

Construction Traffic Management Plan

DOCUMENT REF: CTMP_DOC_01

Project: Single Dwelling Development, Land Adjacent
to 12 Kirkbeck Drive, Beckermet.

Planning Application No. 4/23/2053/0F1



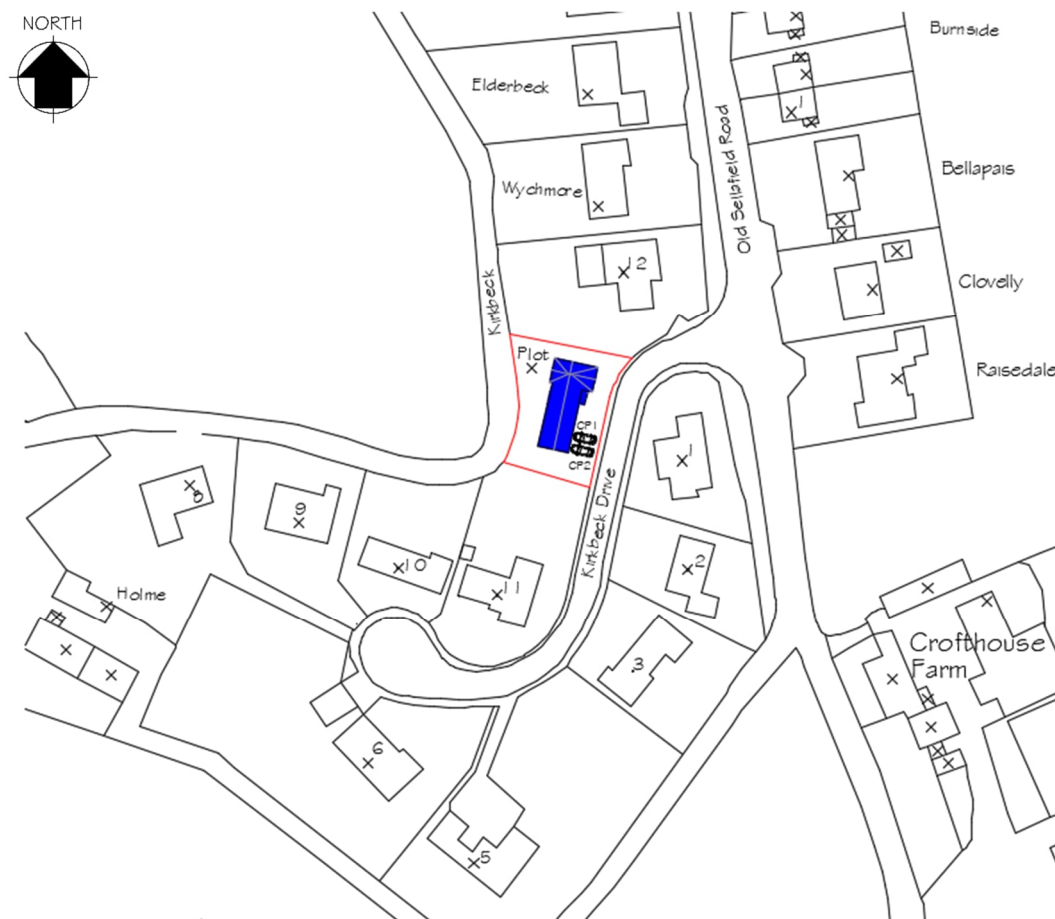
Introduction

The purpose of this document is to propose how construction traffic including site personnel movement will be safely controlled at the single dwelling development on the land adjacent to 12 Kirkbeck Drive, Beckermets by the developer and its sub-contractors.

Whilst this document covers some of the detail that would be expected within a Transport Statement, the main focus is the management of construction traffic, throughout the construction phase of the dwelling. It should therefore be read as a Construction Traffic Management Plan (CTMP) against which any specific conditions can be applied to ensure the safe management of traffic throughout the construction period. The site is located South-West of the entrance/junction onto Kirkbeck Drive, Beckermets, Cumbria, CA21 2YT. X (Easting) = 301950, Y (Northing) = 506424

The site location is shown below in Figure 1 (Boundary outlined in red).

Figure 1.



The site is located within the village of Beckermets therefore the Highway Authority is Cumberland Council. (Formerly Copeland County Council)

Site Working Times (TBC)

It is proposed that construction will be undertaken typically during the following times:

| Day: | Winter working (Oct – Mar): | Summer working: |
|---------------|-----------------------------|-------------------|
| Monday | 08:00am – 18:00pm | 08:00am – 18:00pm |
| Tuesday | 08:00am – 18:00pm | 08:00am – 18:00pm |
| Wednesday | 08:00am – 18:00pm | 08:00am – 18:00pm |
| Thursday | 08:00am – 18:00pm | 08:00am – 18:00pm |
| Friday | 08:00am – 18:00pm | 08:00am – 18:00pm |
| Saturday | 08:00am – 13:00pm | 08:00am – 13:00pm |
| Sunday | No works | No works |
| Bank Holidays | No works | No works |

Construction Overview

The development will be subject to a 12-18 month construction period, which will comprise of a relatively intense 3-6 month period to begin where excavation of the site for access, foundations, drainage and the retaining wall will take place, along with pouring of said foundations and construction of the retaining wall. During this time spoil will be removed from the site and materials delivered.

The following 3-6 months will include the construction of all external walls and floors up to wall plate, the installation of drainage, the making up of the hard standing for parking, the erection of the roof structure and its coverings, and the installation of all doors and windows. During this time hardcore will be delivered to site to make up ground levels where required, concrete for the floor slabs, and delivery of all other applicable building materials.

The final 6 months will primarily consist of the internal fit out and delivery of fixture's and finishes materials.

An average of up to 4 construction workers are forecast to be on site during peak times during the construction period.

Contractor's vans will temporarily park along the Old Sellafield road (for location and details see Appendix 1 – DRG 008 - CTMP) as to not disrupt traffic and the local residence until ground levels have been made up on the construction site to offer permanent on site parking. Thereafter all parking will be contained within the site and no unnecessary parking will occur on the local highway.

The location of where contractors will travel from is unknown at this stage as it will depend on the appointed contractor. However, all contractors invited to tender for the work will be from the immediate villages/ towns.

The number of car trips to the site will be minimised to the contractors, client and when applicable building control representatives.

During the Initial weeks of construction there will be the requirement for heavy machinery on site, this is for the excavation and removal of spoil. This heavy machinery will remain parked on site overnight until it's no longer required where it will permanently returned to the contractors compound. During the initial weeks it should also be noted short temporary off site parking will be required along Kirkbeck Drive for transport (tractor and trailer) to remove spoil. This transport will return to the contractor's compound for overnight parking. It's envisioned up to 10-20 trailer loads are to be removed from the site in total, when applicable the trailers will be sheeted to prevent any spillage of material onto the highway.

From there on out the build will require, concrete wagons and local builders' merchants HGVs to bring materials to the site, where again short temporary offsite parking (for location and details see Appendix 1 – DRG008 - CTMP) along Kirkbeck Drive will be required to allow for drop offs, these will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum.

During the erection of the roof structure there maybe the requirement for a small crane, this is tbc by the selected contractor. Parking and set up position of the crane to be managed by the contractor. The total number of HGVs is estimated to be 15-20, over the 12-18 month construction period, which averages at 0.85 HGVs per week (over a 6-day week), however this number is likely to be higher during the initial phases of construction and lower during the latter.

Deliveries to the site will be managed to avoid highway delays during weekday peak hours. Construction work and construction traffic movements shall not take place on Sundays, or bank holidays unless such work is associated with an emergency or with the prior written consent of the local authority.

Site Access and Site Plan

Access to the site will be from the existing Kirkbeck Drive highway.
For site location and details see Appendix 1 – DRG008 - CTMP.

Site Entrance

The site entrance will be fenced or gated as per the contractors' preference. Any gates used will open inwards onto the site and away from the public highway.
To protect the existing kerbline, suitable temporary rubber kerb ramps will be installed to allow for vehicle access onto the site (See Appendix 4 – Detail 01).
The removal and placement of the ramps will be managed by the contractor.
All ramps to be removed from the highway when not in use and in full at the end of each working day.

Site Safety/Awareness

Contractor to wear appropriate PPE at all times for the current conditions.
Signage and barriers to be placed in and around the site where applicable as to raise awareness to passing pedestrians.

Delivery & Collection Permitted Times

Where possible, deliveries and collections will be restricted to the hours of 09:30am – 16:30pm weekdays and 9:30am – 12:00pm Saturdays.

Vehicle Wheel Washing Facilities

All vehicles leaving the construction site will be inspected prior to crossing the public footpath and merging onto the highway. The project is a small in nature and can be efficiently managed as to control the generation of spoil onto the highway, it's envisioned permanent wheel cleaning facilities will not be required. When applicable any spoil deposited within and around the local vicinity of the site entrance, the highway will be swept clean using a hard brush and deposited back onto site. In any extreme cases a local private road sweeper will be hired to clean the highway.

Site Materials Migrating on to the Public Highway

At the construction site the generation of waste material will be controlled by the contractor and minimized as to avoid spillage onto the highway.
As a rule, locally, the public footpath and highway will be swept clean at the end of each working day.

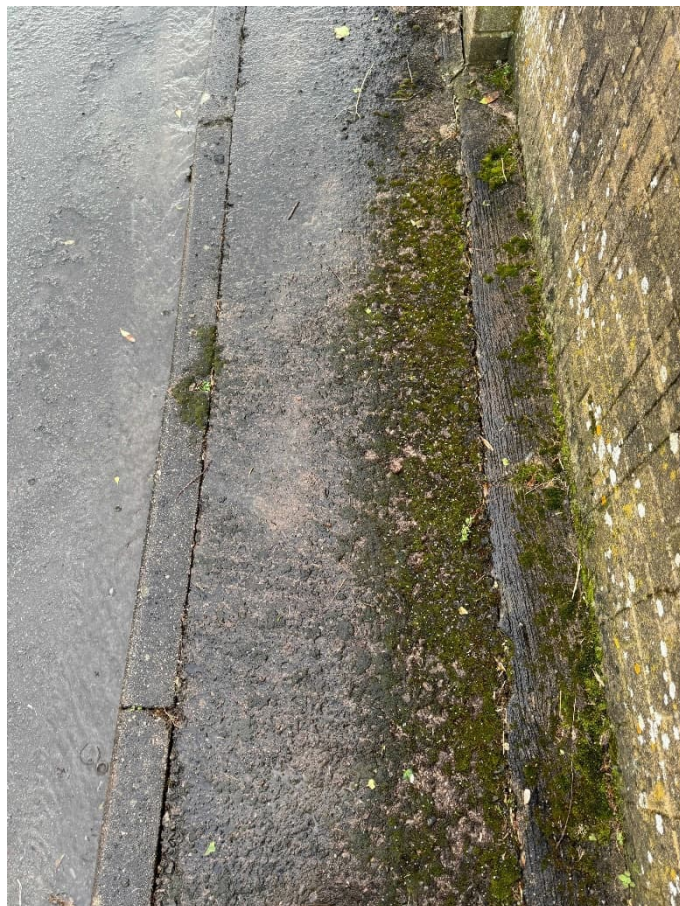
Impact on other Highway Users

The construction site is located South-West of the entrance/junction onto Kirkbeck Drive, Beckermest, a cul-de-sac containing nine existing dwellings with small amounts of daily traffic movements. It is envisaged the construction site will have little impact on other users caused by delays in and around the site. Arrangements will be made with other users of the highway to ensure that in times of specific requirements during the build no-one will be overly inconvenienced. These arrangements will be organised

locally by the contractor.

Arrangements for Pedestrians

During construction where applicable the re-routing of pedestrians will be controlled by the contractor. It should be noted that the existing footpath outside the construction site is narrow, covered in vegetation and generally in poor condition see photo's below.



Pedestrians predominately walk the footpath on the far-side of the highway due to the noted poor condition.

Apart from the construction phase of the development where there would be an increase in traffic movement, once complete, traffic will be reduced to only the occupants of the dwelling.

Storage of Materials & Equipment on Highway.

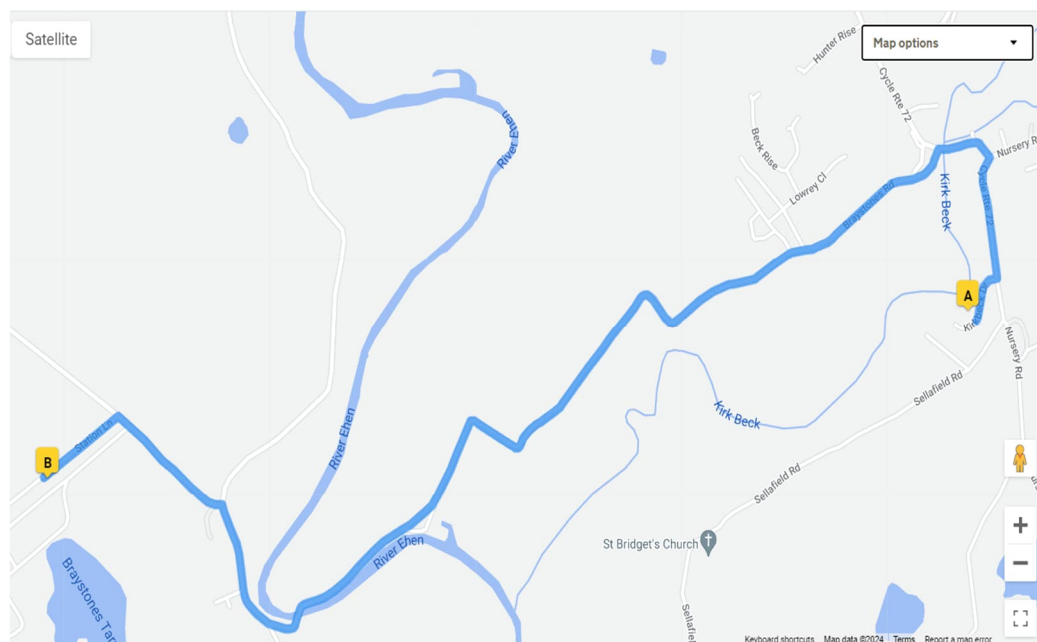
Not applicable, material to be stored on the construction site.

Installed Traffic Diversion Measures

Not required at this site.

Spoil & Waste Removal

All spoil generated on site will be transported away using a combination of tractor/ trailer or lorry depending on the volume removed and contractor's preference. See following waste route map.



Via Braystones Rd - 6 mins - 1.5 miles (show in km)

Start: Kirkbeck Dr, Beckermat CA21 2YT, UK

0.0 Head **north** on **Kirkbeck Dr** towards **Sellafield Rd**

0.1 Turn **left** onto **Sellafield Rd**

0.2 Turn **left** onto **Morass Rd**

0.2 Turn **left** onto **Braystones Rd**

0.4 Continue onto **Calder Vw**

1.3 Turn **left** at **Braystones Rd**

1.4 Turn **left** onto **Station Ln**
Destination will be on the left

1.5 **Arrive:** Braystones, Beckermat CA21 2YW, UK

Section time: 6 mins , Total time: 6 mins

Other waste will be disposed of using skips placed on site or bagged up and removed in necessary stages, all controlled by the contractor.

Surface Water Management

The existing levels of the construction site are naturally embanked away from the local highway and offers natural surface water drainage. (See Appendix 2 – DRG007 - Topographical Survey). Once ground levels of the construction site are made up to similar levels of the footpath and local highway, the rainwater harvesting system as part of the development will be installed (See Appendix 3 – DRG003 – Drainage Scheme) specifically the aco drain abutting the footpath as to eliminate surface water runoff onto the local highway.

It should be noted the client of the development has previous lived on this estate and would like to raise awareness of an existing surface water drain adjacent to the construction site which is rarely cleaned and at specific times of the year has caused standing water to gather on the highway.

Scaffolding Erection near or on the Public Highway

Scaffolding will not be erected near the highway.

Completion Phase

Occupants to park all vehicles on designated driveway as to not affect highway or public footpath.

Closing Statement

It is proposed a representative of the local planning authority visits Kirkbeck drive to observe the current condition of the existing kerbline, public footpaths and surface water drain adjacent the development. To note the existing topography of the site in relation to surface water management, and to finally consider the project for its scope, the construction of a single dwelling within a cul-de-sac that will have little to no effect on the surrounding highway and its users during peak hours.

APPENDIX 1

DRG008 – Construction Management Plan

APPENDIX 2

DRG007 – Topographical Survey







APPENDIX 3


DRG003 – Drainage Strategy

APPENDIX 4

Detail 01 – Site Access Details – Rubber Kerb Ramp

Home / Car Park & Traffic / Ramps / Rubber Kerb Ramp





Rubber Kerb Ramp

£43.19 Inc. VAT **£35.99** Ex. VAT
FREE DELIVERY

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|-----------------------|------------------------|
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| 10+ units gets 5% off | £41.03 Inc. VAT |
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Select Height (mm)

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