

## **Construction Traffic Management Plan – Land at Nethertown Road, St Bees**

**Proposal:** Change of use of land for 5 holiday pods



**Applicant:** Sunshine Properties West Coast Ltd

July 2024

SRE Associates - Planning and Development Consultancy



## **1.0 Construction Traffic Management Plan**

- 1.1 This Construction Traffic Management Plan document has been prepared on behalf of the applicant in support of a planning application for a holiday development on land at Nethertown Road, St Bees. The site is owned by, and will be operated by, Mr Graeme Morgan of Sunshine Properties West Coast Ltd.
- 1.2 The purpose of this CTMP is to ensure the impact of construction work on the local residents is managed at all times.

The CMP provides detail of all measures considered appropriate at this time; however, the CTMP is a live document that will evolve as necessary to address issues that may be identified through ongoing consultation with local residents as the project progresses.

The Construction Project Manager will be responsible for implementing measures contained in the CTMP and will be the point of contact on a daily basis for local residents. The Site Manager will ensure that all contractors working on site have public liability cover in place before starting work on site. This is as above, Mr Graeme Morgan.

## **2.0 General Site Construction**

- 2.1 During the site construction, deliveries will be made from the access on Nethertown Road. A banksman will be in attendance for deliveries off Nethertown Road during busy periods although in the main deliveries will be planned to fall outside of busy periods.

There will be a storage area will be located predominantly within the Compound Area. The area will be clearly marked and all deliveries to the site during the construction process will therefore take place within the site boundaries and no materials or equipment will be stored outside the site boundaries.

## **3.0 Site Hours**

- 3.1 The site working hours will be from 8am – 6pm Monday to Friday and 8am – 1pm on Saturdays in accordance with the condition of the planning permissions for the development. No construction on Sundays or Bank Holidays

If there are any complaints or issues on the development during these hours, we urge complaints of the first instance to be discussed with the site owner.

## **4.0 General Site Safety and Constraints**

- 4.1 The Site Manager and Health and Safety Manager will ensure that residents are aware of how the construction works are progressing and an update will also be provided to the Local Community, this will provide an opportunity to raise any issues that may arise.

The Site Manager will keep in regular contact with local residents and affected parties when specific activities affecting the wider area are programmed. Any Complaints or investigations will be added to the CEMP for future reference.

- 4.2 Demolition - There are no buildings on site so there is no requirement for any demolition to take place.

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- 4.3 Dilapidations survey - It is agreed that prior to commencement of development a full condition and dilapidation survey will be carried out of the existing adopted roads and footpaths surrounding the site, in conjunction with the Local Authority Highway (LHA) Department.

In the event the LHA are not able to attend site for the survey as record of the survey will be sent to the LHA. If any post development repairs are required to be carried out, they will be undertaken to the satisfaction of the Local Highway Authority at the applicant's expense.

- 4.4 Contamination – There are no known issues with regards to contamination on the site.
- 4.5 Deliveries - No deliveries will be permitted outside the working hours. Deliveries will be taken between 7:30am and 7pm operating with a turning provision on site using initially the existing vehicular access (for the adjacent residential development) to access the pod site.

The surrounding public highway roads are of sufficient category for delivery wagons. All wagons will be unloaded on-site at designated areas. Parking of delivery vehicles on the surrounding public highways is not permitted, rules above must be followed to avoid this.

## **5.0 Nuisance Control**

- 5.1 Dust Control - Dust will be controlled by damping down using a bowser or road brush attachment to the forklift truck and if necessary, a daily road sweep. Construction dust such as grinding dusts will be reduced locally with the use of the dust suppression incorporated into the equipment used. Dust will be further controlled by minimal stripping of vegetation and the hard surfacing of roads as soon as possible.

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

Dust will be monitored by the site manager in conjunction with daily weather reports to determine the requirement for damping down a site and the wind direction for operation with a higher risk of producing dust BS 6069 Airborne Particles. Particular attention must be paid to the school timings of breaks and outdoor events.

- 5.2 Wheel wash - Site vehicles will use hard surface areas only to minimise mud disruption onto existing highway. A bowser with hose attachment and stiff brush wash facility will also be provided to wash down site vehicle wheels prior to leaving site to reduce any further unwanted debris spreading onto the highway. Any operation such as muck shifting or plant deliveries will take place during 10am-3pm to utilise quiet times.

- 5.3 Noise pollution - We do not anticipate any noise pollution above recommended levels. The restriction in site operating hours will be carried out in accordance with Local Authority guidance, thus preventing the carrying out of any noise disruption outside these hours or during weekends and public holidays.

Site inspections shall review any plant which is excessively noisy which shall be removed from site for repairs or replacement as necessary. All equipment to be turned off when not in use, and no equipment will be used outside of the working hours.

## 6.0 Access

- 6.1 There are to be no temporary access point to the site.
- 6.2 No surface water will run from the site onto the public highway. The access to the site is via the residential development site, which has its own detailed site access arrangements from the adopted highway. Verge protection will be provided to the site frontage adjacent to the residential development access, through which the pod site is accessed.
- 6.3 All of the plots situated on the residential development have a separate driveway, turning, parking and unloading/materials area within their plot boundaries, so the site access will remain clear. The approved CMP for the residential site is appended to this report.
- 6.4 The site plan detailing the turning area, parking and welfare area and materials area is below:



### Nethertown Road, St Bees Proposed Pods

LP01 Site Location Plan 1:2500 @ A4

Appendix A: Land at Nethertown Road Residential Site CMP as approved

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**LAND ADJACENT TO SOUTHRIGG,**  
**NETHERTOWN ROAD**

**CONSTRUCTION MANAGEMENT PLAN**



## Introduction

This Construction management plan details the steps to satisfy the conditions set in planning application 4/21/2369/OR1 Condition 5 listed below.

*Prior to the commencement of any development at this site, a Construction Management Plan must be submitted to and approved in writing by the Local Planning Authority. This plan must include the following details:*

- *Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;*
- *Details of proposed crossings of the highway verge;*
- *Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;*
- *Cleaning of site entrances and the adjacent public highway;*
- *Details of proposed wheel washing facilities;*
- *The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;*
- *Construction vehicle routing;*
- *The management of junctions to and crossings of the public highway and other public rights of way/footway;*
- *Details of any proposed temporary access points (vehicular / pedestrian);*
- *Surface water management details during the construction phase*

*The development must be carried out in accordance with the approved details at all times thereafter.*

### *Reason*

*To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with Policy T1 and DM22 of the Copeland Local Plan.*

This construction management plan details the control measures for

- Pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
  - Condition detailed in Reference Document; LAND ADJACENT TO SOUTHRIGG, NETHERTOWN ROAD PRE-CONSTRUCTION
- Details of proposed crossings of the highway verge;
  - Condition detailed on Page 5 (Build Sequence, Step1)
- Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
  - Condition detailed on Page 3 (image 1)
- Cleaning of site entrances and the adjacent public highway;
  - Condition detailed on Page 5 (Care of existing highway)
- Details of proposed wheel washing facilities;
  - Condition detailed on Page 3 (image 1) and Page 5 (Care of existing highway)
- The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
  - Condition detailed on Page 5 (Care of existing highway)
- Construction vehicle routing;
  - Condition detailed on Page 3 (image 1)
  - Condition detailed on Page 4
- The management of junctions to and crossings of the public highway and other public rights of way/footway;
  - Condition detailed on Page 3 (image 1)
- Details of any proposed temporary access points (vehicular / pedestrian);
  - Condition detailed on Page 3 (image 1) & Page 5 (Access to site)
- Surface water management details during the construction phase
  - Condition detailed on Page 3 (image 1) & Page 5 (Build Sequence, Step1 & Image 3)



DEEP GHYLL WOOD, NETHERTOWN ROAD, ST BEES, CUMBRIA, CA27 0AY  
CONSTRUCTION MANAGEMENT PLAN

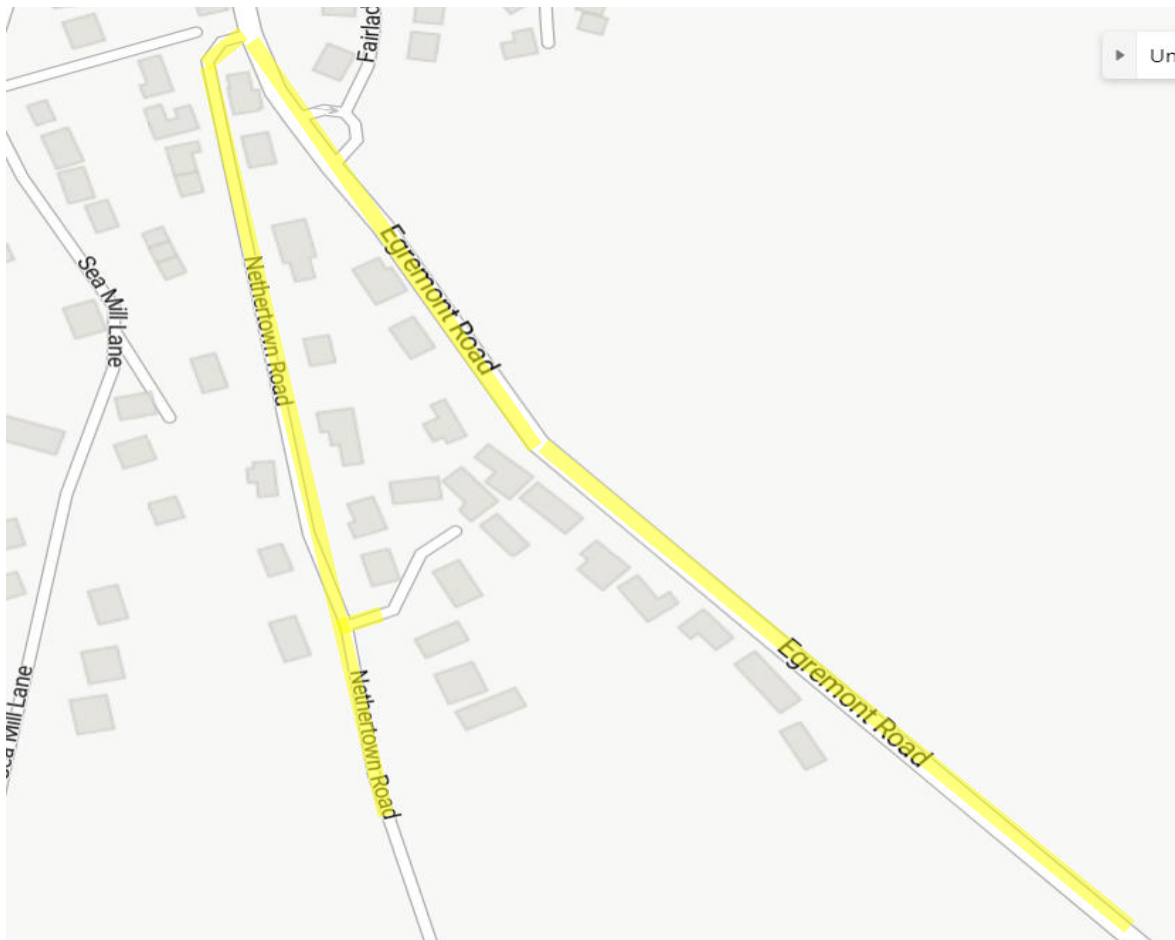


(Image 1)



## Construction Vehicle Routing to the Site

Construction vehicle routing to the site shall be from the south, using the B5345 Egremont road. This can be joined from the A595, Bigrigg if travelling from the North and Morass Road Beckermest if travelling from the South. When exiting the site the same route shall be taken, this is to eliminate congestion through the village. The route to be used is highlighted below in yellow on (Image2) the entrance to the existing cul-de-sac opposite doe hill house will be required initially to manoeuvre, this shall be kept to a minimum and will only be used as a temporary measure until the sites private road is suitable for vehicles to use. This will then be the method for accessing the site and manoeuvring.



(Image 2)

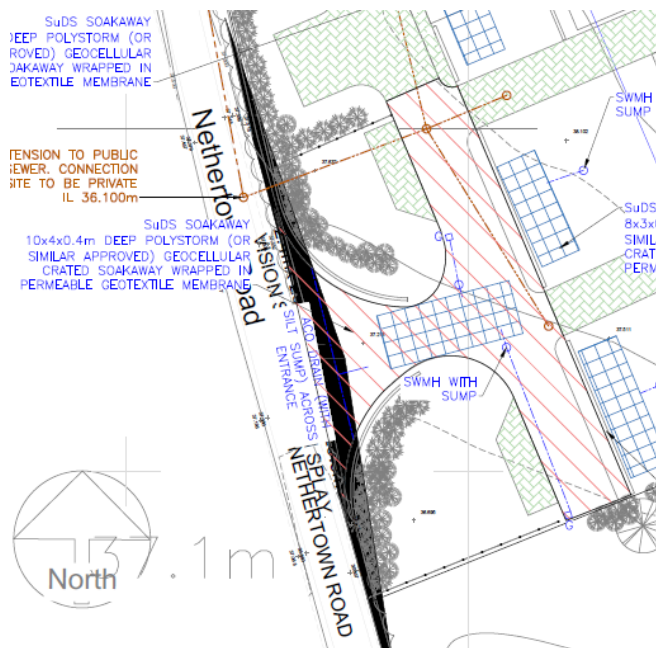
## Access to the site

Access to the site will be via the new private road highlighted in yellow (Page 5 Image 4). Temporary access is available to the NW of the site via a gated opening highlighted in purple (Page 3 Image 1), this will be available until the completion of the private road and services installation. Access and egress from this temporary point shall be kept to a minimum. Construction vehicle routing highlighted in blue and parking highlighted in black is shown on (Page 3 Image 1).

## Build Sequence

The proposed build sequence for the site is to

1. Installation of the private road to enable construction vehicles to load, unload and turnaround on the site minimising the amount of disruption to the Nethertown road. Surface water management at the site entrance will be controlled by the Arco drain as per the approved drainage strategy protecting the highway from water and liquid egress. See insert below (Image2). The new private access road will allow crossing of the highway verge. A contingency site entrance surface water management route with silt trap and sump has been Highlighted in red on (page 3 image 1). This will be installed if the private road isn't complete at the beginning of any works.
2. Installation of services, UU waste water, UU Fresh water and ENW power supplies. Waste water is to be installed as per drainage strategy. A report has been generated to confirm connection of the proposed manhole to the UU sewer as per the drainage strategy.
3. Each plot is to be built on an individual basis after the installation of the road and services. Each plot owner has a responsibility to comply with the steps detailed in this plan. Any deviation must be agreed with the Copeland local highway authority prior to any change being made.



(Image 3)



(Image 4)

### Care of existing Highway

The private road is to be installed and used as single point of access for loading, unloading, and manoeuvring. Once installed this will mitigate migration of soil onto the highway. Further to this, a wheel washing facility will be provided at the site entrance. HGV's entering and exiting the site are to be sheeted to prevent spillage onto the highway. Machinery is to be loaded on site and transported off using the private road. Provisions will be made for cleaning of the highway in the event of material from the site being spilled.

### Welfare, Works Vehicle Parking and Loading Areas/Unloading areas

Welfare, parking and loading/unloading areas are to be located in an area that does not impair the visibility splay as detailed below (Image 5). A temporary area will be used for short duration works when necessary to load/unload materials onto site from the Nethertown road for the construction of the private road. The private road once constructed is to be utilised as the method for loading, unloading and manoeuvring to minimise disruption on the Nethertown road.



(Image 5)

### Additional Measures

A banksman will be used to manage HGV deliveries to the site for the initial works up to the point the private road is functional, at this point the future requirement for this will be assessed.

Vehicle routing will be continually assessed during the build phase to ensure that there are adequate measures in place to keep residents safe and to minimise disruption.

Delivery times to the site will be considered to minimise disruption.

Expected dates for works and deliveries will be communicated to the St Bees parish council.

'Work Starts Here' boards will be erected 2 weeks before starting work to inform the regular users of this road.