



Existing



Proposed

CONSTRUCTION TRAFFIC MANAGEMENT PLANS
FOR THE PROPOSED BARN CONVERSION
HIGHER ASH BARN, HAWKSHAW LANE
HAWKSHAW
FOR MR J. PACKUN
Rev -

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FOR HAWTHORN ESTATES LTD



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Figure 1 -Location

1. Introduction

In accordance with Condition 3 of the approved planning appeal APP/T4210/W/3266223 for planning application 66085, a Construction Traffic Management Plan (CTMP) is to be provided

- 3) No development shall take place, including any works of demolition, until a Construction Traffic Management Plan has been submitted to, and approved in writing by the local planning authority. The approved Construction Traffic Management Plan shall be adhered to throughout the construction period for the development.

There are no specific details noted in the condition, therefore we have utilised the details provided for the approved CTMP on the east side of the village on Redisher Lane, which has similar restrictions- namely

- Hours of operation and number of vehicle movements
- Arrangements for turning, maneuvering within the curtilage of the site
- Parking on site of operatives and demolition/construction vehicles
- Materials storage
- Wheel washing

2. Project Overview

The following CTMP is for the conversion of Higher Ash Barn into a dwelling

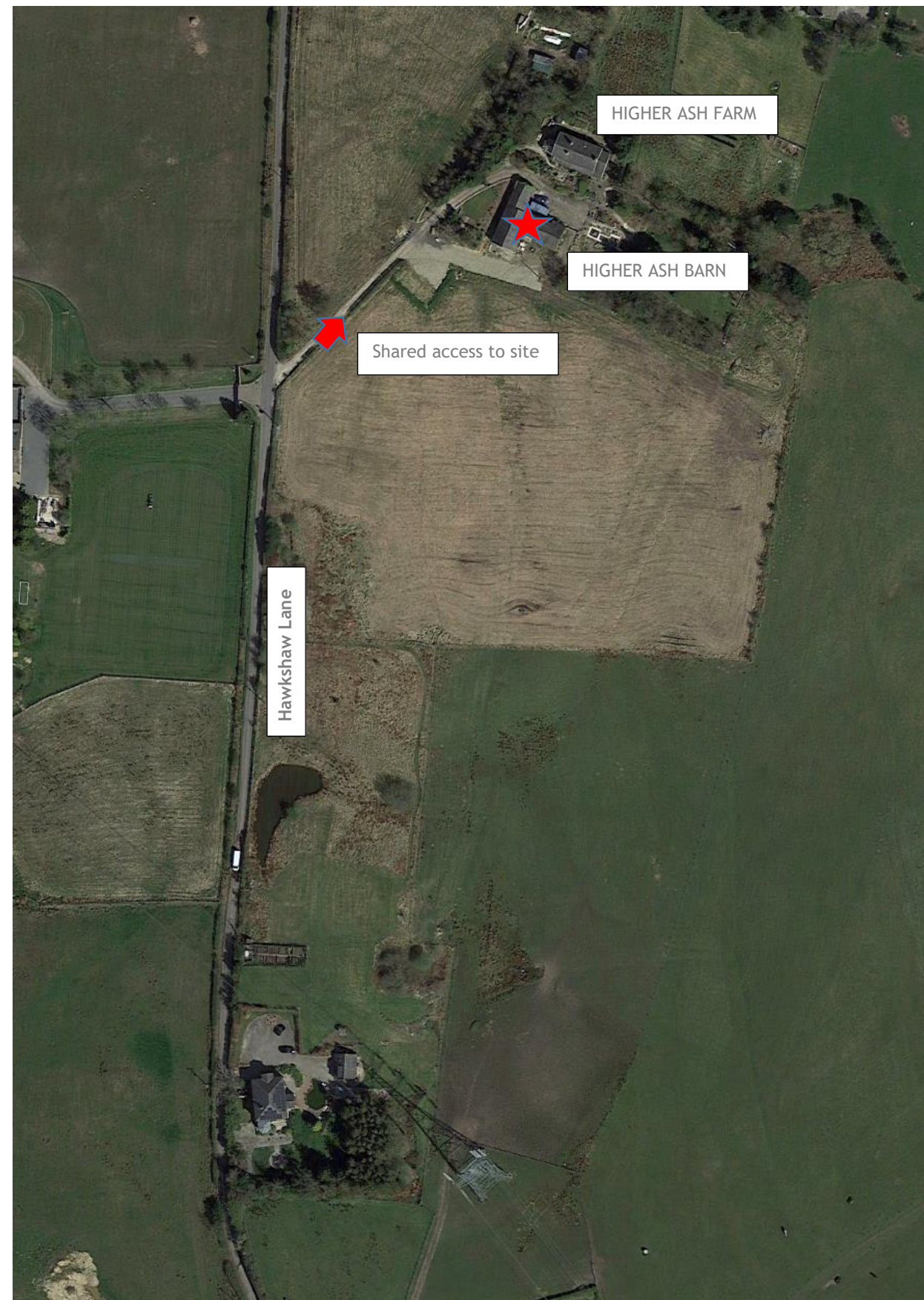


Figure 2

3. Site Description

- 3.1 The site is located to the West side of Hawkshaw lane on the North of Hawkshaw village, North accessed from Bolton Rd.
- 3.2 The site is currently occupied by a Barn. Higher Ash Farm (former owners) is located to the North of the site
- 3.3 The Barn is set close to the northern boundary and accessed from an existing private driveway, serving both Higher Ash Barn and Higher Ash farm from Hawkshaw Lane which in turn is accessed from Bolton Rd from the South.
- 3.4 To the North of the site (beyond Higher Ash Farm) there are open fields and the access road to Higher Ash Farm. To the East & West there are open fields. To the South there is a field in the clients ownership. Hawkshaw Hall is located 171m to the West and another dwelling located over 290m to the South
- 3.5 There are 2 public footpaths to the Northern and Western sides of the site, and they are to remain unaltered. Footpath 6 RAM runs North to South (through the fields) and 10 RAM runs East to West along the Northern boundary to the barn, within the boundary of Higher Ash Farm
- 3.6 Figure 3 provides illustrates the location and routes of the Public Rights of Way

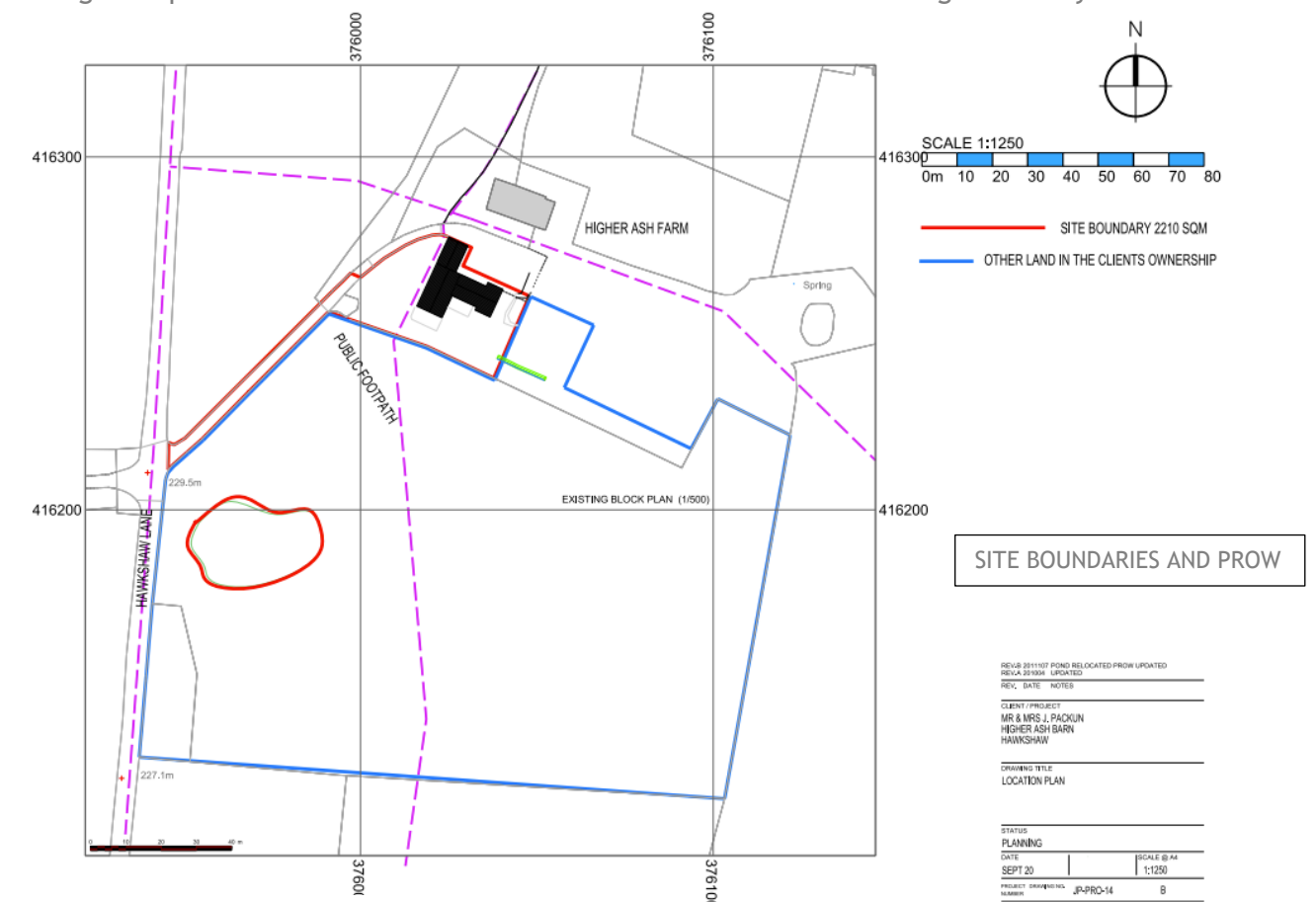


Figure 3



SOUTH EAST CORNER OF BARN



SOUTH WEST CORNER OF BARN



NORTH EAST CORNER OF BARN



SOUTH VIEW OF BARN



NORTH EAST CORNER OF BARN



INTERIOR OF BARN

Figure 4. Photographic record of the location



Figure 5

4. Programme and Phasing

4.1 Hours of operation

It is intended that the construction site will operate during the following hours of operation, however the project is a self build project the client may be undertaking internal works outside the working hours noted below

Monday - Friday 07:00 until 17:30 hrs
Saturday 08:00 until 17:00 hrs
Sunday 08:00 until 13:00 hrs

4.2 Entrance/Exit from site for visitors/contractors/deliveries

- Vehicles/drivers accessing and entering the site will be required to sign in and out of the security office located in the welfare unit
- At the security point/gates there will be a posted site speed limit of max 5 mph.
- On exiting the site there will be a posted site notice of the speed restrictions on Hawkshaw Lane and a vehicle marshal will be in attendance for the exit of large vehicles.
- Where practical all deliveries will be pre-planned around peak-traffic flows. As noted above on arrival on site all vehicles will report to the security office.
- Signage will be strategically located on the site hoarding directing drivers to report to the welfare unit / security office.
- Site security will be by controlled gates at the site entrance as per the attached plan.

4.3 Phasing

- Site set up
- Removal of existing concrete floors
- Rebuilding / stabilisation works to barn walls
- Cast new conc floors and loadbearing conc block walls
- Ground floor internal timber frame and first floor joists
- Re roof barn
- Internal works
- Landscaping

4.4 Vehicle movements

The client lives on site for security and is carrying out the project as a self build using small sub-contractor teams and as such, the number of vehicle movements can only be estimated

- 10 movements per day in the site set up phase
- 15 movements per day during the demolition phase
- 10 movement per day during the slab construction phase
- 5 movements per day during SIPs installation phase
- 10 movements per day during the internal and external walls phase
- 10 movements per day during the landscape phase

5. Neighbourly Relations

- The only immediate neighbour, affected by the development, is Higher Ash Farm to the North
- The barn was purchased from the immediate neighbours, at Higher Ash Farm, and an agreement has been reached between the parties to allow the works to be undertaken.
- The construction access zone is to the south of the Higher as Barn as per Fig 7
- No cars or construction vehicles will be parked on Hawkshaw Lane or the shared access road with Higher Ash Farm lane. All construction vehicle will be parked in the contractor's compound.



Figure 6



6. Site Establishment and Operation

6.1 - Section 4.3 notes the initial phasing and expected site set up programme.

- All boundaries will be made secure and the PROW fenced off to maintain access, but safe from the working zone
- Fig 7 illustrates the construction plan site set up
- Turning heads to ensure all construction traffic enters and exits in a forward gear
- Client / Contractors welfare facilities
- Client / Contractors and storage area
- Contractors car parking

6.2 No contractors car parking will occur on the shared access road or Hawkshaw Lane.

6.3 Contractors vehicles will enter and exit the site in a forward gear

6.4 Large vehicles / deliveries will be managed by the client and the narrow width of Hawkshaw Lane conveyed to the delivery team

Figure 7: Site arrangement plan during construction



Figure 8



Example of type of wheel wash power washer and tank to be used

7. Wheel Washing

- Flexible and adaptable Wheel washing facilities are identified in the plan opposite.



Example of type of wheel wash enclosure to be used

Figures 9-10