

A V Town Planning Ltd



Construction Management Plan (CMP)

Extension of existing holiday lodge park

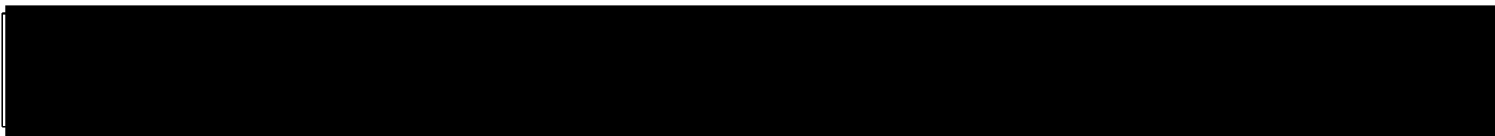
at

Ribble Valley View, Old Langho Road, Langho BB6 8AW

for

Ribble Valley View Lodge Park

May 2022



1. Introduction

1.1 This Construction Management Plan (CMP) has been formulated to discharge the terms of planning condition no.7 of planning approval reference 3/2021/0335, granted planning permission on 22nd February 2022 by Ribble Valley Borough Council. The terms of this condition are that this CMP should be a coherent and integrated document which should be accessible to the Site Managers and sub-contractors working on site. Works agreed as part of this plan are to be implemented during an agreed timescale. The works the planning condition requires this plan to address are set out in the bullet points below (as reproduced from the condition)

- 24 Hour emergency contact number;
- Details of the parking of vehicles of site operatives and visitors;
- Details of loading and unloading of plant and materials;
- Arrangements for turning of vehicles within the site;
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (pedestrians and cyclists);
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities;
- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours

1.2 Accordingly this CMP is arranged in the same order of paragraphs as the condition to enable direct comparison of the matters concerned.

2. 24 Hour Emergency Contact Number

2.1 In the event of an emergency then the initial point of contact will be [REDACTED]

3. Details of the parking of vehicles of site operatives and visitors

3.1 The attached plan (Appendix A) shows the positioning within the site of the parking areas for site operatives and visitors and that for construction traffic vehicles. The visitor and construction traffic areas will be controlled on an appointment basis only to avoid on site congestion. The areas will be well signposted so that pedestrians and vehicles can move around the site safely and vehicle movements are kept to a minimum.

4. Arrangements for turning of vehicles within the site

4.1 The attached plan (Appendix A) shows the areas to be laid out for the parking and turning of operatives, visitors and HGV's undertaking deliveries.

5. Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;

5.1 The attached plan (Appendix A) incorporates a HGV turning pad 20m x 20m which is to be kept free at all times to allow for the efficient turning of the largest HGV vehicles including articulated vehicles where appropriate. Access to the site is via a temporary road leading from the main lodge park entrance which is controlled by an electronic barrier system and therefore there is no need to incorporate any other form of temporary traffic management measures.

6. Measures to protect vulnerable road users (pedestrians and cyclists)

6.1 The attached plan (Appendix A) details the access route to the construction site compound which involves travelling along the main access route to the lodge park to the point of the electronic barrier. Pedestrians are segregated along this section of route with a separate footway already in situ which will avoid any potential conflict. Equally during the construction phase it is proposed that cyclists will use segregated pedestrian route. At the point of the barrier then both pedestrians and cyclists will follow the main access drive through the lodge park whilst construction traffic will continue on a separate track to the site compound. This

route will be adjacent to the public footpath and this shall be formally segregated during the construction phase with a timber post and 3 rail ranch type fence in order to protect users of the public footpath.

7. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

- 7.1 The attached plan (Appendix A) details the positioning of the site hoarding around the formal compound area and this is to be completed in 2m high timber boarding for security purposes. This is to be painted dark green and will not incorporate any decorative displays nor will there be any public viewing points. The remainder of the site will be securely segregated from the public footpath route with the installation of heras style site security fencing which will be installed and maintained throughout the period of construction.

8. Wheel washing facilities

- 8.1 The operation of the site during the construction phase is to be segregated whereby road going vehicles will not be entering the main site during the initial earth works and creation of the estate roads so as to minimise any debris being carried out onto the surrounding public highway network. As a safeguarding measure then a hose pipe will be set up and available for use within the vehicle parking areas for operatives, visitors and HGV deliveries.

9. Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction

- 9.1 Given the explanation in 8. above then the detailed measures on how the site will be managed and operated should avoid such situations arising. However if an unforeseen event occurs where mud or debris is brought onto the public highway then a vehicle based mechanical road sweeper would be brought to site using a specialist sub-contractor to ensure that the public highway is kept in a clean and orderly condition.

10. Measures to control the emission of dust and dirt during construction

- 10.1 The proposal to extend the existing lodge park does not involve any form of demolition and the construction works involved are associated with earthworks, creation of estate roads and service provision together with lodge bases and preparation for the delivery and siting of pre-manufactured lodge units which, as a



process, should minimise any form of emissions in terms of dust and dirt. Equally the construction works will be undertaken by excavators and road going vehicles will only have restricted access to the delivery point in order to minimise dust and dirt. The only time where there could potentially be issues regarding dust and dirt would be during a prolonged dry period and measures would be deployed to dampen down exposed earthworks to minimise and eliminate dust clouds.

11. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works

- 11.1 There are no demolition works and all earthworks in preparation for the setting out of the site will be contained within the body of the site with no off site removal of materials. As far as construction works are concerned then this may result in a certain amount of packaging from materials being delivered to site and these will be segregated in skips for non-recyclable and recyclable materials such as timber etc.

12. Construction vehicle routing

- 12.1 There are various routes to the site from the main arterial road in the area being the A59. It is suggested that all deliveries are routed via Northcote Road for vehicles approaching from the east and from Chapel Lane for vehicles approaching from the west along the A59.

13. Delivery, demolition and construction working hours

- 13.1 In regards to hours of work at the site, these will be confined to the following hours:

Monday-Friday	0800 – 1800 hrs
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Saturday	0800 – 1330 hrs
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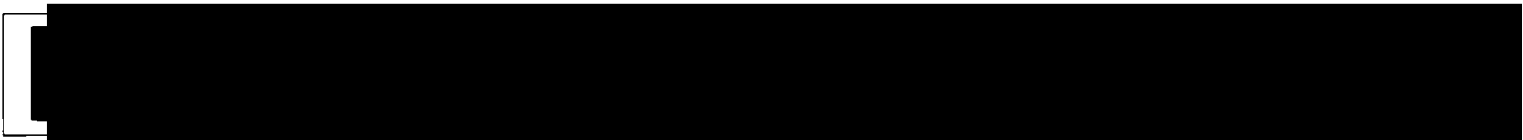
Sunday and bank holidays	No work allowed
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The above excludes any necessary emergency call outs to the site in case of safety, fire or other requirement that may necessitate emergency measures to take place outside of these hours.

14. Summary

- 14.1 The measures outlined above and as required by the planning condition should ensure that the development proceeds in a good neighbourly and environmentally friendly fashion. It is not anticipated that these works will create any undue

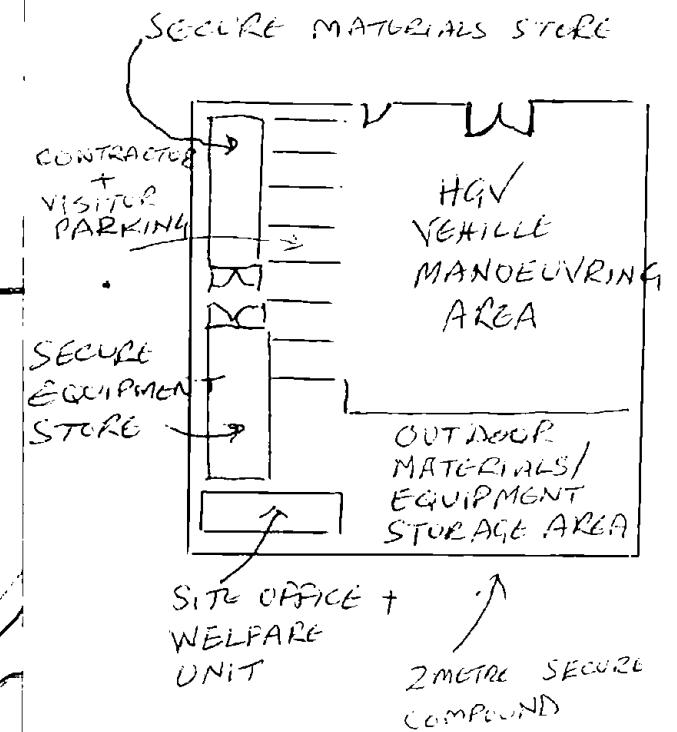
environmental nuisance as there are no works of demolition, burning, shot blasting or need for chemical use that will cause disturbance. Any such processes are in any event subject to separate environmental controls and regulations for which separate statutory bodies are responsible. These works are straight forward and subject to the developer operating sensibly by the simple measures here suggested. There should be no undue disturbance to the environment.



APPENDIX A.

1. Local authority planning permission
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100. Local authority planning permission

- Existing Proposed Road
- Existing Road, Proposed Way to be removed
- Proposed Road, Proposed Way to be removed



04	14/02/22	Tree belt widened, chalets added, site boundary amended	ER	GR
05	07/12/21	Access road amended, trees added	ER	GR
06	21/03/21	PROW redirected, road moved, site boundary amended	ER	GR
07	04/21	Planning	ER	GR

08/09/2020 RS1108

901 Ribble Valley View

Proposed site plan

drawing scale (from A1: 1:1000 to A3: 1:2000) 1/23/20