

# **CONSTRUCTION MANAGEMENT PLAN**

**RESIDENTIAL DEVELOPMENT COMPRISING 89 DWELLINGS AND  
ASSOCIATED INFRASTRUCTURE.**

**Land off Roman Road, Moulton Chapel**

**Larkfleet Homes Limited**

**July 2021**



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## **Appendix 1 – Site Management Plan**

## 1. Introduction

In the preparation of the Construction Management Plan (CMP) it is the stated intention to ensure that all available techniques (best practicable means) will be used to minimise, the level of noise, dust and vibration, to which neighbouring business premises and residential properties could be exposed.

### 1.1. Site Location

Land off Roman Road, Moulton Chapel.

### 1.2. Site Access

Access to the site will be directly off Roman Road.

### 1.3. Construction Plant and Equipment

Stationary plant equipment, such as compressors and generators, will be located away from sensitive locations. The regular maintenance of site machinery, such as lubrication, will be undertaken to minimise operational noise. Modifications of plant equipment will be carried out to achieve noise reduction if problems persist. Vehicles shall not be revved, and engines shall not be left running when not required to be in operation.

Estimated period of mechanical plant machinery use: Autumn 2021 to Winter 2023. This estimation could vary.

### 1.4. Working Hours

To be 7.30am - 5.00pm Monday to Friday. In the event that Saturday working becomes necessary this is to be restricted to the hours of 8.30am - 1.00pm. Not on Bank Holidays at all.

Materials suppliers are to be instructed not to arrive to site prior 7.30am to avoid disturbance to neighbours or potential highway obstruction.

### 1.5. Complaint's procedure

The first point of contact for complaints, from members of the public or interested parties, will be the Site Manager for Larkfleet Homes. The site managers details are provided on site, attached on the outside of the compound fencing to the site office. Alternative contact to be made direct to Larkfleet Homes Head Office, the site manager will be alerted, and any necessary action will be taken. Complaints or issues raised will be discussed and resolved in a timely manner.

CONTACT DETAILS FOR HEAD OFFICE: 01778 391550

## 2. Monitoring of Construction Noise, Light, Dust and Vibration.

The following measures shall be undertaken to mitigate any potentially excessive noise, light or dust pollution.

### 2.1. Noise and Vibration Management

Larkfleet homes do not envisage their being any significant issues with construction noise and vibration. Nevertheless, industry recognised controls will be initiated in order to mitigate any potential risks. The piling of foundations will have to take place on a certain number of plots, due to ground conditions and soil typology, existing residents will be advised of the timings of this at the appropriate times in the build program.

Should any complaints, regarding noise or vibration, be brought to the attention South Holland Borough Council, vibration receptors will be placed in sensitive locations. Maximum vibration levels and receptor locations are to be agreed with the local authority EHO.

### 2.2 Construction Noise

Where practically possible all construction noise levels will be kept to a minimum. The Construction Management Plan confirms the site operation hours which will limit on site noise.

Several noise mitigation measures have been implemented to minimise the effects of construction noise. The following will be applied during the construction of the development:

1. UK Statutory instruments that limit construction noise pollution
2. The noise and vibration code of practice for construction on sites BS 5228 parts 1:2009+A1:2014 (noise) and part 2:2009+A1:2014 (vibration).
3. Sections 60 and 61 of the Control of Pollution Act 1974

The following measures will also be considered where appropriate:

- All construction noise will follow the British standards for condition noise BS 5228 parts 1:2009+A1:2014.
- The site manager shall monitor noise pollution across their site at all times.
- Where practically possible, quiet equipment shall be used. Machinery and equipment should only be used for the required time and be operated according to the manufacturer's recommendations.
- Compressors and pneumatic tools should be silenced or be sound reduced models.
- Vehicles shall not be revved and engines shall not be left running when not required to be in operation.
- Where practically possible materials will be brought to site pre-cut to prevent any additional noise arising.
- Material suppliers are to be instructed not to arrive to site prior 7.30am to avoid disturbance to neighbours.
- Works should not be carried out outside of working hours unless agreed with the local authority.

### 2.3 Vibration control

All vibration generating tools shall be used in line with the manufacturer's guidelines and where reasonably practical the most up to date equipment shall be used.

Vibration levels will comply with the British standard BS 5228 part 2:2009+A1:2014.

**2.4 Light Management**

The use of externally facing site lighting is not envisaged. Site manager to monitor for change and review.

**2.5 Control of dust**

Where dust issues are likely to occur, for example when cutting and excavating, dust suppression and use of RPE (respiratory protection equipment), and where appropriate wetting practices will be implemented.

The condition of site haul routes shall be monitored. Mud is not to be taken onto public roads. Road sweeping and road wetting to be implemented as required or in adverse weather conditions.

### **3 Vehicle and Highway Cleaning, Site Accesses and Site Parking for Contractors Vehicles**

**3.1** On-site and off-site traffic will be managed in order to minimise the impact of site operations on the local community. A Site Management Plan is submitted in conjunction with this CMP.

The following will be implemented on site to minimise the impact of site operations:

- Site speed limits on access roads
- Scheduling of deliveries- Material suppliers are to be instructed not to arrive to site prior 7.30am to avoid disturbance to neighbours or potential highway obstruction.
- Onsite parking provision.
- Switching vehicle engines off when not required.
- A form of wheel washing processes as appropriate.

Works should avoid the spillage of mud and/or soil by construction vehicles onto public roads. If this does occur measures are to be taken to clear up excessive spillage.

The following measures shall be undertaken to mitigate any potential hazard from the waste debris onto the public highways.

#### **3.2 Construction Access and Site Compound**

The proposed location of the construction access as identified on the associated Site Management Plan.

#### **3.3 Monitoring and Maintenance**

The conditions of the site haul roads and site access shall be monitored by the site manager on a regular basis.

#### **3.4 Contractors site Parking**

Contractors' vehicles are to be parked within the site contractors parking area and not on site.

#### **3.5 Wheel washing**

A manned high-pressure washer will be provided for construction vehicles leaving the site, when weather is inclement and or requires it.

## 4 Tree Protection Measures

### 4.1 Protection of Retain Trees

As specified in the submitted arboricultural impact assessment, the retained trees will be protected using heras fencing. The fencing shall be inspected by the Local Planning Authority prior to the commencement of development, and development shall not commence until the Authority is satisfied that the trees are adequately protected. No work shall take place, and the ground level shall not be altered within the fenced areas without the prior written consent of the Planning Authority. No materials shall be stored within the fenced areas at any time.

Trees which have been highlighted as trees to be retained within the development will be adequately protected during construction. The protection measures will follow the recommended protection strategies set out in BS 5837: 'Trees in Relation to Construction – Recommendations' (2005).

Retained trees will be indicated on the tree constraints plan which will have been submitted at the initial planning application stage. Trees which are to be retained and their associated root protection areas will be protected by barriers or ground protection measures.

Protection measures involve the erection of fencing prior to the commencement of development and/or prior to the demolition of any structures. Once the protective fencing has been assembled it should not be removed or altered without prior consultation with an arboricultural advisor. Trees which are not to be retained on site should be felled prior to the erection of the protective fencing. When felling contractors should minimise the possibility of damage or disturbance to retained trees.

Where trees are situated close to the site access, arrangements should be made for an arboriculturist to supervise tree protection works.

All works around trees should follow the best practice procedures as set out in British Standard 3998 (2010) 'Tree Work-Recommendations'.

Protective barriers, constructed using fencing, should be strong and stable for the location, type and proximity of construction activity. Barriers should remain ridged once constructed and completed. The majority of protected trees will be fenced off using a vertical and horizontal framework of scaffolding. Where higher levels of construction activity are anticipated, trees may need to be protected by higher levels of fencing. Typical fencing specifications are illustrated below.

Once tree protection measures are in place any works on the remaining area of the site may commence, providing that construction activities do not encroach on protected areas. Attached to the protective fencing should be a notice indicating that construction activities are not permitted within the fenced area.

No fires shall be lit where there is the potential for flames to extend within 5m of foliage, branches and/or trunk of retained trees. It should also be considered that wind direction and the size of the fire can implicate this distance.

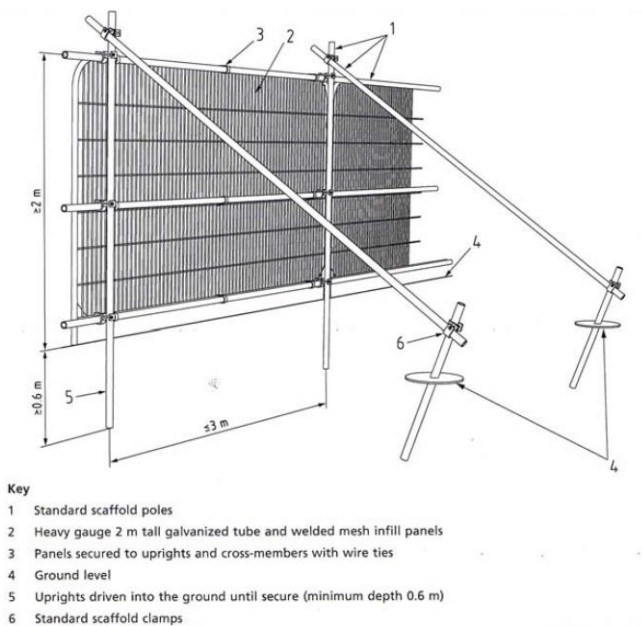
Wide or tall loads should not come into contact with retained trees. A banksman should supervise the transit of vehicles where they are travel in close proximity to retained trees.

Materials which could potentially cause injuries to trees, such as oil, bitumen or cement, should not be stacked or discharged within 10m of a tree trunk. No concrete mixing shall be conducted within 10m of a tree.

#### 4.2 Protective fencing arrangement

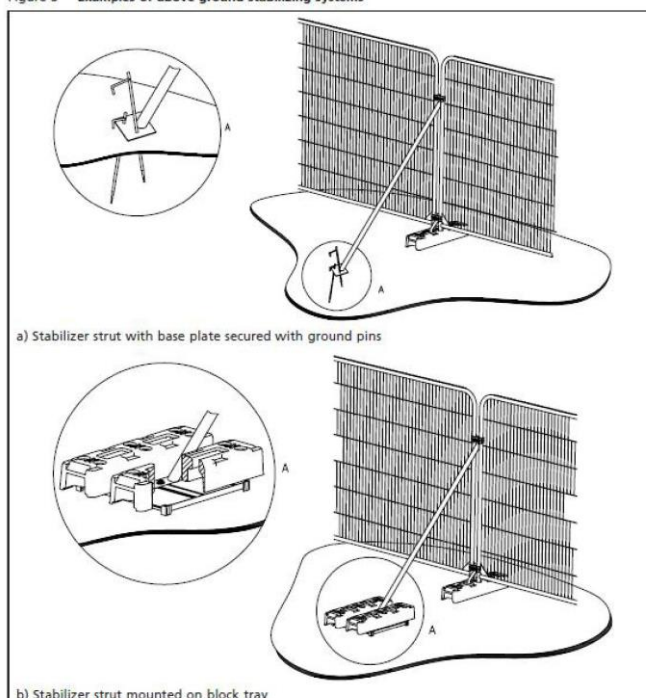
The following diagram of a standardised protective fencing arrangement is in line with the recommended protection strategies set out in BS 5837: 'Trees in Relation to Construction – Recommendations' (2005).

##### Default specification for protective barrier



##### Above-ground stabilising systems

Figure 3 Examples of above-ground stabilizing systems



## 5 Soil Management Strategy

### 5.1 Topsoil Management

Topsoil is to be stockpiled and used on site for soft landscaped areas and residential gardens. Stockpiling of materials should not be permitted close to the edges of unsupported excavations. If the scenario were to occur that there is an excess of topsoil this is to be transferred to another site. This will be arranged through the construction department at head office.

### 5.2. Subsoil/ foundation and drainage

Where appropriate site levels will be made up from re-used bricks and block of spoil. Stockpiling of materials should not be permitted close to the edges of unsupported excavations. If the scenario were to occur that there is an excess of re-used brick and or the brick cannot be reused, this is to be transferred to another site. This will be arranged through the construction department at Head Office.

## 6 Emergency plan for potential spillages

### 6.1 Incident plan for potential spillages

- Spills involving hazardous materials should be contained to prevent the spread of the material. This may involve the use of temporary diking, sandbags and/or earth booms.
- Fine dust hazardous materials should only be cleared up using a vacuum cleaner.
- Wherever possible the material rendered safe by treating with appropriate chemicals (stabilisation)
- Treated spillages should then be absorbed onto inert carrier materials to allow for the materials to be cleared up and removed to a safe place for further treatment or disposal.

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