

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Ivy Mills (Combined Site), Whitehaven



Gleeson Homes (Cumbria)

Manelli House | Cowper Road | Gilwilly Industrial Estate | Penrith | Cumbria | CA11 9BN

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Date: **June 2024**

Revisions: **Version 1**

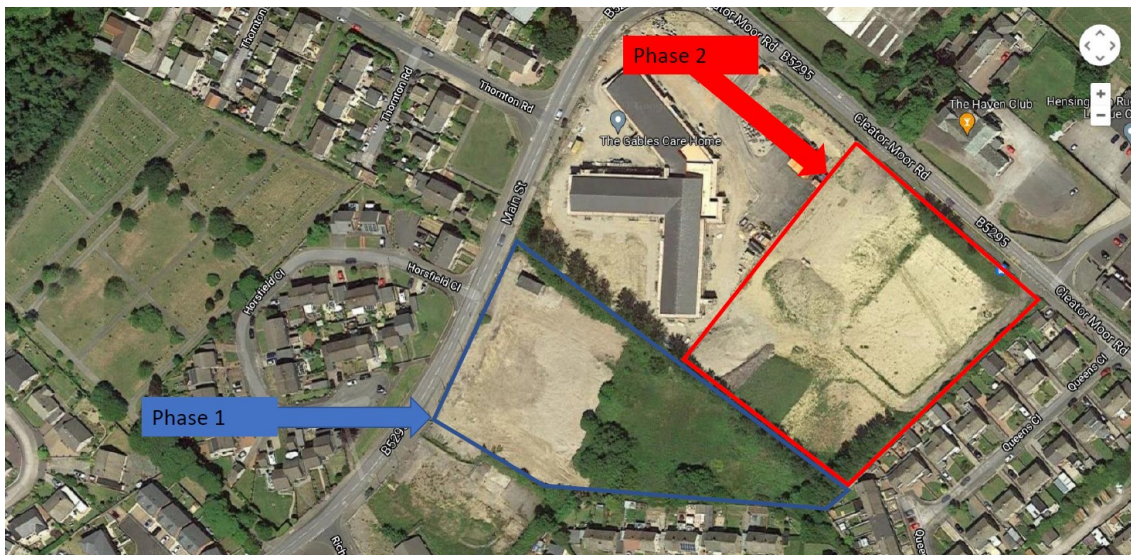
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Introduction

This Construction Management Plan (CMP) has been produced by Gleeson Homes in relation to the planning application for development of Ivy Mills (Phases 1 & 2), the land is currently vacant but formerly a textile factory which was demolished in 2010. The site is brownfield land on the east side of Whitehaven. The land was previously occupied by factories that has since been demolished and the ground cleared. The site is bound by a rugby league club and secondary school to the northeast, residential properties to the south east, our contracted Ivy Mills phase 1 site to the south west and a care home to the north west.

We have Planning Permission for residential development for Phase 1 & 2 as bound by the blue and red lines below respectively



The purpose of this CTMP is to ensure the impact of construction work on the local residents and the nearby Local Facilities, Secondary School and Rugby League Facility 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/Site 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.

Site Manager, TBC

Construction Director, Brian Corrin Brian.Corrin@mjgleeson.com

This document has been prepared with input from the project Architects, Engineers and Senior Construction Team to ensure that the CTMP can comprehensively address all issues that may arise during the construction works. The CTMP has also been checked by Gleeson's Health & Safety Manager, who will ensure continuous monitoring and compliance with all Health & Safety procedures.

General Housing Construction

During the housing construction, deliveries will be made from the Cleator Moor Road. A banksman will be in attendance for deliveries off Cleator Moor 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.



Site Operating Hours

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 our onsite senior manager or build manager appointed for the development. If the matter needs to be escalated further, then we urge you to call our Regional Office on 01768 807856 or email Cservices@mjgleeson.com where the matter will get escalated.

General Site Safety & Constraints

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.

Demolition

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

Dilapidation 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.

Site Constraints

Contamination

There is a requirement for Remediation due to contaminants in the ground and stockpiles on site. A specialist contractor, Sirius has been appointed to carry out the approved RemStrat and earthworks for the proposed residential development prior to any construction works starting on each phase of the development.

Existing Highway Drain

Condition 8 of the planning permission requires the existing highway drain to the new access to be located and protected in accordance with details that have been approved by the Local Planning Authority.

Health and Safety Plans

The plans will be formulated by the in-house by H&S professional employed directly to Gleeson Homes who will co-ordinate CDMC activities and inspect the development operations monthly.

Any specialist and/or sub-contractors RAMS will be vetted and signed off by Gleeson in its capacity as both Client and Principal Contractor for the development.

Gleeson operate all operational activities following our Health & Safety Procedures, summarised as follows:

- HSP 001 – Construction (Design & Management)
- HSP 002 – Temporary Works
- HSP 003 – Site Health & Safety Induction
- HSP 004 – Safe Systems of Work
- HSP 005 – Personal Protective Equipment
- HSP 006 – Welfare Facilities
- HSP 007 – First Aid
- HSP 008 – Accident Reporting
- HSP 009 – Accident Investigation
- HSP 010 – Excavations & Breaking Ground
- HSP 011 - Buried Services
- HSP 012 – Overhead Power Lines
- HSP 013 – Service Strike Reporting

- HSP 014 – Confined Spaces
- HSP 015 – General Work at Height
- HSP 016 – Scaffolding
- HSP 017 – PUWER
- HSP 018 – LOLER
- HSP 019 – Telehandler Operations
- HSP 020 – Traffic Management
- HSP 021 – Site Security & Public Protection
- HSP 022 – Permits
- HSP 023 – Fire Safety
- HSP 024 – COSHH
- HSP 025 – Abrasive Wheels
- HSP 026 – Noise
- HSP 027 – Vibration
- HSP 028 – Manual Handling
- HSP 029 – Young & Inexperienced Persons
- HSP 031 – Smoking
- HSP 032 – Enforcement Authority
- HSP 033 – Health & Safety Inspection Reporting
- HSP 034 – Asbestos
- HSP 035 – Environmental
- HSP 036 – Electrical Safety
- HSP 037 – Minimum H&S Training Requirements
- HSP 039 – Worker Engagement

Traffic Management

Traffic Management Plan

All works will be undertaken following Gleeson Health & Safety Procedure – HSP 020 – Traffic Management.



Deliveries

No deliveries will be permitted outside the working hours.

Deliveries will be taken between 7:30am and 7pm from articulated and rigid lorries operating a an in and out route with a turning provision on site using initially the existing vehicular access (former factory access road) to phase 2 off Cleator Moor Road and subsequently the new development access road off Cleator Moor Road when it comes into use.

The surrounding public highway roads are of sufficient category for all 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.

The anticipated number of delivery vehicles through the development process will be anticipated as average 4 per week but some weeks there will be fewer and some weeks more, deliveries to the site will be anticipated for the full duration of the build currently predicted at 3 years. Delivery vehicles will range from small panel vans delivering packages to articulated lorries delivering large quantities of bricks, blocks, and roof tiles.

Vehicles directly associated with the construction work will travel on the designated routes on site no construction operation are required outside the site boundary's other than the construction of the new development access road junctions with Main Street (Phase 1) and Cleator Moor Road (Phase 2)

Delivery and access vehicle will access the site car park and compound by designated route.

Nuisance Control

A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

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. 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.

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.

Noise & Vibration Pollution

All works will be undertaken following Gleeson Health & Safety Procedure - HSP 026 – Noise & HSP 027 – Vibration

Noise assessments of the processes have been undertaken and we do not anticipate any noise pollution above recommended levels. Rotary cutting tools on site will produce noise but short bursts of usage will not exceed noise pollution limits.

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.

Due to the site Investigations, there are a number of plots, c 5Nr which require piling, there will be a Method Statement and Risk Assessment provided by the appointed contractor which will be reviewed by the Senior Management Team and H&S to ensure any impacts are mitigated.

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.

Traffic routes where feasible will be located away from neighbouring residential properties, all traffic will follow the Traffic Management plan as appended to this document.

Storage of Materials

Construction materials such as cement, oils and fuels have the potential to cause pollution. All fuel, oil and chemical storage will be sited on an impervious base with a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled within a designated area on hard standing. All pumps/hoses etc. would be checked regularly.

Provision will be made for storage of materials in designated areas including waste materials.

Site Security

All construction materials not in use will be stored on site in a secure location. The Compound area will be enclosed in a fully painted in corporate colours plywood and Heras hoarding along its boundaries with high access gates formed at the entrance. The site will be locked outside of working hours to ensure that all materials and equipment are stored securely.

Other security measures such as Security Guards/Smart water etc. will be utilised where necessary.

The Site Manager is responsible for site security and emergency procedures and contact information will be provided on site for out of hours incidents.

Management of Environmental Impacts

Ecology

No field signs of protected wildlife species were documented during the site visit. The site provides negligible potential for amphibians, badgers, red squirrels, and roosting bats.

The site was assessed as having low biodiversity value. The main habitat type was previously developed land that is currently used for the storage of road surface material and rubble.

Two ecological constraints were identified including (1) the presence of trees and (2) scrub habitat along the site boundaries. Current development plans are to remove all trees and most of the scrub habitat. The trees are showing stress suggesting future value will be limited and that the planted tree species are not suited to the site. The scrub habitat is overgrown and in poor condition.

Prior to development the following survey effort is recommended to further assess the site:

- bat activity surveys to assess whether bats forage along the linear boundary features. This will provide further evidence of the ecological value of the trees and scrub habitat. It will also help to inform the landscape plan.
- the removal of vegetation should be achieved outside bird nesting season. If this is not possible then a nesting bird check must be undertaken within 48 hours of vegetation removal.
- a pre-construction badger survey is undertaken to identify any newly created setts that may have been constructed since the time of the last survey.

Arboricultural

Most of the existing trees on the site are to be removed for the planning approved residential development. A Tree Maintenance Scheme will be put in place for new or retained trees in accordance with the conditions of the planning permission.

Flood Risk

The site falls within Flood Zone 1 and is not at risk of flood.

Heritage

The site is not designated a heritage site.

Archaeology

The site is not of archaeological interest.

Summary

This Construction Traffic Management Plan relates to the proposed development of Ivy Mills Phase 1 & 2 (Combined Site), the land is currently vacant but formerly occupied by factories. The purpose of the CTMP is to ensure that the impact of construction works on the local residents and the immediate highway network is kept to a minimum.

The agreed contents of this Construction Traffic Management Plan must be complied with unless otherwise agreed with the Council. The person/s responsible for implementing the CTMP shall work with the Council to review this CTMP if problems arise in relation to the construction of the development and complaints from local residents. Any future revisions to this plan must be approved by the Council and complied with thereafter.

Appendix 1 - Construction Management Plan

See plan below.



Appendix 2 - Construction Traffic Management Plan

See plan below.



Appendix 3 – Surface Water Management Plan (SWMP)

See SWMP Form (055) dated 07/08/2024



Ivy

Mills_Whitehaven_SWI