
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Erection of an extension to an existing poultry unit including silos and all associated works

Prepared for S R Morgan & Sons

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Construction Traffic Management Plan

1. Introduction

This transport statement has been produced on behalf of the Morgan family who reside at Marlbrook Hall. This statement provides technical traffic and transport advice on the proposed extension to an existing poultry unit at Marlbrook Hall, Ludlow.

Relevant traffic and transport matters are summarised in this statement, which include:

- The development proposal will utilise the existing access to Marlbrook Hall and the existing poultry unit.
- The scheme will operate on a 52 week cycle, with the birds brought to the site via articulated HGVs, at the same time as birds as brought to the existing unit.
- Food deliveries will take place via rigid vehicles with deliveries once a week at the same time as feed is delivered to the existing unit.

Due to a large number of movements taking place at the same as the existing poultry unit (e.g. delivery of birds, delivery of feed, collection of eggs, collection of manure and collection of birds), there will not be an impact on highway movements.

This statement confirms that the proposal will not have an adverse impact in terms of highway safety, impact, delay or inconvenience on other highway users. This review also confirms that the development proposal accords with the advice contained in the NPPF regarding farm diversification and traffic and transport impacts.

Development Traffic Movements

When compared to existing traffic movements, these flows will barely be noticeable on the highway network. A summary of the two-way traffic movements is shown below:

Existing Traffic Movements	Vehicle Type	Frequency	Number of Trips	Number of Traffic Movements (two-way)	Number of Movements per annum
Delivery of birds	16.5m articulated lorry	Every 48 weeks	2	4	4
Delivery of feed	Rigid commercial lorry	One per week	1	2	104
Collection of eggs	Rigid commercial lorry	One per week	1	2	104
Collection of manure	Tractor and Trailer	Every 48 weeks	40	80	80

Collection of end of lay birds	16.5m articulated lorry	Every 48 weeks	2	4	4
TOTAL					296
Proposed Traffic Movements					
Delivery of birds	16.5m articulated lorry	Every 48 weeks	2	4	N/A
Delivery of feed	Rigid commercial lorry	Once a week	1	2	N/A
Collection of eggs	Rigid commercial lorry	Once a week	1	2	N/A
Collection of manure	Tractor and Trailer	Every 48 weeks	40	80	80
Collection of end of lay birds	16.5m articulated lorry	Every 48 weeks	2	4	N/A
TOTAL					80

The proposed traffic movements only increase for the collection of manure from the units due to the other movements taking place at the same time as the existing poultry unit. Therefore, there will only be an increase of 80 traffic movements per annum.

To ensure that the additional traffic generated by the proposed development uses the most appropriate route to and from the application site, the applicant is proposing a HGV Route Management Plan to ensure that larger vehicles use the most appropriate route to and from the site.

The HGV routing strategy is presented in Appendix 1 and confirms that all HGV traffic will route to/from the site via Wigmore. This route has been previously used for many years for the existing enterprises at Marlbrook Hall.

In addition with the exceptionally low numbers of additional vehicle movements there will be no discernible change in conditions for pedestrians walking on the unclassified road. The routing strategy also ensure that larger vehicles associated with the development proposal will not route through where there is a public footpath or bridleway.

This section of the statement confirms that the development traffic will have an exceptionally low increase in traffic movements when compared to historic movements on the unclassified road.

Parking

As presented earlier in this statement, there will be very limited vehicle movements to and from the site, meaning that the need for vehicle parking is very limited. As shown on the submitted drawings, a hardstanding is proposed which will be accessed via the new access.

The hardstanding has been designed to provide space for HGV's to enter, turn and leave the site in a forward gear. The hardstanding is also large enough to allow HGVs to load/unload at the start and end of the production cycle. Any private car visits to the site, such as veterinary visits, will also be able to park on this hardstanding area.

Sufficient parking will be provided as indicated on the attached plan within the site boundary to accommodate all staff, contractors and visitors vehicles together with the storage of materials and will eliminate the need for parking outside the site or on the existing highway. The proposed onsite parking area for site operatives is shown on the highlighted plan and the material storage hatched blue.

Site Access / Egress & Parking

All deliveries are staggered such that only 1 no. delivery vehicle is expected on site at any one time.

A suitably qualified banksman shall be used to assist with any such vehicle movements to ensure the safety of on-site personnel.

WORKING HOURS

Working hours, deliveries and vehicle movements will be restricted to:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday
- No working on Sundays and Bank or Public Holidays

CONSTRUCTION METHOD STATEMENT

Formation of construction compound and access track

All hard standing will be sourced from the farm. The depth will be 300mm on top of a Teram membrane. This will be rolled to provide a compact and stable access track and work area. Due to the small number of operatives working on the site at any one time we don't require a compound.

Dust management

Due to the low number of vehicles and construction of the road surface dust management will not be required.

Cleaning of site entrances and the adjacent public highway

If conditions require cleaning of the site entrance and the adjacent public highway we will implement a road sweeper.

Pollution control relating to water courses and ground water, subsoil, bunding of fuel storage areas and sewage

No fuel, chemicals or sewage will be stored onsite.

Temporary site illumination

No site illumination required. The installation will only take place during daylight working hours.

The carrying out of foundation works

Initial desk top surveys and an onsite CAT survey will be carried out to ensure that there will be no damage to services before the excavation starts. The base will be excavated down to the depth shown on the drawings and a consulting civil engineer will be onsite to ensure the ground is capable of taking the intended loads.

Making Good

Any damage caused to the highway and its verges will be made good at the applicants/contractors expense and to the Highway Authorities satisfaction.

Conclusions

In summary, the traffic flows associated with the proposed development have been shown to be exceptionally low when compared to the existing/historic traffic low on the unclassified road, and would have no discernible effect on this section of the highway network.

The applicant is also proposing to implement a HGV Route Management Plan to ensure that all HGV traffic routes to and from Wigmore, via the section of the unclassified road.

With regard to parking and turning the development proposal will provide a large hardstanding area, which can accommodate all HGV access and turning requirements. This hardstanding will also be available for private car parking, which may be required for veterinary visits.

Appendix 1



Appendix 2

