



**Eastfield, Shepley**

**Framework Construction Traffic  
Management Plan**

**September 2025**

**Banks Property Ltd**

AMA Project Number: 23174

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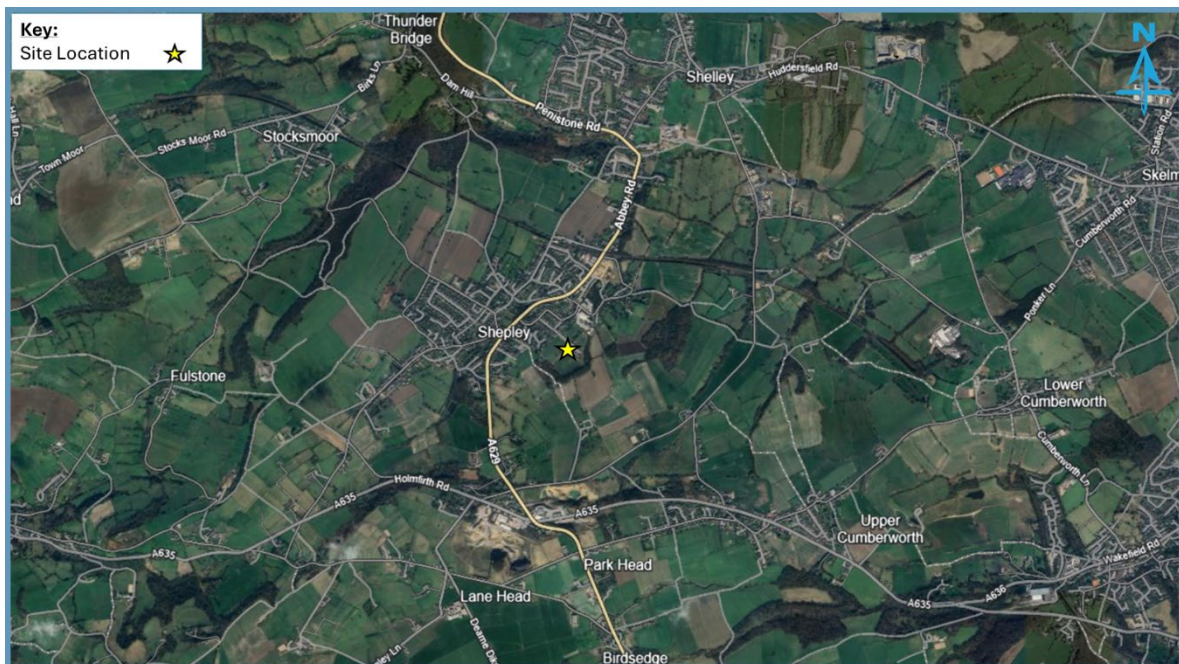
Appendix A Proposed Site Layout Plan

# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Banks Property Ltd to prepare a Framework Construction Traffic Management Plan (FCTMP) in connection with an outline application for a residential development consisting of up to 110 dwellings on land to the southeast of Eastfield, Shepley. The site layout is attached in [Appendix A](#).
- 1.1.2 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) is Kirklees Council (KC).
- 1.1.3 The FCTMP sets out the principles and commitments that will guide the management of construction traffic and site operations at this outline stage. While full details such as phasing, contractor arrangements, and traffic routing cannot yet be finalised, this framework provides sufficient assurance to the LPA that construction activity can be managed in a safe and considerate manner.
- 1.1.4 A detailed CTMP will be prepared and agreed with the LPA prior to commencement of development, in accordance with planning conditions. This will build on the principles outlined here and include site-specific detail such as phasing, routing, delivery scheduling, and mitigation measures.
- 1.1.5 The application site comprises agricultural land and a cluster of existing farm buildings located towards the centre of the site. It is accessed via Eastfield to the north, which connects into the surrounding residential area. To the north the site is bordered by Eastfield and industrial units, and to the east, south and west, the site is bordered by woodland. The proposed site location can be seen detailed below in [Figure 1-1](#).

**Figure 1-1 Site Location Plan**



## 1.2 SCOPE

- 1.2.1 The purpose of this report is to advise and provide confidence to the LPA and LHA regarding construction traffic generated by the site and certain construction operations that may impact upon the public highway.
- 1.2.2 It aims to demonstrate that this development proposal can be delivered without detriment to highway safety and the amenities of the area.
- 1.2.3 This is also intended to be a live document prior to and throughout the construction period, updating relevant elements as they arise or are required.
- 1.2.4 The report will cover areas of key significance as follows:
- ▶ Impact on traffic flow along the local highway network;
  - ▶ The anticipated number, frequency and types of vehicles used during construction;
  - ▶ The method of access and routing of vehicles during construction;
  - ▶ The parking of vehicles by site operatives and visitors;
  - ▶ The loading and unloading of plant, materials and waste;
  - ▶ The storage of plant and materials used in construction of the development;
  - ▶ The erection and maintenance of security hoarding;
  - ▶ The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
  - ▶ Measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security; and
  - ▶ Details of public engagement both prior to and during construction works.

## 1.3 SITE LOCATION

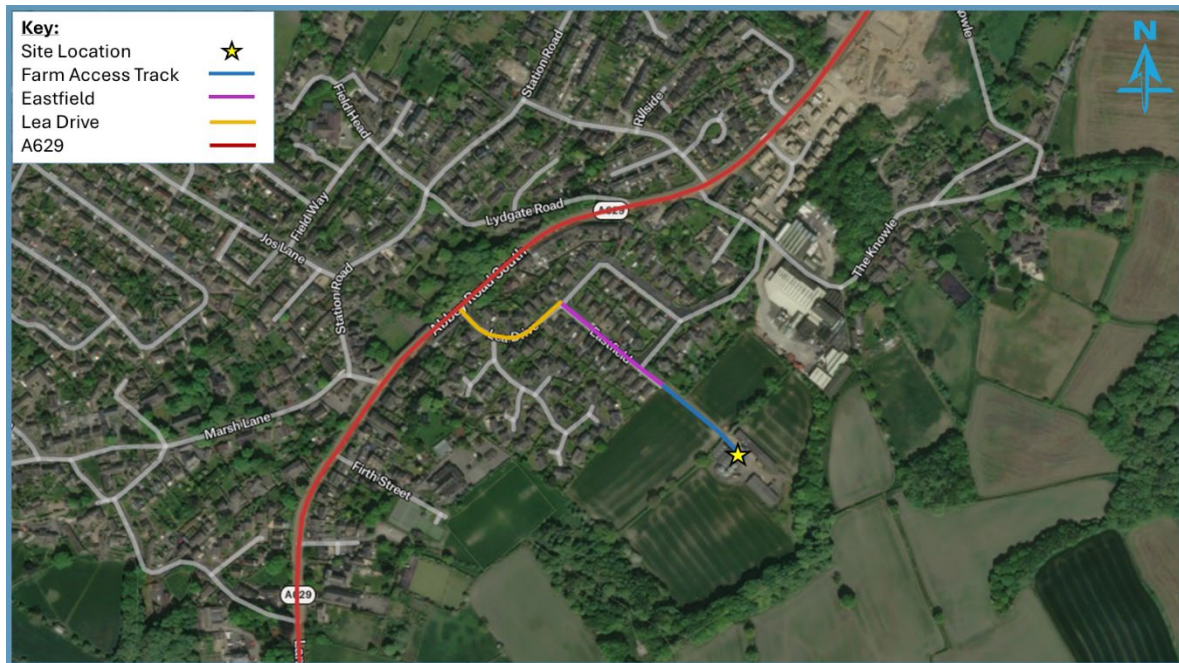
- 1.3.1 The site is located on Land to the southeast of Eastfield, Shepley.
- ▶ Postcode: HD8 8HB
  - ▶ Grid Reference: 53.583947, -1.704142

- 1.3.2 The site location plan is attached at [Figure 1-1](#).

## 1.4 HIGHWAY DESCRIPTION / NATURE OF ACCESS

- 1.4.1 It is proposed that the proposed residential development will be accessed via Eastfield, which currently forms a short residential road, between Lea Drive to the north, and a farm access track to the south. The roads that would facilitate access to the site are detailed in [Figure 1-2](#).

Figure 1-2 Local Highway Network Plan



- 1.4.2 The site is expected to be accessed from the eastern end of Eastfield, a residential cul-de-sac. Eastfield is a two-way, single carriageway street, subject to a 30mph speed limit, with a typical width of 5.5m within the vicinity of the site access. There are footways provided on both sides of Eastfield, which continue to the north and west as Eastfield connects to Lea Drive and Knowle Park Avenue. Eastfield connects to Knowle Park Avenue approximately 35m to the north-west of the proposed site and connects to the Lea Drive approximately 135m to the north-west of the proposed site access.
- 1.4.3 Knowle Park Avenue is a two-way, single carriageway, subject to a 30mph speed limit, with a typical width of 5.0m within the vicinity of the priority T-junction with Eastfield. There are footways provided on both sides of Knowle Park Avenue, which continue to the north-east providing access to Lea Drive and The Knowle. Knowle Park Avenue connects to The Knowle via a priority T-junction, approximately 230m to the north-east of the proposed site access.
- 1.4.4 Lea Drive is a two-way, single carriageway, subject to a 30mph speed limit, with a typical width of 5.5m within the vicinity of the priority T-junction with Eastfield. There are footways provided on both sides of Lea Drive, which continue to the east and west, providing access to Knowle Park Avenue and A629 Abbey Road. Lea Drive connects to A629 Abbey Road South via a priority T-junction with a ghost island, which is of sub-standard provision, approximately 260m to the north-west of the proposed site access.
- 1.4.5 The Knowle is a two-way, single carriageway, subject to a 30mph speed limit, with a typical width of 4.5m within the vicinity of the priority T-junction with Knowle Park Avenue. There are footways provided on the southern side of The Knowle which provide access to A629 Abbey Road South. The Knowle connects to A629 Abbey Road South via a priority T-junction with a ghost island approximately 300m to the north of the proposed site access.
- 1.4.6 A629 Abbey Road South is a two-way, single carriageway, subject to a 30mph speed limit, with a typical width of 7.6m within the vicinity of the priority T-junction with Lea Drive. A629 Abbey Road is a primary route in Shepley, connecting Shepley to Huddersfield and Penistone. There are footways provided on both sides of A629 Abbey Road South, which continue to the various residential streets including Marsh Lane, Station Road and Yew Tree Road.

## 1.5 PROPOSED CONSTRUCTION PROGRAMME

- 1.5.1 At this stage, the exact construction timetable hasn't been confirmed, as it will depend on the appointed contractor and the detailed planning stage. However, it is expected that the overall build could take around two years. Within this period, there will be a shorter phase when construction traffic and deliveries are at their busiest.
- 1.5.2 A more detailed programme will be drawn up as part of the full CTMP, which will be agreed with the LPA prior to construction. This will set out the key phases of construction, the likely timings of deliveries, and how these will be managed to reduce disruption to the local road network.

## 2 CONSTRUCTION MANAGEMENT & ENGAGEMENT

### 2.1 PUBLIC RELATIONS / ENGAGEMENT

2.1.1 At the detailed stage, the appointed contractor will put in place a strategy for keeping KC, and the local community informed about construction activities. As part of this, the developer will commit to:

- ▶ Notifying KC prior to works starting and providing them with the agreed CTMP;
- ▶ Engaging with nearby residents and businesses, which may include letter drops or other appropriate methods of communication; and
- ▶ Appointing a site representative who will act as the main point of contact for any concerns or complaints during the works.

2.1.2 The full approach will be confirmed within the detailed CTMP.

### 2.2 SITE WORKING HOURS

2.2.1 Construction activity will be managed to safeguard the amenity of local residents. While the exact working hours will be confirmed at the detailed CTMP stage, it is anticipated that construction works will take place within standard industry hours (typically 08:00 -18:00 Monday to Friday, and 08:00 - 13:00 on Saturdays, with no working on Sundays or Public Holidays).

### 2.3 CONSIDERATION CONTRACTORS SCHEME

2.3.1 The project is expected to be registered with the Considerate Constructors Scheme (CCS) or an equivalent code of practice. This will ensure the site is managed in a way that minimises disruption to the local community and maintains good neighbour relations.

2.3.2 Typical measures could include:

- ▶ Providing neighbours with general information about the scheme and site operations;
- ▶ Maintaining regular communication with residents, businesses, and other stakeholders;
- ▶ Installing a site information board at the entrance displaying contact details for the senior manager on site;
- ▶ Displaying CCS information posters in publicly visible locations.

2.3.3 The detailed CTMP will confirm the scope of CCS measures to be implemented.

### 2.4 RESPONSE TO COMPLAINTS

2.4.1 Procedures will be established for managing and responding to any complaints. As a minimum, this will include:

- ▶ Maintaining a log of complaints received on site;
- ▶ Clear allocation of responsibility for investigating and responding to issues;
- ▶ Reporting outcomes to the LPA where necessary.

2.4.2 The exact process will be agreed with the LPA within the detailed CTMP.

## 3 CONSTRUCTION OPERATIONS

### 3.1 NATURE & FREQUENCY OF CONSTRUCTION TRAFFIC

- 3.1.1 The exact amount of construction traffic will be confirmed once a contractor is appointed and a detailed programme is in place. At this stage, it is expected that traffic will mainly come from the delivery of building materials, plant, and equipment, along with daily trips by site staff.
- 3.1.2 Vehicles will include a mix of smaller vans, rigid HGVs, and occasionally larger lorries for bulk deliveries. The busiest periods are likely to be during site preparation and foundation works, when more materials are needed. On average, the number of daily deliveries is expected to remain modest and spread throughout the working day.
- 3.1.3 Staff movements will add to the total, though car sharing and sustainable travel will be encouraged wherever possible.

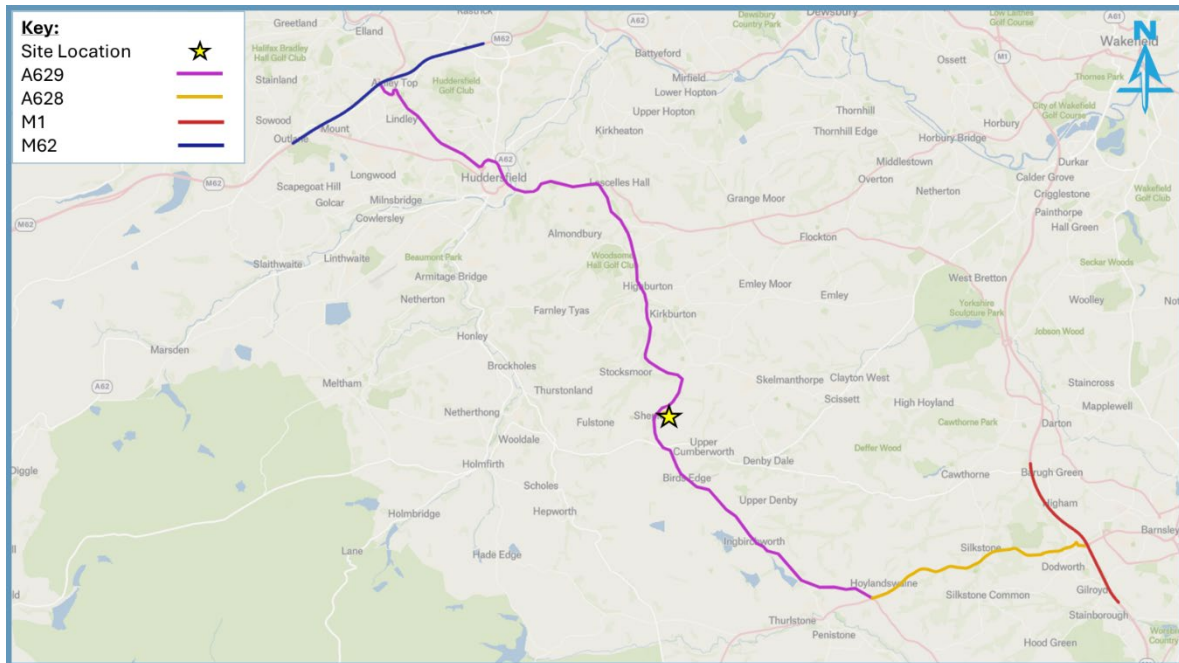
### 3.2 SITE ACCESS / EGRESS

- 3.2.1 The site will be accessed during the construction phase from the A629 via Lea Drive and Eastfield.
- 3.2.2 A 16.5m HGV as the largest type of regular construction vehicle has been tracked between the site and the A629 via Lea Drive which demonstrates this can access and egress the site including cars parked on the highway along the proposed route.
- 3.2.3 At this stage is envisaged construction vehicles will be prohibited from routing via Knowle Park Avenue and The Knowle.
- 3.2.4 As part of the detailed CTMP, the access arrangements will be reviewed to make sure construction vehicles can enter and leave the site safely. If needed, measures such as passing places, minor widening, or temporary traffic management will be put in place. The access will also be maintained throughout the works to avoid damage or disruption for local residents.
- 3.2.5 Any public rights of way that run near or across the site will be kept open and protected during construction.

### 3.3 ROUTING OF CONSTRUCTION TRAFFIC

- 3.3.1 Construction traffic will be directed to and from the site via Eastfield and Lea Drive, before joining Abbey Road and the A629 Penistone Road. The A629 is the main strategic road in the area, linking to the Strategic Road Network at the M62 Junction 24 at Huddersfield (10 miles) to the northwest and the M1 Junction 37 at Dodworth (10 miles) to the east.
- 3.3.2 A detailed routing plan will be confirmed with KC prior to construction. The aim will be to minimise disruption within Shepley, and to local residents and businesses. Construction deliveries will be programmed outside of peak highway network times and school drop-off and pick-up times.
- 3.3.3 **Figure 3-1**, shows the indicative construction traffic routing plan from the Strategic Road Network.

**Figure 3-1 Construction Traffic Routing Plan**



3.3.4 All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error. This should avoid overshoots which could lead to unnecessary and potentially hazardous turning movements. The site access will be clearly signed through the use of temporary signage subject to KC highways approval.

### 3.4 VEHICLE PARKING FOR SITE STAFF & VISITORS

3.4.1 At this stage, the exact arrangements for site parking will be confirmed within the detailed CTMP once a contractor is appointed. However, it is anticipated that all staff and visitor parking will be contained within the site boundary, most likely within the construction compound. Measures will be put in place to prevent vehicles associated with the development from parking on surrounding residential roads.

### 3.5 LOADING / UNLOADING OF PLANT & MATERIALS

3.5.1 All loading and unloading of construction vehicles will take place within the site boundary. No activity will be permitted on the public highway. A delivery management system will be introduced by the contractor to coordinate the timing of deliveries and avoid vehicles waiting outside the site. The details of this system, including any temporary holding or waiting areas if required, will be confirmed in the detailed CTMP.

### 3.6 STORAGE OF PLANT & MATERIALS

3.6.1 Plant and materials will be stored securely within the site compound. Storage will be minimised and managed on a just-in-time basis where possible, to reduce the need for large volumes of materials on site. No materials will be stored on the public highway.

### 3.7 FUEL / OIL STORAGE

3.7.1 All fuel for plant will be segregated and stored in double bunded fuel storage containers with the provision of a fuel spill kit.

3.7.2 Oil will be stored in accordance with any specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England). Specific details of storage and spill response measures will be set out at the detailed CTMP stage.

### 3.8 SITE HOARDING / GATES

- 3.8.1 For safety and security, the construction area will be enclosed and access will be controlled by gated entry points. The final form of fencing and hoarding will be agreed at the detailed CTMP stage, but it is expected to provide adequate protection to the public and restrict unauthorised access.

### 3.9 HIGHWAY CONDITION SURVEY

- 3.9.1 Prior to the start of construction, a highways condition survey may be undertaken on the local access routes to the site, in consultation with KC. This would provide a record of the existing condition of the highway network prior to works. A follow-up survey may be carried out at the end of the construction phase to identify any deterioration, with remedial measures agreed where necessary.

## 4 SITE CONTROLS

### 4.1 SITE CLEANLINESS

- 4.1.1 The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.
- 4.1.2 All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.
- 4.1.3 A Wheel Wash Station will be provided within the site on hard standing and of a reasonable distance from the highway to ensure water drains on site and not to the highway.
- 4.1.4 It is proposed that a jet washing facility is provided, with water available on site (bowser / direct connection) and all vehicles requiring to have wheels and axles washed down prior to leaving the site to reduce unwanted debris spreading onto the highway during major earth works.
- 4.1.5 Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.
- 4.1.6 Storage of construction materials such as cement, oils and fuels for site plant etc. have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc. would be checked regularly.

### 4.2 CONTROL OF DUST AND OTHER EMISSIONS

- 4.2.1 The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised.
- 4.2.2 Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods. Concrete / mortar batching if required to be carried out on site will be done so in an area as far as possible away from neighbouring properties or public areas; Any such batching area will be 'keep clean' to prevent build-up of potentially dust emitting waste.
- 4.2.3 During dry weather and in the absence of any local or national water restrictions in place, water suppression / spays will be used for the damping down of any process likely to generate airborne dust.

### 4.3 SURFACE WATER DRAINAGE

- 4.3.1 Water Management and Pollution Precautions will be taken prior to and during construction to ensure the protection of watercourses and groundwater against pollution. The measures would be informed by the site investigation works discussed above and also by CIRIA Report 532 'Control of Water Pollution from Construction Sites' and Environment Agency Pollution Prevention Guidelines, principally PPG6 – 'Working at Construction and Demolition Sites'.
- 4.3.2 This element will be supported by appropriate information and a construction site layout / logistics plan of the site on the appointment of a competent contractor.

### 4.4 WASTE MANAGEMENT

- 4.4.1 The site manager will ensure that all waste generated by the construction operations is dealt with appropriately to avoid nuisance and litter.
- 4.4.2 All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.

- 4.4.3 During transportation, all waste containers will be covered, wheels will be cleaned prior to leaving site.
- 4.4.4 No bonfires will be permitted on the site.

## 4.5 CDM REGULATIONS 2015

- 4.5.1 In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

## 4.6 CONTROL OF NOISE

- 4.6.1 Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:
  - ▶ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
  - ▶ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
  - ▶ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
  - ▶ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
  - ▶ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

## 4.7 SUMMARY

- 4.7.1 On agreement of this plan with KC, the contractor would provide all relevant information contained within **Sections 3 - 4** on suitable indicative plans.
- 4.7.2 This would include construction vehicle routing, the location of warning / directional signage, location of the wheel wash facility, internal parking arrangements, materials compound and all other relevant site operation elements

## APPENDICES

### Appendix A Proposed Site Layout Plan



***Appendix A***  
***Proposed Site Layout Plan***



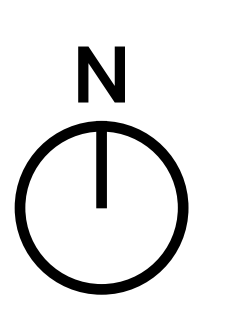
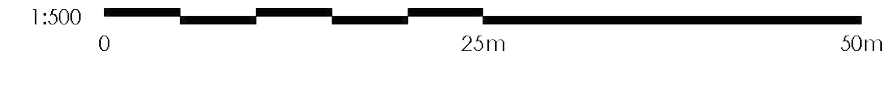
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- RED LINE BOUNDARY (4.98 HA)
- - - PUBLIC RIGHT OF WAY
- · · INDICATIVE FOOTPATHS
- INDICATIVE PEDESTRIAN ACCESS
- INDICATIVE VEHICLE ACCESS
- EXISTING TREES / VEGETATION
- PROPOSED TREES / VEGETATION
- INDICATIVE ATTENUATION
- EXISTING HEDGEROW
- 12M NOISE BUFFER



## SHEPLEY, KIRKLEES – ILLUSTRATIVE FRAMEWORK

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: BJ | APPROVED BY: ST | DATE: 21.08.25 | SCALE: 1:500@A0 | DRWG: P25-0749.002 | REV: F | CLIENT: BANKS GROUP |



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