CONSTRUCTION & TRAFFIC MANAGEMENT PLAN

for

RESIDENTIAL DEVELOPMENT AT HARRAS DYKE FARM, HARRAS MOOR, WHITEHAVEN, CUMBRIA

on behalf of

THOMAS ARMSTRONG (CONSTRUCTION) LTD

Date: 18/10/2026

Issue: 3.01

PLANNING BACKGROUND

1. Planning reference number and description

1.1. Planning Permission for this site consists of the following planning approvals:

1.1.1. Application ref 4/16/2416/0O1: Outline Application for 10 No residential dwellings (Phase 1) on land to the frontage of Harras Road, Harras Moor, Whitehaven.
1.1.2. Application ref 4/24/2195/0B1: Outline Application for Residential Development up to 100 Dwellings (Phase 2) on land at Harras Moor, Whitehaven.
1.1.3. Application ref 4/24/2036/0B1: Reserved Matters Approval for Phase 1.
1.1.4. Application ref 4/24/2035/0B1: Reserved Matters Approval for Phase 2.
1.1.5. Application ref 4/24/2162/DOC: Discharge of Planning Conditions (Phase 1 Outline).
1.1.6. Application ref 4/24/2161/DOC: Discharge of Planning Conditions (Phase 2 Outline).
1.1.7. Application ref 4/23/2001/DOC: Discharge of Planning Conditions (Ph1 RMA).
1.1.8. Application ref 4/24/2164/DOC: Discharge of Planning Conditions (Ph1 RMA).
1.1.9. Application ref 4/23/2002/DOC: Discharge of Planning Conditions (Ph2 RMA).
1.1.10. Application ref 4/24/2163/DOC: Discharge of Planning Conditions (Ph2 RMA).

2. Planning Conditions

2.1. This Construction & Traffic Management Plan ("CTMP") should be read in conjunction with all planning approvals. It should be noted that all 'prior to commencement of development' planning conditions have been discharged.

2.2. It should be noted however that the following planning condition still requires to be discharged:

Application ref 4/24/2195/0B1 – Condition 14
No works must commence on the dwellings hereby approved until a scheme for the provision of affordable housing as part of the development has been submitted to and approved, in writing, by the Local Planning Authority……..

Confirmation that this condition has been discharged should be requested prior to commencing any works on any dwelling (eg excavating dwelling foundations, etc).

2.3. This Construction & Traffic Management Plan ("CTMP") takes account of the requirements of various planning conditions and construction must be carried out in accordance with this CTMP at all times.

2.4. A copy of this CTMP is to be kept on site at all times together with records of monitoring, complaints and resulting actions taken (if any).

2.5. All contractors' personnel will be formally inducted onto site and this CTMP will form part of that induction process. Records of all inducted personnel shall be kept on site for the duration of the project.

PROJECT DETAILS

3. Site Address

3.1. The address of the site is:

Site at Harras Dyke Farm, Harras Moor, Whitehaven, Cumbria.

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

4. Project description and overview

4.1. The project involves:

4.1.1. Residential development in accordance with details approved by the Planning Permission (see Para 1.1).

4.1.2. The site comprises both greenfield and previously developed land ("PDL"). The PDL relates to former open cast coal mining in the centre/north of the site bounded by the High Wall plus an abandoned mineshaft on the eastern edge of the site, all as shown on the plan in Appendix A. Prior to redevelopment for residential use, the site is to undergo geotechnical remediation. It should be noted that there is no evidence that the site contains contamination.

4.1.3. Construction may be undertaken in a single phase, or multiple phases as shown on the attached Site Management Plan (Appendix B).

4.1.4. An existing public footpath (Footpath No 431022) crosses the site as shown on the Site Management Plan. Approval to permanently divert this public footpath has been granted. The diversion route is shown to the southern and eastern perimeter of the site, as shown on the Site Management Plan. An application for a temporary footpath diversion order during construction of the development has been submitted to Cumberland Council and awaits determination.

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

4.1.6. Existing utility infrastructure is to remain in place and will be protected during the works (as agreed with the relevant utility owner/operator). Existing land drainage routes from adjacent land to the north and east will be maintained and amendments to the existing land drainage network will be carried out to ensure the land drainage network continues to operate effectively post-development of the site.

4.1.7. New utility networks (electricity, water, telecoms and, potentially, gas) will be provided and public open space(s) will be laid out.

4.1.8. These serve a development of 90 No new dwellings, many with garages, that have private front and rear gardens.

4.1.9. Off-site works are anticipated to be limited to foul drainage (extending to Red Lonning Industrial Estate) and utility connections, plus minor s278 works along the site frontage.

SITE MANAGEMENT MEASURES

5. Working Hours and Good Neighbour practices

5.1. Unless otherwise agreed in writing by the Local Planning Authority, working hours for the site shall be limited to:

- 07:30 to 18:00 on Monday to Saturdays.
- No working on Sundays or Bank Holidays.

Also refer to para 6.6 below regarding measures to reduce impact on local schools.

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

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

6. Traffic and transport routes to/from site

6.1. The site is directly and permanently accessed from the U4012 (Harras Road), which directly abuts the southern site boundary. A secondary emergency vehicle access is also located off Harras Road while a temporary 'construction only' access is located off the U4008 (Red Lonning). These access locations are indicated on the Site Management Plan in Appendix B.

6.2. Contractor vehicles and delivery vehicles must not use Harras Road westwards of the main site entrance. The contractor will erect temporary 'No Access for Construction Vehicles' signage on Harras Road immediately to the west of the main site entrance.

6.3. It is preferred that, where possible, all contractor and delivery vehicles approach site via the A595 utilising the U4008 (Red Lonning) from Parton via Rosehill (see Appendix C).

6.4. Until it is no longer feasible to do so due to (i) progress of construction activities, (ii) sale of and/or (iii) occupation of dwellings on site, contractor vehicles and delivery vehicles should use the temporary construction access off Red Lonning rather than those off Harras Road. The contractor will enforce this rule in briefings such as Tool Box Talks, within delivery instructions to sub-contractors/suppliers and within Risk Assessments/Method Statements.

6.5. The Site Management Plan indicates where/how the temporary construction access from Red Lonning can be adapted to connect to proposed roads within the site so that it can be retained until latter stages of site construction.

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

- St Benedicts Secondary School
- Mayfield School
- Whitehaven Secondary School
- Hensingham Primary School

- Jericho Primary School

The contractor will liaise with the Senior Leadership Team of each school prior to commencement of construction and prior to periods of particularly frequent/heavy material movements, such as during remediation. Where possible, contractor and delivery vehicle movements should be stopped (strongly preferred) or minimised during 'drop-off' and 'collection' times at these schools.

6.7. It is proposed to implement a temporary 'site' speed limit of 10mph for vehicles travelling through the site during construction, increasing to a 20mph limit in occupied sections of the development when roads/footways/streetlighting are fully operational. 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.

7. Contractor/Visitor Access and Parking (please refer to the Site Management Plan in Appendix B)

7.1. 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.

7.2. Access to the development site shall be limited to those shown on the Site Management Plan. The temporary construction access (Access 3) shall be constructed in accordance with details in Appendix A.

7.3. Please note that, for construction of the foul sewer, utility connections and s278 works, construction activity will also take place in the Off-site Construction Zone as indicated on the plan in Appendix D.

7.4. 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. The contractor and the Highway Authority shall both act fairly, reasonably and in good faith. The contractor shall assume responsibility for the additional wear and tear on the highway network attributed to operations to be carried out on site and shall carry out repairs accordingly.

7.5. Contractors shall only park in the designated parking area shown on the Site Management Plan.

7.6. 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.

7.7. Visitors interested in viewing and/or purchasing a dwelling on the completed scheme will be directed to the site show home area which will include designated Visitor parking bays.

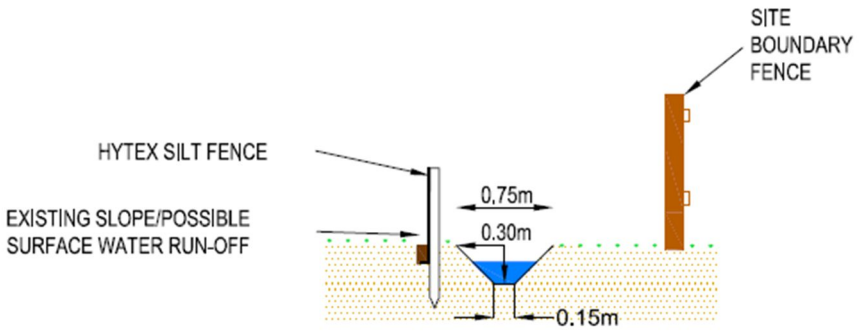
7.8. Owners/occupiers of dwellings on completed parts of the scheme will have safe access routes from the public highway utilising newly constructed roads within the scheme that are to be designed and built to adoptable standards and brought into use, in appropriate phases, prior to occupation. Completed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

8. Surface water management measures

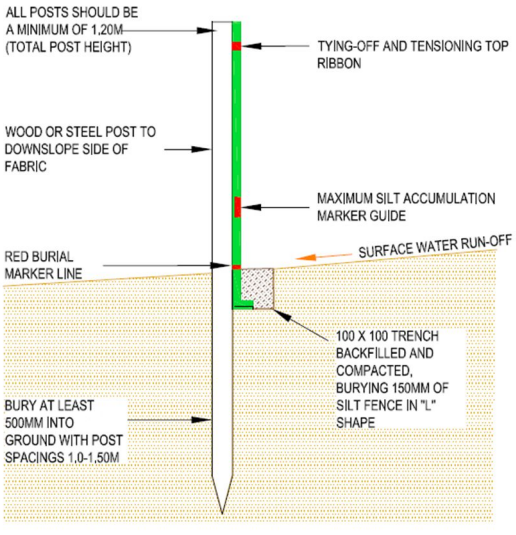
8.1. During the construction process, surface water run-off from site will be controlled to mitigate against flooding of adjacent properties and prevent siltation or contamination of the downstream drainage networks/watercourses. Surface water control measures shall be installed as indicated in Appendix A, in accordance with the following guidance.

Interception Channels and Silt Fences

8.2. 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

8.3. 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.

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

Offsite watercourses

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

Topsoil Removal

8.6. 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

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

8.8. Subsoils will be covered with topsoil to prevent wash off of fine sediments.

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

Foundations & Excavations

8.10. 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

8.11. 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.

8.12. 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

8.13. 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.

Road Cleaning

8.14. The Site Manager will ensure a mechanical road sweeping machine is used to clean all new and existing roads both on the development and in the area of the site access to ensure that material and sediment is not deposited onto roads and washed into gullies on and in the vicinity of the site.

Foul Water

8.15. Foul water from temporary site facilities shall, preferably, connect directly to the existing foul sewer network via an approved temporary connection. Where this is not possible, foul water shall drain to a suitable storage tank and will be removed from site at regular intervals by a suitably licensed operator.

Maintenance

8.16. Inspections of surface water drainage systems are to be undertaken by site representatives and include, but are not limited to, the following;

- Daily inspection of on-site watercourses/channels to ensure any contaminants are prevented from discharge further downstream.
- In the event of a spillage or contaminated water entering the network, surface water should be contained locally within the immediate drainage system and prevented from leaving the site. Contaminated water should be disposed of in a controlled manner to either a foul sewer (with UU's prior agreement) or removed from site by a suitably licensed operator.
- Weekly inspections and maintenance of surface water drainage systems to ensure they are free of silt and construction debris.
- Weekly inspections and maintenance of all road gullies (including gully bags) to check silt levels and ensure no silt or debris is entering the drainage system.
- Weekly inspection and maintenance of discharge points, outfall structures, flow controls, silt trap manholes and any temporary features such as interception ditches and silt fences.

8.17. A record of inspection and maintenance regimes shall be kept at all times and made available at the request of the Local Planning Authority/Lead Local Flood Authority.

9. Protection of existing United Utilities underground water mains

Generally

9.1. Large diameter high pressure water mains exist under this site. They are protected by legal rights/obligations and all construction operatives should be made aware (for example, via Site Inductions and/or Tool-Box Talks) that working in the vicinity of these water mains also carries significant health & safety implications, as any potential damage could be lethal to those working close by. Additionally, the volume of water these pipes carry is huge and damage to properties caused by uncontrolled water from damaged

pipes is likely to be significant. **EXTREME CAUTION IS THEREFORE NECESSARY WHEN WORKING IN CLOSE PROXIMITY TO EXISTING WATER MAINS**.

9.2. The location and depth of existing UU assets (comprising a 350mm dia spun iron water main and a 400m dia PE water main within the southern site boundary broadly running parallel to Harras Road, and a 600mm dia PE water main within the eastern site boundary broadly running parallel to Red Lonning) have previously been verified via 'trial-pitting' undertaken in conjunction with Joe Potts of United Utilities during September 2021. A copy of the survey drawing is attached at Appendix E.

9.3. A 'Water Main Protection Zone' is to be implemented along the entire length of each water main and extending a minimum of 5m on both sides of each water main. The Water Main Protection Zone is highlighted yellow on RG Parkins drwg no K40340-40 (see Appendix F). For the avoidance of doubt, United Utilities has legal rights to enter upon the Water Main Protection Zone at any time and without notice for the purposes of managing and maintaining their assets.

9.4. Prior to construction commencing on site, the location of existing water mains and the full extent of the Water Main Protection Zone shall be marked by use of suitable exclusion fencing (eg Heras fencing) erected along each edge of the Water Main Protection Zone. For the avoidance of doubt, no construction activities shall take place within the Water Main Protection Zone without first obtaining approval in accordance with procedures stated herein.

9.5. Exclusion fencing shall be retained in position for the duration of the works and shall only be moved temporarily and where necessary to carry out authorised construction works within the Water Main Protection Zone. Exclusion fencing shall be reinstated at the edge of the Water Main Protection Zone as soon as practically possible once authorised construction works have been completed.

9.6. The site layout has been designed to minimise impact upon existing water mains by generally avoiding excavation works within the Water Main Protection Zone. Nevertheless, drainage routes cross the watermains at 7 No locations and utilities cross beneath the main site access all as shown on RG Parkins drwg no K40340-40 (see Appendix F).

9.7. All proposed construction activities within the Water Main Protection Zone shall be assessed against the Works Authorisation Hierarchy set out below.

WORKS AUTHORISATION HEIRARCHY

Works OUTSIDE the Water Main Protection Zone

The following procedures apply to all works OUTSIDE the Water Main Protection Zone:

1. Standard contractor HSE measures (including RA/MS) to apply to all works.

Works WITHIN the Water Main Protection Zone

The following procedures apply to specific works, as noted below, WITHIN the Water Main Protection Zone:

A. Works not involving excavation:

1. Standard contractor HSE measures (including RA/MS) to apply to all works.

B. Works to form Approved Site Accesses only (i.e. where construction details are pre-approved by UU):

1. Standard contractor HSE measures (including RA/MS) to apply to all works.
2. Works to form accesses are to be carried out strictly in accordance with Approved construction details.
3. No excavation activity (either manual or mechanical) is to commence without a permit to dig (issued by the Site Manager in accordance with Appendix G).
4. Authorised works are to be carried out strictly in accordance with the permit to dig.
5. Advise UU of proposed commencement date prior to starting the works.
6. Advise UU at completion of the works.

C. Works involving excavation (other than approved Site Accesses as noted in B above):

1. Standard contractor HSE measures (including RA/MS) to apply to all works.
2. Site Manager to submit the following information to UU for consideration/approval/ advice on specific UU asset protection measures:
    a. Standard contractor HSE (including RA/MS), and;
    b. Draft programme for the works, and;
    c. Draft permit to dig.
3. UU to provide written response/approval and, if required, to set out necessary UU asset protection measures.
4. No excavation activity (either manual or mechanical) to commence without:
    a. A permit to dig (issued by the Site Manager in accordance with Appendix G, incorporating any necessary UU asset protection measures, and;
    b. Written approval from UU to proceed.
5. Authorised works to be carried out strictly in accordance with permit to dig and UU asset protection measures (including, if required, site attendance of UU personnel).
6. Advise UU of proposed commencement date prior to starting the works (and, if required, await site attendance of UU personnel before commencing works).
7. Advise UU at completion of the works.

10. Plant and Materials – loading, unloading and storage

10.1. All loading and unloading of plant or materials must take place within the site boundary or, if appropriate, within the Off-site Construction Zone (see Appendix D), and not in the public highway. Delivery vehicles shall drive onto site (or, if appropriate, into the Off-site Construction Zone) via the designated construction access as shown on the Site Management Plan and must not park or stop on the public highway.

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

10.3. 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. If appropriate, materials may also be delivered directly into the Off-site Construction Zone.

10.4. 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).

11. Site Security

11.1. 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 operation 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.

11.2. The perimeter of the Off-site Construction Zone (see Appendix D) shall also be secured using a 'Heras' type temporary fencing system. It shall be managed and maintained to the same standards as the site perimeter fence referred to in the preceding paragraph.

11.3. 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.

11.4. The contractor may erect solid hoarding around its plant and material storage areas as shown on the Site Management Plan. Such areas may also incorporate security lighting and security alarm systems (including CCTV systems).

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

12.1. For clarity, the following dust and dirt control measures also cover other emissions to Air, such as fumes and smoke.

12.2. All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.

12.3. Engines of plant, machinery and vehicles shall be turned off at all times when not in use.

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

12.5. Drop heights from plant and machinery will be minimised and water suppression sprays will be used where necessary.

12.6. All vehicles carrying dusty materials shall be securely covered.

12.7. 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.

12.8. 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 (see example form of letter in Appendix H).

12.9. 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.

12.10. Temporary haul roads will usually be of hardcore/crushed material construction and will be sprayed 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.

12.11. 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 (eg import/export of excavated materials) and prevailing weather conditions.

12.12. Wheel washing facilities (i.e. a pressure washer) will be available at the site compound and a designated wash area is shown on the Site Management Plan).

12.13. 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.

12.14. All vehicles will enter/exit site via the designated access points as shown on the Site Management Plan.

12.15. 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.

12.16. 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.

12.17. 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.

13. Waste Management

13.1. There shall be NO waste burnt on site.

13.2. 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 Site Management Plan. Where possible, designated skips for recyclable waste shall be available.

13.3. Appropriate waste transfer and/or disposal documentation shall be made available for the Local Planning Authority on request.

13.4. 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.

13.5. 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.

14. Existing Ground Conditions

14.1. Please refer to separate Phase 2 (Intrusive) Ground Investigation documents for further details.

15. Existing Archaeological Conditions

15.1. In discussion with the Council's Archaeological Officer (Jeremy Parsons), it is acknowledged that this site is previously disturbed ground, and its archaeological potential is therefore limited.

No further archaeological investigation is required.

APPENDICES

APPENDIX A – TEMPORARY ACCESS AND SURFACE WATER MANAGEMENT PLAN

Key to Surface Finishes

NEW ACCESS ROAD AT JUNCTION:
45mm HRA, 55mm Binder course, 90mm Base course,
300mm DfT Type 1 Sub-base (Min. CBR > 5%)

TEMPORARY HAUL ROUTE:
Min. 300mm well compacted DfT Type 1
Sub-base over geotextile

Key to Kerbing Types

HB2	- 125x255mm	PC Half batter kerb
DK	- 125x255/150	PC Drop kerb (Left/right hand drop to suit)
CS1	- 125x255mm	Square channel

Approximate line of high wall to opencast mine

Temporary grip with silt fence

Harras Road

Approximate line of 400mm dia. water main pipe

Approximate line of 350mm dia. water main pipe

Extent of UU Easement 5m either side of water main pipes

Approximate line of 600mm dia. high pressure water main pipe

Extent of UU Easement 5m either side of water main pipe

Approximate line of high wall to opencast mine

4m wide by 10m long by 250mm thick reinforced concrete protection slab to existing UU water pipe

3no. temporary 225Ø structured twinwall uPVC pipes installed in 150mm thick concrete bed & surround installed in base of temporary access road for flow conveyance through proposed SuDS basin

Precast concrete square channel kerb to delineate extent of new asphalt surfacing

Existing field access surfacing and gate to be removed and replaced with new 6m wide asphalt surfaced temporary access for construction plant and materials

Precast concrete dropped kerbs at extent of half-batter kerbs

6m Junction radius formed with precast concrete half-batter kerbs

Existing capped mineshaft and concrete monument

Red Lonning

Extent of UU Easement 5m either side of water main pipe

Temporary grip with silt fence

Temporary stilling basin

HARRAS ROAD

RED LONNING

5000 5000 5000 5000

R15000 R15000 7000 6000 6000

A A

10000 - Existing UU Easement to Water Main

Temporary access to tie back to existing ground profile

Min. 300mm thk DfT Type 1 sub-base over geotextile well compacted in 150mm thk layers

4000

4m wide by 10m long by 250mm thick reinforced concrete protection slab with 100mm by 600mm downstands at either side to ensure load spread does not impact existing pipe

Red dashed line indicates existing ground profile

Cont.

250 100 350 100 350

600 600

30.0° 30.0° 45.0° 45.0°

Blue dashed line indicates separation geotextile below temporary access road

100mm thick Expanded Polystyrene Grade SD to BS EN 13163 grade EPS70

Approximate position of 600mm dia. water main pipe

Section A-A
Scale 1:50

Full highway asphalt construction - 7000

45mm thk Hot Rolled Asphalt Surface Course (design mixtures) HRA 35/14 SC SURF 40/60 DES - See Clause 911

55mm thk Dense Binder Course Asphalt Concrete (design mixtures) AC 20 HDM BIN 40/60 DES - See Clause 929

90mm thk Dense Base Asphalt Concrete (design mixtures) AC 32 HDM BASE 40/60 DES - See Clause 929

300mm thk DfT Type 1 sub-base well compacted in 150mm thk layers

Temporary access road to tie-in with Red Lonning

3no. temporary 225Ø structured twinwall uPVC pipes installed in 150mm thick concrete bed & surround installed in base of temporary access road for flow conveyance through proposed SuDS basin

Min. 300mm well compacted DfT Type 1 Sub-base over geotextile

Suitably selected site-won backfill material or DfT Type 1 sub-base well compacted

Precast concrete square channel kerb to delineate extent of new asphalt surfacing

Cont.

Blue dashed line indicates separation geotextile below temporary access road

Red dashed line indicates existing ground profile

Green dashed line indicates future permanent SuDS detention basin

500 500

Section A-A (cont.)
Scale 1:50

Rev	Description	Date	Revised by	Checked by	Approved
A	Extent of temp. access amended to suit revised earthworks strategy	20/10/26	TM	TM	TM

Issue Purpose: **Planning**

Do not scale from this drawing

R G PARKINS
Kendal | 01539 729393 Lancaster | 01524 32548

Scale @ A1: 1:500	First Issue: 19/07/24	Office of Origin: Kendal		
Drawn by: TM	Checked by: TM	Approved: TM		
Client: Washington Homes				
Project: Harras Dyke Farm, Whitehaven				
Drawing Title: Details of Temporary Access off Red Lonning	Project No: K40340	Drawing No: 14	Rev: A	
	BIM No:			

APPENDIX B – SITE MANAGEMENT PLAN

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REVISIONS:

H. Managed Footpaths update. 05/07/22.

APPROX LOCATION OF HIGHWALL (EDGE OF OPENCAST)

STORAGE AREA

CONTRACTOR OFFICE

CONTRACTOR CAR PARK

SHOW HOME

ACCESS 1

ACCESS 2

ACCESS 3

Water Easement

Water Easement

Water Easement

BUILD PHASE 1 36+

KEY

INITIAL INFRASTRUCTURE PHASE

PHASE 1 BOUNDARY

PERMANENT FOOTPATH DIVERSION (PROPOSED)

TEMPORARY FOOTPATH DIVERSION (PROPOSED)

EXISTING FOOTPATH ROUTE

ACCESS 1 PERMANENT (ADOPTED) SITE ACCESS

ACCESS 2 (ADOPTED) EMERGENCY VEHICLE ACCESS

ACCESS 3 TEMPORARY CONSTRUCTION ACCESS

Mix Schedule

				SQ.M	SQ.Ft	Units	Total SQ.M	Total SQ.Ft
JJA	JJA (AFF)	3-Bed	Semi / Terr	83.2	896	9	749	8060
ALD	ALDER	3-Bed	Semi / Terr	85.7	922	14	1200	12915
CAMP V2	CAMPION	3-Bed	Semi / CT	97.4	1048	7	682	7339
HAR	HAREBELL	3-Bed	Semi	102.2	1100	10	1022	11001
KING	KINGCUP	3-Bed	Det	102.2	1100	5	511	5500
GG1	GG1	4-Bed	Det	116.0	1249	6	696	7492
CAM	CAMPHOR	4-Bed	Det	128.5	1383	10	1285	13827
FFA	FFA	4-Bed	Det / CT	140.2	1509	7	981	10564
CLO	CLOVER	4-Bed	Det	143.7	1547	11	1581	17015
BLUE	BLUEBELL	4-Bed	Det	159.6	1718	6	958	10308
5-BED	5-BED	5-Bed	Det	175.4	1888	5	877	9439
					Totals	90	10,541	113,460
			No		%			
	3 Bed Semi	Total	40		44			
	3 Bed Detached	Total	5		6			
	4 Bed Detached	Total	40		44			
	5 Bed Detached	Total	5		6			
		Total	90		100			

0 10 20 50 100

MANNINGELLIOTT PARTNERSHIP

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project title:
Proposed Housing Development
Land at Harras Dyke Farm
Whitehaven

drawing title:
Site Layout Plan as Proposed

SITE MANAGEMENT PLAN

NTS

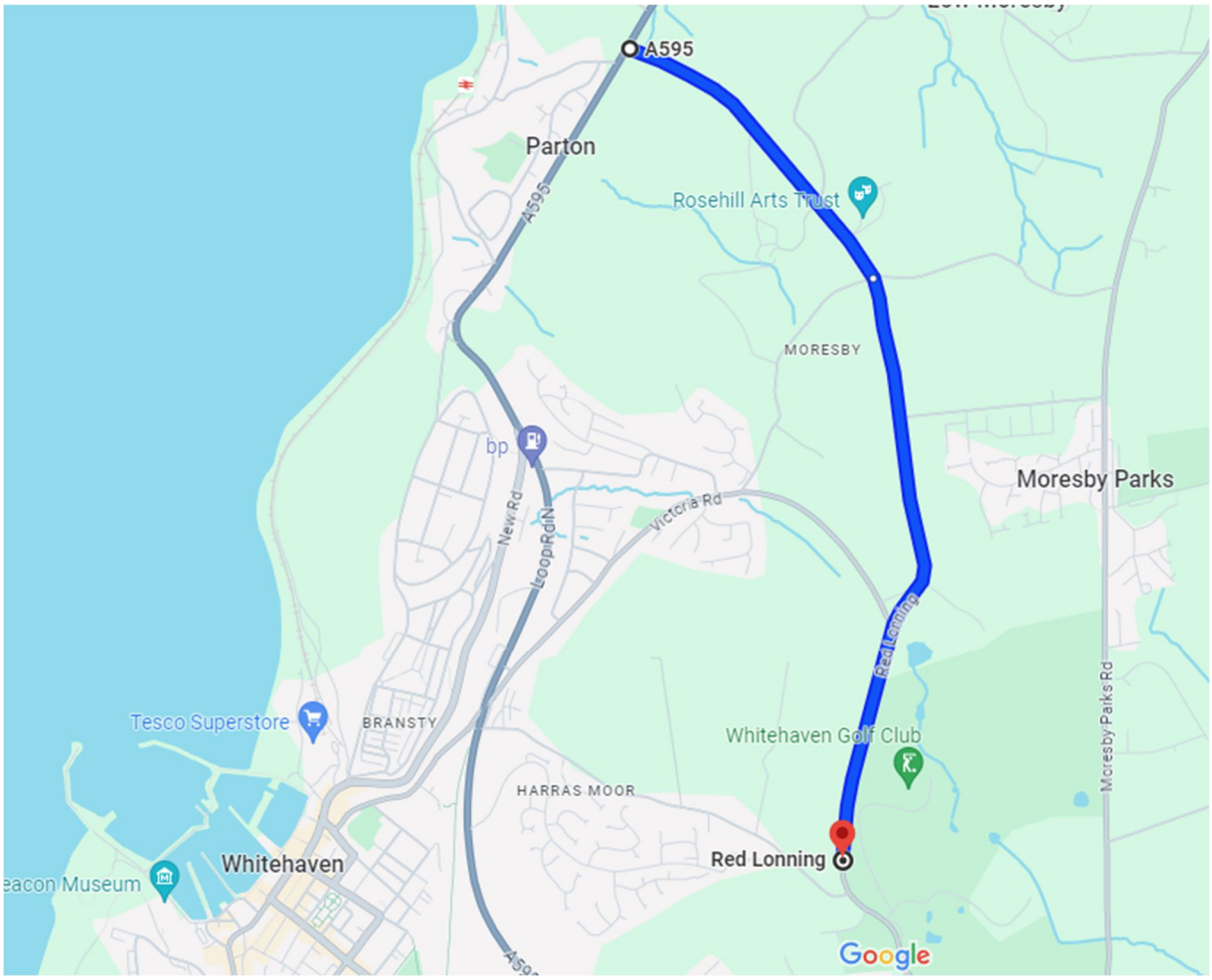
issue stage:
PRE-PLANNING / FOR DISCUSSION

date:	drawn:	scale @ A1:
OCT 23	CS/NB	1:500

drawing number: 2258-F15

revision: -

APPENDIX C – PREFERRED ROUTE TO SITE



APPENDIX D – OFF-SITE CONSTRUCTION ZONE



APPENDIX E – UU SURVEY DRAWING



Site at

Harras Dyke Farm

Whitehaven, Cumbria.

Drawing:
Survey of depth / alignment of existing UU underground water mains (via trial pitting).

Date: September 2021

Scale: 1:1000 @ A1

APPENDIX F – RG PARKINS DRWG NO K40340-40

High Pressue Water Main
PE 600mm diameter

UU water main
GL 144.5
Pipe crown 142.80 (TBC)
SW IL 143.11
difference 310mm

UU water main
GL 143.8
Pipe crown 141.70 (TBC)
SW IL 142.41
difference 710mm

UU water main
GL 142.3
Pipe crown 140.20 (TBC)
SW IL 141.00
difference 800mm

UU water main
GL 141.40
Pipe crown 139.20 (TBC)
SW IL 140.70
difference 1500mm

UU water main
GL 141.50
Pipe crown 138.90 (TBC)
FW IL 139.20
difference 300mm

UU water main
GL 141.50
Pipe crown 138.70 (TBC)
FW IL 139.20
difference 500mm

UU water main
GL 143.40
Pipe crown 141.70 (TBC)
FW IL 142.30
difference 600mm

UU water main
GL 143.30
Pipe crown 141.80 (TBC)
FW IL 142.20
difference 400mm

High Pressue Water Main
Spun Iron 350mm diameter

High Pressue Water Main
PE 400mm diameter

Red Lonning

The Green

Harras Road

SuDS Area

SuDS Area

SuDS Area

Water Easement

Water Easement

Water Easement

NOTE
Depth of existing UU Water Mains based on trial pit investigation undertaken by Newtown Construction Ltd undertaken on 23/09/21 in association with Joe Potts (Construction Supervisor - North) of United Utilities. Additional trial pitting and investigation to be completed at proposed new site entrance to confirm precise depth and location of UU Water Mains. Existing UU manhole (ref: UUMH7303) to be inspected to check and verify invert level of existing combined sewer as part of detailed design for new foul water sewer crossover

Rev	Description	Date	Revised by	Checked by	Approved

Issue Purpose:
Planning

Do not scale from this drawing

R G PARKINS
Kendal | 01539 729393 Lancaster | 01524 32548

Client:	Washington Homes	Scale @ A1: 1:500	First Issue: 03/05/24	Office of Origin: Kendal	
Project:	Harras Dyke Farm	Drawn by: SR	Checked by: TM	Approved: TM	
Drawing Title:	Plan Showing Drainage Crossovers with UU Water Mains	Project No: K40340	Drawing No: 40	Rev:	
		BIM No:			

APPENDIX G – PERMIT TO DIG PROTOCOL

These procedures apply to any excavation within the Water Main Protection Zone as highlighted yellow on the RG Parkins drwg no K40340-40 (refer to Appendix F).

No excavation shall take place within the Water Main Protection Zone unless a Permit to Dig Notice has been issued by the Site Manager following the protocols below. An example Permit to Dig Notice is attached to this document.

1. The request for a permit to dig is to be made immediately prior to carrying out excavation works within the Water Main Protection Zone. This is to ensure that excavation works within the Water Main Protection Zone are closely controlled/supervised.

2. The permit request shall be made by the person in charge of the excavation to the Site Manager and shall be accompanied by:
    a. Evidence that a review of all existing service/utility drawings within the proposed working area has taken place.
    b. Evidence that a CAT scan/survey of the proposed working area has taken place.
    c. Evidence that existing services/utilities are marked on the ground.
    d. A method statement and risk assessment(s) clearly identifying the risks associated with working in close proximity to the existing water mains and setting out a step-by-step approach to protecting the water main and undertaking the proposed works.
    e. Evidence that the person in charge of the excavation and all operatives and all plant operators who will be involved in carrying out the excavation are suitably qualified and fully conversant with safe digging practice and avoidance of underground services. A written log listing those who are authorised to work within the excavation is required, and it should be signed by each individual to acknowledge their understanding of both the risks and the proposed works.
    f. Evidence of compliance with any specific United Utilities requirements (eg notification, presence of UU site inspection/supervision, etc).

3. The Site Manager shall only issue a Permit to Dig Notice when satisfied with all matters noted above.

4. The Site Manager shall monitor the works to ensure they are being carried out in strict accordance with the Permit to Dig Notice.

5. At completion of the authorised works, the person in charge of the excavation shall inspect the works in conjunction with the Site Manager prior to closure of the Permit to Dig Notice. The Permit to Dig Notice should only be closed once all works are satisfactorily completed. Once the Permit to Dig Notice is closed, it cannot be reopened and, if further works are required, a new Permit to Dig Notice shall be requested in accordance with this protocol.

6. Should it be necessary, the Site Manager shall withdraw the Permit to Dig Notice where they deems it is either (i) unable or unsafe to proceed in accordance with the approved documents or (ii) there is a breach of compliance with those approved documents. In such circumstances and if required, a new Permit to Dig Notice shall be requested in accordance with this protocol.

APPENDIX H – EXAMPLE LETTER

The Occupant

[Ref]

[Date]

Dear [insert name or Sir/Madam]

Development at Harras Moor

We write in respect of the above works which have been granted Planning Permission by Copeland Borough Council/Cumberland Council ("the Council") and wish to advise you of our intention to commence this development on [insert date].

As a responsible [local] contractor, we have taken steps to reduce impact upon our neighbours and the wider environment in compliance with the Construction and Traffic Management Plan approved in consultation with the Council. For example, we have restricted working hours and considered appropriate traffic routes, car parking, security and storage amongst other things.

Nevertheless and despite our best endeavours, some disruption is inevitable and you have our assurance that we will minimise this whenever possible. If you believe there are matters that are not addressed in accordance with our obligations and/or as a good neighbour, then please get in touch with us as follows:

[insert contact details]

We recommend you contact us by email or in writing so that matters are recorded, and we will endeavour to respond in writing where it is reasonable to do so.

The anticipated development programme is [insert timescale] subject to matters proceeding as expected.

Please note that children often see building sites as exciting and adventurous places to visit, particularly outside working hours when they may be unattended. However, I'm sure you agree that **BUILDING SITES ARE DANGEROUS** and we would appreciate your support in ensuring that children remain safe, are aware of the dangers of building sites and are discouraged from any intention to trespass.

We look forward to providing quality homes within an exceptional development and thank you in anticipation of your consideration and co-operation.

Yours [faithfully/sincerely]