Bellway Homes

Residential Development
Forest School Street
Rolleston-on-Dove

Construction Traffic Management Plan

Travis Baker
39 Stoney Street
The Lace Market
Nottingham
NG1 1LX

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

DOCUMENT CONTROL

Project Title	Forest School Street, Rolleston-on-Dove
Report Type	Construction Traffic Management Plan
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Report Reference	T18072/CTMP/01

Date	Revision	Comments	
20/04/18	-	First Issue	
		Prepared by	Checked by
	Name	AMP	SM
Date	Revision	Comments	
15/06/18	A	Access strategy revised to meet Staffs CC requirements	
		Prepared by	Checked by
	Name	WH	SM
Date	Revision	Comments	
03/07/18	B	Construction Traffic Access Strategy Overview Plan added.	
		Prepared by	Checked by
	Name	AMP	SM
Date	Revision	Comments	
21/09/18	C	Revised to address Staffs CC comments received on 17/09/18.	
		Prepared by	Checked by
	Name	SAM	RDS
Date	Revision	Comments	
27/11/18	D	Updated to address Staffs CC comments received on 26/10/18.	
		Prepared by	Checked by
	Name	AMP	SM

Registered Address: Trinity Point, New Road, Halesowen, WEST MIDLANDS, B63 3HY Company Registration Number: 08205643

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FIGURES

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APPENDICES

1.0 INTRODUCTION

1.1 Background to Report

1.1.1 Travis Baker has been appointed by Bellway Homes (herein referred to as "The Developer") to prepare a Construction Traffic Management Plan (CTMP) for a residential development at Forest School Street, Rolleston-on-Dove. **Figure 1** shows the location of the site in its wider context and **Figure 2** shows the site boundaries and local highway network in more detail.

1.1.2 The construction phase of the development needs to be planned and managed effectively in order to prevent significant impacts on the environment and the local community, particularly within the Rolleston–on-Dove area and on roads immediately surrounding the site. The Developer is responsible for ensuring that any environmental impacts arising during the construction phases and beyond are controlled adequately.

1.1.3 Management of traffic and the highway network during the construction works is expected to be delivered through this Construction Traffic Management Plan (CTMP). It forms part of a wider Construction Management Plan (CMP), to be provided separately, which will detail how construction works will be undertaken and managed in accordance with the planning application, planning conditions, contractual and legislative requirements (including Health and Safety law) and construction industry best-practice. The CTMP focuses specifically on the impacts of construction traffic on the local area.

1.2 Scope of Report

1.2.1 This CTMP provides the following information:

- Construction Phases.
- Construction Traffic Access and Routes.
- Suitability of Access Road.
- Site Compound.
- Hours of Operation.
- Construction Traffic Flows.
- Abnormal loads.
- Management of Construction Personnel.
- Management of Construction Debris.
- Recycling Measures.
- Other Mitigation.
- CTMP Implementation.
- CTMP Monitoring and Review.

1.3 Objectives

1.3.1 The objectives of this CTMP are as follows:

1. To facilitate the construction of the development in an efficient and cost-effective manner, whilst minimising disruption and nuisance to existing users of the development and maximising the safety of all people entering, leaving and working within the site.

2. To minimise disruption and nuisance to residents, businesses and highway users outside the site arising from the construction process, by identifying appropriate routes for construction traffic and ensuring that the project does not give rise to excessive noise, debris, parked vehicles, etc. on the adjoining highway network.

3. To provide for the safe movement of all road users on the adjacent network at all times throughout the construction process.

4. To ensure that proposals for any temporary traffic management arrangements are communicated effectively to the local community.

1.3.2 The CTMP makes provision for the monitoring of construction activities to ensure that the measures identified within this document are being implemented effectively.

2.0 PROPOSED DEVELOPMENT AND PHASING

2.1 Site Location

2.1.1 The site is located on a former recreation ground to the south of Forest School Street in Rolleston-on-Dove. The site is bounded to the north and east by existing residential development whilst to the south are open fields. The western boundary is formed by an area of open space beyond which is a wooded area. The site does not have any significant highway frontages but can be accessed via Forest School Street or Fairfield Avenue. Both accesses have double locked gates. At Forest School Street, a dropped kerb vehicle crossover is provided whereas the Fairfield Avenue access is less formal. There is to be no access to the site from Fairfield Avenue for construction traffic.

2.1.2 Forest School Street is a residential access road with a 5.5m wide carriageway and footways to each side, and appears to have been constructed recently. It connects to Station Road to the north of the site via Garrett Square and Needwood Avenue, both of which are also relatively new residential access roads of a similar standard.

2.1.3 Fairfield Avenue is a more established residential cul-de-sac and has a minimum carriageway width of 4.2m, with footways to each side. It connects with Station Road via Walford Road, which is also a residential access road and has a carriageway width of 5.5m. Walford Road also has footways to each side.

2.1.4 Station Road together with Dovecliff Road, Claymills Road, Church Road, and Rolleston Lane form a local distributor route that provides direct access to the strategic road network. To the east, the route connects with the A38 and the A5121 at a grade separated junction; and to the west it connects with the A511 at a roundabout junction. Both these junctions can be sued to reach the A50.

2.2 Development Content

2.2.1 The planning application is for a residential development comprising 93 private houses (2-5 bedroom) and 7 affordable houses (2-3 Bedroom), along with associated landscaping and infrastructure.

2.2.2 The current development Masterplan is included in **Appendix A**.

2.3 Permanent Access Scheme

2.3.1 Vehicular access to the development would be at the north-western corner of the site and would form an extension of Forest School Street. The access would extend into the site as a spine road and would form a loop type arrangement from which the dwellings would be served directly or from culs-de-sac or private drives. A secondary emergency access link would also be provided at the north-eastern corner of the site that would connect the spine road with Fairfield Avenue via a smaller driveway. Access to the site from this location would be controlled by means of removable bollards.

2.3.2 Pedestrian access to the residential developments would be via 2.0m wide footways extending into the site from the Forest School Street. A 1.8m wide footway would also be provided adjacent to the emergency access.

2.3.3 The permanent access arrangements are shown on the Masterplan Drawing in **Appendix A**.

2.4 Construction Phases

2.4.1 Following discussions with East Staffordshire District Council (ESDC), Staffordshire County Council (SCC), and the Parish Council, it is proposed that all construction vehicles will enter and leave the site from Forest School Street. Car parking areas would be provided within the site for construction staff and construction-related vehicles, thus avoiding the need for any such vehicles to park on Forest School Street, Needwood Avenue or Garrett Square. This will be enforced by SCC during the site's hours of operation using a temporary traffic regulation order (TTRO). Drawing **T18072/SK04** presents an overview construction traffic access strategy for the site.

2.4.2 Residents will be contacted prior to works commencing and will be provided with a copy of the CTMP, which includes the standard working hours at the site.

2.4.3 The Forest School Street access road would then be completed as far as a compound area(s) within the site, which would be of sufficient size to accommodate parking for all required construction personnel, storage of materials and plant, loading/unloading space for deliveries, etc. (see below).

2.4.4 The main construction phases would commence following completion of the Forest School Street access and internal compound. During all phases, no construction-related vehicles would be permitted to park or wait on any part of the existing highway network outside the site.

2.4.5 The access road would be progressively extended into the site, thus providing access to all areas of scheme for construction.

3.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

3.1 Hours of Operation

3.1.1 The standard working hours for the site enabling works and construction are expected to be as follows:

- Monday to Friday: 07:00 to 17:30.
- Saturday (if requested by the contractor and agreed with Bellway Homes): 08:00 to 14:00.

3.1.2 Works required outside these "normal hours" will be restricted to exceptional circumstances.

3.1.3 Day-time working on Saturdays might be required during the busier construction periods, but this shall be restricted to the hours of operation identified above. No work shall take place on Sundays or public holidays other than in exceptional circumstances.

3.1.4 Heavy Goods Vehicle (HGV) deliveries shall be timed to take place outside the normal highway peak periods, which have been identified as 08:00-09:00 and 17:00 to 18:00 on weekdays. In addition, deliveries will be timed so as not to take place during the peak school drop-off and pick-up periods. Therefore, HGV deliveries will only occur during the period 09:30 to 15:00, Mondays to Fridays inclusive. Restricting deliveries to this period is expected to minimise conflicts between such vehicles and other users of the local road network.

3.2 Site Compounds

3.2.1 It is envisaged that as the development is built out, a site compound area will be allocated for each phase of construction. The site compound locations and details are to be provided in the CMP.

3.2.2 Each compound would provide space for the storage of skips, materials, site offices, parking areas, and so on. These would be located and laid out so as to avoid any requirement for delivery/collection vehicles to load, unload or queue on Fairfield Avenue. The compound boundaries would be clearly defined by a temporary but secure and robust fence. Access to each compound would be clearly signed on the approach and further signage would be provided within the compound to guide delivery vehicles to the correct loading/unloading point.

3.3 Construction Traffic Access

3.3.1 Throughout the main construction period, all traffic will enter and leave the site via the Forest School Street access.

3.3.2 Vehicles will be directed to the relevant compound by means of internal signage. Each compound will provide sufficient space for delivery and other vehicles to gain access, turn and leave in a forward direction. A banksman will be used to minimise the possibility of accidents, particularly if a vehicle is required to reverse, or the turning movement is tight.

3.3.3 Construction of the access road would be governed by a suitable legal agreement with SCC. It is not expected that any significant disruption of the existing highway network would occur during this phase, although temporary traffic management is likely to be required during the construction of the access link, including: closure of the footway at the existing site entrance from the southern end of Forest School Street; the diversion of pedestrians from this section of footway using

appropriate fencing and signage; and the placing of temporary traffic signs on the approach to the southern end of Forest School Street to warn drivers and pedestrians of road works. Any vehicles entering the site would be routed to a parking compound area close to the access.

3.3.4 The developer will also endeavour to schedule the arrivals and departures of construction and delivery vehicles, as far as practicable, such that the risk of vehicles requiring to pass each other on Needwood Avenue, Garrett Square and Forest School Street is minimised. A CCTV camera will be mounted on the existing lamp column at the entrance to Needwood Avenue (subject to agreement with SCC) which will be directed along Station Road toward approaching vehicles on the agreed construction route. The camera footage would be monitored and a banksman, located at the site entrance would be alerted if there should be a vehicle approaching and thus would be able to hold back any exiting vehicles in the site compound until the approaching vehicle has arrived.

3.3.5 During the remaining construction phases, traffic management for construction traffic on Forest School Street, Garrett Square and Needwood Avenue would comprise:

- CCTV which would be installed on an existing lamp column as above, that will monitor the approach of construction traffic along Station Road. The developer would propose to have a banksman at the entrance to site who would be in communication with the person monitoring the CCTV to ensure that no vehicles were able to leave the site if a vehicle was approaching Needwood Avenue from Station Road.
- As well as controlling the movement of vehicles in and out of the site, the banksman positioned at the entrance would also safe-guard the movement of pedestrians to/from the play area adjacent to the site entrance.

3.3.6 A temporary car parking area with a nominal 12 spaces (as advised by the Parish Council) will be provided within the site for residents who are displaced from Forest School Street, Garrett Square and Needwood Avenue. However, the capacity of this parking area could be increased, dependant on the number of permit applications received. Access to this area will be available 24-hours per day, 7 days per week for those residents displaying a valid permit in their vehicle, which would be issued by the site management office. Use of the car park will be enforced by the site managers. The car parking area will be fully lit. In addition, SCC will enforce a temporary Traffic Regulation Order (TRO) along Forest School Street, Garrett Square and Needwood Avenue to prevent vehicles parking on these routes during the construction site hours of operation.

3.3.7 A full method statement would be provided within the CMP to identify the following matters during the access road construction phase:

- Programme of work and duration of any road width restrictions, footway closures, etc.
- Measures to be installed to guide pedestrians safely around the road works area.
- Locations where construction-related vehicles will not be permitted to park.

3.4 Construction Traffic Routes

3.4.1 It is proposed that all HGVs delivering or collecting materials will be directed to use the strategic route from the A38 to/from the east, with no access from the A511 to/from the west, in order to avoid traffic impacts within the village. From the A38, traffic would access the site via Claymills Road, Dovecliff Road, Station Road, Needwood Avenue, Garrett Square and Forest School Street. The total distance from the A38 is approximately 1.3 miles (2.1km).

3.4.2 Vehicles would leave the site to re-join the A38 using the same route as specified above. The proposed route is illustrated on drawing **T18072/SK01**.

3.4.3 Should the A38 be closed between the A50 Derby Southern Bypass and Claymills Road and/or Claymills Road and the A5, alternative routes would be implemented and delivery vehicles notified. Vehicles approaching Claymills from the A50 Derby Southern Bypass would be routed via the A511 and the A5121 and those approaching from the A5 would be directed from Muckley Corner via the A461 Walsall Road, Limberg Avenue, Sainte Foy Avenue, The Friary, the A515 Western Bypass, the A515, the A50 Derby Southern Bypass from where it would follow previously described route from the A50. The emergency access routes are illustrated on drawing **T18072/SK07**.

3.5 Construction Traffic Flows

3.5.1 The Developer forecasts that the average number of HGVs visiting the site would be 8 per day, during the main construction period. This equates to an average of below 1 vehicle per hour over the normal working day and excluding the school peak periods, where there would be no arrivals or departures. At peak times during the groundworks phase, the number could be approximately 30 HGVs day, but again such movements would occur outside the school peak periods. As such, construction delivery vehicles are not expected to give rise to significant impacts. Vehicles will be of various types, sizes and weight restrictions.

3.5.2 It is forecast that up to 20 staff would be required on-site to construct dwellings during the busiest phase and of the construction period. The majority of these would arrive before the AM peak hour (08:00-09:00) and would leave during the PM peak hour (17:00-18:00). It is further assumed that all would arrive in a single car, in the worst-case scenario, thus generating a requirement for 20 on-site staff car parking spaces. All staff would access the site from Forest School Street. The location of proposed staff parking areas are shown on Drawing **T18072/SK04**.

3.5.3 It is not anticipated that construction activities would give rise to significant movements of large HGVs during the critical weekday peak hours, with deliveries of plant and materials to the site made off-peak.

3.5.4 Taking the above assumptions into account, the usual construction traffic forecasts to be accommodated at the access and along the adjoining roads are as follows:

- Early morning (07:00 – 08:00) - 20 cars or light vans inbound.
- AM Peak Hour (08:00-09:00) - no significant traffic.
- Inter-peak hours (09:00-15:00) - 8 HGV deliveries in and out = under 2 HGV movements per hour.
- PM peak hour (17:00-18:00) - 20 cars or light vans outbound.

3.5.5 The total number of additional movements along Forest School Street, Garrett Square and Needwood Avenue would therefore typically be 20 cars/light vans and 8 HGVs in each direction per day.

3.6 Abnormal loads

3.6.1 The use of large low-loader vehicles will be limited to the delivery and removal of earth-moving machinery (mainly large dump trucks) at the start and end of the main development construction period. It is anticipated that all other deliveries will be made using normal-sized rigid or articulated delivery vehicles.

3.6.2 **Drawings T18072/SK05 and T18072/SK06** show swept path analysis of a vehicle entering and leaving respectively via the Forest School Street/Garrett Square/Needwood Avenue route. In both cases, the vehicle shown is the largest construction vehicle that is anticipated to use the access.

3.7 Management of Construction Personnel

3.7.1 Most construction workers employed at the site are expected to arrive by car, light van or minibus.

3.7.2 Most construction staff would be expected to arrive at the site before that start of the normal working day at 07:00, and to leave the site after 17:30. The resulting vehicle movements associated with construction would therefore substantially take place before and after the busiest periods on the adjacent highway network, thus reducing the traffic impact of construction staff vehicles. This would also ensure that school peak hours are avoided.

3.7.3 No cars or construction vehicles will be permitted to park on the public highway along Walford Road, Fairfield Avenue, Forest School Street or adjacent roads within the local area. Parking for construction staff vehicles will be provided in designated parts of the site compound.

3.7.4 Access for personnel arriving on foot would be via dedicated safe walking routes to be identified in the CMP. Within the site, a signed pedestrian corridor would be identified and separated from traffic and construction activity by suitable temporary fencing. Within the compounds, safe pedestrian routes would also be clearly identified by means of appropriate fencing and/or signage.

3.8 Management of Construction Debris

3.8.1 Responsibility for monitoring of conditions and assessing the need for control measures would rest with the developer. If necessary, a road sweeper vehicle would be deployed to ensure that Forest School Street, Garrett Road and Needwood Avenue are kept clear of any mud or debris that does leave the site or is dropped from passing vehicles, as might occur in adverse weather conditions.

3.9 Recycling Measures

3.9.1 During the construction period, materials will be recycled wherever possible.

3.9.2 The site layout will be designed to optimise the cut and fill requirements on the site and it is not anticipated that the construction phases will require the removal of large quantities of waste material. Excavated materials considered suitable for re-use will be distributed across the development area. Any surplus or unusable material would be stored at a separate location within the boundary of the site, to be determined.

3.10 Mitigation

3.10.1 During all of the site preparation and construction works, dust suppression techniques will be employed to include the use of water bowsers during sustained periods of dry weather.

4.0 IMPLEMENTATION AND MONITORING

4.1 CTMP Implementation

4.1.1 In order to successfully implement the routing and traffic management strategies described in this CTMP, the following measures are proposed:

- Information will be provided to all construction and delivery contractors to ensure that all drivers travelling to and from the construction site understand the designated access and egress routes to be used.
- Where it is considered appropriate to reinforce this measure, temporary signage may be provided on the routes from the A38 and A511 or the surrounding highway network at key junctions to ensure that construction traffic does not deviate from the allocated route. The need for and extent of such signage will be subject to further discussions and agreement with SCC in its capacity as local highway authority.
- A temporary TRO and associated signage would be implemented along Fairfield Avenue, Forest School Street, Garrett Square and Needwood Avenue to prevent vehicles parking during our hours of operation.
- The Developer or their contractors will procure/hire a road sweeper, which will be operated as required to remove debris from Forest School Street, Garrett Square and Needwood Avenue.
- Any damage to the carriageway or footways along Forest School Street, Garrett Square and Needwood Avenue will be notified to SCC and reinstated without delay.
- A Highway Condition Survey (HCS) shall be carried out and agreed with SCC prior to the start of construction. The HCS will cover the full lengths of Forest School Street, Needwood Avenue and Garrett Square as well as the junction of Needwood Avenue with Station Road and its approaches from Station Road over a distance of 20m Needwood Avenue. The HCS shall be organised by the developer and undertaken with a representative from SCC present.

4.2 CTMP Monitoring and Review

4.2.1 To ensure that this CTMP is implemented on a continuous basis and remains effective in meeting its prescribed objectives, it will be monitored and enforced throughout the construction period. The following strategy is proposed:

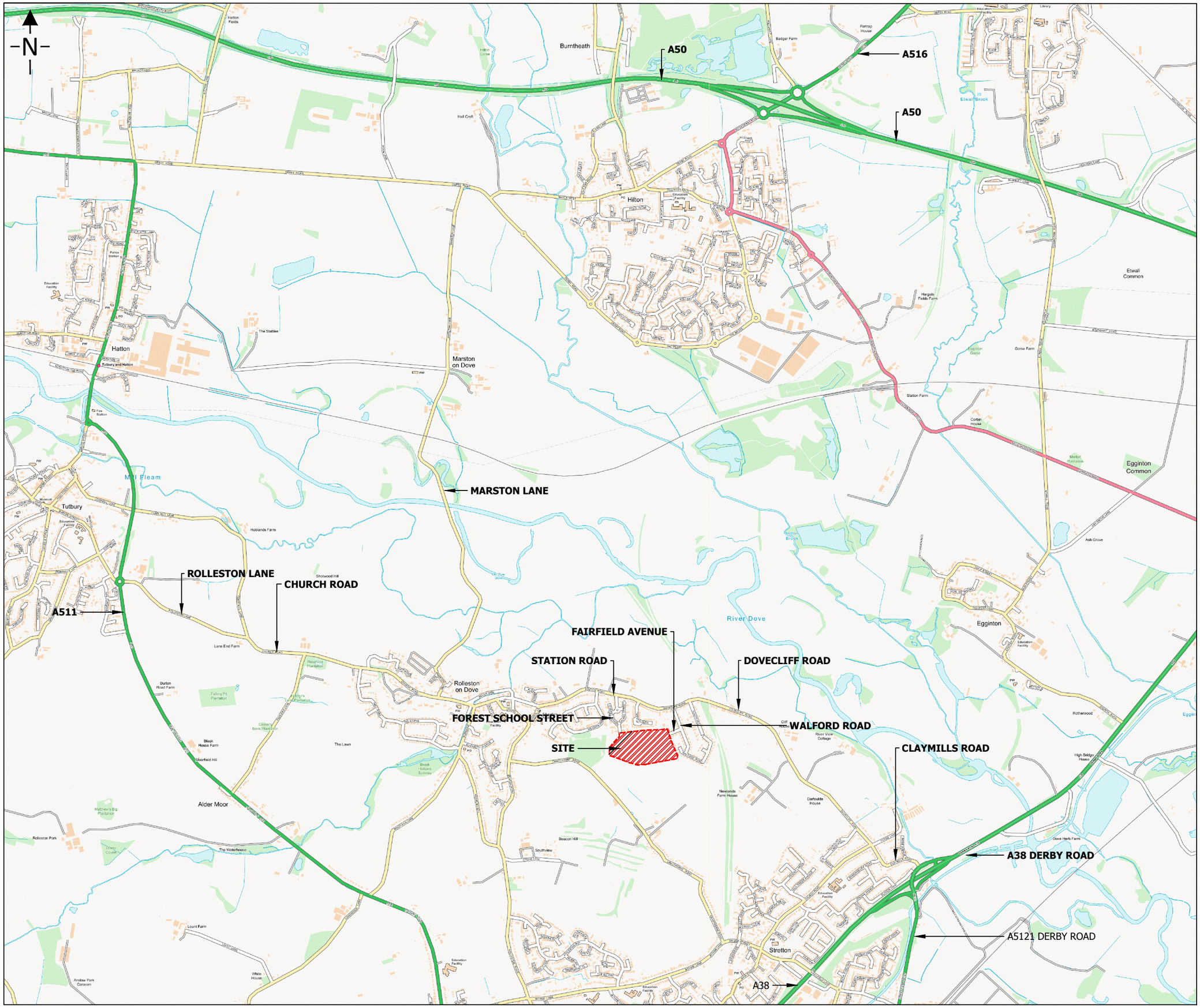
- A nominated contact shall be provided to the highway and planning authorities, who shall be responsible for over-seeing the implementation of the CTMP and dealing with any questions or issues that arise.
- The contact is likely to be a member of staff employed by the Developer. At all times, that named individual shall be the single point of contact for SCC the residents of the local area and relevant external stakeholders such as the local bus operators.
- Details of the nominated CTMP contact will be notified to SCC prior to commencement of any construction. Any changes to the personnel undertaking this role shall be notified as soon as reasonably practical.

- The Developer shall regularly monitor on-road parking activity by construction personnel within the site and provide additional notices and publicity if required to prevent such parking.

- The Developer shall maintain a daily log of all road sweeper activity for inspection by SCC as and when required.

4.2.2 The CTMP shall be reviewed by the Developer periodically and any required changes shall be submitted to SCC for approval.

Figures



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REV	DESCRIPTION	DATE	BY	AUTH

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655
info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

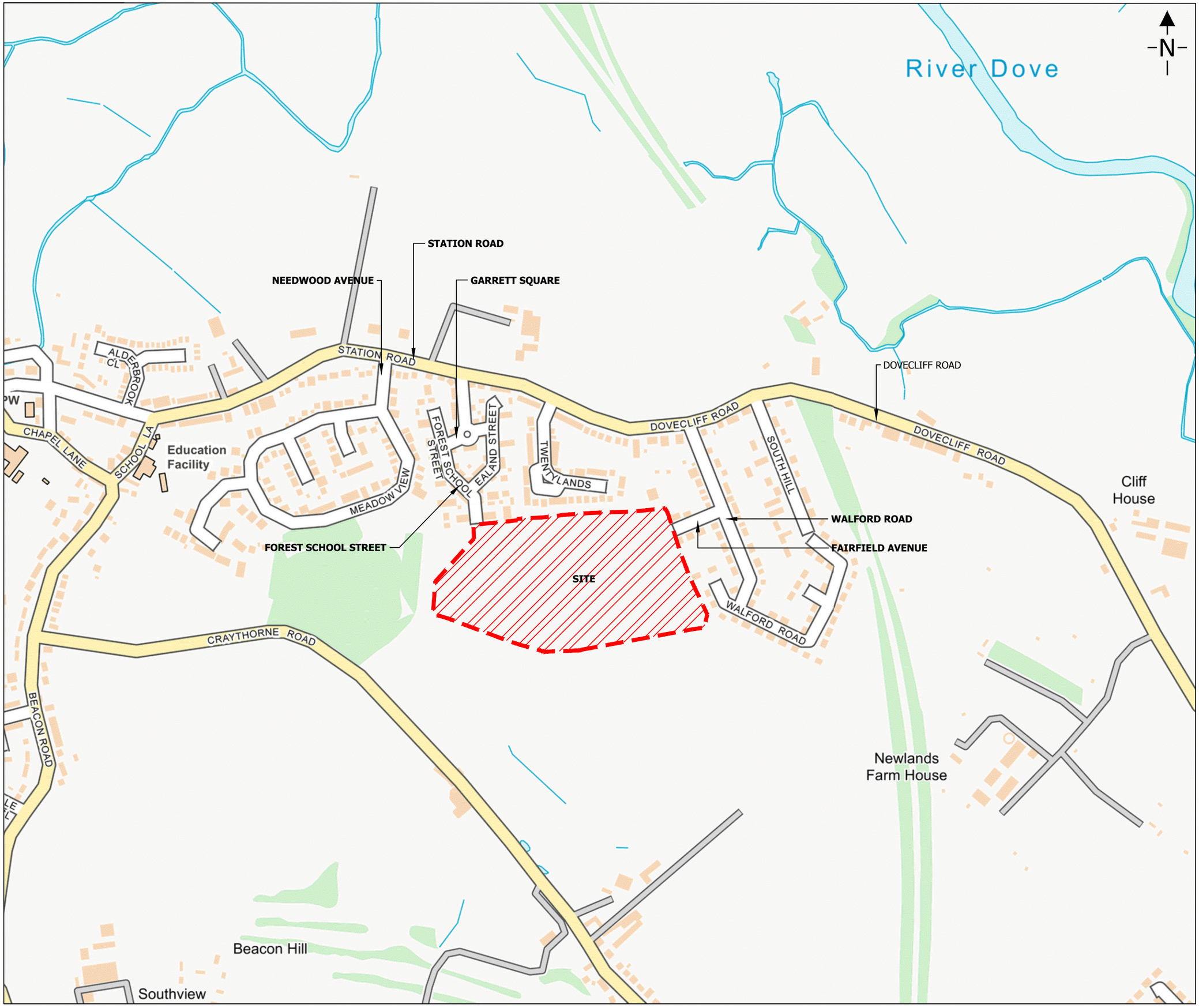
PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

TITLE
SITE LOCATION

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	N.T.S.	20.04.18

PROJECT NO.	DRAWING NO.	REV
T18072	FIGURE 1	-

STATUS.
FOR INFORMATION



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Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

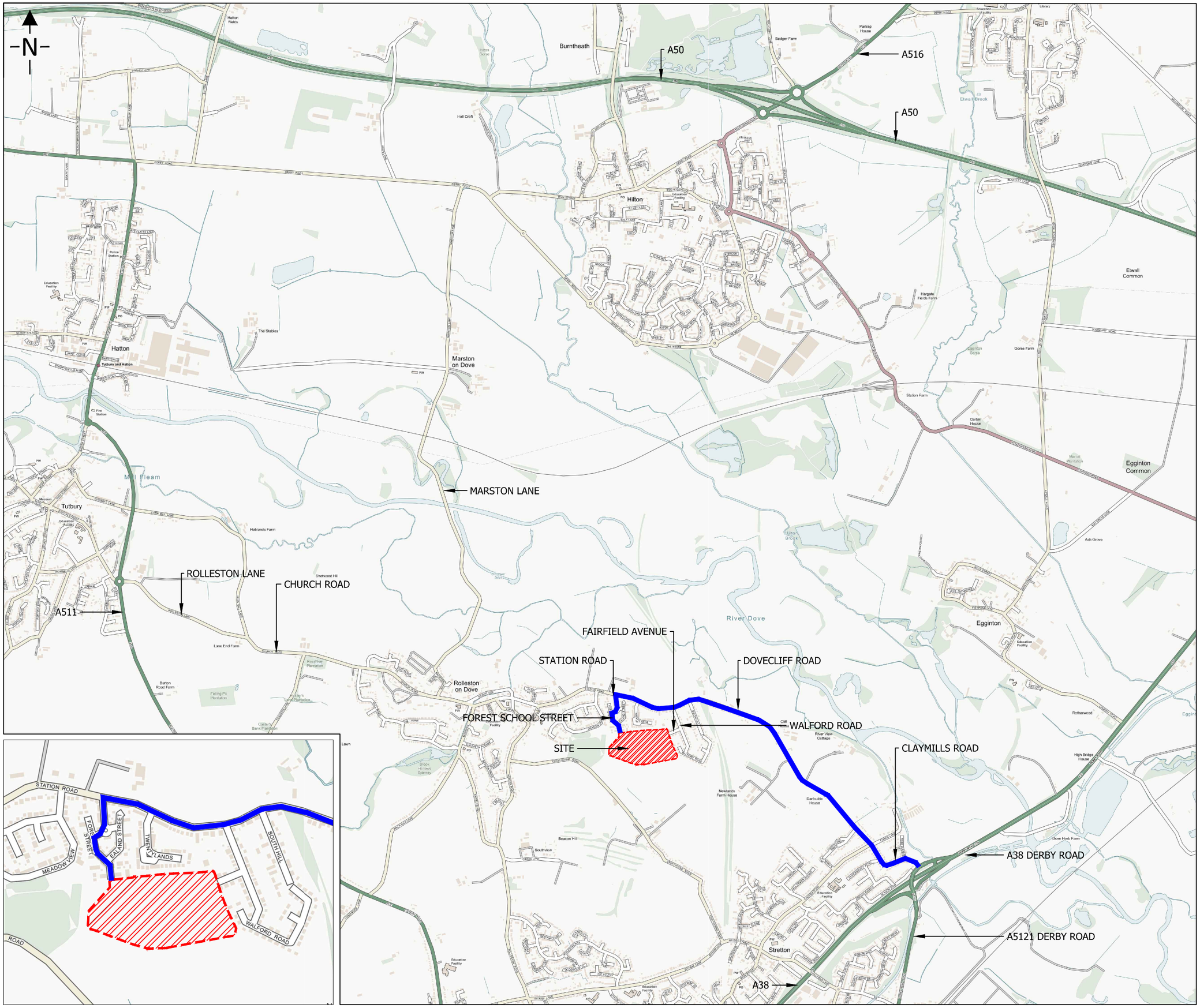
TITLE
LOCAL HIGHWAY NETWORK

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	N.T.S.	20.04.18

PROJECT NO.	DRAWING NO.	REV
T18072	FIGURE 2	-

STATUS.
FOR INFORMATION

Drawings



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KEY

ACCESS ROUTE

REV	DESCRIPTION	DATE	BY	AUTH
B	HGV ROUTE AMENDED	20.09.18	WH	SM
A	HGV ROUTE AMENDED	15.06.18	WH	SM

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

TITLE
CONSTRUCTION ACCESS ROUTES

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	N.T.S.	20.04.18

PROJECT NO.	DRAWING NO.	REV
T18072	SK01	B

STATUS.
FOR INFORMATION

KEY:

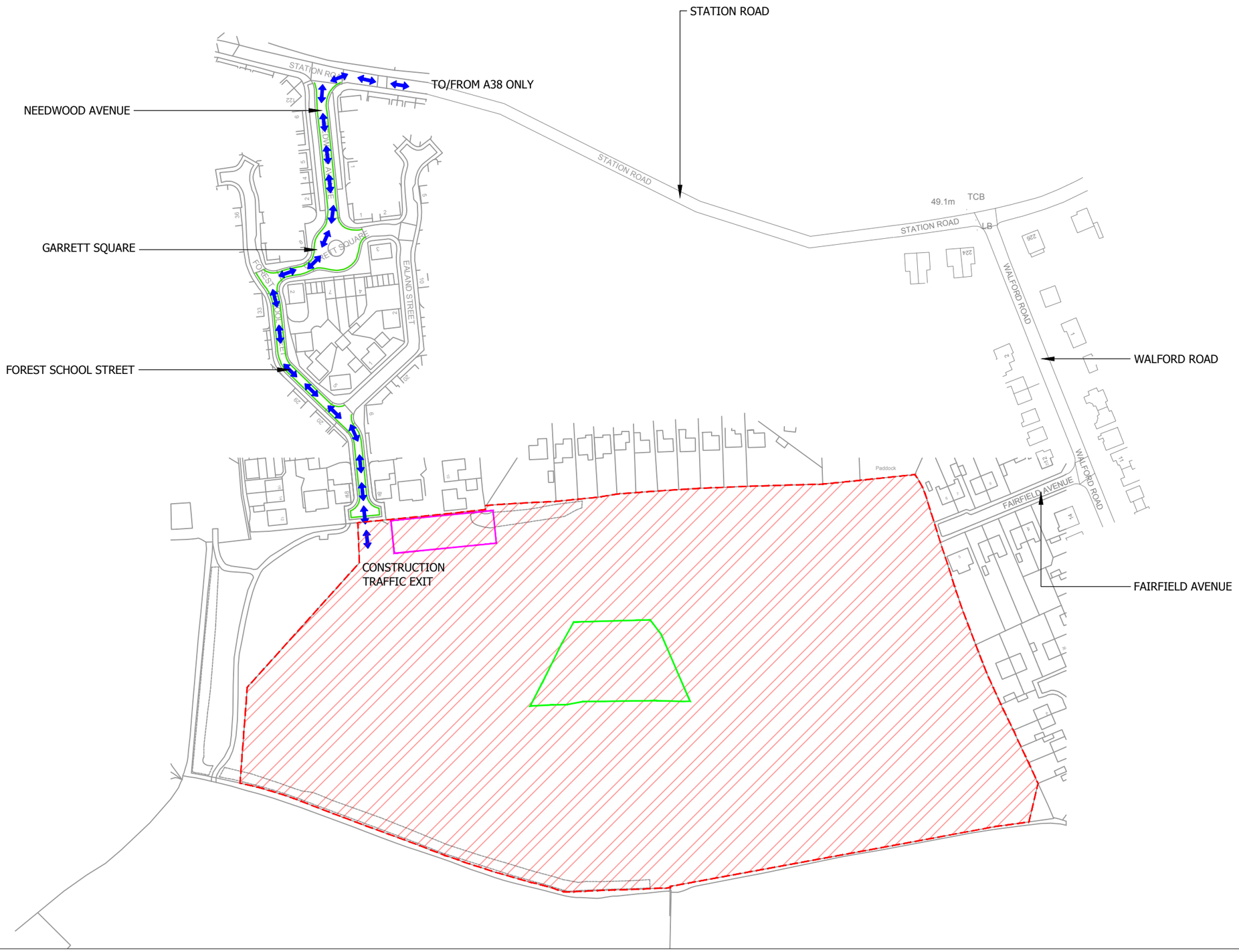
SITE AREA

CONSTRUCTION TRAFFIC ROUTE

TEMPORARY TRAFFIC REGULATION ORDER

TEMPORARY PARKING AREAS FOR RESIDENTS
(EXACT LOCATION TO BE AGREED)

TEMPORARY PARKING AREAS FOR CONSTRUCTION STAFF
(EXACT LOCATION TO BE AGREED)



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REV	DESCRIPTION	DATE	BY	AUTH
A	CONSTRUCTION ACCESS ROUTE AMENDED	20.09.18	WH	SM

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

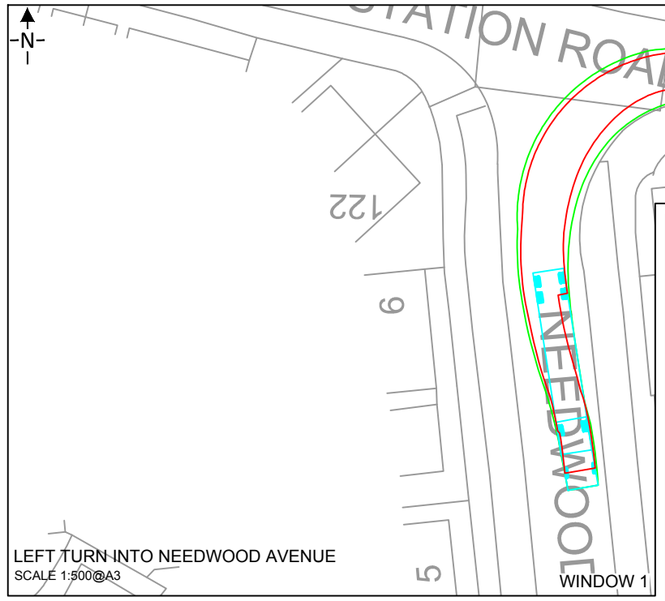
TITLE
CONSTRUCTION TRAFFIC
ACCESS STRATEGY

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	1:2000@A3	19.06.18

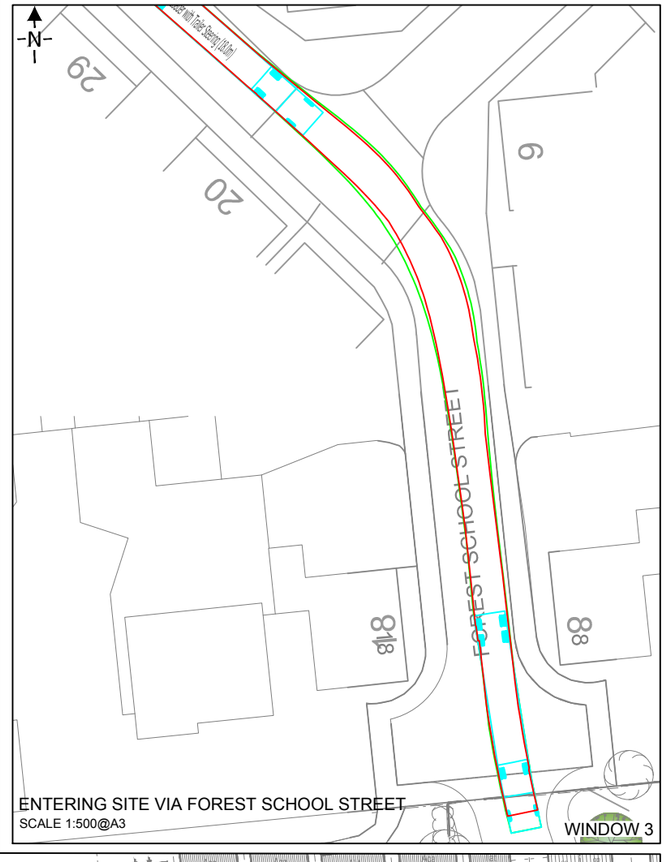
PROJECT NO.	DRAWING NO.	REV
T18072	SK04	A

STATUS.
FOR INFORMATION

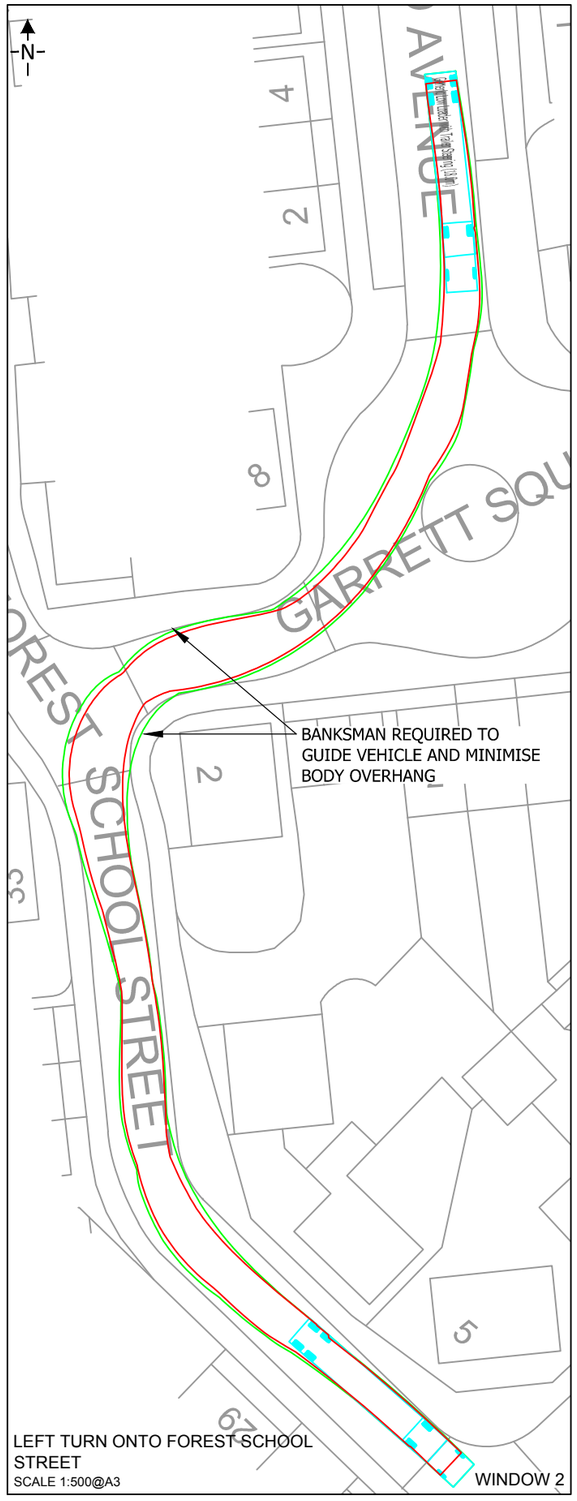
OVERVIEW
SCALE 1:1000@A3



LEFT TURN INTO NEEDWOOD AVENUE
SCALE 1:500@A3



ENTERING SITE VIA FOREST SCHOOL STREET
SCALE 1:500@A3



LEFT TURN ONTO FOREST SCHOOL STREET
SCALE 1:500@A3

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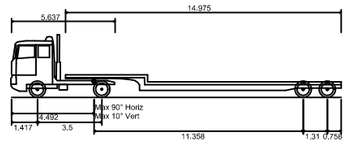


Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

DESIGN VEHICLE
NOT TO SCALE

NOTE: ROAD MEASUREMENTS TAKEN ON SITE AND AGREED WITH SCC AND A REPRESENTATIVE OF THE PARISH COUNCIL

REV	DESCRIPTION	DATE	BY	AUTH

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655
info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

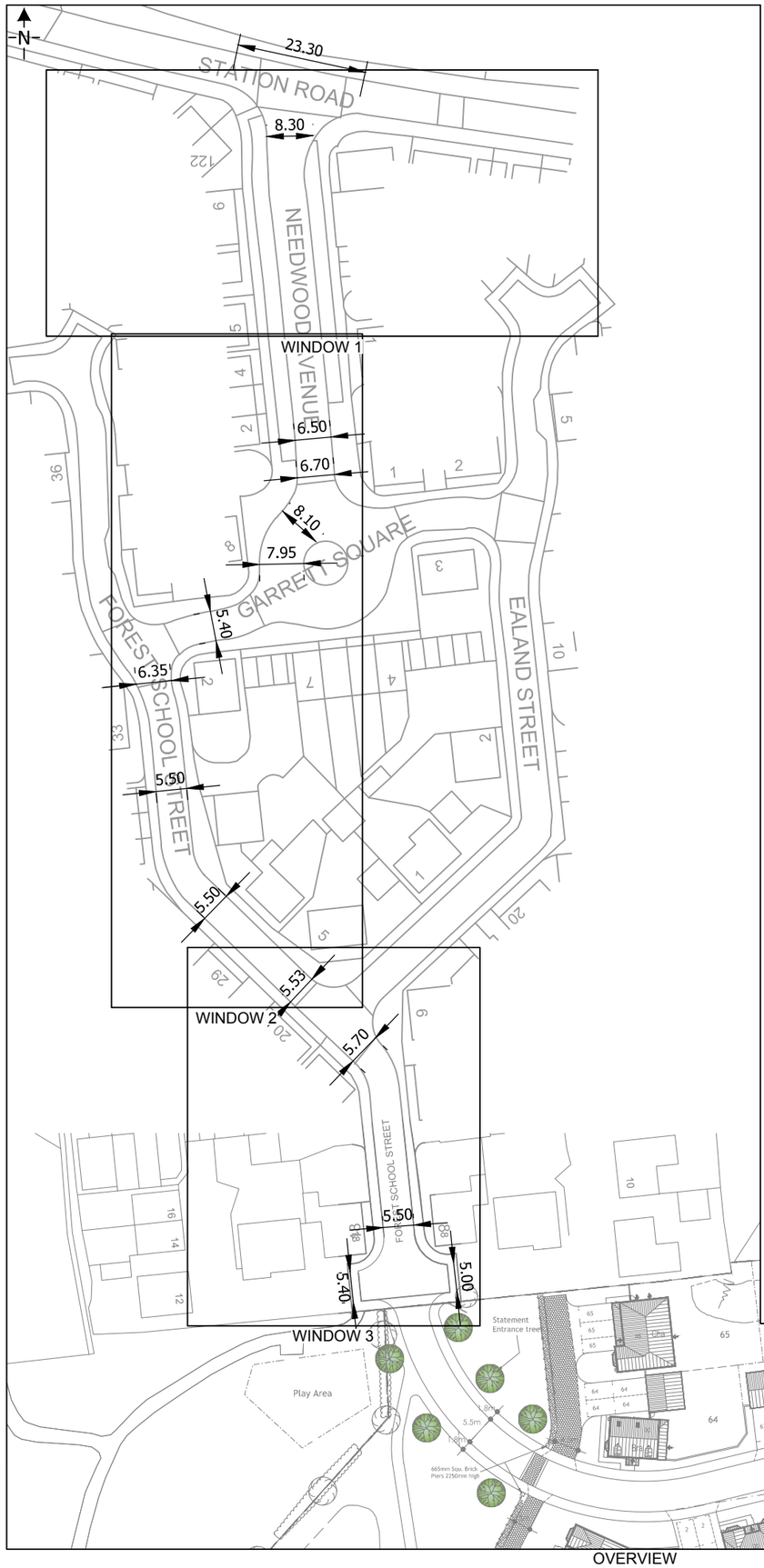
PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

TITLE
FOREST SCHOOL STREET SWEPT PATH ANALYSIS (INBOUND)

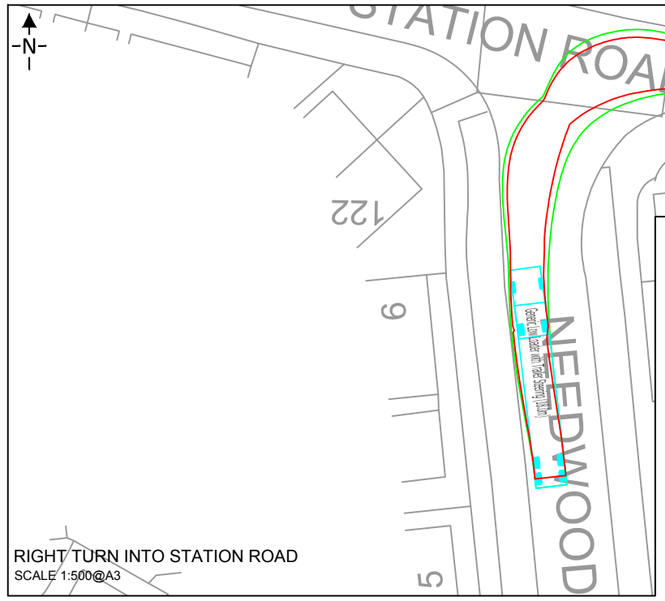
DRAWN	AUTHORISED	SCALE	DATE
WH	SM	AS SHOWN	19.09.18

PROJECT NO.	DRAWING NO.	REV
T18072	SK05	-

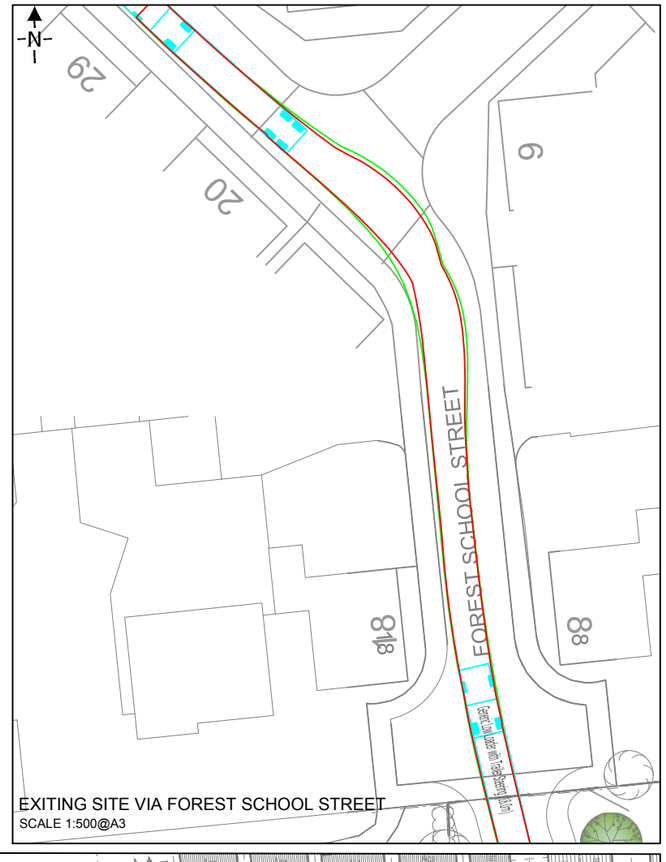
STATUS.
FOR INFORMATION



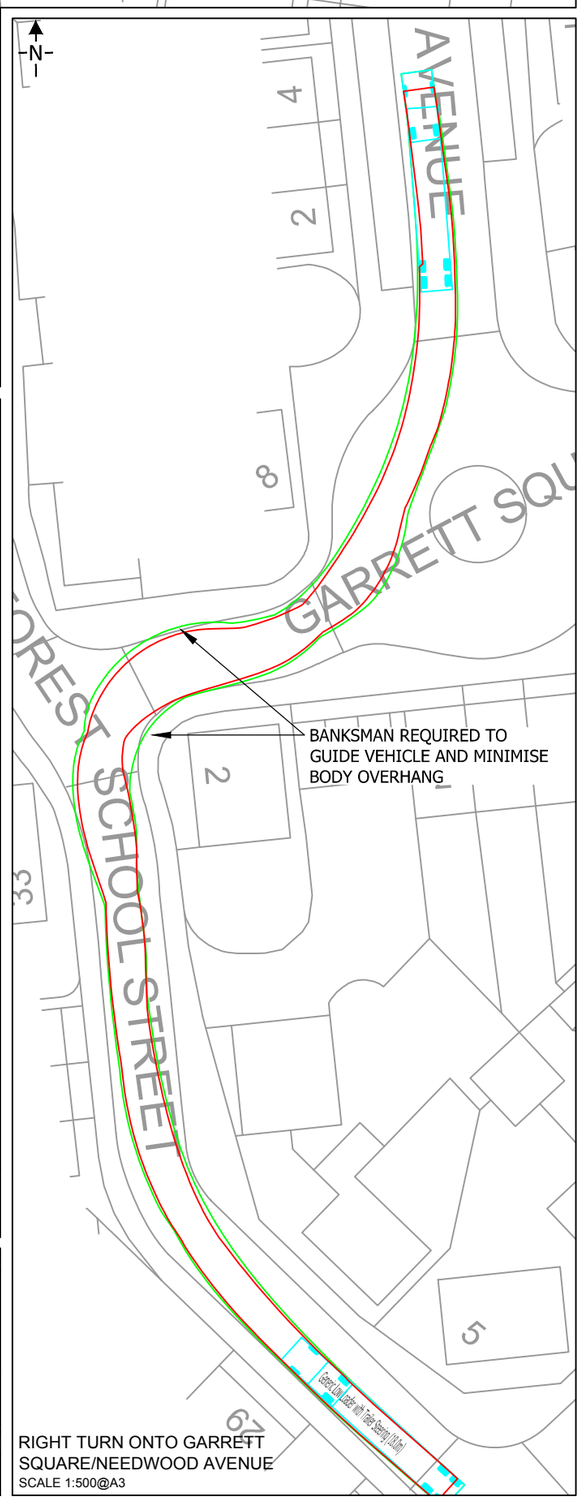
OVERVIEW
SCALE 1:1000@A3



RIGHT TURN INTO STATION ROAD
SCALE 1:500@A3



EXITING SITE VIA FOREST SCHOOL STREET
SCALE 1:500@A3



RIGHT TURN ONTO GARRETT SQUARE/NEEDWOOD AVENUE
SCALE 1:500@A3

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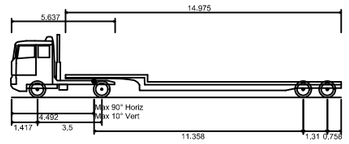

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Kerb to Kerb Turning Radius	6.350m

DESIGN VEHICLE
NOT TO SCALE

NOTE: ROAD MEASUREMENTS TAKEN ON SITE AND AGREED WITH SCC AND A REPRESENTATIVE OF THE PARISH COUNCIL

REV	DESCRIPTION	DATE	BY	AUTH

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

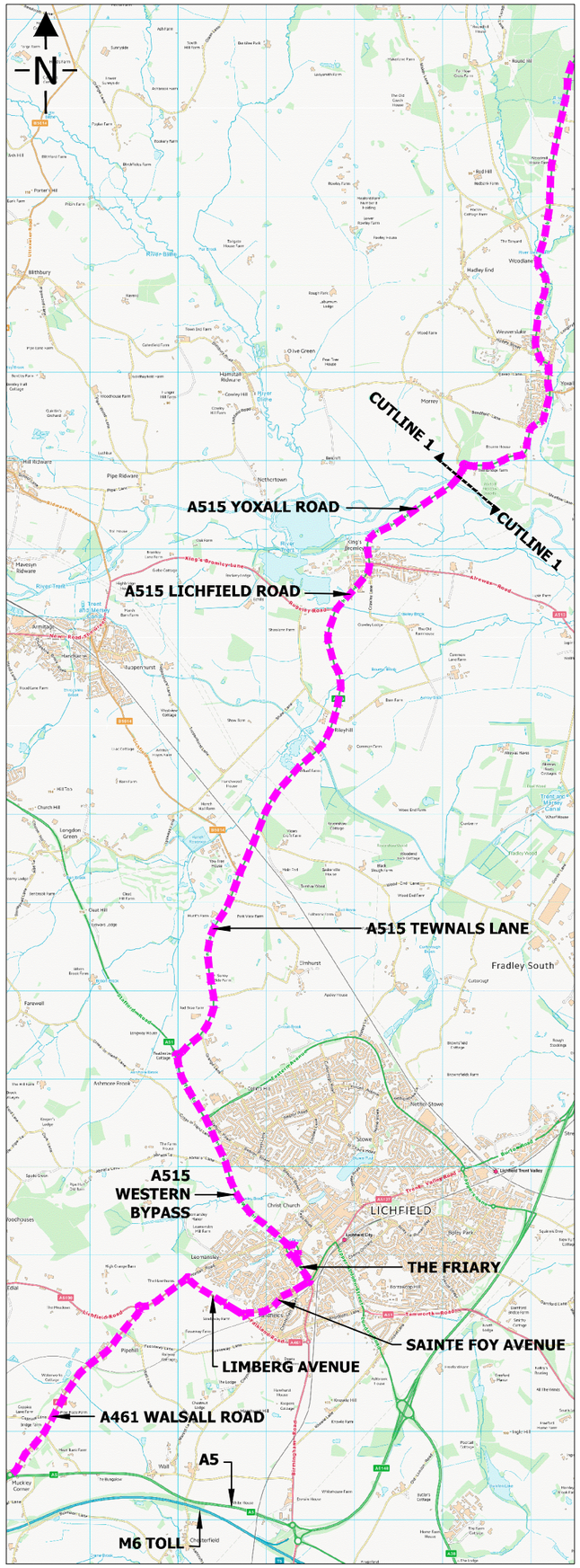
PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

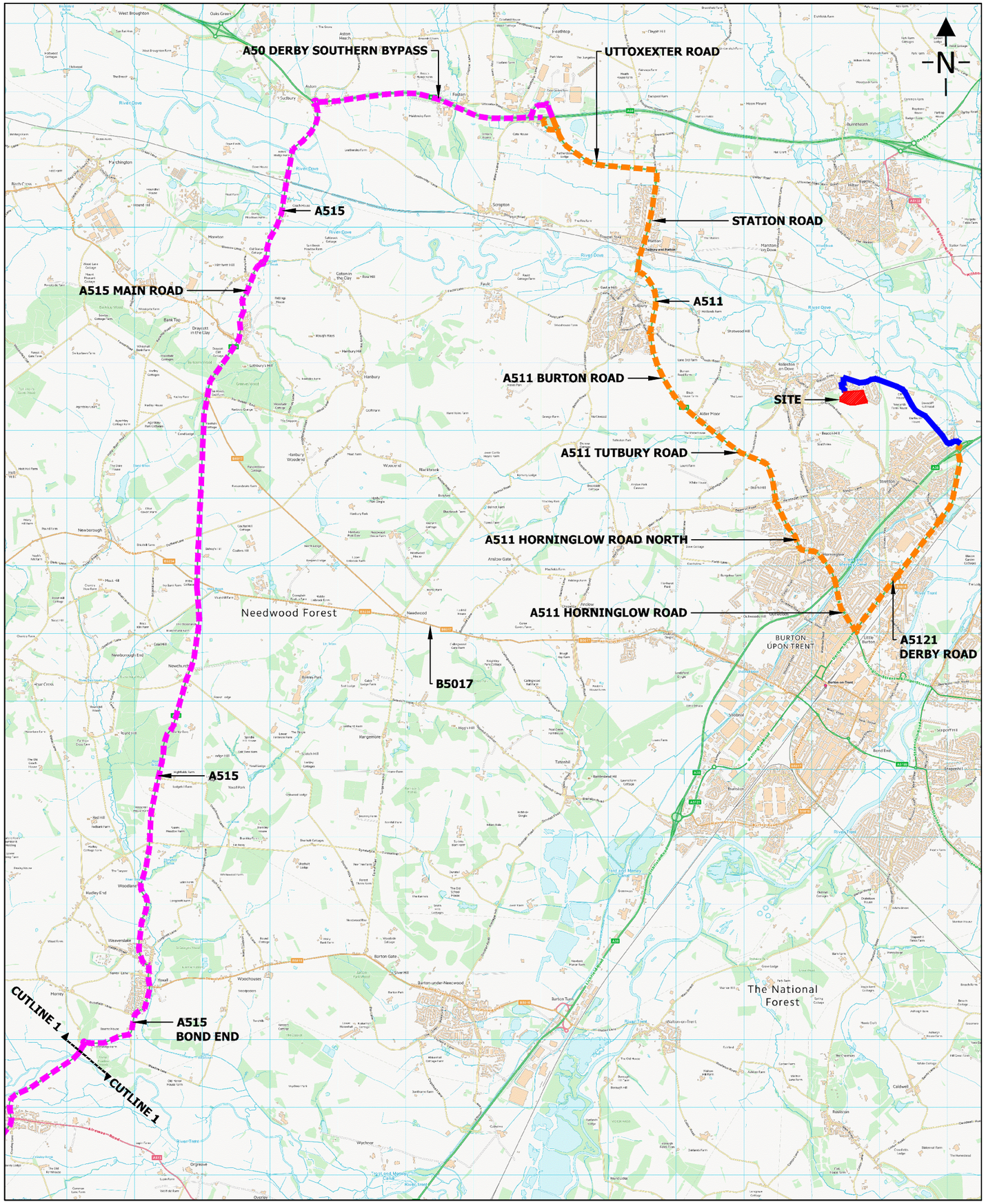
TITLE
FOREST SCHOOL STREET SWEPT PATH ANALYSIS (OUTBOUND)

DRAWN	AUTHORISED	SCALE	DATE
WH	SM	AS SHOWN	19.09.18

PROJECT NO.	DRAWING NO.	REV
T18072	SK06	-

STATUS.
FOR INFORMATION





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KEY:

ALTERNATIVE ROUTE FROM A5

ALTERNATIVE ROUTE FROM A50

ROUTE FROM CLAYMILLS (A38)
[See Drawing T18072/SK01]

REV	DESCRIPTION	DATE	BY	AUTH

travis baker

Travis Baker
11 Malin Hill
The Lace Market
Nottingham
NG1 1JQ

Tel: 0115 896 6655

info@travisbaker.co.uk
www.travisbaker.co.uk

CLIENT
BELLWAY HOMES

PROJECT
FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

TITLE
ALTERNATIVE CONSTRUCTION
ACCESS ROUTES

DRAWN	AUTHORISED	SCALE	DATE
AMP	SM	N.T.S.	14.11.18

PROJECT NO.	DRAWING NO.	REV
T18072	SK07	-

STATUS.
FOR INFORMATION

APPENDIX A: Development Masterplan

SITE LAYOUT

FOREST SCHOOL STREET, ROLLESTON -ON-DOVE

HOUSE SCHEDULE - 100 Units

House Ref	House Name	No. of Storeys	Floor Area Sq.ft.	Floor Area Sq.m.	No. of Beds	No. of Units	Total Floor Area Sq.ft	Total Floor Area Sq.m.
Bec	Beckbury	1	716	66.5	2	7	5012	465.6
Pac	Packwood	1	830	77.1	2	11	9130	848.2
Oak	Oakham	1	975	90.6	2	6	5850	543.5
Woo	Woodcote	1	1212	112.6	2	4	4848	450.4
Lud	Luddington	2	759	74.2	2	4	3036	296.9
Che	Cherry	2	802	74.5	3	6	4812	447.0
Cho	Chorley	2	950	88.3	3	2	1900	176.5
Jap	Japonica	2	986	91.6	3	2	1972	183.2
Tat	Tatlow	2	1171	108.8	3	5	5855	543.9
Tea	Teak	2	1394	129.5	4	4	5576	518.0
Aca	Acacia	2	1550	144.0	4	3	4650	432.0
Ald	Alder	2	1583	147.0	4	2	3182	295.6
Bay	Bay	2	1666	154.8	4	2	3332	309.6
Pine	Pine	2	1701	158.0	4	5	8505	790.1
Bra	Bramford	2.5	1759	163.4	4	7	12313	1143.9
Cha	Chadwick	2	2070	192.3	5	4	8280	769.2
Mar	Marlbrook	2	2128	197.7	5	4	8512	790.8
Mar Sup	Marlbrook Supreme	2	2388	221.9	5	8	19104	1774.8
Ced Sup	Cedar Supreme	2	2470	229.5	5	3	7410	688.4
Pop Sup	Poplar Supreme	2	2609	242.4	5	4	10436	969.5
TOTAL PRIVATE						93	133875	12437.3
AFFORDABLE - RENTED								
SO2+	SO2+	2	799	74.2	2	2	1598	148.5
SUB TOTAL						2	1598	148.5
AFFORDABLE - SHARED OWNERSHIP								
SO2+	SO2+	2	799	74.2	2	3	2397	222.7
SO3	SO3	2	928	86.2	3	2	1856	172.4
SUB TOTAL						5	4253	395.1
TOTAL AFFORDABLE						7	5851	543.6
COMBINED TOTAL PRIVATE - AFFORDABLE						100	139726	12980.9

	SQ.M.	HECTARES	ACRES
NET DEVELOPABLE AREA	48361.875	4.84	12.0

	SQ.M. / HECTARE	SQ.FT. / ACRE
NET DENSITY	2684	11692

PROPOSED RESIDENTIAL DEVELOPMENT AT FOREST SCHOOL STREET, ROLLESTON-ON-DOVE

Drawing Status:

- X FOR COMMENT
- PRELIMINARY ISSUE
- TENDER ISSUE
- CONSTRUCTION ISSUE
- AS BUILT

Notes:

Key

- Fencing - boundaries
- Fencing - plot boundaries
- Screen / Feature Wall
- Estate Railings
- Gates
- Personnel Access Gate
- Block paving - Permeable - (No Vertical Deflection) - See Separate Materials Layout
- Proposed Tree Planting -See separate Detailed Landscape Proposals
- Existing Trees / Hedging to be retained
- Existing Trees / Hedging to be removed
- Primary House Entrance
- Handing of unit 'AS' - As Drawn 'OP' Opposite hand
- Affordable Housing Units 'R' - Rented 'SO' Shared Ownership
- Electric Sub Station
- Bin Store
- Blockwork Feature in Highway (No Vertical Deflection)
- Root Protection zones

Rev E - 2018-03-15
House type Bromley renamed to Bramford.

Rev D - 2018-03-14
Marlbrook Supreme note on footprint as Mar Sup. Plot 4 text re-aligned. POS fence note omitted. Survey fence amended. OS image omitted.

Rev C - 2018-03-13
Plot 44, 45 80 & 81 minor repositioning to improve rear access pathways. Existing fence to POS and Play area indicated. Existing hedge and trees to POS boundary indicated.

Rev B - 2018-03-06
Trentham house type renamed to Tatlow. Longford house type renamed to Luddington. Block paving indicated to drives of plots 1 & 64/65.

Rev A - 2018-02-28
Shawbury house type renamed to Longford.

Client:

Bellway
BELLWAY HOMES WEST MIDLANDS
Bellway House, Prime Point, Derby Drive, Tamworth, B77 5PA
Tel: 01827 282750 Fax: 01827 282766

Project:

FOREST SCHOOL STREET
ROLLESTON-ON-DOVE

Title:

PROPOSED SITE LAYOUT
100 UNITS

Banners Gate
Civil, Structural & Architectural Design Services
Cavendish House, 10-11 Birmingham Street, Halesowen, West Midlands B63 3HN
Tel: 0121 687 1500 Fax: 0121 687 1501
E-mail: mail@bannersgate.com

Scale:	Plot size:	Drawn:	Check:	Date:
1:500	A0L	CHW	RG	23-01-2018

CAD Ref: L:\17073-dwgs\arch\Current Site Layouts\LAYOUTS\17073-2000E-Site Layout-100-2018-03-15

Project no.:	Drawing no.:
17073	2000 E