

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
(Planning ref: 4/20/2086/001; condition 10)
DOC. REF: 22/02/1017 – CTMP

SITE ADDRESS

Nigel Kay Homes (Cumbria) Ltd.
Land adjacent to 25 Arlecdon Road,
Arlecdon,
Frizington,
Cumbria

DESCRIPTION OF WORKS

The original consent was an *‘outline application for housing development’*.

A reserved matters application was submitted on 06/02/23 for 8 dwellings including associated infrastructure and landscaping.

TITLE

Freehold.

SITE PLAN

Refer to the Site Plan approved as part of the reserved matters application, drawing no. 21/03/992 – 03, now amended to 22/02/1017 – 03. Refer also to the detailed drawings for the road and drainage designed by R.G. Parkins.

GENERAL PROVISIONS.

Site operation hours.

Site working hours are proposed as 07.30 – 18.00 Monday to Friday and 08.00 – 13.00 on Saturday.

The building trade does not work Sundays or public Bank Holidays.

Site traffic.

Site traffic will comprise:

- Construction workers cars and vans.
- Visitor cars.
- Delivery vehicles ranging in size from smaller vehicles to HGV's.

- Delivery and collection of plant. Plant will include 1.6 tonne, 8 tonne excavator and 14 tonne excavators along with a 6-tonne dumper and a JCB Load-all (telehandler). All plant will be delivered to and removed from site on low-loaders.

Routing of construction vehicles.

Arlecdon village is located on/ around the A5086 being the main arterial route from Egremont in the south to Cockermouth in the north.

The development site is located at the northern end of Arlecdon village on the T-junction between Arlecdon Road and Arlecdon Parks Road.

The area where the application site is located is wholly residential.

Due to the location of the development site, all construction vehicles will access the site from the A5086 from which there are two options. Either via Arlecdon Road through the village or via another T-junction further south which then connects to Arlecdon Parks Road.

The distance to the site from the A5086 via Arlecdon Road is approximately 0.7km.

The distance to the site from the A5086 via the T-junction to the south/ Arlecdon Parks Road is approximately 1.6km.

Conversely, it is anticipated all construction related vehicles leaving the site will head back along either of the above two routes and back onto the A5086.

All vehicles taking spoil to/ from the site will be sheeted to prevent spillage or deposit of materials on the public highway.

The applicant will undertake a pre-condition road survey prior to commencement of site works.

Scheduling and timing of large HGV movements.

For obvious reasons it is difficult to predict the exact scheduling and timing of large HGV movements. Based on experience, we would estimate 3 deliveries per week spread over the working week. The timings of such deliveries will vary but will be within the working hours stated above thus minimising disturbance.

Measures for management of traffic within and accessing the site.

The nature of the site is such that the new site access will be formed in the approved position at the onset of the construction process. This will enable construction traffic to access the site direct from the public highway. The relevant permits will be obtained from the Highway Authority.

Once the site access is formed, the internal site road will then be excavated and stoned up in line with the detailed drawings to afford access for construction traffic and to enable clean, safe access to the compound position and areas of construction.

Details of any proposed highway verge crossings.

The access position will be formed in the approved position and in line with the detailed submitted as part of the Discharge of Conditions application. Relevant permits obtained from the Highway Authority.

No existing street furniture is affected by the construction access works.

Proposed accommodation works.

The compound, containers, site welfare facilities and site parking/ turning will be in the construction compound which will be located in the vicinity of parking spaces 8-14. The compound will be established at the onset of construction and will remain in this location for the duration of site works.

Retained areas for vehicle parking/ turning, loading/ unloading etc.

Site parking for contractors and visitors will be located within the site boundaries.

All deliveries will enter the site in a forward gear before being off-loaded and stored in the construction compound. If delivery vehicles coincide, then they will be asked to wait in line on the public highway where there are no waiting restrictions until they can be off-loaded within the site boundaries.

Once unloaded, the delivery vehicles will turn and leave the site in a forward gear.

The contractor will ensure that the haulage company vehicles taking spoil to/ from the site will be sheeted.

Deliveries of materials will be planned and will not occur outside the site working hours stated above. Deliveries to and from the site will be as described above under the heading '*Routing of construction vehicles.*'

Provision for temporary access gates.

The entire site will be secured with temporary 'Heras' steel security fencing. The fencing will incorporate appropriately sized gates at the site entrance. The gates will remain permanently open during construction hours and remain closed and secured when the site is not operational.

Management of junctions to and crossings of the public highway and any public rights of way.

The approved access position will be defined at the onset of the construction process and formed in accordance with the relevant permits obtained from the Highway Authority.

No public rights of way are affected.

Details of temporary construction warning signage, wheel wash facilities and banksman details.

Traffic management and warning signage types/ location to define the approved construction access will be agreed on site with CCC Highway Authority. It is anticipated these will comprise construction site access signage and countdown signs either side of the construction access location.

It is not anticipated that wheel wash facilities will be required, however this can be reviewed as required through the construction period and a facility could be introduced if mud is deemed to be causing a problem on the public highway. Public highways are to be kept clear and cleaned as deemed necessary.

It is anticipated that a banksman role will be minimal but will involve the management of delivery vehicles entering and leaving the site. As stated above, all deliveries will be offloaded within the site boundaries. In addition, provision will be made within the site boundaries for vehicles waiting to access/ egress in a forward gear.

Surface water management during the construction phase.

The existing site topography is such that the site falls generally from east: west towards the existing field gate in the western corner.

A substantial sandstone wall forms the NE boundary with the public highway. Other than the formation of the new site entrance and three pedestrian gates, this wall will remain as existing. As stated above, the land falls generally from east: west away from the NE boundary. The obvious weak point is the new site entrance however this will only entail the actual bell mouth and so any surface water run-off towards the public highway should be at a level whereby it is capable of being managed.

As the site falls generally east: west, the southeast boundary will be largely unaffected by surface water run-off during the construction phase.

This leaves the two most vulnerable boundaries as the southwest and northwest. Both comprise a fence/ hedge arrangement which could give rise to surface water run-off issues during the construction phase. The proposal is therefore to form a 300mm high earth bund along the full length of the two boundaries in question. The earth bund will be formed immediately post-site strip and remain in place until such a time that the main surface water infrastructure is complete and the system operational. The proposed earth bund has been added to drawing no's. 22/02/2017 – 03a) and 04a).

Alpha Design
24/03/2023
Revised 08/04/2023.