

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
(Planning ref: 4/23/2076/001; condition 16)
DOC. REF: 22/07/1026 – CTMP

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. 21/03/992 – 03, now amended to 22/07/1026 – 04a). Refer also to the detailed drawings for the road and drainage designed by Beckwith & Hanlon.

GENERAL PROVISIONS.

Site operation hours.

Site working hours are proposed as 07.30 – 18.00 Monday to Friday and 08.00 – 13.00 on Saturday.

The building trade does not work Sundays or public Bank Holidays.

Site traffic.

Site traffic will comprise:

- Construction workers cars and vans.
- Visitor cars.
- Delivery vehicles ranging in size from smaller vehicles to HGV's.

- Delivery and collection of plant. Plant will include 1.6 tonne, 8 tonne excavator and 14 tonne excavators along with a 6-tonne dumper and a JCB Load-all (telehandler). All plant will be delivered to and removed from site on low-loaders.

Routing of construction vehicles.

Moor Row village is located approximately 0.50km east of the A 595 being the main arterial route from down the west coast from Whitehaven to Barrow. The B5295 between Hensingham and Cleator Moor is approximately 2.00km to the north along Dalzell Street.

The development site is located on the northern periphery of Moor Row village immediately north of the NCN72 which occupies the former railway line.

Due to the location of the development site, it is anticipated that most construction vehicles will access the site from the A595, although access via Dalzell Street from the B5295 is not precluded.

Conversely, it is anticipated that most construction vehicles leaving the site will head back towards the A595, although again, egress via Dalzell Street to the B5295 is not precluded.

All vehicles taking spoil to/ from the site will be sheeted to prevent spillage or deposit of materials on the public highway.

The applicant will undertake a pre-condition road survey/s prior to commencement of site works.

Scheduling and timing of large HGV movements.

For obvious reasons it is difficult to predict the exact scheduling and timing of large HGV movements. Based on experience, we would estimate 10 deliveries per week spread over the working week. The timings of such deliveries will vary but will be within the working hours stated above thus minimising disturbance.

Measures for management of traffic within and accessing the site.

There is an existing access to the former goods yard within the applicant's ownership which will be used for construction access until the new site access has been constructed. The existing access has served the goods yard for a long period of time and is fit for purpose.

Once the new site access has been formed and approved visibility splays established, the internal site road will then be excavated and stoned up in line with the detailed drawings to afford access for construction traffic and to enable clean, safe access to the compound position and areas of construction.

All relevant permits will be obtained from the Highway Authority.

Details of any proposed highway verge crossings.

The access position will be formed in the approved position and in line with the detailed submitted as part of the Discharge of Conditions application. All relevant permits obtained from the Highway Authority.

In addition, the s.278 works in the existing public highway will be undertaken in accordance with the approved drawings and implemented in line with a s. 278 Agreement.

No existing street furniture is affected by the construction access works.

Proposed accommodation works.

The compound, containers, site welfare facilities and site parking/ turning will be in the construction compound which will be located in the vicinity of plots 57 – 60. The compound will be established at the onset of construction and will remain in this location for the duration of site works.

Retained areas for vehicle parking/ turning, loading/ unloading etc.

Site parking for contractors and visitors will be located within the site boundaries and not on the public highway.

All deliveries will enter the site in a forward gear before being off-loaded and stored in the construction compound. If delivery vehicles coincide, then there is sufficient room on the access roads within the site boundaries for waiting.

Once unloaded, the delivery vehicles will turn and leave the site in a forward gear.

The contractor will ensure that the haulage company vehicles taking spoil to/ from the site will be sheeted.

Deliveries of materials will be planned and will not occur outside the site working hours stated above. Deliveries to and from the site will be as described above under the heading '*Routing of construction vehicles.*'

Provision for temporary access gates.

The entire site will be secured with temporary 'Heras' steel security fencing across the site boundary with Dalzell Street. The fencing will incorporate appropriately sized gates at the site entrance. The gates will remain permanently open during construction hours and remain closed and secured when the site is not operational.

Management of junctions to and crossings of the public highway and any public rights of way.

Refer to comments above regarding the formation of the new site access.

No public rights of way are affected.

Details of temporary construction warning signage, wheel wash facilities and banksman details.

Traffic management and warning signage types/ location to define the approved construction access will be agreed on site with CCC Highway Authority. It is anticipated these will comprise construction site access signage and countdown signs either side of the construction access location.

It is not anticipated that wheel wash facilities will be required, however this can be reviewed as required through the construction period and a facility could be introduced if mud is deemed to be causing a problem on the public highway. Public highways are to be kept clear and cleaned as deemed necessary.

It is anticipated that a banksman role will be minimal but will involve the management of delivery vehicles entering and leaving the site. As stated above, all deliveries will be offloaded within the site boundaries. In addition, provision will be made within the site boundaries for vehicles waiting to access/ egress in a forward gear.

Surface water management during the construction phase.

The existing site topography is such that the main part of development site falls from the southern site boundary in a northerly direction towards the agricultural land which is in the applicant's ownership. Any surface water run-off to the north will therefore be onto land owned by the applicant.

There is a sharper change in level downwards from the southern boundary through an existing woodland down to the NCN 72. The existing woodland is also within the applicant's ownership. The site levels are such that any surface water run-off to the south will be very limited.

The site is bounded to the east by the river Keekle which is a main river. There is a steep banking with an approximate 10m drop down to the river which is heavily landscaped. The proposed development does not encroach into the area, but it is proposed to form a 300mm high earth bund at the extent of the developable area to prevent any surface water run-off from heading towards the river.

The obvious weak point that could affect the public highway is the new site entrance however this will only entail the actual bell mouth and so any surface water run-off towards the public highway should be at a level whereby it is capable of being managed.