Thomas Armstrong (Construction) Ltd.

Principal Contractor's

Construction and Traffic Management Plan

Construction of 19 Dwellings

At

Scalegill road, Moor Row, Whitehaven, Cumbria.

Plan prepared by

Adam Osliff Development Manager

Signature:

Date: 10/03/2025

Rev A :12/06/25 – Working Hour amended

PROJECT DETAILS

Site Address

The address of the site is:

Site is off Scalegill road, Moor Row, Whitehaven, Cumbria.

The development name, specific street addresses and respective postcodes will be confirmed in the future.

Project description and overview

The project involves:

Residential development in accordance with details approved by the Planning Approval(s).

Construction will be undertaken in one single phase.

An existing public footpath runs parallel to the site north to south on the western side. This then heads east above an existing sandstone wall and links into a cycle path. To protect the public a temporary footpath diversion to link into the cycle path may be required for a short period of time whilst the surface water mains drainage works are connected into the existing systems.

Infrastructure to be installed includes a minor road network and a foul/surface water/SuDS network, both connecting to existing infrastructure at the very north of the site.

New utility networks (electricity, water, telecoms and, potentially, gas) will be Provided. These serve a development of 19 No new dwellings, many with garages, that have private front and rear gardens.

Off-site works are anticipated to be limited to surface water drainage at the north of the site and utility connections, plus minor s278 works at the south.

SITE MANAGEMENT MEASURES

Working Hours and Good Neighbour practices

SITE WORKING HOURS - Site hours will be 8am – 18:00pm (Monday-Friday) & 8:00am – 13:00pm (Saturdays) No works to be permitted on Sundays or any Bank Holidays.

For the avoidance of doubt, no loading and/or unloading of plant and materials shall take place outside of working hours.

Vehicles and mechanical plant shall not operate or be switched on and left to idle (e.g. for the purposes of defrosting or warming up) outside of working hours.

Traffic and transport routes to/from site

The site is directly and permanently accessed from Scalegill road, which directly abuts the southern site boundary.

A single access and egress point that is indicated on the Construction and Traffic Management Plan.

Contractor vehicles and delivery vehicles must not park in the Moor Row Working Men's Club car park.

It is preferred that, where possible, all contractor and delivery vehicles approach site via the A595 to reduce the amount of traffic through central Moor Row.

The contractor, sub-contractors and suppliers should be aware of the relative proximity of the following schools:

- Moor Row Community Primary School

It is proposed to implement a temporary 'site' speed limit of 10mph for vehicles travelling through the site during construction.

Drivers should also drive appropriately for site conditions and be vigilant of children and other pedestrians who may be present.

It is noted that roads within occupied sections of the development will not have a final wearing course until the overall development is complete and, consequentially, that ironwork to access chambers and gullies will be raised. This assists in calming traffic speeds through temporary horizontal and vertical deflection in addition to temporary speed signage.

Contractor/Visitor Access and Parking (please refer to the Construction and Traffic Management Plan.)

Wherever possible, contractors shall reduce the volume of contractor vehicles on site by taking steps to encourage shared and efficient use of essential work vehicles and discouraging frivolous use of unnecessary work vehicles or private transport.

Prior to commencing construction and following completion of the development, the contractor shall carry out a dilapidations survey of the existing highway network in the vicinity of the site in conjunction with representatives of the Highway Authority.

Contractors shall only park in the designated parking area shown on the Construction and Traffic Management Plan.

Visitors associated with construction of the project will park within designated parking areas and then report immediately to the Site Office where their attendance on site shall be recorded by the site management team.

Visitors interested in viewing and/or purchasing a dwelling on the completed scheme will be directed to the site visitor parking area which is located on the Construction and Traffic Management Plan.

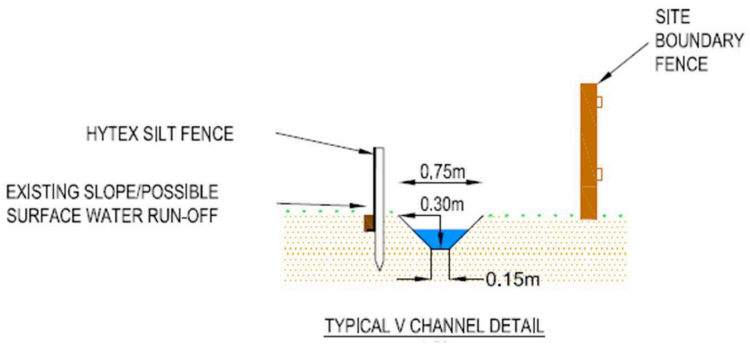
Owners/occupiers of dwellings on completed parts of the scheme will have safe access routes from the public highway utilising newly constructed roads within the scheme that are to be designed and built to adoptable standards and brought into use prior to occupation. Completed dwellings will have appropriate parking provision.

Surface water management measures

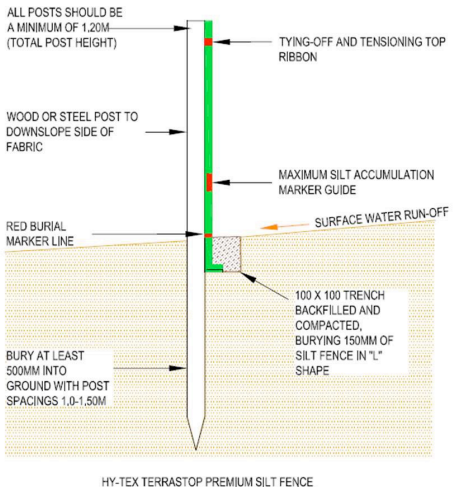
During the construction process, surface water run-off from site will be controlled to mitigate against flooding of adjacent properties and prevent siltation or contamination of the downstream drainage networks/watercourses. Surface water control measures shall be installed as indicated on the Construction and Traffic Management Plan.

Interception Channels and Silt Fences

Silt laden run-off can be expected from any areas of exposed soil, aggregate or rock. This run-off must be intercepted and treated to prevent it leaving site or entering the drainage network. Temporary V-shaped interception channels with a silt fence located on the inner side, where appropriate, will be installed within the vicinity of above ground drainage routes to remove suspended silts and solids before they enter drainage networks/watercourses. Interception channels will discharge to existing drains. Indicative details are shown below:



TYPICAL V CHANNEL DETAIL



HY-TEX TERRASTOP PREMIUM SILT FENCE

Channels should have a longitudinal gradient of no less than 1:100 towards the outlet, be vegetated as soon as practical to assist with reducing flow velocity and sediment removal, and discharge into a silt trap prior to a connection to the downstream surface water network.

Weekly inspections of silt fencing and channels will be undertaken with appropriate removal and disposal of collected silts.

Offsite watercourses

Daily visual inspections of the existing surface water drains will be undertaken to ensure the protection of adjacent and downstream watercourses.

Topsoil Removal

Topsoil will remain in place for as long as possible and will be stripped using a phased approach to reduce surface water run-off and allow natural infiltration. Where possible, topsoil will be placed in proposed garden and landscaped areas at the earliest opportunity to reduce surface water run-off.

Stockpiles

Stockpiles of materials will not be in close proximity to existing drainage ditches or proposed surface water attenuation features and will be bunded.

Topsoil will be allowed to establish vegetation to minimize surface water run-off.

Foundations & Excavations

Surface water that has collected in local low spots (such as excavations or plot foundations) will be allowed to infiltrate to ground naturally if possible. Where pumping is required, surface water will be pumped and spread onto an adjacent area of topsoiled landscaping and be allowed to infiltrate or run-off naturally.

Road Gullies

Gully bags will be installed in every road gully on the development to capture suspended solids and to prevent them from entering the surface water drainage system.
Road gullies will be monitored on a weekly basis to ensure that any silt build up is stored in the trapped area of the gully and is not overflowing into the drainage system.

Sewer Cleaning

New sewers will be jetted clean prior to connection to the surface water outfall to prevent silt and construction debris from entering the surface water network.

Plant and Materials – loading, unloading and storage

All loading and unloading of plant or materials must take place within the site boundary or and not in the public highway. Delivery vehicles shall drive onto site via the designated construction access as shown on the Construction and Traffic Management Plan. and must not park or stop on the public highway.

Loading and unloading of plant will take place in designated areas only, as shown on the Construction and Traffic Management Plan.

Loading and unloading of materials will take place either within the designated materials handling/storage area or, within the loose material storage area or, where appropriate, directly to the relevant dwelling/plot.

Loading and unloading of materials will utilise mechanical lifting equipment (such as all terrain forklift trucks, tipping vehicles, wheeled excavators and cranage) in addition to manual methods. Such mechanical lifting equipment, whilst efficient, can also be noisy and contractors should have due regard to this when selecting the most appropriate method of loading/unloading (i.e. loading should take place swiftly and with as little noise and disturbance to neighbours as possible).

Site Security

The perimeter of the site shall be secured by a 'Heras' type temporary fencing system that is appropriately secure and stable for site and weather conditions. This temporary fence shall be checked prior to the end of each workday and shall be retained in full opera□on for as long as it reasonably possible, taking into account sale, occupation and access to completed dwellings. When it is reasonable and appropriate to do so, temporary perimeter site fencing shall be replaced with permanent plot boundary fencing, so long as said permanent fencing provides adequate security from unauthorised intruders.

As specific dwellings on the scheme are sold and occupied, it will be necessary to remove the temporary perimeter security fence to sold plots and simultaneously erect temporary 'heras-type' security fencing between completed and 'under-construction' areas of the scheme. The Site Manager shall manage this in accordance with current industry practice.

The contractor may erect timber fencing around its compound and use 'Heras' type temporary fencing around the material storage areas as shown on the Construction and Traffic Management Plan.
Such areas may also incorporate security lighting and security alarm systems (including CCTV systems).

Measures to control the emissions of dust and dirt (including wheel wash facilities)

For clarity, the following dust and dirt control measures also cover other emissions to air, such as fumes and smoke. All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.

Engines of plant, machinery and vehicles shall be always turned off when not in use.

Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.

During dry spells IBC tanks will be filled with water and transported around the site via a telehandler using a spreader bar attachment to soak large areas at one time.

All vehicles carrying dusty materials shall be securely covered.

Dust and dirt will be minimised through - Elimination – Substitution – Isolation – Control measures.

This will be done by shutting plant down when not in use to eliminate the problem. It may be necessary to substitute plant or methods to improve outcomes. If excessive dust remains a problem, then the problem should be isolated by moving plant to another area of site away from neighbours. If the plant cannot be moved anywhere else, then it is appropriate to control matters by erecting screens or enclosures.

Prior to starting any works which would create excessive dust and/or dirt, site management will notify neighbours of the expected nature and duration of those activities

Basic precautions to minimise dust generated on site include using covered waste skips, water suppression, segregation and exclusion using impermeable barriers. Excessive dirt (such as mud) can be reduced by carrying out dirt generating activities in appropriate weather conditions.

Temporary haul roads will usually be of hardcore/crushed material construction and will be dampened regularly when appropriate to minimise dust. If they have a bound surface, it will be swept on a regular basis as determined by the Site Manager, based on site conditions. This approach will assist in keeping vehicles relatively clean and significantly reduce the likelihood of dust/dirt on roads in the immediate vicinity of the site.

Cleaning of permanent surfaced roads will be carried out on a minimum weekly basis by a contracted road sweeper, with frequency increased as determined by the Site Manager based on site conditions. Swept areas will extend beyond site to include site entrances and existing highway(s) in the immediate vicinity of the site affected by site traffic.

Additional sweeping may be required depending on specific site operations (e.g. import/export of excavated materials) and prevailing weather conditions.

Wheel washing facilities (i.e. a pressure washer) will be available at the site compound.

Site management will monitor dust/dirt production at regular intervals during the day and record their findings, with records to be kept on file in the Site Office. These records must be made available to the Local Planning Authority on request.

All vehicles will enter/exit site via the designated access points as shown on the Construction and Traffic Management Plan.

Loose materials will be stored on site and will be closely monitored to reduce the potential for airborne dust. Imported fill materials will be placed directly into final position when reasonably possible. In prolonged periods of dry weather, reasonable measures will be taken to suppress dust by water spraying.

Where small tools are used, appropriate dust suppression will be utilised in accordance with best practice and relevant H&S protocols. Cutting and grinding on site should be kept to a minimum but where necessary, it should be carried using equipment fitted with silencers and water suppression devices.

In the event of a complaint about dust/dirt however received, the Site Manager is responsible for following the complaint through to resolution and initiating any necessary corrective action. Appropriate and reasonable remedial action will be taken to address complaints, and the Site Manager will check and verify that the corrective action has been successful and to what degree. The complainants shall be notified of corrective measures and a record kept on site. The file shall be available for inspection by the Local Planning Authority on request.

Waste Management

There shall be NO waste burnt on site.

At all times, there shall be an appropriate means of waste disposal in place. This will usually be one or more covered skips located as shown on the Construction and Traffic Management Plan. Where possible, designated skips for recyclable waste shall be available.
Appropriate waste transfer and/or disposal documentation shall be made available for the Local Planning Authority on request.

All waste materials on site shall be adequately secured to prevent unnecessary and unsightly dispersal of materials around the site, public areas (streets, SuDS areas and open spaces) and into the wider environment.

Waste materials shall not be stored on site for unnecessary or unreasonably prolonged periods and should be removed from site as soon as reasonably practicable.