

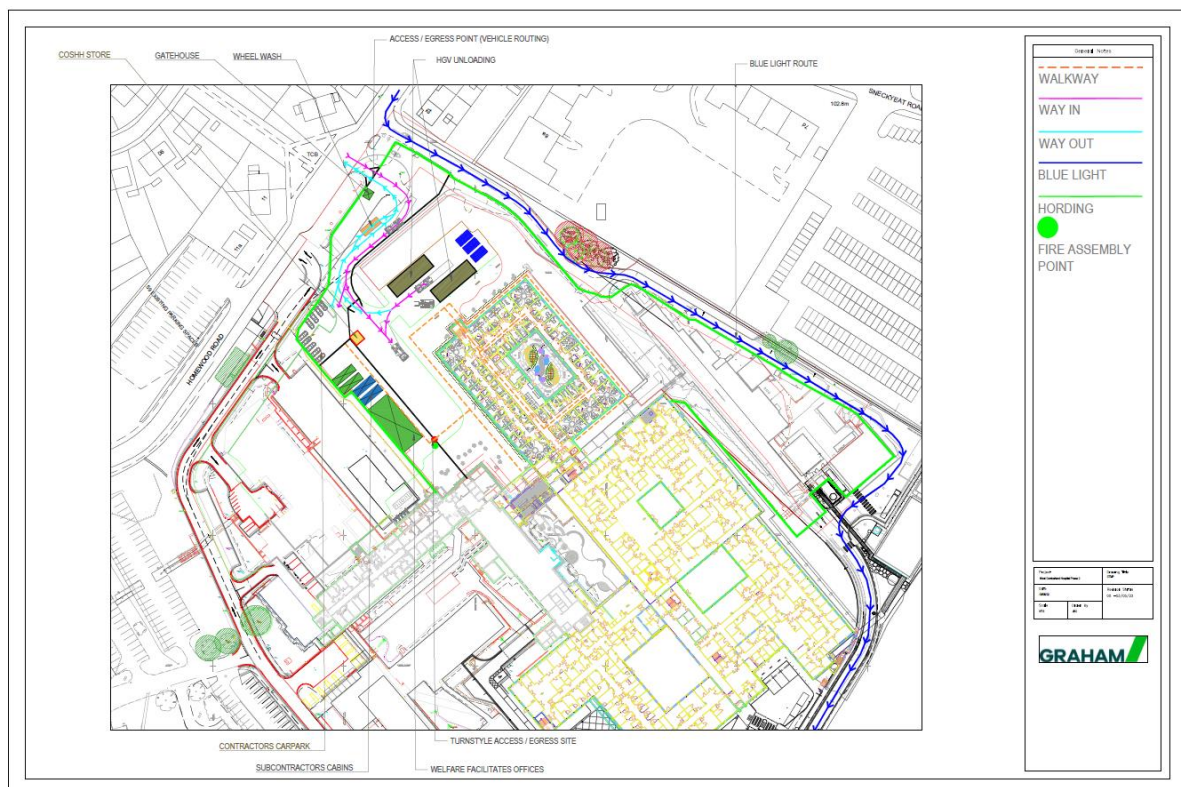
West Cumberland Hospital Redevelopment (Phase 2)

CTMP Supporting Information



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- 1. Retained areas for vehicle parking / manoeuvring/ loading and unloading for their specific purpose during the development.**
 - Dedicated parking for Contractor Vans / Cars 15nr adjacent site offices.
 - Dedicated HGV routes marked in (pink access / blue egress) 2nr dedicated offloading bays marked in brown hatch at north elevation.

- 2. Cleaning of site entrances and the adjacent public highway**
 - Regular cleaning of the site entrance and adjacent public highway will be undertaken by a contracted road sweeping company. The frequency of this will depend on weather conditions. It is important to note before HGV tippers / flatbed trailers will depart from the site they will be subject to the wheel wash system in which debris will be cleaned from the wheels to prevent dirt tracking onto the public highway.

- 3. Details of proposed wheel washing facilities**
 - The wheel wash system will be a robust pressure washer and will be manned by the site gateman. The washing area will be on a concrete slab with drainage into a silt buster. This will prevent any debris being transferred into the existing drainage network.

- 4. The sheeting of all HGVs taking spoil to / from the site to prevent spillage or deposit of any materials on the highway.**
 - Prior to any HGV tippers entering the site and part of the delivery driver's induction the site gateman will perform a vehicle check. This check will include a check to ensure the tipper's sheeting system is working and is not damaged. Failure within this check will result in the HGV being turned away and company notified. Upon filling the gateman will check the tipper leaving site to ensure the sheeting system is in use.

- 5. Construction Vehicle routing to and from the site along local highway network**
 - This is provided in a separate document labelled "goods inwards / outwards" this document displays the vehicle routing from the A595.

- 6. The management of junctions to and crossings of the public highway and other public rights of way / footway.**
 - There is one main entrance / exit to the site, GRAHAM understand that pedestrians regularly walk in front of the main site entrance. To manage public interface safely the site gateman will act as a traffic marshal who will direct pedestrians safely to either side of the gate access should a HGV / Van be present.

7. Details of any proposed temporary access points (vehicular / pedestrian)

- There is one main access / egress point to site this will be managed by the site gateman.
- To prevent unauthorised access to site there will be a turnstile system installed which will only allow authorised (inducted) personnel to site. This is demonstrated on CTMP (red circle).

8. Surface water management details during the construction phase

- Relating to Point 3, surface water generated by wheel wash will be transferred through a silt buster to prevent debris entering the existing drainage.
- Surface water generated by the new build will tie into the new drainage system that ties into existing which is completed on programme early. A permit to discharge will be in place for the duration of the project.

9. Details of proposed delivery times that will not impact on local highway network at peak times.

- The site entrance will be manned between 7am and 6pm on Monday to Friday & 8am and 13.00 on Saturdays to prevent unauthorised access.
- Site deliveries will be during the site opening times 7am > 6pm
- All deliveries to site will be controlled by our gate man / traffic Marshall. All delivery drivers will be expected to call ahead in advance of departing from their dispatch location with an accurately estimated time of arrival to ensure GRAHAM are in a position to receive them when they arrive. Suppliers and sub-contractors will be notified of this important requirement at the pre award stage given the access and interface with the public.