

ACCESS & MOVEMENT PARAMETERS PLAN
(Planning ref: 4/23/2076/001; condition 18)
DOC. REF: 22/07/1026 – AMMP

SITE ADDRESS

Nigel Kay Homes (Cumbria) Ltd.
Land off Dalzell Street,
Moor Row,
Egremont,
Cumbria

DESCRIPTION OF WORKS

The original consent was an *'Outline application for up to 65 dwellings with details of proposed access and all other matters reserved.*

A reserved matters application was submitted on 20/09/2024 for 60 dwellings including layout, appearance, scale and landscaping.

TITLE

Freehold.

SITE PLAN

Refer to the Site Plan submitted as part of the reserved matters application, drawing no. 22/07/1026 – 04a).

REQUIREMENT OF CONDITION 18

Condition 18 requires the submission of an Access & Movement Parameters Plan (AMMP) to demonstrate how the development has been designed to link to existing active travel routes and to any future active travel routes, in accordance with Policy T1 of the Copeland Local Plan 2013 – 2028.

GENERAL PROVISIONS

The existing public highway known as Dalzell Street runs along the western site boundary in a north: south direction and links Moor Row village with the B5295 approximately 2.00km to the north. In turn, the B5295 links Hensingham with Cleator Moor.

Along the western site boundary and extending northwards, Dalzell Street is a typical country lane whereby all road users use the main carriageway. There are no defined footpaths or cycle paths.

A s.278 scheme was agreed as part of the outline planning permission which includes a traffic calming scheme on the public highway to slow down traffic speeds before passing over the former railway bridge and into Moor Row village.

An integral part of the s.278 scheme was also to provide a 3.00m wide shared use route extending from the new site entrance to the extent of the applicant ownership approximately 30m to the north. The implementation of this feature amounts to futureproofing in the event a shared use route is ever installed on along Dalzell Street.

Once inside the site boundaries, the 3.00m wide shared use route continues for a further 77m to a point where it meets a rumble strip on the main carriageway. From here a cyclist would then revert to using the estate road network and pedestrians would use the 2.00m wide footpath which extends from this point and continues through the development site.

There are two proposed links down to the NCN 72 through land owned by the applicant. The first is alongside plot 60 and the other between plots 41 and 42. The two routes are proposed as 2.00m wide tarmac paths which will serve both pedestrian and cyclists. To improve the user experience, the two routes will be landscaped as detailed on the Landscape layout. Once on the NCN72, there is unrestricted access to the NCN72 cycle network in all directions.

It is important to note that the provision of the new new links to the NCN72 means that the new development is fully connected to the NCN72 network without having to pass over the former railway bridge on either foot or bicycle.

It is considered that by implementing all the above, adequate provision has been made for the provision and safeguarding of active travel connections in accordance with Policy T1 of the Copeland Local Plan 2013 – 2028.

Alpha Design
27/09/2024