

The logo consists of the text "FOX-AD" in a white, serif, all-caps font, centered within a solid black rectangular background.

FOX-AD

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

For

Residential Development consisting of 8 Dwellings and associated
infrastructure

Land at North Lane - Haverigg

Introduction

Condition 07 of Planning Approval reference 4/23/2082/0F1 for the residential development consisting of the construction of 8 dwellings and associated infrastructure requests a Construction Traffic Management Plan to be submitted and approved to the Local Authority prior to the construction of the development taking place.

The below points forming Condition 07 have been added to this document with a description to each as required.

Condition 07:

Development must not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP must include details of:

- 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;*

North Lane is a un-adopted stretch of road running from Main Street to Haverigg Prison over approx. 0.8miles (see image below).



(Fig.01 – Extent of North Lane Road)

Fig. 02 below shows the pre-construction condition of the road which currently serves dwellings to the North of site. The site itself is a parcel of Agricultural Land with raised grass verges and is sectioned off with timber post and wire fences.

A drainage channel positioned to the Northern side of the road currently discharges surface water from each dwelling except the most Western Bungalow (Fig.03).



(Fig.02 – Pre-Construction Road Condition)



(Fig.03 – Extent of Surface Water attenuation to Northen properties)

2no. Existing telegraph poles are currently positioned just outside of the fence line. The first is located adjacent Plot 03 to the West of the new joint access points to plots 3 & 4.

The second pole is located within the new verge to plots 6-8 adjacent plot 7 approx. 13m to the East of the shared access road.

As this is an un-adopted road we understand that this is outside the jurisdiction of the Local Highways Authority. Therefore, the above description and images of the pre-construction condition is adequate.

- *Details of proposed crossings of the highway verge;*

As can be seen within the Proposed Site Plan extract below 4 new access points are proposed which will require new crossings and associated works which abut up to the existing highway of North Lane, and are as follows:

1. Shared access entrance to Plots 1 & 2.
2. Shared access entrance to Plots 3 & 4.
3. Single access entrance to Plot 05.
4. Single access point serving Plots 6-8 with small access road.
5. Each access point has been positioned to achieve the required vehicular visibility splays required during the planning application stage.



(Fig.04 – Proposed Site Plan extract showing all new accesses)

All new access points will be constructed to Cumberland Highways guidance and construction detailing. Including:

- Surface & Binder Construction as per highways standard construction details
- Sufficient compacted sub-base MOT type 1

NOTE: The access shall be finished with a bituminous or cement bound material for a minimum of 5m inside the site to ensure no loose material is transported onto the public highway.

All new vehicular access points will receive a drainage channel linked to the surface water system for each individual plot to ensure no excess surface water from the new hard surfaces will discharge onto the public highway.

- *Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;*

Each dwelling has been positioned approx. 10-12m back from the existing fence/verge line. Together with a generous width of approx. 21-22m (Greater distances are achieved to end plots due to splayed boundaries).

The area achieved for each individual plot allows for all tradesmen vehicle parking within the site (including off site turning), lockable storage containers, plus loading and unloading of materials and welfare facilities.

- *Cleaning of site entrances and the adjacent public highway;*

During the construction phase it is inevitable that some cleaning to the site entrances and public highway will be required. This will be done with a power washing machine to ensure all mud/loose stone and/or dust is removed as much as practicable.

The site entrance to each plot and the immediate section of North Lane will be reviewed at the end of every working day and cleaned if required.

If any excessive cleaning is required a road sweeper vehicle maybe adopted to clean all areas as applicable.

- *Details of proposed wheel washing facilities;*

All vehicles which enter and exit the site will have the wheels washed with a power washing machine to ensure no loose material or excess mud leaves the site onto the public highway.

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

All larger vehicles required to attend site for the removal of rubble or soil shall be equipped with a closed mesh vehicle cover or tarpaulin which is strapped to the sides to ensure that no spoil is lost during transportation.

- *Construction vehicle routing;*

Sufficient space is achieved on site to enable all vehicles to manouvre around the site in a safe manner.

Vehicles can enter, turn, and exit the site safely in forward gear, reducing the need to reverse onto the highway, thus not impeding other road users.

Parking bollards and hazard signs will be required to all (if any), larger vehicles which are required to park on the highway for any period of time to ensure all road users are aware of the hazard.

North Lane is not a main 'A' road so vehicle movements are not high, however the client is responsible to ensure that safety is paramount in this regard.

- *The management of junctions to and crossings of the public highway and other public rights of way/footway;*

Due to the position of the site and North Lane being a non-adopted road, no road junctions are in the immediate vicinity. The pavement fronting the houses to the North will be unaffected during the construction stage.

- *Details of any proposed temporary access points (vehicular/pedestrian);*

All access points to each plot will be in the position of the access points shown on the Proposed Site Plan approved at planning stage.

No temporary access points are required for vehicles or pedestrians.

- *Surface Water management details during the construction phase;*

Due to the site being former farm/agricultural land, the immediate locality will be surfaced in a MOT type 1 sub base to ensure the site is safe for all users and that excess mud build up is avoided during poor weather conditions.

Applying the MOT type 1 base will also reduce the silt laden water run off caused by the contractors/tradesmen site activities.

As the site is suitable for a surface water soakaway the majority of rain/surface water will go to ground and discharge via the existing drainage ditch running inbetween Plots 05 & 06.