

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)
PLANNING REF: 4/22/2237/001 (Condition 13).
DOC. REF: 15/10/863 – CTMP

SITE ADDRESS

Swift Homes Ltd.
Land at Summergrove Park,
Whitehaven,
Cumbria CA28 8YH

DESCRIPTION OF WORKS

The original consent was an *'Outline planning application for up to 30 no. self-build dwellings'*. The outline consent included details of the proposed access arrangements from the public highway.

A reserved matters application has now been submitted for 30 dwellings including layout, appearance, scale and landscaping.

TITLE

Freehold.

SITE PLAN

Refer to the Site Plan submitted with the reserved matters application, drawing nos. 15/10/863 – 02 and 15/10/863 – 03.

GENERAL PROVISIONS.

Site operation hours.

Site working hours are proposed as 07.30 – 18.00 Monday to Saturday (as condition 22).

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.

The application site is at Summergrove Park, Whitehaven in a semi-rural setting between Keekle and Moor Row. Access to the site is from Dalzell Street which connects the two villages.

Keekle is a linear village with existing dwellings on both sides of Dalzell Street. The southern extent of Keekle village is located approximately 0.50km to the north of the site. At the northern end of Keekle village a T-junction joins the B5295 between Hensingham and Cleator Moor Dalzell Street approximately 1.00km from the site.

The northern extent of Moor Row village is located approximately 0.50km to the south of the site. Approximately 1.00km west of Moor Row village there is a T-junction with the A 595 being the main arterial route down the west coast from Whitehaven to Barrow.

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 however we would estimate 7 deliveries per week spread over the working week.

The timings of such deliveries will vary but will be within the approved working hours stated above and reaffirmed in the Construction Environmental Management Plan.

Measures for management of traffic within and accessing the site.

The site will be developed out in a single phase of 30 dwellings.

The site has only one access junction with the public highway onto Dalzell Street. The nature of the development is such that the main artery road through the site will have to be constructed first to provide construction access to the developable areas. The development will then be built out using the approved access road.

The construction compound will be in the landscaped area annotated as 'The Green' on the Site Plan and Landscape Layout.

Construction vehicle routing will be as described above under heading 'Routing of construction vehicles'.

Details of any proposed highway verge crossings.

The development involves the construction of a single junction with the public highway onto Dalzell Street. Part of forming the new access will involve piping the existing roadside ditch as detailed on the drainage engineers drawings and as required by condition 19.

The relevant s. 184 permit will be obtained from the Highway Authority prior to any works commencing.

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

Proposed accommodation works.

The construction compound will be in the landscaped area annotated as 'The Green' on the Site Plan and Landscape Layout. The compound will be established at the onset of construction and will remain in this location for the duration of site works.

The compound location is immediately adjacent to the main artery road through the site which means access to the compound is straight forward. Vehicle turning will be available via the on-site road network.

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

Site parking for contractors and visitors will be in the construction compound.

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 main artery road within the site boundaries for waiting.

The nature of the development and location of the construction compound relative to the public highway is such that no delivery vehicles will wait on the public highway.

Once unloaded, the delivery vehicles will turn within the development site and leave 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 frontage will be secured with Heras fencing incorporating gates at the site access junction. The access 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.

Access to and from the development site will be via the approved junction onto the public highway (Dalzell Street). The approved junction will be established to provide the approved clear visibility splays in both directions.

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 main access junction will be agreed on site with the 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.

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

Surface water management during the construction phase.

The existing site topography is such that the eastern part of the development site falls from around the mid-point of the site towards the public highway (Dalzell Street) to the east. This part of the site contains the main artery road and the eastern dry surface water retention basin.

From the mid-point heading west, the site falls in a westerly direction towards a wooded area running along the western boundary. The wooded area is on adjoining land and is out with the applicant's ownership/ control.

The formation of the two dry surface water retention basins could effectively act as sumps for temporary surface water management until such a time that the mains surface water system has been installed. Once installed the surface water dry basins will act in the manner they have been designed.

Where necessary, either perimeter cut-off drains could be installed or alternatively a 300mm high earth bund/s could be formed at key perimeter points to control any surface water run-off during the construction period.

The obvious weak point that could affect the public highway is the new site entrance however this can be managed by intercepting surface water run-off and piping it back into the eastern surface water dry retention basin.

01/02/2025