

Moresby Parks Site B development.

Construction Traffic management plan.

Prepared by MJ Rae with consultation with Craig McCarron Highways, and Ian Hall highways streetworks.

Preparation of new road junction off School Brow into site.

School Brow only has a north sided footpath along this road from the Moresby Road junction from where the entrance is to be made.

There are a upper pavement and lower path on the north side which will be impacted by the construction works.

The plan is to minimise any activities that are an impact on the school drop off and pick up times and to those public affected by the closure of the pavements during breaking in to the site from this direction.

The site will be set up from within from a temp access on plot 9, and all materials taken into site that will be needed to carry out the works safely and cause minimal impact.

The site entrance work is expected to take no more than 9 days and will be planned to coincide with school break time if at all possible.

A site visit by all parties has been taken and an agreed procedure put in place to undertake the works safely and cause minimal disruption.

1. Obtain the necessary permit from streetworks to undertake a S184 junction access.
2. Book the road space to set up a 2 way traffic lights management system installed by Sunbelt rentals.
3. Carry out written risk assessment to look at all risks and measures to protect both workers and public.
4. Sunbelt to carry out a survey to determine compliance and traffic management set up, and feed back to highways.
5. If works are to be carried during school term, then additional measures to be implemented to restrict parking in front of the traffic lights system to allow a safe and fluid flow of traffic.
6. Notify public on permit day of parking restriction being implemented before traffic lights are set up after the initial school run. Cones and notices.
7. Set signs and barriers up off lower footpath which will be closed during construction works.
8. Utilise heras fencing to physically separate work area away from the general public. Erect fencing bordering the top pavement to keep the work area safe from the public.
9. Sunbelt to set up traffic management, with a safe walkway into the road space for all pedestrians, with barriers, signage and ramps as indicated on the survey plan

10. Make entry from within site to move towards the road entrance to avoid disturbance of the temporary pavement within the road space.
11. Construct drainage manhole in area of opening.
12. Break into top kerbs and remove top pavement tarmac. Uncover services where required and prepare ground.
13. Form radius entrance, all machinery working from within site. There will be no requirement to breach the temporary pavement unless absolutely necessary and only under unusual unforeseen circumstances. If this is necessary, workers to manage both traffic and pedestrian traffic during this period.
14. Complete preparation works to hardcore base and install kerbs,
15. Carry out tarmac reinstatement to base coat, and temp tarmac ramps made for transition to pavement and road frontage.
16. Remove all traffic management
17. Remove all temporary fencing and restriction areas to upper pavement.
18. Retain lower path restriction as service providers requiring access to dig up services and transition ramps to be constructed to new entrance.
19. Construct Culvert Bypass around School Brow Close and into lower path grass verge and install lower path drainage at same time.
20. Install temporary bund adjacent to the field boundary to control any potential water from development site draining onto lower path.

Additional information

• **Details of proposed wheel washing facilities;** Wheel washing facility has been available by petrol pressure washer with IBC water container, however the main access road and original temp access from plot 9 are fully hardcored preventing any dirty wheels leaving site.

• **The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;**

All HGV vehicles are haulage approved contractors and come with automatically operated sheeting covers for deliveries to site. There will be no disposal of materials off site as all materials are being reused for pond construction and infill.

• **Construction vehicle routing;** There is an authorised estate entrance made into site from the outset which allows unloading of vehicles within site, A large storage and turning area has been made available to allow vehicle turning on site where required.

Condition 4

• **Surface water management details during the construction phase.** Installation of the culvert bypass system throughout our site as the first job of site development was designed to create a "French Drain" of pea gravel surrounding the large 450mm pipe which prevents any surface run off water from the development running onto the lower path now. This catch's surface water at the lowest point in the site and allows a natural drainage to the ground. The site is at a lower level than any bordering road highways and additional gullies installed at School Brow Close entrance and lower path will prevent road runoff water accumulating in lower path area and any future flooding events affecting School Brow close.

No offsite deliveries will be allowed to take place during school muster times from School Brow. All deliveries must be within the confines of the site where practical.

Mike Rae
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