

### CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**DATE :** 19 December 2022

**PROJECT :**

Change of use of existing boarding house to form apart-hotel including new vehicle exit from the site

**PLANNING APPROVAL REF:** 4/22/2389/0F1

**APPLICANT :** Harrison Fell Ltd.

**General note:**

This plan covers the construction works for the new access as well as the general conversion works within the building and is phased to allow stripping out works, internal repairs and general preparation works to commence prior to the completion of the new road system. The timings for the construction of the new exit route are dependent on streetworks permits to be issued by CCC Highways and also by the timings agreed with Network Rails asset protection division with regards watching brief and approval of method statements issued by the appointed contractor.

Please read this statement in conjunction with drawings CTMP1 & CTMP2.

**General sequencing of the works:**

1. Widening of the existing site access by removal of part of the roadside wall. This access will remain 2-way until the new exit is operation.
2. Set up site heras fencing to compound areas and across any specific works areas
3. Identify general contractor parking in the areas hatched purple on plan CTMP-1. Initially , these areas will be formed on the surface finish already on site to avoid the need for HGVs to enter the site.
4. Identify temporary storage of stripped out materials from the building until new exit route is operation (shown hatched green on CTMP-1 plan).
5. Limit vehicles to light goods, transit type or similar, until new exit route is operational.
6. As soon as permits are issued, and dates agreed with Network Rail for watching brief, carry out works to form the new site exit. During this work the new exit position is to be used for access of the plant and vehicles associated with the exit construction avoiding any conflict with the light goods vehicles associated with general strip out and damp repairs.
7. Once the new exit is complete and a tarmacadam base-coat has been laid with temporary ramps as required to suit the footway crossing the one way system should be brought into use and the site layout should be adapted in line with CTMP-2.
8. Removal of compounds and complete final landscaping on completion.

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#### Traffic management

Specifically , the following will be complied with during the course of the development:

- Areas for contractor and visitor traffic will be available as identified on the attached CTMP-1 plan and then as CTMP-2 plan after completion of the new exit.
- During construction of the new exit the public highway and footway will be regularly cleaned and will be kept free of debris.
- When necessary, during the construction of the new exit wheel washing will be carried out when necessary for any construction vehicles leaving the site. It is not anticipated that construction vehicles will need wheel washing as the new road will be built-up with hardcore as it progresses giving HGV vehicles a hard-standing clean area off the highway.
- HGV vehicles delivering hardcore/tarmac or taking away spoil will be sheeted to avoid dust and spillage on the highway.
- Construction vehicle routing will be via the main road into St.Bees from the north using the B5345 connecting to the A595 using the Whitehaven bypass. Any heavy construction traffic (haulage vehicles) will wait on the northern side of the level crossing until the banks man in conjunction with Network Rail are able to control traffic flow either side of the crossing while the vehicles manoeuvre into the site. Exact methodology for this will be agreed with Network Rails asset protection team.
- The access will be completed to base coat standard for construction traffic to commence use. Tarmac top-coat will take place on completion, done from within the site to avoid traffic management issues with appropriate footpath diversion and warning signs during the works which are expected to take less than 1 working day to complete.
- Surface water during the works to create the new exit point will be directed into the site into stone catch pits adjacent to the new road. The topography of the site means surface water flow onto the highway will not be an issue and does not require catchment.
- Working hours within the carridgeway will be limited to 9am to 3pm to avoid conflict with school run traffic.
- The site foreman will monitor noise and where necessary apply restrictions to the time and periods for the works - see also sequence of events. The construction methods will not introduce any unacceptable noise levels outside of normal working hours. Standard tracked machines will be used and there will be no piling required.

#### Permits

Permits have been applied for from:

- Network Rail with regards asset protection.
- Cumbria County Council Highways for Streetworks.