

LAND ADJACENT TO SOUTHRIGG,
NETHERTOWN ROAD

CONSTRUCTION MANAGEMENT PLAN



DEEP GHYLL WOOD, NETHERTOWN ROAD, ST BEES, CUMBRIA, CA27 0AY
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Introduction

This Construction management plan details the steps to satisfy the conditions set in planning application 4/21/2369/OR1 Condition 5 listed below.

Prior to the commencement of any development at this site, a Construction Management Plan must be submitted to and approved in writing by the Local Planning Authority. This plan must include the following details:

- *Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;*
- *Details of proposed crossings of the highway verge;*
- *Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;*
- *Cleaning of site entrances and the adjacent public highway;*
- *Details of proposed wheel washing facilities;*
- *The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;*
- *Construction vehicle routing;*
- *The management of junctions to and crossings of the public highway and other public rights of way/footway;*
- *Details of any proposed temporary access points (vehicular / pedestrian);*
- *Surface water management details during the construction phase*

The development must be carried out in accordance with the approved details at all times thereafter.

Reason

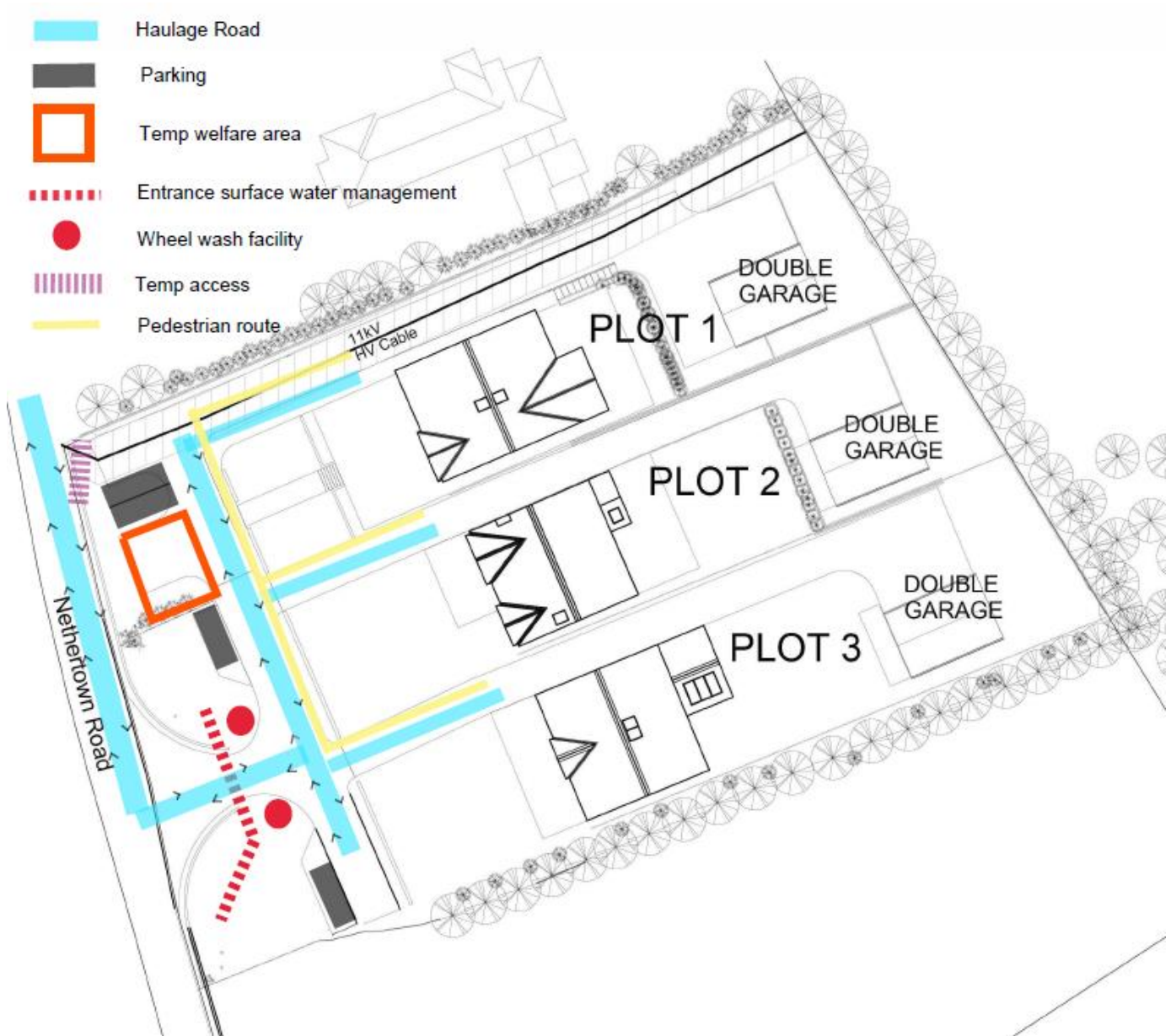
To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with Policy T1 and DM22 of the Copeland Local Plan.

This construction management plan details the control measures for

- Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
 - Condition detailed in Reference Document; LAND ADJACENT TO SOUTHRIGG, NETHERTOWN ROAD PRE-CONSTRUCTION
- Details of proposed crossings of the highway verge;
 - Condition detailed on Page 4 (Build Sequence, Step1)
- Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
 - Condition detailed on Page 3 (image 1)
- Cleaning of site entrances and the adjacent public highway;
 - Condition detailed on Page 5 (Care of existing highway)
- Details of proposed wheel washing facilities;
 - Condition detailed on Page 3 (image 1) and Page 5 (Care of existing highway)
- The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
 - Condition detailed on Page 5 (Care of existing highway)
- Construction vehicle routing;
 - Condition detailed on Page 3 (image 1)
- The management of junctions to and crossings of the public highway and other public rights of way/footway;
 - Condition detailed on Page 3 (image 1)
- Details of any proposed temporary access points (vehicular / pedestrian);
 - Condition detailed on Page 3 (image 1) & Page 4 (Access to site)
- Surface water management details during the construction phase

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- Condition detailed on Page 3 (image 1) & Page 4 (Build Sequence, Step1 & Image 2)



(Image 1)

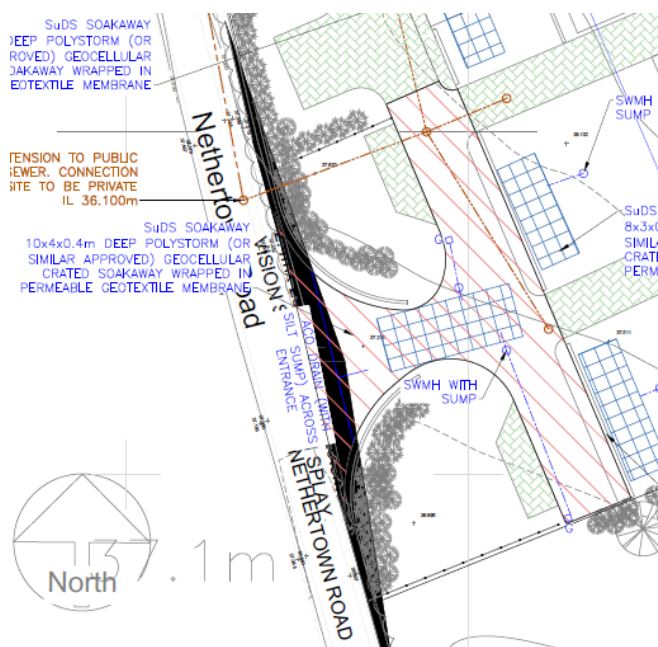
Access to the site

Access to the site will be via the new private road highlighted in yellow (Page 4 Image 3). Temporary access is available to the NW of the site via a gated opening highlighted in purple (Page 3 Image 1), this will be available until the completion of the private road and services installation. Access and egress from this temporary point shall be kept to a minimum. Construction vehicle routing highlighted in blue and parking highlighted in black is shown on (Page 3 Image 1).

Build Sequence

The proposed build sequence for the site is to

1. Installation of the private road to enable construction vehicles to load, unload and turnaround on the site minimising the amount of disruption to the Nethertown road. Surface water management at the site entrance will be controlled by the Arco drain as per the approved drainage strategy protecting the highway from water and liquid egress. See insert below (Image2). The new private access road will allow crossing of the highway verge. A contingency site entrance surface water management route with silt trap and sump has been Highlighted in red on (page 3 image 1). This will be installed if the private road isn't complete at the beginning of any works.
2. Installation of services, UU waste water, UU Fresh water and ENW power supplies. Waste water is to be installed as per drainage strategy. A report has been generated to confirm connection of the proposed manhole to the UU sewer as per the drainage strategy.
3. Each plot is to be built on an individual basis after the installation of the road and services. Each plot owner has a responsibility to comply with the steps detailed in this plan. Any deviation must be agreed with the Copeland local highway authority prior to any change being made.



(Image 2)



(Image 3)

Care of existing Highway

The private road is to be installed and used as single point of access for loading, unloading, and manoeuvring. Once installed this will mitigate migration of soil onto the highway. Further to this, a wheel washing facility will be provided at the site entrance. HGV's entering and exiting the site are to be sheeted to prevent spillage onto the highway. Machinery is to be loaded on site and transported off using the private road. Provisions will be made for cleaning of the highway in the event of material from the site being spilled.

Welfare/Parking Loading Areas

Welfare, parking and loading areas are to be located in an area that does not impair the visibility splay as detailed in the fencing types site plan (Image 4). The private road is to be utilised as the only method for loading, unloading and manoeuvring.



(Image 4)