

A Report by
BURWASH MANOR LLP

In respect of
**Burwash Manor, Barton,
CAMBRIDGESHIRE**

Construction Traffic Management Plan

November 2023



Document Management

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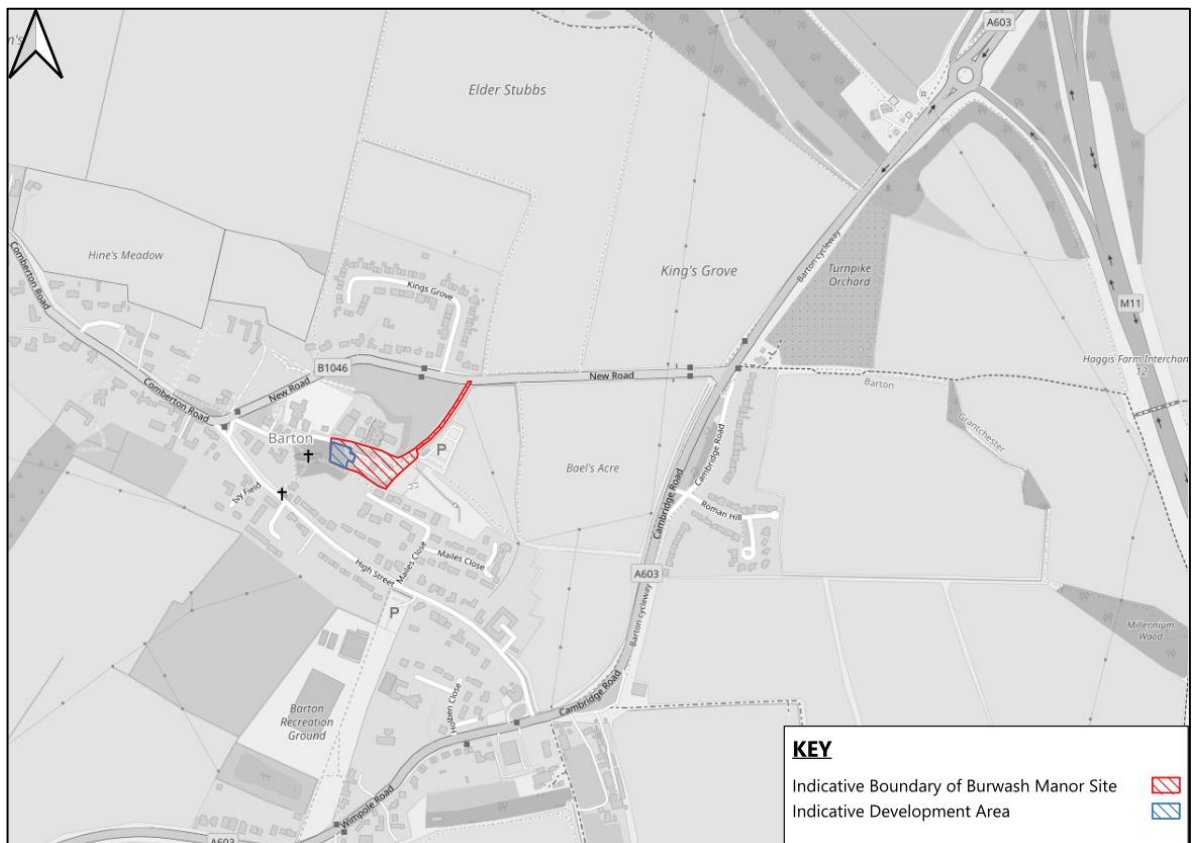
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A Proposed Development Site Plan

1 Introduction

- 1.1 Transport Planning Associates has been instructed by Burwash Manor LLP to prepare this Construction Traffic Management Plan (“**CTMP**”) in regard to the proposed development at Burwash Manor, Barton, Cambridgeshire (“**the site**”).
- 1.2 The development proposal seeks the part demolition and part conversion of existing barns to accommodate a restaurant (Use Class E) and 9 holiday lets, under planning application reference 20/04325/FUL.
- 1.3 An indicative site location plan, incorporating the access point from New Road and the locality to the strategic highway network, is presented within **Figure 1.1**.

Figure 1.1 Indicative Site Location Plan



- 1.4 The site is bound by the remaining Burwash Manor and farmland, alongside residential village houses of Barton. The Barton Church of England Primary School lies to the west of the site on School Lane.

- 1.5 The local highway network consists of New Road to the north, which is where the access to the site as part of this CTMP will take place. School Lane, to the west of the site, enables private access to Burwash Manor Farm, however this will not be utilised as part of the construction plan for the proposed development.
- 1.6 A detailed site plan of the proposed development, produced by Wilson MacGarry Architects, is contained within **Appendix A**.

Purpose of the Construction Traffic Management Plan

- 1.7 This CTMP provides the framework for the management of construction vehicle activity at the site to ensure that the impact of the construction phase on the local highway network is minimised. This report provides an access strategy to address the specific construction traffic requirements for the project.
- 1.8 This CTMP seeks to discharge the condition set out by the local highway authority, ultimately addressing the following objectives:

"No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principal areas of concern that should be addressed are:

- I. Movements and control of muck away Lorries (all loading and unloading should be undertaken off the adopted public highway)*
- II. Contractor parking should be within the curtilage of the site and not on street.*
- III. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)*
- IV. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway."*

- 1.9 This report will outline the strategy to be undertaken to control journeys and deliveries to the site during the construction phase and will outline the following:
- Site access arrangements;
 - Construction traffic routing;
 - Site compound and on-site routing; and,
 - Proposed mitigation measures.

2 Construction Access and On-site Logistics

2.1 This chapter of the report will detail the access strategy for construction vehicles entering and egressing the site alongside the on-site storage and proposed security of any construction material.

Access

2.2 Site access for the construction works will be achieved using only the B1046 New Road to the north of the site.

2.3 This routing strategy will allow vehicles better access to the strategic highway network of the M11 via Cambridge Road, rather than to route through the narrower streets of Barton.

2.4 There will be strictly no access from School Lane to the west of the site.

Contractor Parking Areas

2.5 The site benefits from a large car parking area adjacent to the east of the access road. This parking area will act as a logistics hub for vehicles related to the proposed development. This asserts that no contractor parking will take place on street, and all will be maintained on site.

2.6 All personal vehicles related to the construction will utilise this main car park alongside construction vehicles that will be parked/stored in this area when not in use.

2.7 The contractor parking area will have a minimal impact on the parking ability for visitors to Burwash Manor, as only the vehicles necessary for construction at each phase will be present on site at any one time, reducing the number of vehicles and overall impact of contractors operating on site.

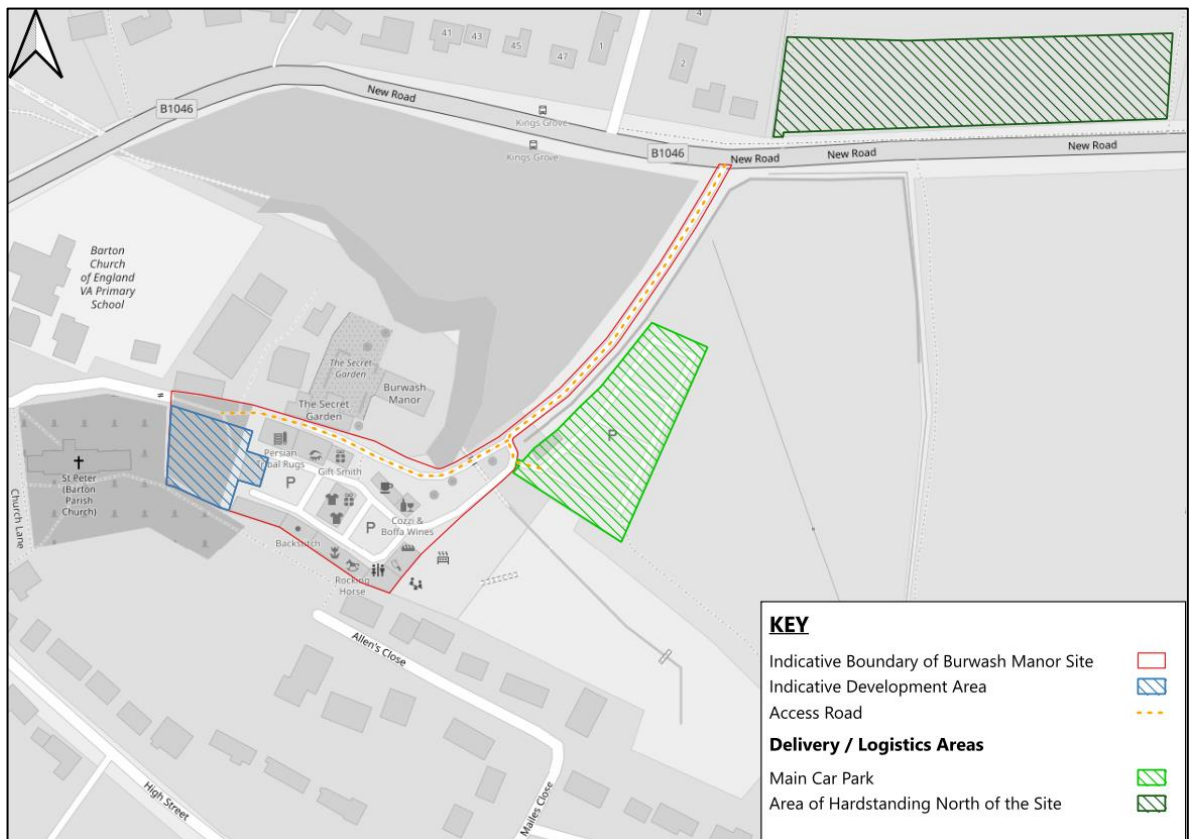
2.8 No vehicles are to be parked within the courtyards of the Burwash Manor.

Material Delivery

2.9 Material delivery and any other large deliveries to the site will occur on a scheduled basis to ensure the appropriate space can be allocated on site for storage. This comes in the form of a pre-set timetable, with exceptional deliveries being requested to arrive outside of the highway peak hour to reduce the impact on the wider local highway network.

- 2.10 Materials are to be delivered and stored between three drop-off and storage zones. The first zone is the main car park where there will be a designated loading and unloading area surrounded by hoarding, which will be separated from the parking area for construction and visitor traffic. Another location is to be land to the north of the New Road entrance; on land also owned by the applicant.
- 2.11 A final delivery area would be the Foxcotte Farmyard located northwest along the B1046.
- 2.12 All material delivery will be scheduled so as anything brought into the development area will be that which is required at each stage, rather than to hoard all materials at once. This ensures a reduced impact on the remainder of the site such as the operating shopping units and visitor parking areas.
- 2.13 It is from these delivery drop off areas that materials will be transported into the development area by means of forklift round the northern road of the site designated as the farmhouse entrance. This maintains the off-street principal of the development and ensures no wider impact to the surrounding area outside the remit of the applicant.
- 2.14 A plan detailing the logistical areas of the development are presented in **Figure 2.1**.

Figure 2.1 Logistics Site Plan



2.15 Swept Path Analysis has been undertaken for the areas in and surrounding the site that will intake construction vehicles, to ensure each has room for vehicles to enter and egress the site in a forward gear. The following swept path analysis drawings, which are contained within the drawing appendix, are:

- **2309-038.SP01** Swept Path Analysis of a 10.2m Large Tipper Vehicle - Materials Yard (Area of Hardstanding to the North);
- **2309-038.SP02** Swept Path Analysis of a 10.2m Large Tipper Vehicle - Car Park; and,
- **2309-038.SP03** Swept Path Analysis of a 10.2m Large Tipper Vehicle - Site Area.

2.16 The drawings outline that in all areas where a construction vehicle may require access there is ample room for vehicles to enter and egress the site in a forward gear.

Local Suppliers

2.17 Where possible, local suppliers for construction vehicles and materials will be sought, in order to reduce the impact of the development on the surrounding highway network, reduce delivery costs and promote a more sustainable development.

Security

2.18 Materials are to be stored in on-site secure locations away from on-site activities in order to avoid criminal and/or accidental damage and to reduce the chance of the loss and waste of materials.

2.19 During the construction works hoarding will be erected to provide safe separation between the existing shops and the construction site.

2.20 Delivery vehicles will be logged as part of a schedule to avoid any impact to the normal site operations and to eliminate any prospect of traffic buildup on the highway network.

2.21 A Site Notice showing the contact names and details of the Site Manager and/or Site Foreman is to be erected outside the construction compound and the material delivery areas.

3 Phases of Development and Site Working Hours

3.1 This chapter of the report will detail the allotted site working hours for construction to take place and how long the development will take to complete.

Phased Development Plan

3.2 The proposed development is anticipated to operate under a phased development schedule. This is anticipated to last for two years.

3.3 The first year of the development is allocated to the construction of the proposed holiday lets. The second year will incorporate the restaurant development.

3.4 This phasing includes all stages of construction; including the enabling works and installation of security features; hoarding and storage areas, the construction work and the site clearance.

Site Working Hours

3.5 Construction activities and deliveries will be confined to the following times for the duration:

- Monday to Friday 07:30-18:00;
- Saturdays 07:30 and 13:00; and,
- No construction activities or deliveries will occur on Sunday or Public Holidays.

3.6 Exceptional deliveries, such as wide loads, will be requested to arrive outside of the typical network peak hours of 08:00 - 09:00 and 17:00 – 18:00, to avoid any impact on the established traffic flows at these times.

4 Construction Traffic Routes

- 4.1 This chapter of the report will set out the vehicle routing of construction traffic to take place during the development phases.

Traffic Routing

- 4.2 The site is suitably located close to the strategic highway network. It is anticipated that the majority construction traffic will travel to and from the east, utilising Junction 12 of the M11 and the A603 as a means to travel to Burwash Manor.
- 4.3 Vehicles travelling to and from the north would use the M11 motorway to the west of the site. The south would be utilised by the M11 and also the A603 between Bedford and Cambridge. Those travelling to and from the east would utilise the A14 before meeting at the M11, and those travelling to and from the west would pass by Cambourne on the A428 before joining the M11 at the Madingley Junction, 13. More locally, the westward travel could go through the A603 travelling to Bedford and Biggleswade.
- 4.4 This strategy for vehicle movements takes pressure off local roads lower down the highway hierarchy around Barton and along the west of the B1046 towards Comberton; ultimately reducing vehicle movements in these more residential areas.
- 4.5 A detailed analysis of the inbound and outbound routing on the local highway network is presented below:

Inbound Construction Vehicle Route

- 4.6 From the M11 Junction 12 roundabouts on either side of the M11, vehicles travel east along the A603 and Cambridge Road. This operates as a 60mph before reducing in speed to 40mph. The same is said for vehicles traveling northbound on the A603 from Bedford, passing the south of Barton but continuing to the B1046 junction and not making a left turn up High Street.
- 4.7 Vehicles from the North are then able to make a right turn onto the B1046, aided by a ghost-island right turning lane. Left turning vehicles make the turn to the B1046 before giving way to the right turning movements from the A603. Vehicles continue to down New Road before reaching the access point, the first left turn on the road.

Outbound Construction Vehicle Route

- 4.8 Outbound construction traffic will follow the inverse of the inbound construction route, making use of the strategic highway network

5 Management and Mitigation Strategies

- 5.1 This chapter of the report will outline the management and mitigation strategies to be put in place that will address concerns raised by the highway authority in relation to stopping the spread of mud and debris on the highway network and ensuring the site is contained within the boundary of Burwash Manor. Ultimately this works to reduce the impact of the construction on the wider Barton area.

Control of Mud, Dust and Debris

- 5.2 Like any construction, the development is subject to the buildup of mud and debris. It is not anticipated that the development will cause excessive dust or mud debris that would impact the local highway network, with the site being set back a considerable distance from the adopted highway. However, mitigation strategies will be implemented by Burwash Manor to ensure no debris spreads onto the adopted public highway, or indeed around the remainder of the Burwash Manor site.

Wheel Washing

- 5.3 Wheel washing will be carried out on vehicles close to the loading and unloading of the main carpark and area of hardstanding to the north of the site access on New Road. This will ensure no mud, dust and/or debris contaminates the local highway network and conforms to Highways Act 1980.

Communication and Managing Change

- 5.4 It is not envisaged that any changes to the CTMP will be required, but should any changes be necessary then the Site Manager will be required to communicate these changes to all employees, suppliers and hauliers.

Neighbours

- 5.5 Burwash Manor will establish communication with the neighbouring properties of the site to ensure they are aware of any construction phases or changes that may impact them.

Access and Protections for Pedestrians, Cyclists and other Road Users

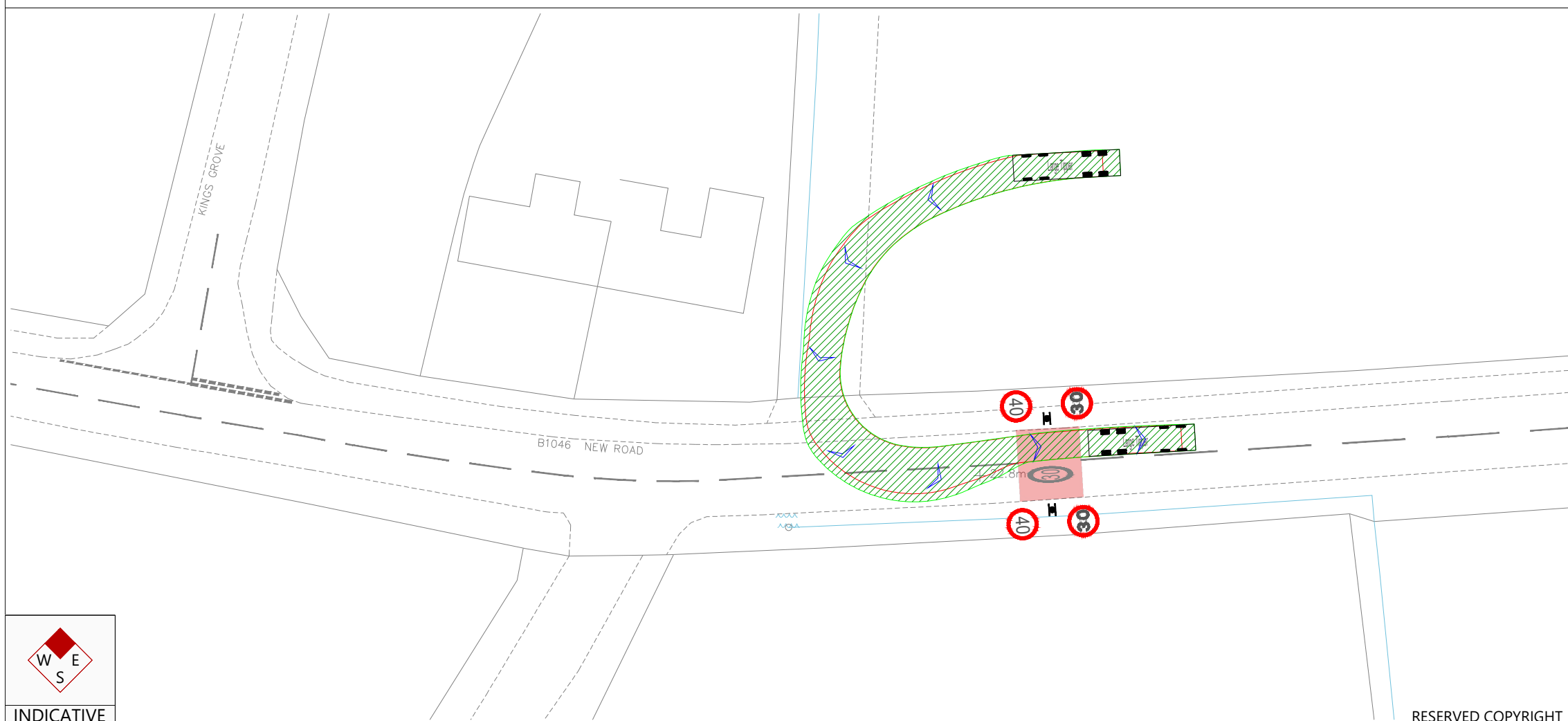
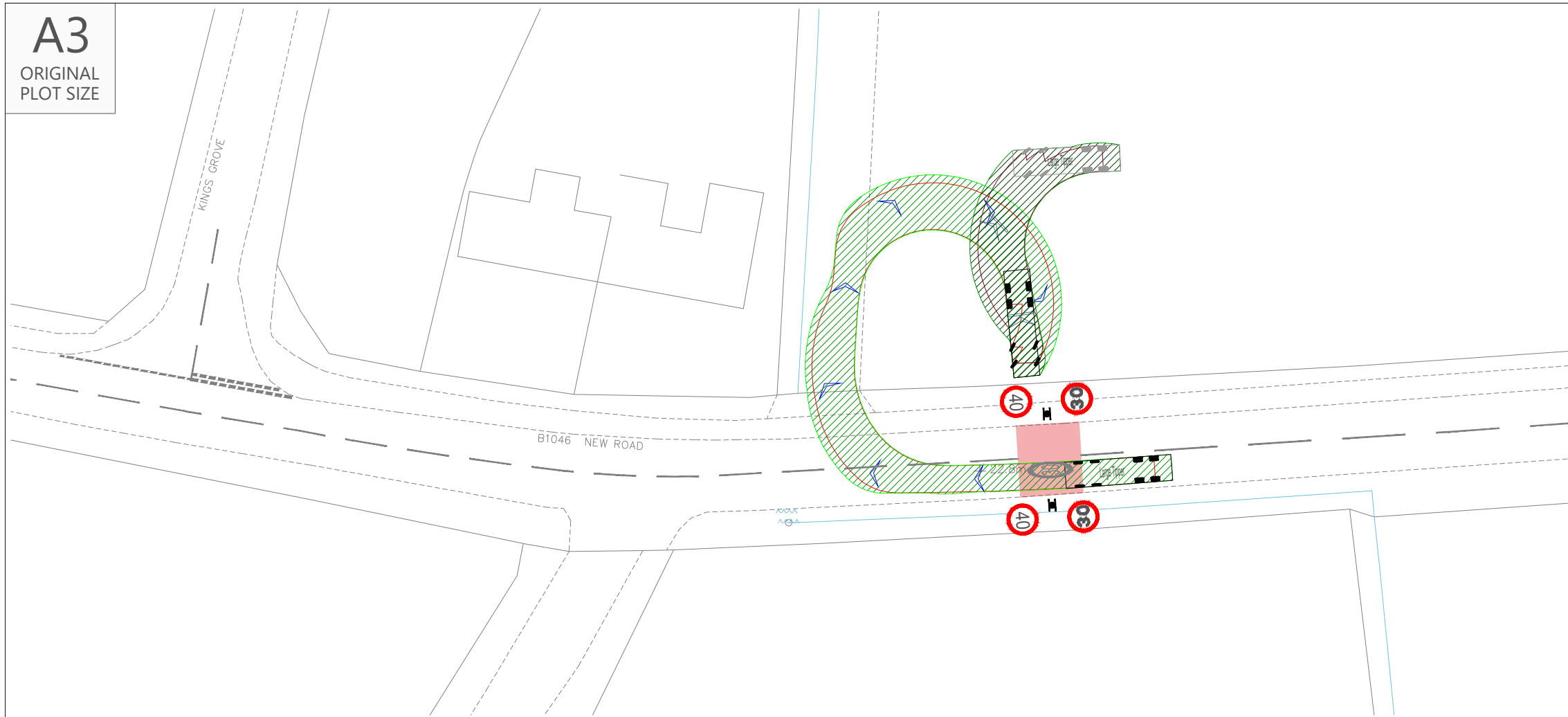
- 5.6 The proposed development will be constructed alongside the continued operation of the established shops and restaurants present at Burwash Manor. It is important to the site manager that the construction phases have a negligible impact on the nominal operation on the remainder of the site.

- 5.7 Pedestrian access from School Lane may need to temporarily close during the construction phase at the discretion of the site manager. Pedestrians would instead have to use the access from New Road during these periods.
- 5.8 Construction vehicles will have a minimal impact on the pedestrian movements of visitors at Burwash Manor, maintaining safety by routing behind the retail and restaurants at the site.

Drawings

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PLOT SIZE



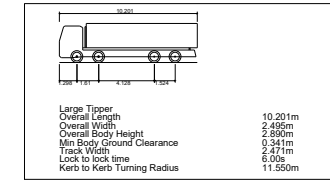
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NOTES:

1. Indicative un-surveyed existing road markings.
2. Based on OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Subject to topographical survey.
5. Swept Path Analysis of a Large Tipper Vehicle (Autotrack Vehicle Reference No. 100021).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

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CLIENT:

Burwash Manor LLP

PROJECT:

Burwash Manor,
New Road,
Barton

TITLE:

Swept Path Analysis of a
10.2m Large Tipper Vehicle
- Materials Yard

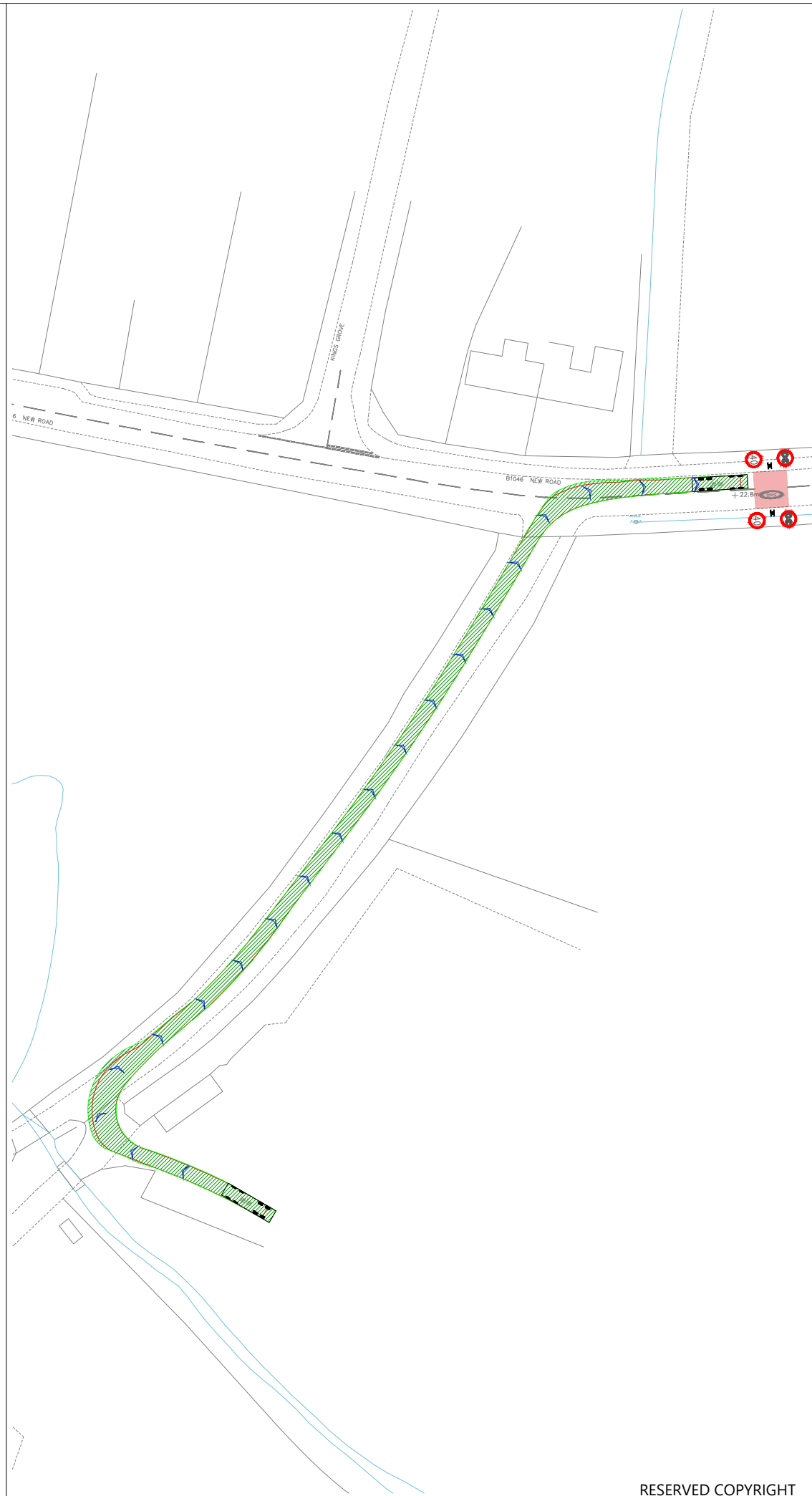
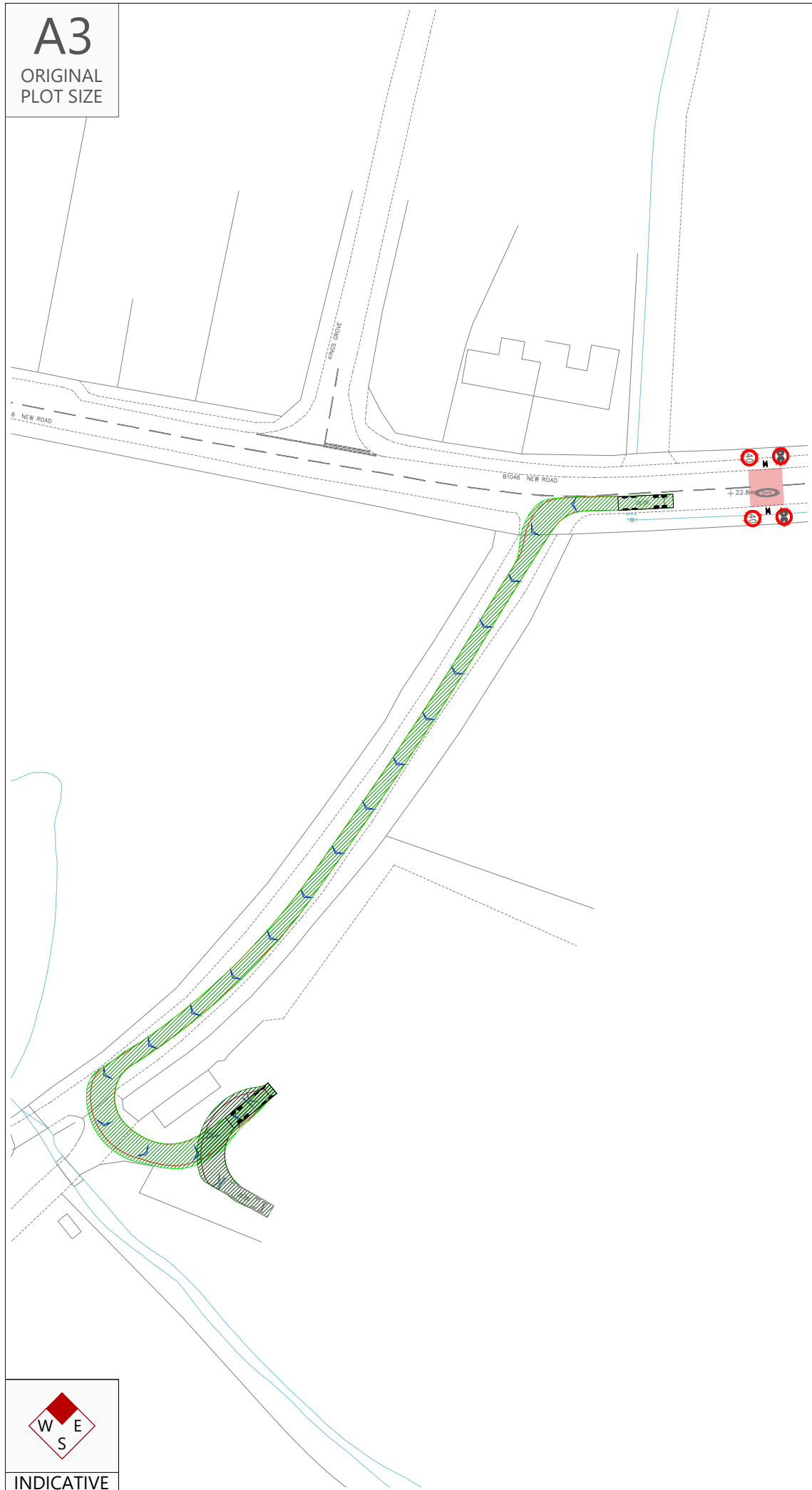
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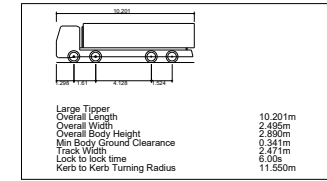
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PROJECT:
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Barton**

TITLE:
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10.2m Large Tipper Vehicle
- Car Park**

STATUS:
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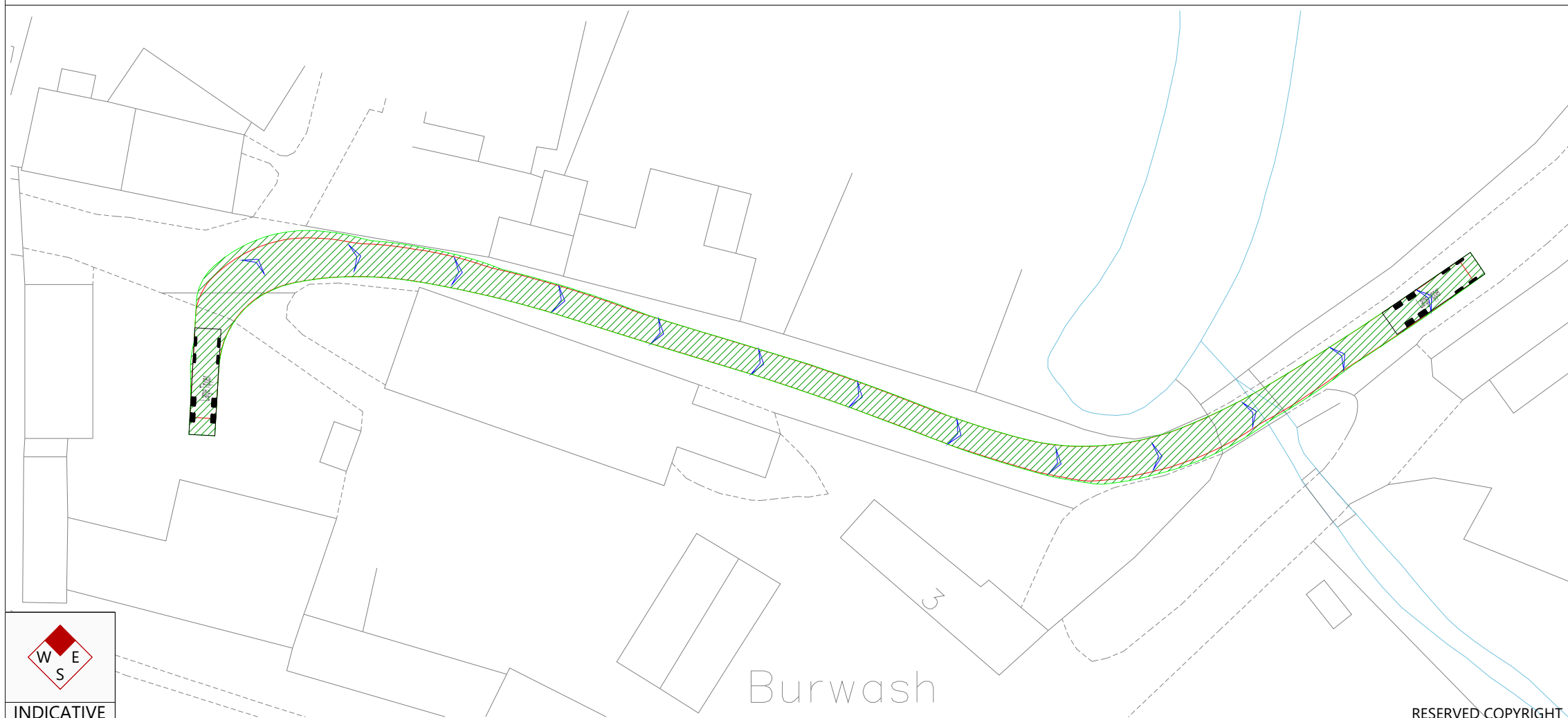
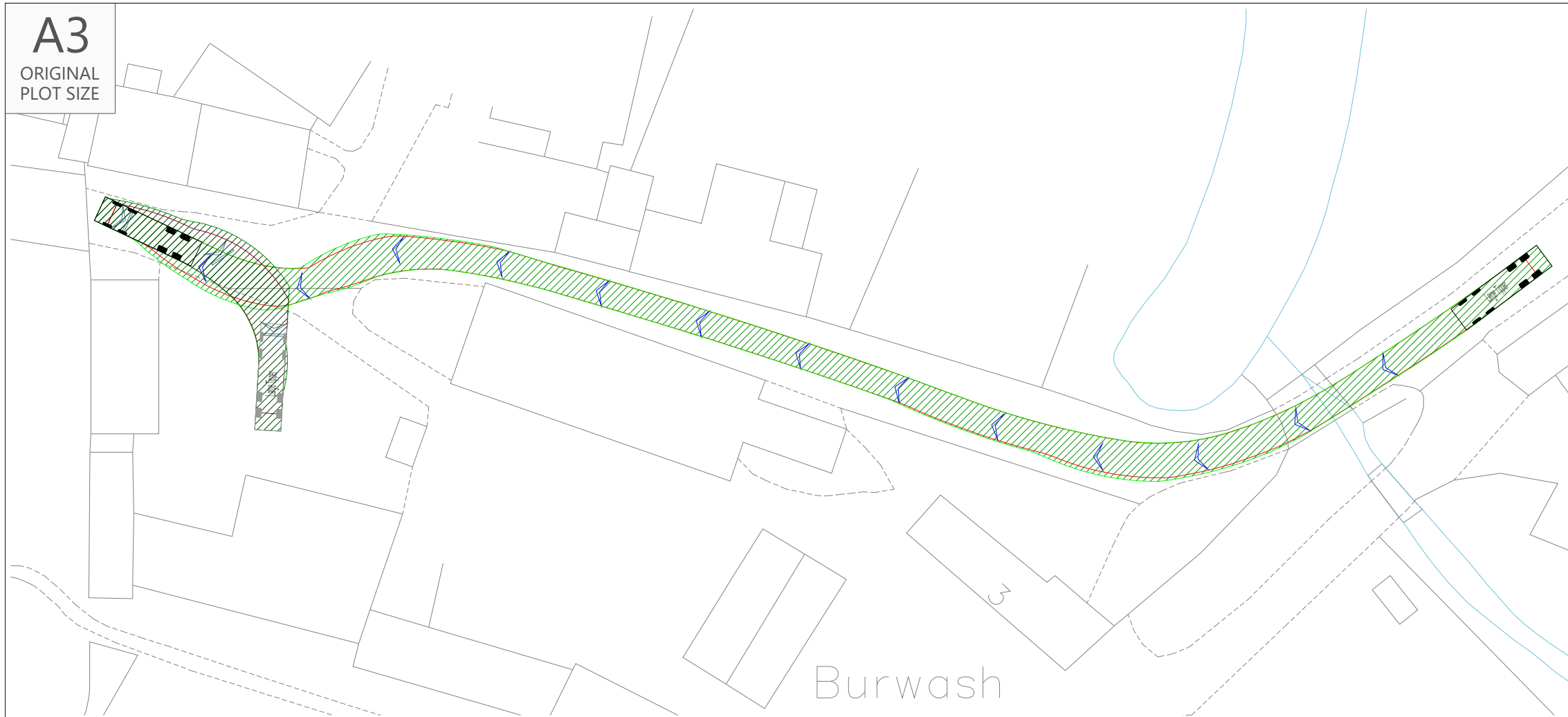
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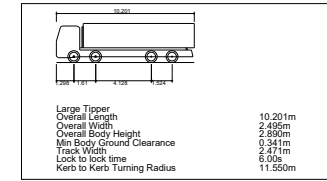
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CLIENT:

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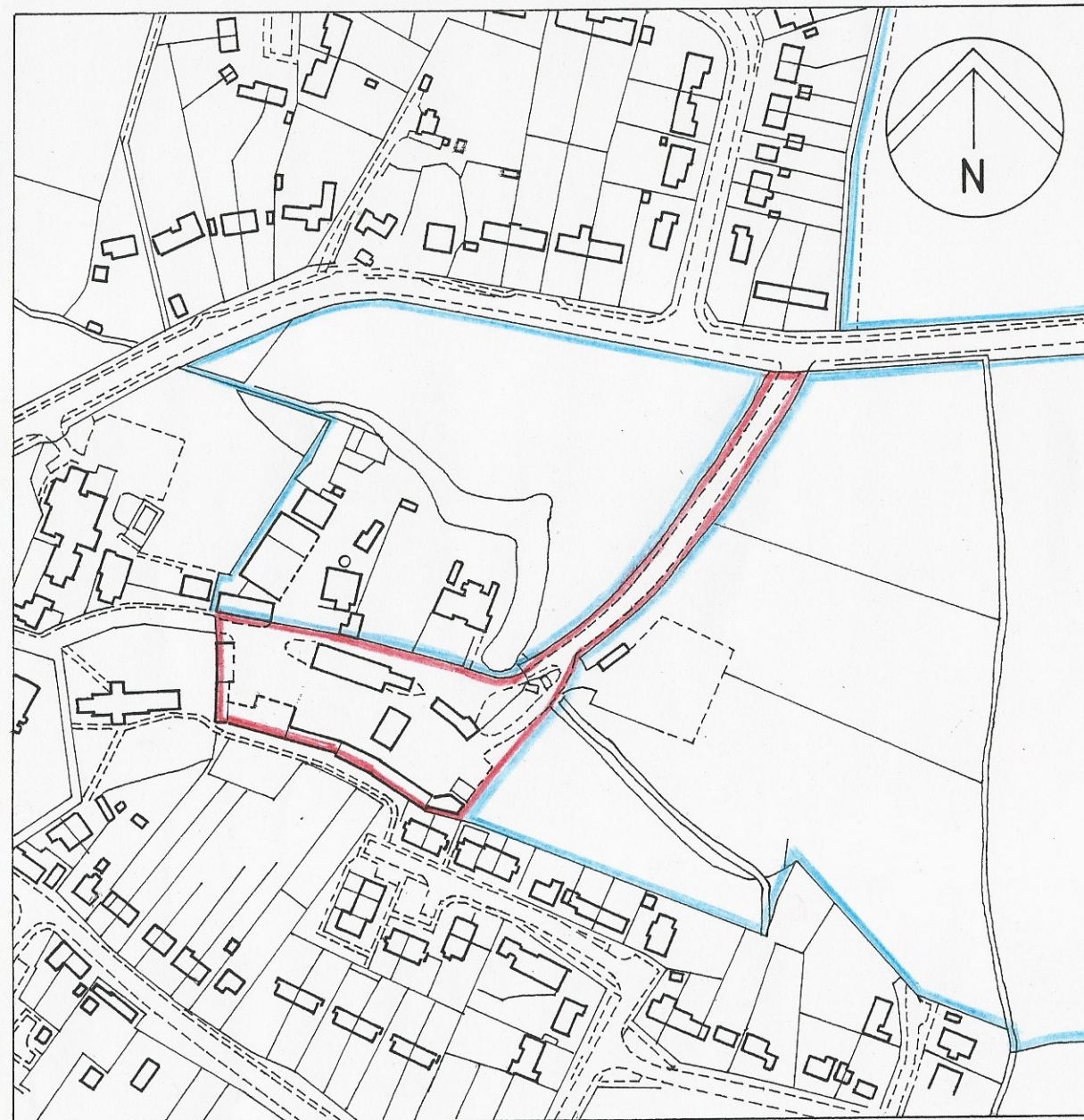
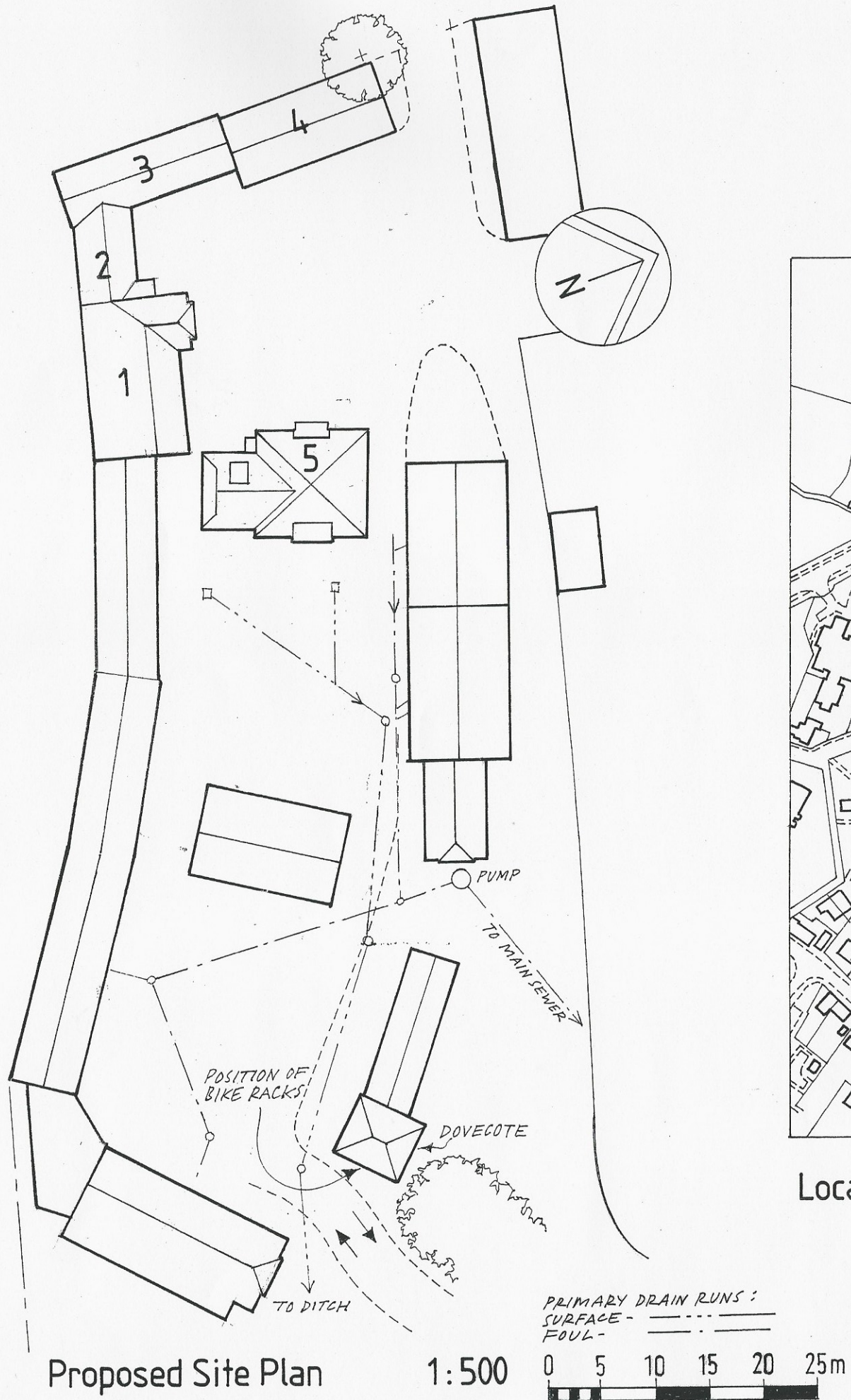
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APPENDIX A



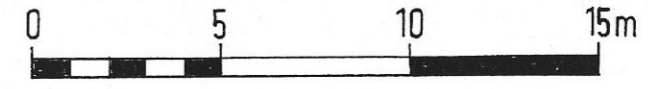
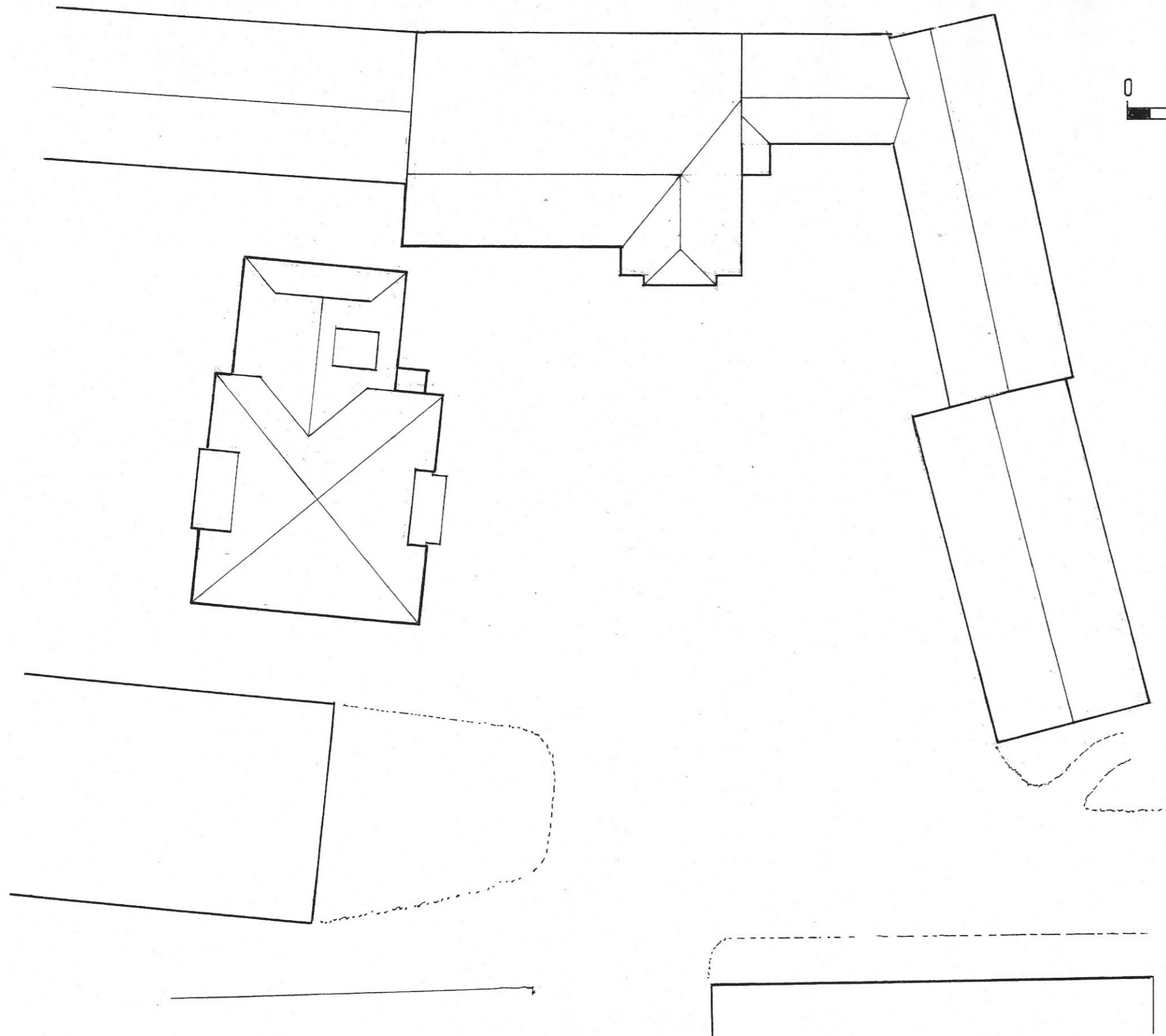
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 LOCATION PLANS

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DRAWING
PROPOSED SITE PLAN
COURTYARD 3

DATE	SCALE
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