



CONSTRUCTION PHASE
TRAFFIC MANAGEMENT PLAN
Park Farm, Lower End, Alvescot, OX18 2QA

Document History

Issue	Date	Description	Prepared By	Checked By
1	25 Mar 2021	Draft for client comment	A Davey	T Foxall

Glanville

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1.0 Introduction

- 1.1 This Construction Phase Traffic Management Plan (CPTMP) has been prepared by Glanville Consultants on behalf of Park Lane Developments (Oxfordshire) Limited, in relation to a residential development at Park Farm, Lower End, Alvescot, OX18 2QA.
- 1.2 This CPTMP has been prepared in order to discharge Condition 13 attached to the planning consent issued pursuant to planning application number 20/01119/FUL, which was granted planning permission by West Oxfordshire District Council (WODC) on 30 July 2020. The approved proposals permit: "*Erection of five dwellings and associated works*". The wording of Condition 13 is as follows:

"Development shall not begin until a construction phase traffic management plan has been submitted and approved by the Local Planning Authority and the approved plan shall be implemented and adhered to throughout the period of construction."

A copy of the Decision Notice, including Condition 13, is provided at Appendix A.

- 1.3 Planning application number 19/01267/FUL, proposing "*Demolition of open fronted steel framed barn and erection of dwelling*" was granted permission on 19 July 2019. This consent will be built out alongside that permitted pursuant to application number 20/01119/FUL, so as to provide an integrated six dwelling development. The content of this CPTMP will therefore also apply to the execution of this consent.
- 1.4 This CPTMP seeks to provide information in respect of the anticipated routing and parking of construction vehicles, the loading and unloading of materials, as well as mitigation measures to safeguard the immediate highway and reduce the number of vehicles accessing the Site during the construction phase.

2.0 Site Description and Proposed Development

Site Description

- 2.1 The Site is located along the western extents of the village of Alvescot, Oxfordshire, which is approximately 2.4km south of Carterton. The Site is bound by open agricultural land to the west and north and residential properties to the east and south. The location of the Site is shown in Appendix B.
- 2.2 The Site is 0.72ha in size and is currently used as a livery yard with pastureland and associated stables in the north eastern corner. The Site's existing vehicular access is taken from The Green, which bends north to east and is subject to a speed limit of 30mph. The Site is accessed via a private driveway.

Proposed Development

- 2.3 The approved development comprises the construction of six dwellings (one by way of application 19/01267/FUL and five by way of application 20/01119/FUL), along with associated works. A copy of the approved site layout is provided at Appendix C.

3.0 Construction Vehicle Routing and Management

Construction Vehicle Routing

- 3.1 Construction vehicles will be routed so as to minimise, as far as is possible to do so, the impact on sensitive receptors such as local schools and villages.
- 3.2 Construction vehicles approaching the Site from the west will travel along A361, before turning onto the B4477. At the end of the B4477, vehicles will turn right onto B4020 Main Road, before turning right onto The Green and then right again into the Site.
- 3.3 Construction vehicles approaching the Site from the north will travel along the B4477 out of Carterton and continue following the same road as it becomes the B4020, thereafter following the route as described above.
- 3.4 Construction vehicles approaching the Site from the south will travel along the A4095 Radcot Road out of Faringdon and continue following the same road as it becomes the B4020 at the north of Clanfield then Station Road, before turning left into The Green, then right into the Site.
- 3.5 Construction vehicles approaching the Site from the east will travel on the A4095, then onto the B4020 at the north of Clanfield, thereafter following the route as described above.
- 3.6 It is expected that no more than two HGVs will access the Site per day, with a maximum of eight per week. The majority of construction vehicles accessing the Site will be smaller vans.

Management

- 3.7 All construction vehicle activity will be overseen and managed by the Project Manager who will be responsible for deliveries during the construction phase and will take responsibility for all on-site activities. The contact details for the Project Manager will be provided to WODC before the construction phase commences.
- 3.8 The Principal Contractor will co-ordinate all deliveries to and from the Site and ensure that:
 - All delivery and collection vehicles adhere to the proposed routing agreement;
 - Prior to a delivery or collection, hauliers notify the relevant authorities (Police, Highways Authority etc.) in accordance with the Road Vehicles (Authorisation of Special Types) Order 2003, if required;
 - Any HGVs are scheduled to avoid network peak hours where possible;
 - An appointment system will be put in place for collections and deliveries throughout the development of the Site;
 - Deliveries will be consolidated, in order to reduce the number of deliveries to Site;
 - All deliveries to the Site will be received outside of peak hours;
 - Loading and unloading of deliveries will take place from within the Site, ensuring that delivery vehicles will not need to stop and wait on the public highway; and
 - Construction and delivery vehicles will not park on any street within close proximity of the Site. Vehicles will not wait or idle run in the area in order to reduce congestion and vehicle emissions.

- 3.9 It is expected that following discharge of conditions, it will take 16-18 months for the development to be completed.

- 3.10 It is expected that a maximum of 10 people will be working on-site at any one time, with the majority working on-site 07:30-16:00 and thereby any construction traffic impacts will be outside of peak times.

- 3.11 A mix of HGVs, LGVs and private cars will access the Site during the construction phase. All vehicles will be directed to a formalised on-site parking area, thereby preventing the need for vehicles to park on the access road, or at off-site locations.

4.0 Site Management

Highway Management

- 4.1 Throughout the redevelopment of the Site, appropriate signage, which accords with the necessary standards and requirements of the Highway Authority, will be provided around the Site along Lower Road and The Green to protect and warn pedestrians, cyclists and motorists of the construction activities. The scheme will include a monitoring regime to repair or replace any damaged or lost signage as necessary. All signage on the highway will adhere to relevant guidance including that set out in the Traffic Signs Manual.
- 4.2 A highway condition survey, including photographs, will be undertaken prior to the commencement of any construction activity, at which time the condition of existing highway infrastructure, including carriageway, footway, street furniture and vegetation, will be recorded. Any damage to the highway proven to be as a result of construction activities will be fully reinstated to at least the original condition.
- 4.3 Throughout construction, it may be necessary to implement appropriate pedestrian diversion routes away from the Site to ensure safety for those on foot. Any such diversion routes will be designed to give priority to pedestrians, being mindful of the elderly and less able-bodied in the area.

Management of Dust and Debris

- 4.4 Measures to protect the public highway from dust resulting from construction activity will be implemented, such as ensuring that all construction vehicles are appropriately sheeted.
- 4.5 An area close to the Site exit will be utilised for wheel washing prior to vehicles leaving Site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of.
- 4.6 The wheel wash station will remain on-site until the development is complete. The proposed wheel cleaning procedure will consist of:
- Before leaving the Site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
 - Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
 - Vehicles will be permitted to leave Site following approval of the Project Manager that the above steps have been completed to a satisfactory standard.
- 4.7 On-site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the Site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.
- 4.8 If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the Project Manager.

Parking

- 4.9 Construction staff using private vehicles to travel to the Site will park their vehicles in a designated location within the Site. This area will be adequately sized so as to provide adequate space for those driving to work, meaning there will be no unnecessary parking of vehicles related to the development on roads in the vicinity of the Site.
- 4.10 Staff working at the Site will be encouraged to share their journeys to work where possible, to reduce parking pressure and reduce the number of vehicles on the Site.

Trip Suppression

- 4.11 In order to minimise the number of trips and deliveries to and from the Site throughout the construction phase, materials which could be reused (e.g. topsoil) will be stored within a designated area on-site, for re-use at a later date.
- 4.12 This will help to both reduce vehicle movements and ensure that construction activity is undertaken in the most sustainable means possible.

Travel to the Site

- 4.13 All site meetings will be held outside of peak hours where possible.

Plant Materials

- 4.14 Vehicles entering the Site will be directed to the vehicle laydown area. Deliveries will be unloaded using forklifts and telehandlers. Materials will be stored within a secure designated material laydown area for tools and building equipment. The location of the laydown and storage areas will be located within the Site itself.

Liaison

- 4.15 Throughout the construction phase, the appointed contractors and development partners will keep a close dialogue with the local Planning and Highway Authorities to ensure that any issues around the construction phase are addressed quickly and the relevant authorities are aware of any abnormal loads travelling to and from the site, for example.

5.0 Summary

- 5.1 This Construction Phase Traffic Management Plan (CPTMP) has been prepared to demonstrate that construction and on-site activities will be appropriately managed throughout the construction phase of this development.

Appendices

Appendix A

20/01119/FUL Decision Notice

Ken Dijkman
Dijkman Planning (UK) LLP
35 Berkeley Road
Newbury
RG14 5JE
United Kingdom

Our ref: 20/01119/FUL
Date Received: 5th May 2020
Parish: Alvescot

Town and Country Planning Act

NOTICE OF DECISION

West Oxfordshire District Council, as Local Planning Authority, hereby **approves** the application, as outlined below.

Proposed: Erection of five dwellings and associated works

At: Park Farm Lower End Alvescot Oxfordshire

For: Mr And Mrs Joe Harter

CONDITIONS:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.

- 2 That the development be carried out in accordance with the approved plans listed below.

REASON: For the avoidance of doubt as to what is permitted.

- 3 The external walls of the dwellings and garages shall be constructed of either artificial stone or natural stone in accordance with a sample panel which shall be erected on site and approved in writing by the Local Planning Authority before any external walls are commenced and thereafter be retained until the development is completed.

REASON: To safeguard the character and appearance of the area.

- 4 The external walls of the buildings proposed to be rendered shall be rendered, in accordance with a specification which shall be submitted to and approved in writing by the Local Planning Authority before any rendering commences.

REASON: To safeguard the character and appearance of the area.

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no development permitted under Schedule 2, Part 1, Classes A, B, C, D, E, G and H

shall be carried out other than that expressly authorised by this permission.

REASON: Control is needed to retain the open character of the site, and to protect existing and future residential amenities in terms of loss of light, privacy, and overbearing issues.

- 6 No development shall take place until a programme of archaeological work has been carried out in accordance with a written scheme of investigation that has been submitted to and approved in writing by the Local Planning Authority.

REASON: To afford the opportunity to ensure archaeological investigations and recording during the development.

- 7 An archaeological watching brief shall be maintained during the period of construction/during any ground works taking place on the site in accordance with a written specification that has been first submitted to and approved in writing by the Local Planning Authority.

REASON: To safeguard the recording and inspection of matters of archaeological importance on site.

- 8 The car parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed before occupation of the development and thereafter retained and used for no other purpose.

REASON: To ensure that adequate car parking facilities are provided in the interests of road safety.

- 9 That, prior to the commencement of development, a full surface water drainage plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the size, position and construction of the drainage scheme and results of soakage tests carried out at the site to demonstrate the infiltration rate. Three tests should be carried out for each soakage pit as per BRE 365, with the lowest infiltration rate (expressed in m/s) used for design., The development shall be carried out in accordance with the approved details prior to the first occupation of the development hereby approved. Development shall not take place until an exceedance flow routing plan for flows above the 1 in 100 year + 40% CC event has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the proper provision for surface water drainage and to ensure flooding is not exacerbated in the locality.

- 10 No highway work shall begin until details of the junction between the proposed road and the highway have been submitted to and approved in writing by the Local Planning Authority, and no building shall be occupied until that junction has been constructed in accordance with the approved details.

REASON: In the interests of road safety.

- 11 No dwelling shall be occupied until the parking area and driveways have been surfaced and arrangements made for all surface water to be disposed of within the site curtilage in accordance with details that have been first submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure loose materials and surface water do not encroach onto the adjacent highway to the detriment of road safety.

- 12 The window and door frames shall be recessed a minimum distance of 75mm from the face of the building unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the architectural detailing of the building reflects the established character of the locality.

- 13 Development shall not begin until a construction phase traffic management plan has been submitted and approved by the Local Planning Authority and the approved plan shall be implemented and adhered to throughout the period of construction.

REASON: In the interests of Highway safety.

- 14 That a scheme for the landscaping of the site, including the copse and open area including the retention of any existing trees and shrubs and planting of additional trees and shrubs, shall be submitted to and approved in writing by the Local Planning Authority prior to the first trench being dug. The scheme shall be implemented as approved within 12 months of the commencement of the approved development or as otherwise agreed in writing by the Local Planning Authority and thereafter be maintained in accordance with the approved scheme. In the event of any of the trees or shrubs so planted dying or being seriously damaged or destroyed within 5 years of the completion of the development, a new tree or shrub of equivalent number and species, shall be planted as a replacement and thereafter properly maintained.

REASON: To ensure the safeguarding of the character and landscape of the area during and post development.

- 15 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority before occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

REASON: To safeguard the character and landscape of the area.

- 16 No dwelling shall be occupied until a plan indicating the positions, design, materials, type and timing of provision of boundary treatment to be erected has been agreed in writing by the Local Planning Authority. The boundary treatment shall include provision for hedgehog highways, and shall be completed in accordance with the approved details and retained thereafter.

REASON: To safeguard the character and appearance of the area, and improve opportunities for biodiversity.

- 17 The garage accommodation hereby approved shall be used for the parking of vehicles ancillary to the residential occupation of the dwelling(s) and for no other purposes.

REASON: In the interest of road safety and convenience and safeguarding the character and appearance of the area.

- 18 No part of the development shall be occupied until the facilities for refuse bins to be stored awaiting collection have been provided in accordance with details first approved by the Local Planning Authority and thereafter the facilities shall be permanently retained.

REASON: To safeguard the character and appearance of the area and in the interests of the convenience and efficiency of waste storage and collection.

- 19 Before development commences, details of the provision of boxes for wildlife shall be submitted to

and approved in writing by the Local Planning Authority. The boxes shall be installed as approved before first use or occupation of the building and so retained thereafter.

REASON: To safeguard and enhance biodiversity during development and thereafter.

- 20 Before the first wall is constructed , details of the provision of boxes for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The boxes shall be installed as approved before first use or occupation of the buildings and so retained thereafter.

REASON: To safeguard and enhance biodiversity during development and thereafter.

- 21 The dwellings hereby approved shall be designed and constructed to incorporate measures to ensure that as a minimum, they achieve the internal ambient noise levels contained in British Standard 8233:2014 (or later versions) These standards currently require:

Resting 35 dB LAeq,16hour

Dining 40 dB LAeq,16hour

Sleeping 30 dB LAeq,8hour

REASON For the avoidance of doubt

- 22 The development shall be completed in accordance with the recommendations in Section 6.2.8-6.2.10 of the Preliminary Ecological Appraisal Report, dated 12th May 2020 prepared by Smart Ecology, as submitted with the planning application. All the recommendations shall be implemented in full according to the specified timescales, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that great crested newts are protected in accordance with The Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 as amended, Circular 06/2005, the National Planning Policy Framework and for the Council to comply with Part 3 of the Natural Environment and Rural Communities Act 2006.

INFORMATIVES:

- 1 New guidance has been published entitled 'Acoustics Ventilation and Overheating Residential Design Guide' (IoA/ANC) January 2020.
Providing an approach as to how the competing aspects of thermal and acoustic comfort can be managed.
- 2 There is a low risk that great crested newts (GCN) may be present at the application site. However, the application site lies within a red impact zone as per the modelled district licence map, which indicates that there is highly suitable habitat for GCN within the area surrounding the application site. Therefore, anyone undertaking this development should be aware that GCN and their resting places are protected at all times by The Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended). Planning permission for development does not provide a defence against prosecution under this legislation or substitute the need to obtain a protected species licence if an offence is likely. If a GCN is discovered during site preparation, enabling or construction phases, then all works must stop until the advice of a professional/suitably qualified ecologist and Natural England is obtained, including the need for a licence.
- 3 Please note the Advance Payments Code (APC), Sections 219 -225 of the Highways Act, is in force in the county to ensure financial security from the developer to off-set the frontage owners' liability for private street works, typically in the form of a cash deposit or bond. Should a developer wish for a street or estate to remain private then to secure exemption

from the APC procedure a 'Private Road Agreement' must be entered into with the County Council to protect the interests of prospective frontage owners. For guidance and information on road adoptions etc. please contact the County's Road Agreements Team by email roadagreements@oxfordshire.gov.uk

Prior to the commencement of development, a separate consent must be obtained from Oxfordshire County Council's Road Agreements Team for the proposed access and off site works under Section 278 of the Highway Act 1980. For guidance and information please contact the County Council's Road Agreements Team roadagreements@oxfordshire.gov.uk

APPROVED PLANS:

Reference No:	Version :	Description :
P45 B		Location Plan
P40	D proposed	Site plans
P53	plot 3	Elevations - Proposed
P53	Plot 3	Floor Plans - Proposed
P52	Plots 1 and 2	Elevations - Proposed
P52	Plots 1 and 2	Floor Plans - Proposed
P51	Plots 1 and 2	Elevations - Proposed
P51	Plots 1 and 2	Floor Plans - Proposed
P54A	Plots 4 and 5 and garage	Elevations - Proposed
P54A	Plots 4 and 5 and garage	Floor Plans - Proposed
P58	garages plots 4 and 5	Elevations - Proposed
P58	garages plots 4 and 5	Floor Plans - Proposed



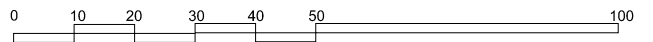
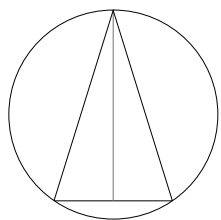
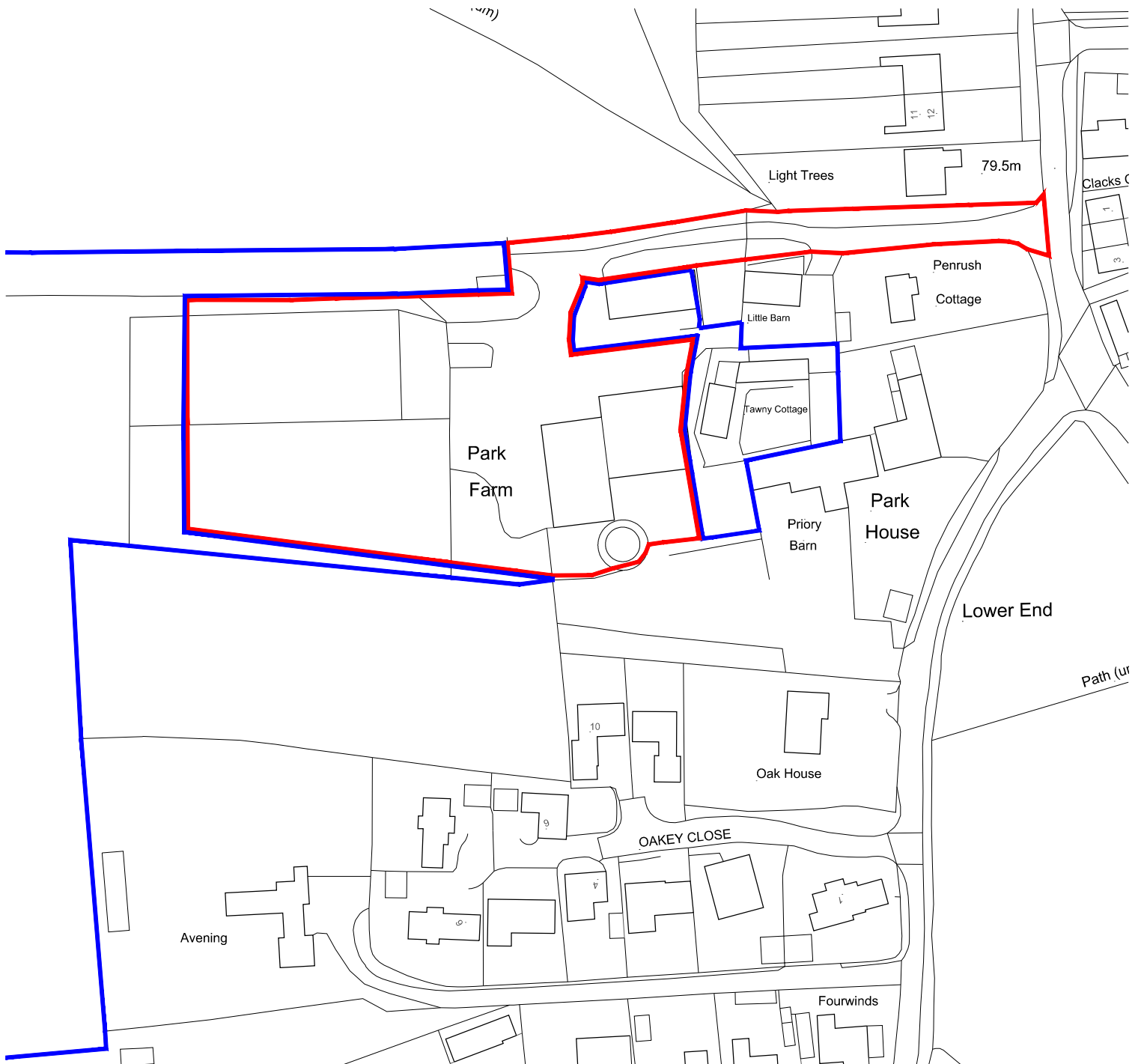
Giles Hughes
Head of Paid Service

Dated 30th July 2020

IT IS IMPORTANT THAT YOU READ THE NOTES ACCOMPANYING THIS NOTICE.

THESE CAN BE FOUND AT www.westoxon.gov.uk/decisionnotes. If you require a hard copy or do not have access to the internet please contact us on 01993 861420 and we will provide you with a paper copy.

Appendix B
Site Location Plan



Park Farm, Lower End
 Alvescot
 Site location plan

Feb 2018
1:1250@A4
2016028
P45.B

Appendix C
Approved Site Layout

Do not scale dimensions from this drawing

The survey information shown on this drawing is based on a survey prepared by a third party and TSH Architects accept no responsibility for the accuracy or completeness of the survey

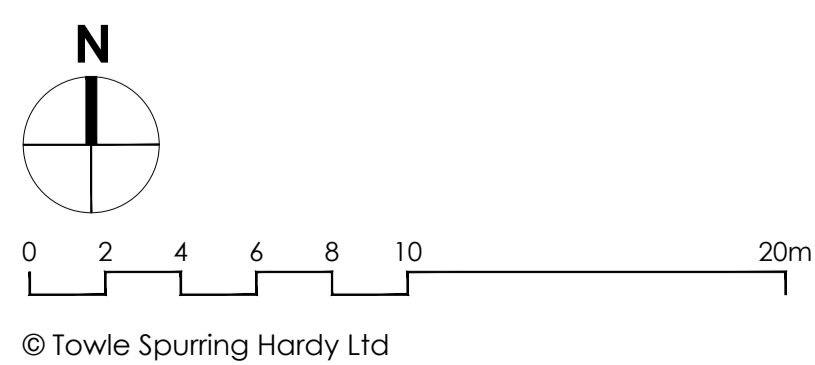
These drawings have been amended to attain Record drawing status based on information received from the Main Contractor.

Note: Detailed design information for Various components / constructions are indicated on separate specialist sub-contractor drawings, & may supersede the information shown on this drawing.



F
E

Rev	Date	Description
D	01/06/2020	Annotation for garages added
B	13/03/20	Changes to client requirements
A	27/02/20	Changes to site layout and boundary.



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Park Farm	Date: March 2020
Alvescot	Scale: 1:200@A1
Proposed Site Plan	Status: Planning
Plots 1-5	Drawn: SG
2016028 - A -00-00 - P40	Revision: D



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