



# Traffic Management Plan

Land at 254 Barton Road, Comberton, Cambridgeshire

Mr and Mrs Smith

Prepared by:

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2	11 March 2024	PDL	TS	PDL
	Click to enter a date.			
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## Acronyms and Abbreviations

TMP	Traffic Management Plan



## 1.0 Introduction

This Traffic Management Plan (TMP) is prepared on behalf of Mr and Mrs Smith relating to the demolition of an existing house on land at 254 Barton Road, Comberton, and the construction of a replacement dwelling.

The site is located on the southern side of Barton Road, Comberton, approximately 500m to the south-east of the junction of Barton Road and Long Road, and approximately 1.25km, as the crow-flies, to the east of the cross-roads junction of Barton Road/ South Street/ West Street/ Green End in the centre of the village.

The application (application reference 23/03294/FUL) was received in August 2023 for the following:

*“Erection of 1 No. new dwelling following the demolition of the existing dwelling”*

Planning permission for the development was granted in October 2023.

The permission was subject to conditions, one of which relates to the preparation of a Traffic Management Plan. This condition (Condition 5) is as follows:

*“No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.*

*The principal areas of concern that should be addressed are:*

- i) Movement and control of muck away lorries (all loading and unloading should be undertaken where possible off the adopted public highway);*
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible;*
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible);*
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.*

*The development shall be carried out in accordance with the approved details.*



## **2.0 The Approved Development**

### **2.1 Existing Site**

The site is located on the southern side of Barton Road, Comberton, approximately 500m to the south-east of the junction of Barton Road and Long Road, and approximately 1.25km, as the crow-flies, to the east of the cross-roads junction of Barton Road/ South Street/ West Street/ Green End in the centre of the village.

The site lies within a small hamlet comprised of mainly residential and agricultural buildings, but also with several commercial buildings.

The existing site is made up of two parts, both of which are owned by the client. The existing dwelling is a detached bungalow on the eastern half of the overall site, while the western half is a field. The western boundary of the site adjoins the grounds of No. 150 Barton Road, while agricultural land lies to the south.

There is an existing access onto Barton Road at the eastern end of the site frontage. The access is a single width driveway which crosses over a ditch which runs along the verge on the northern edge of the site.

Barton Road has a broadly east/west orientation and forms part of the B1046 which runs between the A603 (Cambridge Road), a little over 2km to the east of the approved development site, and the A1198 at Longstowe, 9km to the west. From there it continues north-westwards to St Neots. Cambridge Road provides a link to Junction 12 of the M11, and onwards to the City of Cambridge, an overall on-road distance from the development site of 8km.

Barton Road is a single carriageway road, with a grass verge on the southern side, and a shared-use foot/cycleway on the northern side. It is subject to a 40mph speed limit which comes into effect some 400m to the west of the site access and continues eastwards beyond the site access for some 200m at which point it changes to the national speed limit of 60mph.

### **2.2 Approved Development and Access Arrangements**

The approved development comprises the demolition of an existing house and the construction of a replacement dwelling.

The existing vehicular access will be retained.



## 3.0 The Traffic Management Plan

### 3.1 Introduction

This Traffic Management Plan (TMP) is the first stage of the requirement to manage and control all related traffic activity during the demolition and construction of the approved development.

The purpose of the TMP is to address the requirements set out in Condition 5 of the planning permission, specifically:

- Construction site management;
- Movement and control of muck away and delivery vehicles;
- Contractor parking;
- Control of dust, mud and debris.

Drawing TMP01 attached to this TMP shows the following:

- a. proposed material storage area;
- b. proposed site office;
- c. proposed parking area;
- d. proposed manoeuvring space;
- e. proposed access location;
- f. proposed location of gates.

A 'Live' Traffic Management Document will be prepared for the purpose of reactively documenting changes to the construction traffic procedures as the site is developed.

### 3.2 Construction Site Management

#### 3.2.1 Access to the site

- As part of the works, all construction-related vehicles will access the development site by way of the retained access off Barton Road.
- Clear access is to be provided and maintained for the existing residents of surrounding properties to gain access to their properties, and to ensure access for emergency vehicles is provided at all times.
- A clear, unobstructed, right of way for pedestrians and cyclists shall be maintained along Barton Road at all times.
- The entry from, and exit to, Barton Road of all traffic associated with the importation, exportation and construction phases will be supervised and controlled by a suitably (LANTRA or similar) qualified banksman, who will be in attendance at the site access to Barton Road at all times when these vehicles are manoeuvring.
- The site access will be securely closed outside the specified working hours or as required.
- All traffic associated with the importation, exportation and construction of the development, will approach the site solely by way of Barton Road from the A603.
- All vehicles will be required to leave the site by way of the access and turn right onto Barton Road towards the A603.



- Highly visible Highway Authority approved signage will also be used on the roads leading to site.

### **3.2.2 Site layout and security**

- A materials storage area will be created clear of the parking/turning area.
- All deliveries will be accommodated and stored within the on-site compound shown on the Drawing TMP01.
- Materials and goods delivered to the site that are not for immediate use shall be stored within the area designated for construction and materials.
- Security gates and full hoarding will be provided on the site frontage to Barton Road during the construction phase.
- The security gates will be installed prior to the commencement of the redevelopment and operated in accordance with the hours of operation set out within this TMP.

### **3.3 Movement and control of muck-away and delivery vehicles**

- All traffic associated with the importation, exportation and construction of the development, will approach the site solely by way of Barton Road from the A603.
- All vehicles will be required to leave the site by way of the access and turn right onto Barton Road towards the A603.
- All contractors, sub-contractors etc. will be formally notified of these restrictions.
- For all deliveries, drivers must report directly to the site office immediately upon arrival.
- Sub-contractors will be required to provide a procurement and delivery schedule for their own materials to the site during regular monitoring and progress updates.
- As shown on the TMP Drawing, a dedicated turning area will be provided within the site for those delivery vehicles that can access the site, enabling them to turn and unload or load clear of the public highway.
- Any loading or unloading that cannot be accommodated within the site compound parking and loading areas within the site will be undertaken from Barton Road, fronting the site. Should this be necessary, all traffic associated with the importation, exportation and construction phases will be supervised and controlled by a suitably (LANTRA or similar) qualified banksman, who will be in attendance on Barton Road at all times when these vehicles are present.
- All plant and materials shall be stored in the designated site compound area as shown on the TMP Drawing.
- Materials and goods delivered to the site that are not for immediate use shall be stored within the area designated for construction and materials. Such long-term storage shall not be accommodated within the area designated for turning, parking, loading and unloading to ensure this area has sufficient capacity for all manoeuvring functions.





### 3.4 Contractor Parking

- The contractor will ensure that the number of vehicles visiting the site will not exceed the capacity of the on-site parking area.
- The area to be reserved for contractor parking will be reserved for car and light van parking only and not for storage or parking of HGV.
- As part of the works, workforce vehicles will access the development site by way of the existing private access off Barton Road.
- No workforce parking or construction traffic will be permitted on Barton Road or surrounding residential/commercial roads during the period of the construction works.
- Any workforce parking that cannot be accommodated within the site itself, will be required to park in the layby on the A603 within the village of Barton, or a suitable alternative location to be agreed with the Local Highway Authority prior to works commencing.
- The contractor will maintain a daily register of contractor (and sub-contractor vehicles) that are based at the site, such that if any such vehicle does create a problem, it can quickly be removed by the owner/controller and the need to park within the site emphasized. At a minimum the register will contain the following:
  - a. The name of the driver
  - b. The registration number of the vehicle
  - c. Make of vehicle
  - d. Arrival time
  - e. Departure time

These details will be made available to the highway officer if requested.

### 3.5 Control of dust, mud and debris

- Prior to leaving the site, all vehicles will be inspected and any mud or debris will be cleaned off.
- Wheel washing facilities will be provided at the exit from the site onto Barton Road.
- The facility will take the form of an operative with a petrol jet-washer and will be operational as required during the importation and construction phase.
- Water run-off will be captured on site in a sump or containment tank to prevent pollution of water course and silting of drainage.
- The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any office of the Highway Authority.
- Prior to commencement of the construction works a road condition survey will be undertaken to include recording and photographing a 200 metre length of Barton Road in both the east-bound and west-bound directions.
- Inspections will also be undertaken at monthly intervals during the construction phase and upon completion to inspect for any damage caused within the extent of the survey area. Any damage will be repaired at no cost to the Highway Authority through a scheme which shall be submitted to and approved in writing by the Local Highway Authority within 10 working days of the damage being brought to the developer's attention.



- During the construction phase, if the surface of Barton Road is damaged such that it can be considered unduly hazardous, such damage will be repaired as soon as possible or within 24 hours at a maximum. Prior to the repair being completed, the area of the damage will be protected.
- Prior to any condition survey and inspection undertaken, contact will be made with the Local Highway Officer to arrange suitable times for the joint inspections.



## 4.0 Summary and Conclusions

This Traffic Management Plan (TMP) is prepared on behalf of Mr and Mrs Smith relating to the demolition of an existing house on land at 254 Barton Road, Comberton, and the construction of a replacement dwelling.

A full planning application for the development (application reference 23/03294/FUL) was approved in October 2023. The permission was subject to conditions, one of which (Condition 5) relates to the preparation of a TMP.

The purpose of the TMP is to address the requirements set out in Condition 5 of the planning permission, specifically:

- Construction site management;
- Movement and control of muck away and delivery vehicles;
- Contractor parking;
- Control of dust, mud and debris.

It is concluded that the proposed measures are appropriate to manage the impact of the construction-related traffic movements on the public highway.



# **Appendix A    Drawing TMP01: Site Construction Plan**

## **Traffic Management Plan**

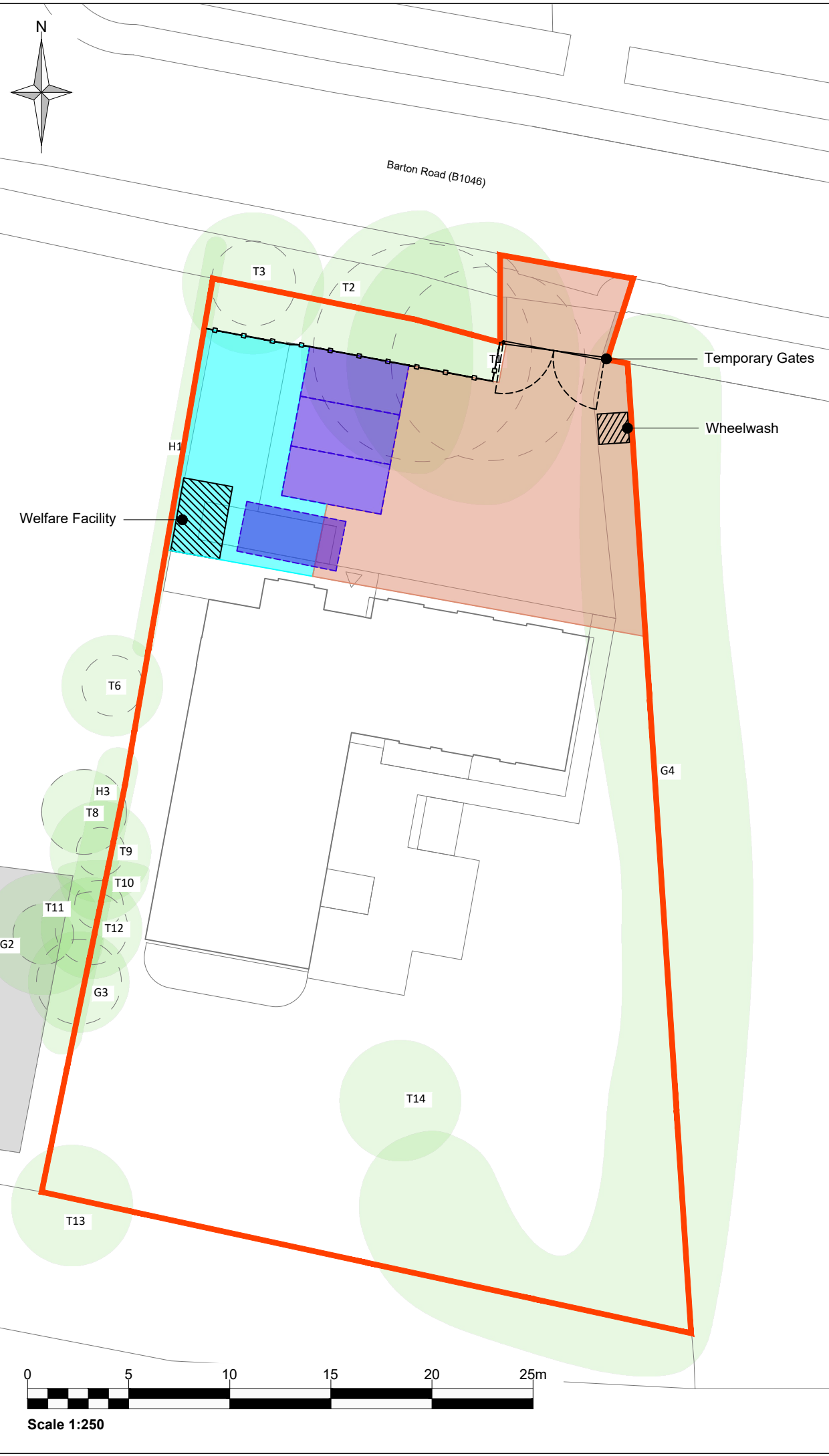
**Land at 254 Barton Road, Comberton, Cambridgeshire**

**Mr and Mrs Smith**

SLR Project No.: 406.064884.00001

11 March 2024

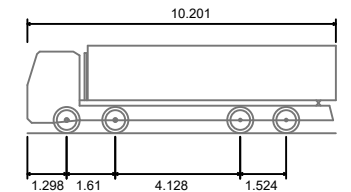




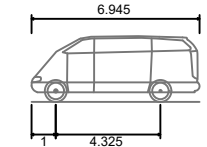
**Mercedes Sprinter Traveliner Van 315cdi Long High Roof**

**Notes:**  
 1. Drawing is based on Pip Architecture Site Plane, ref: 2304 Site W Carport - Floor Plan - GA Site Plan B, received: March 2024.

- Legend:**
- Site Boundary
  - Protective Fencing
  - Access Route
  - Parking Space
  - Material Storage Area



**Large Tipper**  
 Overall Length 10.201m  
 Overall Width 2.495m  
 Overall Body Height 2.890m  
 Min Body Ground Clearance 0.341m  
 Track Width 2.471m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 11.550m



**Mercedes Sprinter Traveliner Van 315cdi Long High Roof**  
 Overall Length 6.945m  
 Overall Width 1.993m  
 Overall Body Height 2.715m  
 Min Body Ground Clearance 0.400m  
 Track Width 1.993m  
 Lock to Lock Time 5.00s  
 Wall to Wall Turning Radius 7.800m

Rev	Amendments	Date	By	Chk	Auth
2	Architects plan updated	03/24	TS	PL	
1	Layout amended	03/24	TS	PL	



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Client  
**Mr & Mrs Smith**

Project  
**254 Barton Road, Comberton  
Traffic Management Plan**

Figure Title  
**Traffic Management Plan**

Scale  
**1:250 @ A3**

SLR Project No.  
**406.064884.00001**

Designed <b>PL</b>	Drawn <b>TS</b>	Checked <b>PL</b>	Authorised
Date <b>Dec 2023</b>	Date <b>Dec 2023</b>	Date <b>Dec 2023</b>	Date

Figure Number  
**TMP01**

Rev.  
**2**

