

CONSTRUCTION TRAFFIC MANAGEMENT PLAN
(Planning ref: 4/25/2311/0N1; condition 3)
DOC. REF: 20/08/981 – CTMP

SITE ADDRESS

High Grange Developments Ltd.
Abbots Court,
Abbey Road,
St. Bees,
Cumbria

DESCRIPTION OF WORKS

Demolition of the non-original 1931 two storey extension to the south and single storey non-original extension to the north of Abbots Court.

TITLE

Freehold.

SITE PLAN

Refer to the Site Plan, drawing no. 20/08/981 – 02a).

GENERAL PROVISIONS.

Site operation hours.

Site working hours are confirmed in condition 4 of the Prior Approval consent as 08.00 – 18.00 Monday to Friday and 08.00 – 13.00 on Saturday.

There are to be no site works undertaken on Sundays or public Bank Holidays.

Site traffic.

Site traffic will comprise:

- Construction workers cars and vans.
- Visitor cars.
- Delivery vehicles potentially ranging in size from smaller vehicles to HGVs.
- Delivery and collection of plant. Plant will include an 8-tonne excavator and a 30-tonne excavator along with a 10-tonne loading shovel, 6-tonne dumper, JCB Load-all (telehandler) and a mobile stone crushing machine. All plant will be delivered to and removed from site on low-loaders using the existing entrances.

Routing of construction vehicles.

St. Bees village is located approximately 4.50 miles south of Whitehaven via the B5345 being the main arterial route. There is another route into St. Bees via High House Road to the east, but this is quite a narrow country lane and as such, the B5345 is considered the most appropriate and direct route for construction traffic.

Abbots Court is located on Abbey Road which connects to Beach Road/ Station Road to the south. Station Road then loops to the east and heads north to re-join the B5345.

As stated above, due to the location of Abbots Court, it is anticipated that most construction vehicles will access the site from the B5345. Conversely, it is anticipated that most construction vehicles leaving the site will head northwards from Abbey Road and follow the B5345 back towards Whitehaven.

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. Given the majority of the works involve demolition and re-instatement, a large number of deliveries of materials should not be required. The timings of such deliveries will vary but will be within the working hours stated above but avoiding school muster times for reasons of road safety and to minimise disturbance.

Measures for management of traffic within and accessing the site.

There are two existing access points from the public highway into the grounds surrounding Abbots Court. The first one is from Monks Hill to the north and the second from Abbey Road to the south.

Both existing access points are considered appropriate for construction traffic to undertake the demolition and reinstatement works.

Details of any proposed highway verge crossings.

Both access points are existing and don't require any alteration of the public highway to be able to undertake the demolition and reinstatement works. As such, permits from the Highway Authority are not required.

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 on the existing parking area located to the west of the existing northern access point as highlighted on site plan drawing no. 20/08/981 – 02a). The compound will be established at the onset of the demolition and reinstatement works will remain in situ for the duration of the works.

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

As stated above, site parking for contractors and visitors will be located to the west of the existing northern access point and not on the public highway.

Because of the dual entrance arrangement, all deliveries will be able to access and egress the site in a forward gear. Deliveries will be off-loaded and stored in the construction compound. A large number of deliveries of materials is not anticipated and as such it is unlikely that deliveries will coincide with each other.

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 and will be timed to avoid school muster times for reasons of road safety and to minimising disturbance.

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 to the road frontage boundary with Abbey Road and Monks Hill. The fencing will incorporate appropriately sized gates at both site entrances. 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.

Both access points are existing and don't require any alteration of the public highway to be able to undertake the demolition and reinstatement works.

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 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, and because of the dual entrance arrangement, all deliveries will be able to access and egress the site in a forward gear.

Surface water management during the construction phase.

The existing surface water run off situation/ arrangement will not change or be affected by the demolition and reinstatement works.

14/10/2025