

local transport projects 

traffic engineering and transport planning

Larkfleet Group

**Approved Holiday Lodge Expansion
Land at Lowgate, Fleet Bank, Fleet
Construction Traffic Management Plan**

January 2023

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January 2023

Client Commission			
Client:	Larkfleet Group	Date Commissioned:	December 2022

LTP Quality Control					
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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APPROVED HOLIDAY LODGE EXPANSION LAND AT LOWGATE, FLEET BANK, FLEET CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Construction Traffic Management Plan (CTMP) associated with the approved holiday lodge expansion on land to the west of Lowgate at Fleet Bank, within the South Holland district of Lincolnshire.
- 1.1.2 The local planning authority for the site is South Holland District Council (SHDC) and the local highway authority is Lincolnshire County Council (LCC).
- 1.1.3 A full planning application (ref: H05-0565-22) was submitted in May 2022 and subsequently approved in November 2022 for the ‘Erection of 38 cabins for holiday / leisure use together with landscaping and all associated works (uplift of 14 no. units compared to the existing consent)’. A Transport Note (TN) (LTP, 2022) was previously produced in support of the planning application for the scheme. The planning approval was subject to a number of conditions and this CTMP has been produced to discharge conditions #5 & #6, which are reproduced below:

‘5. A detailed scheme of construction management to minimise disturbance during the construction process through noise, dust, vibration and smoke shall be submitted to and approved in writing by the Local Planning Authority before the development commences and the construction process shall be carried out in accordance with the scheme so approved. It shall also include a method statement, detailing how construction traffic, site personnel vehicles, materials deliveries and site accommodation will be managed to safeguard highway safety, free passage along Lowgate and Roman Bank, and residential amenity.’; and

‘6. Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site during construction of the development shall be submitted to and approved in writing by the Local Planning Authority before the development commences. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before commencement of the construction of the development and be kept available and in full working order until such time as the Local Planning Authority agrees in writing to their withdrawal or the completion of the development.’

I.2 Scope

- 1.2.1 The scope of this CTMP has been agreed with the Client and is outlined below:
- **Introduction:** Brief summary of the site location, approved development and planning history;
 - **Local highway network:** Description of the local highway network adjacent to the site, including details of key geometric features, speed limits and waiting restrictions;

- **Construction traffic access arrangements:** Description of the proposed access arrangements for all vehicles (staff and construction vehicles) arriving and departing to/from the site; and
- **Traffic management measures:** Description of traffic management measures that are to be implemented to minimise the effects of traffic travelling to and from the site during the construction period.

2. SITE LOCATION, DEVELOPMENT DETAILS & LOCAL HIGHWAY NETWORK

2.1 Site Location & Existing Use

- 2.1.1 The site is located on land to the west of Lowgate at Fleet Bank, within the South Holland district of Lincolnshire. The site is bound by Roman Bank to the north, Lowgate to the east, a combination of agricultural land and an existing dwelling served via Lowgate form the southern boundary, with agricultural land forming the western boundary. The approximate location and boundary of the site is highlighted in Figure 1.

Figure 1: Site Location



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2.2 Approved Development Proposals & Access Arrangements

- 2.2.1 The proposals provide an uplift of 14 holiday lodges to the previous planning approval for 24 units (ref: H05-0773-17) in order to provide a total of 38 units on the site. A plan showing the approved site layout is attached as Appendix 1.
- 2.2.2 As part of the previous planning approval (ref: H05-0773-17), a simple priority T-junction connecting with Lowgate is expected to serve the site. It is understood that an additional simple priority T-junction in the north-eastern corner of the site received technical approval and has since been constructed, as shown in Photo 1.

- 2.2.3 During the construction phase, vehicles are expected to utilise the northern access. Upon completion of the development, the southern access will become the main site access, and the northern access will be used by refuse vehicles and emergency vehicles only.

Photo 1: Northern Site Access Junction on Lowgate



- 2.2.4 Construction staff will only be permitted to access the site working areas after receiving an induction and site notice boards will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.
- 2.2.5 Each holiday lodge features two car parking spaces, providing a total of 76 parking spaces across the 38 holiday lodges which is considered suitable to accommodate the expected parking demand for the site. A further two car parking spaces are proposed adjacent to the site reception.
- 2.2.6 It is understood that the internal site layout has been designed to facilitate a refuse vehicle accessing and egressing the site in a forward gear.

2.3 Planning History

- 2.3.1 There have been a number of recent planning applications relating to the development site, summarised below:
- A full planning application (ref: H05-0114-15) was submitted in February 2015 and subsequently approved in September 2015 for the '*construction of 12 log cabins for holiday/leisure use*'.
 - A full planning application (ref: H05-0699-16) was submitted in July 2016 and subsequently approved in September 2016 to '*construct 6 log cabins for holiday/leisure use*'.

- A full planning application (ref: H05-0773-17) was submitted in August 2017 and subsequently approved in July 2018 for the *'erection of 24 (in total) log cabins for holiday/leisure use including 6 no. additional log cabins; 6 cabins granted under planning permission reference H05-0699-16 and 12 no. cabins granted permission under H05-0114-15'*.
- A non-material amendment application (ref: H05-1055-17) was submitted in November 2017 and subsequently refused in February 2018 seeking amendments to planning conditions #3 and #4 in relation to the planning approval (ref: H05-0114-15).
- A discharge of condition application (ref: H05-1033-19) was submitted in October 2019 and subsequently approved in December 2019 to discharge planning conditions #4, #6 and #10 relating to the full planning approval (ref: H05-0773-17).
- A discharge of condition application (ref: H05-0404-21) was submitted in April 2021 and subsequently approved in May 2021 to discharge planning condition #9 relating to the full planning approval (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0709-21) was submitted in June 2021 and subsequently approved in July 2021 to amend the description of development to *'Erection of 24 (in total) cabins for holiday/leisure use including 6 no. additional cabins, 6 no. cabins granted under H05-0699-16 and 12 no. cabins granted permission under H05-0144-15'* in relation to the full planning approval (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0379-22) was submitted in April 2022 and subsequently approved in May 2022 to add a phasing condition and update condition #2 (approved plans) of planning permission (ref: H05-0773-17).
- A non-material amendment application (ref: H05-0507-22) was submitted and subsequently approved in May 2022 for the amendment to positions of some holiday lodges associated with the planning permission (ref: H05-0773-17).
- As mentioned previously, a full planning application (ref: H05-0565-22) was submitted in May 2022 and subsequently approved in November 2022 for the *'Erection of 38 cabins for holiday / leisure use together with landscaping and all associated works (uplift of 14 no. units compared to the existing consent)'*. A TN (LTP, 2022) was previously produced in support of the planning application for the scheme.

2.4 Local Highway Network

- 2.4.1 Lowgate is a two-way single carriageway that measures approximately 6m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions along Lowgate. On the north-eastern boundary of the site, Lowgate connects with Roman Bank via a priority junction, featuring three separate give-way locations.

Photo 2: Lowgate



- 2.4.2 Approximately 570m to the south of the site, Lowgate connects with the A17 via a priority T-junction, with a dedicated right-turn lane, and deceleration lane for eastbound vehicles turning left onto Lowgate. The A17 runs between Newark-on-Trent to the west and Kings Lynn to the south-east. Locally, the road forms a two-way single carriageway that is approximately 9m in width and is subject to a derestricted speed limit (60mph).

Photo 3: A17/Lowgate Priority Junction



- 2.4.3 Roman Bank which forms the northern boundary of the site, is a two-way single carriageway that measures approximately 5.2m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions on Roman Bank along the site boundary. The road continues for approximately 580m to the north-west, becoming Hurn Road at a priority junction, facilitating access to the village of Holbeach Hurn.

Photo 4: Roman Bank



- 2.4.4 Roman Bank forms the north-eastern arm of the priority junction with Lowgate, forming a two-way single carriageway that measures approximately 6.6m in width and is subject to a derestricted speed limit (60mph). There are not any existing waiting/parking restrictions along this section of Roman Bank. The road continues to the north-east, forming Main Street at a simple priority T-junction with Lowgate within the village of Gedney Dyke.

3. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

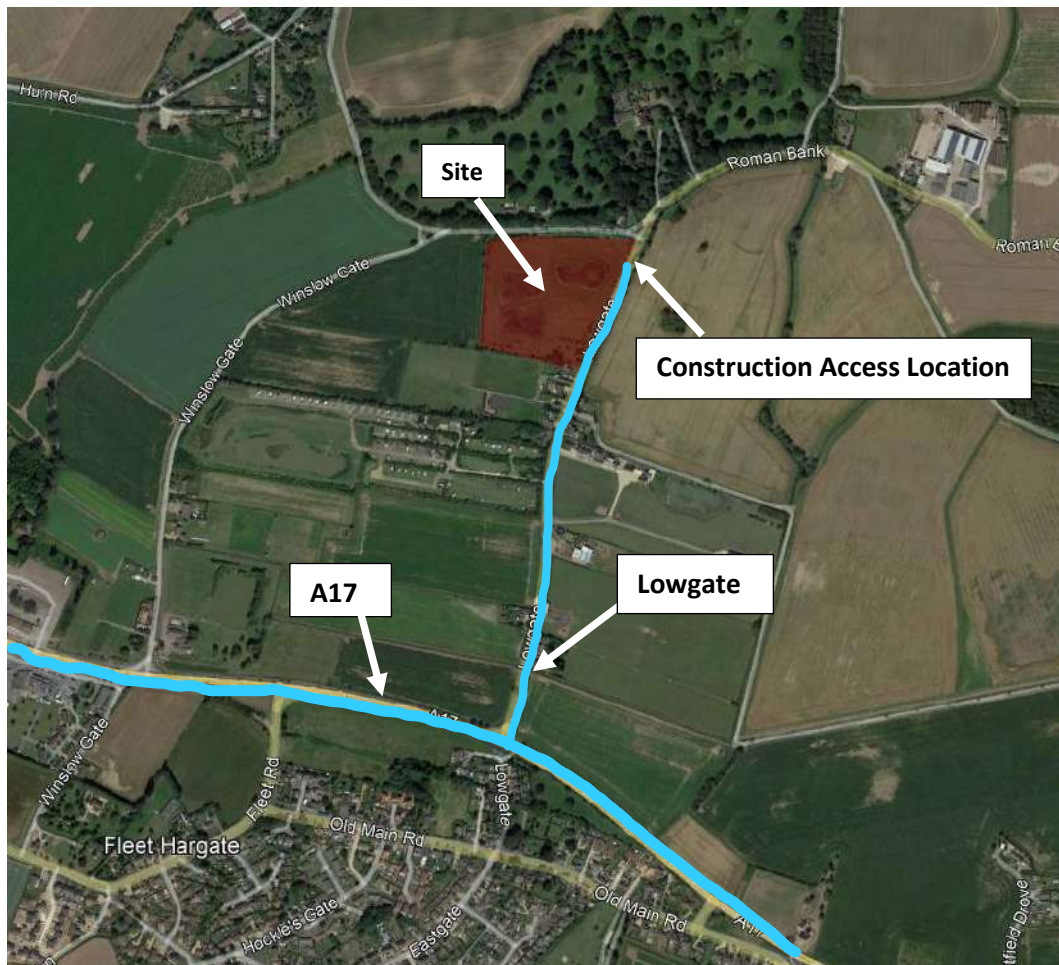
3.1 Construction Programme & Times of Working

- 3.1.1 At this stage of the proposals, details of the construction programme are not known, however, the site makes use of Modern Methods of Construction (MMC) offsite production which significantly reducing the amount of works required on-site, and the need for multiple deliveries to/from the site when compared to a traditional building site.
- 3.1.2 During the construction period there would be trips associated with the arrival and departure of construction staff as well as the delivery of parts and construction materials.
- 3.1.3 Although the exact operating times for construction activities are currently unknown, it is envisaged that construction activities will take place during suitable daytime hours across the week (Monday to Friday), possibly with some limited construction activity and Heavy Commercial Vehicle (HCV) movements on Saturdays, in order to protect local amenity.

3.2 Proposed Construction Traffic Routes

- 3.2.1 All HCV construction vehicles accessing the site would be required to do so from the 'A' road network namely the A17 with the preferred route for construction traffic outlined below:
- Vehicles arriving at the site are advised to arrive via the following route: A17 – Lowgate.
- 3.2.2 The route back to the primary road network (described as traveling away from site) is the above routing reversed. The proposed construction traffic routes are highlighted in red within Figure 2.

Figure 2: Construction Traffic Routes



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- 3.2.3 Construction staff trips made by car and/or Light Commercial Vehicles (LCVs) would also be expected to utilise the route outlined above to access/egress the site. Although there is not expected to be any constraints relating to cars/vans utilising Roman Bank to the north.
- 3.2.4 All relevant parties involved in making deliveries of construction materials, once the construction of the site commences, will be instructed on the above routing arrangements before arriving/departing the site. This arrangement is to be strictly enforced, and all sub-contractors and suppliers are to be monitored to ensure that they use the defined route. There do not appear to be any Traffic Regulation Orders (TROs) or restrictions which affect construction vehicle movements on the identified route.

3.3 Construction Vehicle Details

- 3.3.1 Parts of the construction process will require the movement of material and components to and from the site using HCVs. It is not expected that any deliveries to the site will be abnormal or exceptional loads that require specialist HCVs.

- 3.3.2 In addition to the above HCVs, standard skip vehicles associated with the delivery/removal of materials and a number of smaller vehicles are expected to be used during the construction period. These are typically expected to be commercial vans and belong to members of the building trade (electrical/plumbing contractors etc.).

3.4 Frequency of Construction Vehicle Movements

- 3.4.1 Given the relatively small-scale nature of the development and the use of MMC which means that a considerable proportion of construction occurs off-site, the number of daily construction vehicle movements is not expected to be significant. Overall, it is considered that construction activities at the site are not expected to adversely affect the local highway network. In addition, the majority of deliveries are expected to be pre-booked and this will assist with the managing of construction vehicle movements.

3.5 Unloading/Loading Arrangements & Turning Provision

- 3.5.1 The unloading of materials will take place on-site by either mechanical equipment or by construction staff. Materials will, under no circumstances, be delivered onto or stored on the public highway. A banksman will be available on-site at all times of construction to coordinate the movement of both vehicles and materials. This will help to ensure that the safety of the public highway or the access on Lowgate is not compromised.
- 3.5.2 Contractors will work with reference to best practice guidance including the 'Considerate Constructors Scheme – Code of Considerate Practice' which makes specific reference to minimising the impact of deliveries, parking and working within the highway.

3.6 Storage of Plant and Machinery

- 3.6.1 All plant and construction materials are to be securely stored within the site compound when not in use and therefore will not adversely affect the operation of the public highway.
- 3.6.2 Heras fencing will be erected and maintained along the site boundaries to ensure that a secure site boundary is provided. The fencing will be positioned so as to not obstruct the public highway within the immediate vicinity of the site. Site lighting will be provided for security purposes and be positioned so as not to intrude unnecessarily on adjacent properties/land users.

3.7 Parking Arrangements for Construction Staff

- 3.7.1 It is expected that the maximum number of construction staff on-site will vary subject to the construction schedule, however, due to the use of MMC there are expected to be fewer staff on-site at any one time when compared to a traditional building site. Staff are likely to travel to the site in cars or small vans and these trips would typically occur at the start and end of the working day and therefore not be expected to coincide with the movement of large vehicles. Given that some construction staff may be non-car drivers, car sharing amongst staff is to be promoted at the site and is likely to form a realistic travel mode for those staff employed by the same company (e.g. sub-contractors).
- 3.7.2 Construction staff are to park on-site in a designated area so no parking occurs on Lowgate. Space shall also be provided on-site for turning and manoeuvring of delivery vehicles to ensure that there is no reversing out onto the highway.
- 3.7.3 As outlined above, adequate provision is expected to be available on-site and an adverse impact on the operation of the surrounding highway network is not envisaged.

3.8 Measures to Control the Emission of Dust, Dirt & Smoke

- 3.8.1 The following measures are to be implemented by the Principal Contractor in order to avoid/reduce dust pollution and other airborne debris:
- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted;
 - Ensure materials have a minimum of packaging;
 - Ensure all polystyrene and similar lightweight materials are weighted down;
 - Making sure all dust generating materials are adequately packaged;
 - Ensure loads are covered where spoil or demolition material is being removed;
 - Ensure that the Lowgate carriageway is suitably swept if required;
 - Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
 - Avoid site runoff of water or mud;
 - Keep site fencing, barriers and scaffolding clean using wet methods;
 - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site; and
 - Ensure all vehicles switch off engines when stationary - no idling vehicles.

3.9 Measures to Reduce Noise

- 3.9.1 It is understood that the work will be planned to avoid early activities during the early morning and evening periods. Delivery vehicles will also be prohibited from waiting within the site with their engines running.

3.10 Wheel Wash Facilities

- 3.10.1 A wheel cleaning procedure is to be used in order to reduce the amount of mud/dirt that could potentially be deposited on the highway by vehicles exiting the site. Prior to exiting the site, vehicles will be inspected for heavy deposits on their wheels and if present the deposits will be removed, either manually or with a power washer. Any excess mud/dirt will be collected and appropriately disposed of. If required, mechanical sweepers could be used at suitable intervals during the construction period to clean the highway within the vicinity of the site in order to limit mud/dirt being transported out of site onto the local highway network.

3.11 Waste Storage, Recycling & Disposal

- 3.11.1 In line with best practice, the Principal Contractor will minimise and reduce waste generation and recycle as much waste as possible. To help reduce trips, vehicles delivering construction materials to the site will leave with waste where possible, to reduce empty running.
- 3.11.2 The Principal Contractor will undertake a segregation system to separate waste on site in order to maximise the reuse of construction and demolition waste within the development.
- 3.11.3 The collection and removal of waste and refuse from the site will also be coordinated by the Principal Contractor to avoid conflicts with other deliveries to site. All waste to be removed from the site will be undertaken by fully licenced waste carriers and taken to licenced waste facilities.

3.12 Traffic Signing Strategy

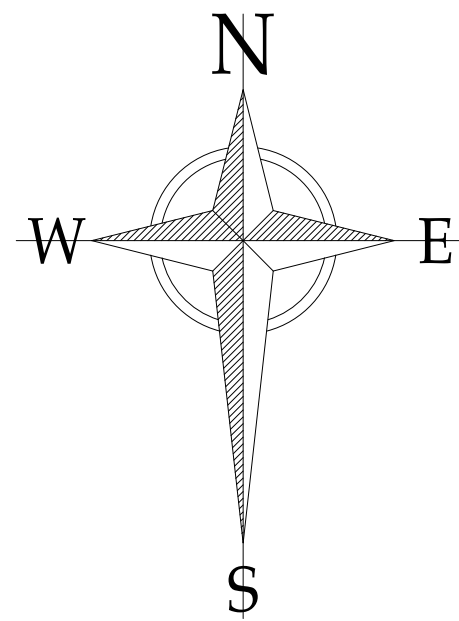
- 3.12.1 It is recommended that a suitable temporary signing strategy be implemented to facilitate safe access to/from the site for HCVs associated with the development, including at the A17/Lowgate junction. The temporary signing strategy would be subject to LCC Highways approval and be installed prior to the commencement of works at the site and maintained as necessary for the duration of the works.
- 3.12.2 It is also recommended that suitable temporary signing is provided in advance of the site access on Lowgate in order to warn other road users of the likely presence of construction vehicles making turning movements in the vicinity of the development. All signing will be in accordance with The Traffic Signs Regulations and General Directions (TSRGD). No temporary Traffic Regulation Orders (TROs) are expected to be required in support of this strategy.

4. REFERENCES

CCS (Considerate Constructors Scheme), 2017. Considerate Constructors Scheme – Code of Considerate Practice'. <https://www.ccscheme.org.uk/ccs-ltd/code-of-considerate-practice-2/>

LTP (Local Transport Projects Ltd), 2022. Proposed Holiday Lodge Expansion. Land at Lowgate, Fleet Bank, Fleet. Transport Note.

Appendix I – Site Layout



E	25.05.22	Road altered to allow for existing planting	JRB
D	16.05.22	Turning head alteration	JRB
C	06.05.22	Various cabins moved	JRB
B	27.04.22	Various amends to accommodate drain easement	JRB
A	21.04.22	Cabin blocks updated, layout amends to allow for unregistered land	JRB
REVISION	DATE	DESCRIPTION	DRAWN

ORIGINAL SIZE 100MM - THIS PRINT MAY BE REDUCED

NOTE: ALL DIMENSIONS, MATERIALS AND WORKMANSHIP IN ACCORDANCE WITH NHBC STANDARDS AND BUILDING REGULATIONS.
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE VERIFIED WITH THE TECHNICAL OFFICE.



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PROJECT			
LOWGATE, FLEET			
DRAWING TITLE			
SKETCH SITE LAYOUT			
SCALE	DATE	DRAWN	APPROVED
1:500 @A1	31.03.22	JRB	-
DRAWING NO.			REVISION
L188/SITE/01			E