the vehicles servicing the site, particularly those fitted with safety features.
5.7	Principal contractors shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacle.
5.8	Principal contractors shall ensure effective and efficient site access gate checks.
5.9	Principal Contractors shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.
5.10	Principal contractors shall ensure effective monitoring of site compliance to the CLOCS Standard.
5.11	Principal contractors shall obtain from all regular or significant project or supply chain partners their annual collisions and emissions performance information, and where appropriate, obtain a credible improvement plan.

8.2.4 Further details on the Client responsibilities can be found in CLOCS Standard Version 4 – August 2022 and the CLOCS website ([Principal contractors - CLOCS](#)).

8.2.5 **Figure 8.1** provides a diagram of the Stakeholder Hierarchy that will be completed before construction for each SPZ development and form the basis of the communication strategy between the development team and the identified stakeholders.

Figure 8.1: Stakeholder Hierarchy



8.2.6 The CTMP will be communicated to all suppliers, subcontractors and stakeholders which could be by the following means:

- Subcontract orders;
- Pre-let meetings;
- Pre-start meetings;
- Site induction;

- Health and Safety Meetings weekly for sub-contractors supervisors;
- Tool-box talks; and
- Presentations.

8.3 Engagement with SBC

8.3.1 SEGRO will meet annually with SBC as part of the audit process to review any off site impacts and issues with construction activity to ensure that best practice and impact to residents is minimised.

8.3.2 This will include reporting on numbers of sites currently under construction and proximity of sites, giving the opportunity to discuss any issues arising and if there is a need for any additional mitigation to minimise the impact. Site specific CTMP that have been prepared by contractors within that previous year can be discussed with any site-specific issues raised. This will also give an opportunity to report to SBC how schemes and contractor are complying with CLOCS.

9 Summary

- 9.1.1 This FCTMP sets out the outline for management of construction traffic associated with the SPZ development at The Trading Estate to ensure safety for all users of the public highway. A summary of measures which will need to be implemented prior to construction is included in **Table 9.1**.
- 9.1.2 A site specific CTMP will be populated by the principal contractors (once commissioned to undertake the works) before construction works is commenced. Where this is not SEGRO this will be the responsibility of the individual developers of each site to prepare. The annual review between SEGRO and SBC will give an opportunity to discuss any issues associated with specific sites under construction.

Table 9.1: Summary of FCTMP Measures

FCTMP Measures
Site specific CTMP
Logistics Site Plan
Delivery Schedule
Signage
Welfare Facilities
Hoarding
Highways Conditions Assessment
Security
Noise and Vibration Measures
Air Quality Measures
Engagement with Local Residents (where relevant)
Engagements with local businesses
Engagement with SBC (where required)