

## **Construction Traffic Management Plan**

On behalf of M & L Richardson & Sons Ltd

Spar 1 Main Street, Frizington

August 2024

**Revision 1 See items highlighted in Red**

### **INTRODUCTION**

This Construction Traffic Management Plan (CTMP) is provided in relation to planning application 4/22/2200/0F1 for “Demolition of existing public house, erection of a petrol filling station, alterations to existing store including single storey rear extension, removal of existing canopy and erection of entrance ramp and associated works including car parking.”

The purpose of the CTMP is to explain how traffic will be managed during the construction phase to prevent harm resulting from the scheme. Information listed as being required includes:

- 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
- 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
- any proposed temporary access points (vehicular / pedestrian) if applicable

### **PROPOSED DETAILS**

#### **1. Proposed crossings of the highway verge**

The site will be accessed via the existing site entrance/exit. Required repairs & any improvements to be subject of a S278 agreement in place before construction commences.

Work within the highway will be carried out in a sequence so that the adjacent public footpath is kept open during school muster times.

## **2. Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development**

A site compound will be established on site in a suitable location to provide sufficient welfare facilities for all contractors and visitors. **Welfare facilities and any noise generating equipment such as generating plant are to be located as far away as is practicable from residential dwellings, to avoid possible noise and fumes.**

Works will be phased so that a site compound will be maintained throughout construction.

Areas for site cabins, welfare facilities and temporary storage of bulk materials will be identified by the Principal Contractor, once appointed, and will be maintained solely for that purpose.

During construction, all personnel attending the site will report to the site office first and receive an induction regarding the works and expected behaviour on site.

Contractor parking will be provided on site. Where on-site parking becomes more limited as construction progresses, alternative arrangements will be made either with local landowners with available parking capacity or with Cumberland Council for permits to use the adjacent Frizington Road Parking area.

Distribution of building materials around the site, and the initial unloading of vehicles will be carried out in the main by appropriate mechanical means chosen by the contractor to best suit the site.

## **3. Cleaning of site entrances and the adjacent public highway**

The site entrance/exit will be kept clear of mud through regular sweeping and, if required, appropriate road cleaning measures will be undertaken with the use of an on-call road wash and sweeper wagon.

## **4. Proposed wheel washing facilities**

All construction vehicles will have visual inspection and where mud on vehicles arises from the site which may transfer to the highway, a wash down point with a jet wash will be installed in a suitable location to minimise the risk of mud on the public highway.

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

Vehicles will be covered when leaving site to control any dust “blow off” from the vehicle whilst the material is being carted away. Dry and dusty material will be wet down prior and during discharge from the vehicle, supervised by banksman.

## **6. Construction vehicle routing**

St Joseph's Catholic Primary School and Pre-school are located approximately 260m walking distance to the North of the site, accessed from Yeathouse Road via Main Street. To limit any impact on the school, no construction deliveries or movement of equipment on the public highway will be permitted during school muster times.

The supply chain will be clearly instructed regarding the agreed traffic route and permitted times on site for all deliveries and the access/egress gate to be used. All deliveries will be unloaded on site under the supervision of a banksman. The site is at the Southern end of the main town and served by direct access from Main Street A5086 and adjacent to the

mini roundabout junction with Frizington Road Egremont, and Mill Street (Whitehaven). All traffic will use the public highways to access the site and routes for HGV construction vehicles will obey route restrictions or safety requirements such as low bridges.

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

The existing access route will be maintained and kept clear during the works. There will be clear signage provided. Should any road or footpath works be required as part of the construction phase then relevant permits will be obtained from Highways; works will be managed in accordance with permit terms.

**8. Any proposed temporary access points (vehicular / pedestrian) if applicable**

No new temporary access points are intended. The existing vehicle entrance/exit is to be maintained. The shop will remain open throughout the construction. Its former entrance door facing the proposed car park/PFS has already been closed off and all customers will continue to use the existing entrance directly off Main Street.

**9. Appropriate measures to control the emission of noise during construction**

The following procedures will be considered and adopted where appropriate to minimise noise pollution on the site. **See also Section 2 location of welfare facilities and noise generating plant.**

- Use plant fitted with noise suppressors
- Minimise the use of noisy plant.

**-Consider use of portable acoustic barrier screens when and where noise suppression is not sufficient.**

During all stages of the demolition works the best practicable means shall be employed to minimize noise and vibration produced by demolition operations and regard shall be had to the recommendations in the British Standards referred to in The Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002.

**10. Details of all external lighting to be used during the construction**

Localised flood lighting around the site compound and storage area will be provided; this will only be illuminated when the site is occupied. It is not intended to complete any external construction works outside daylight working hours.

**11. Security hoardings and temporary fencing**

Heras type 1.8m high temporary site fencing will be erected on the unfenced boundaries to keep the site area secure. All fencing and barriers will be regularly inspected and maintained by the site manager. The fencing will have a set of double gates to act as “in” and “out” for site traffic and, where appropriate, debris netting will be affixed to the inside of the fencing. Signage at the site boundary will detail the construction company name, contact details in case of emergency, PPE requirements and warning signs when appropriate.

## **12. Entrance/exit repair**

The owner has appointed a Structural and Highways Engineer. Part of their remit is to prepare a S278 design of offsite highway works to form the upgraded access onto the adopted highway. They are tasked with liaison with the Highway Authority in relation to the legal agreement. The pre-construction road condition will be established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post-construction repairs carried out to the satisfaction of the Local Highway Authority at the applicant's expense.

## **13. Surface water management**

The external areas are currently predominately hard surfaced. Surface water from the areas to the South and East of the former pub drain directly onto the highway. Existing drainage provision will be utilized where possible. Additional temporary internal and perimeter drainage works shall be designed by the Engineer in conjunction with the appointed Contractor, all to ensure surface water is prevented from running off the site onto the highways until the permanent drainage systems are commissioned.