

Site Optimisation and Closure Works

Construction Management

09

Access and Traffic

The existing sidings and rail reception facilities will be used as far as possible to maximise the volume of construction materials delivered by rail, as achieved through the construction of Vault 9.

The only construction materials to be brought in by road will be bentonite and concrete powders. Small scale imports of equipment or access for plant maintenance etc. will also be by road.

HGV movements within the site will use the existing site road network. Access to the cap will include a haul road to the east of the area for future vault construction and located beyond the crest of the interim trench cap landform to minimise the visibility of HGV movements onto the cap.

Construction workers will use the site access but will be encouraged to travel to/from site in mini-buses or shared cars. As with Vault 9 construction, a park-and-ride minibus scheme will be available.

During construction phases, the number of HGV and construction worker vehicle movements will be similar to that during Vault 9 construction.

Construction Materials

To minimise the impact of construction, materials will be imported to the LLWR by rail and stockpiled prior to the commencement of each phase of construction, in sufficient quantities to allow construction periods to be optimised.

Working hours (construction)

- Monday to Friday 07:30 to 18:00 hours.
- Saturday 07:30 to 13:00.
- No working at any other times including Sundays and Bank Holidays unless agreed in advance with Cumbria County Council.

Noise

Noise levels and potential impacts during construction have been assessed at the nearest residential receptors.

Temporary local noise barriers shall be utilised where necessary shielding items of plant / construction activities. This will ensure that construction noise impact on residential properties is minimised.

Based on the predicted noise levels from plant, all works should be within acceptable thresholds for construction works with mitigation with the exception of works associated with vegetation clearance and cap edge construction during Phase 1, which will remain within the limits for temporary construction works.

Cumulative noise impacts associated with magazine demolition during Phase 2 are assessed as being negligible.

Dust

The assessment of air quality (dust) impacts has confirmed that all construction and operational air quality effects following mitigation by good construction management are considered to be negligible.

Screening

Construction of the edges of the cap will increase the height of the existing trench cap and provide screening of cap placement on the trenches and higher stacking from both Summer View and Stubble Green. Where necessary, temporary grassed mounds will be used to screen construction operations from more distant residential locations.

Higher stacking will not commence in any vault until the adjacent trench cap is completed, screening stacking operations from residential views.

Construction of the edges of the cap will require removal of existing screening planting on the north and east sides of the trenches. This screening belt will be replanted as soon as the soil is restored and will provide screening from Phase 2 onward as vegetation matures.

Additional screening vegetation will be planted on the boundary of the site to the east of the stockpiles and to the south of the Magazines to minimise visual impacts from Stubble Green and Sandy Acre respectively.

Incorporation of Lessons Learnt

Prior to and during each phase of construction, a review of lessons learnt will be undertaken and where appropriate be incorporated into future works.

