

Construction Environmental Management Plan

For

23001 – Surfleet Road, Pinchbeck

Date: 19th June 2023

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1.0 Introduction

The purpose of the Construction Environmental Management Plan is to address the procedures, sequencing and construction methodology anticipated by the Project Team engaged in the planning, liaison and construction of the Project. The plan outlines proposals on traffic and environmental management measures to be adopted during construction.

The outline Construction Management Plan forms part of the discharge of planning conditions 3 and 4. Any amendment to this should be through a non-material amendment or Section 73 Minor Material Amendment application.

Condition 3

The development hereby permitted shall be undertaken in accordance with a Construction Management Plan and Method Statement that shall be submitted to, and approved in writing by, the Local Planning Authority prior to development commencing.

Phasing of the development to include access construction; - the parking of vehicles of site operatives and visitors; - loading and unloading of plant and materials; - storage of plant and materials used in constructing the development; - wheel washing facilities; the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and; - strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Condition 4

Details of the precautions to be taken to prevent the deposit of mud on public highways by vehicles travelling from the site during construction of the development shall be submitted to and approved in writing by the Local Planning Authority before the development commences. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before commencement of the construction of the development and be kept available and in full working order until such time as the Local Planning Authority agrees in writing to their withdrawal or the completion of the development.

2.0 Description of Works

The works consist of the erection of 37 two-storey dwellings comprising of 4nr 1-bedroom, 15nr 2-bedroom, 16nr 3-bedroom and 2nr 4-bedroom properties, a new attenuation basin to the South of the site with a new 278 Bellmouth adjoining onto Surfleet Road.

The works are planned to be completed in 5 phases to allow for the handover and occupation by the client.

3.0 Sequence of Works

Construction Phase Commencement Date: 5th April 2023

Phase 1: Installation of new 184/278 bellmouth which will form the site access from Surfleet Road into the site.

Phase 2: Extend bellmouth by 10lm into the site (up to and including the surface course).

Phase 3: Raise site levels to proposed new FFL to accommodate new road.

Phase 4: Installation of temporary tarmac road.

Phase 5: Break out temporary tarmac road and replace with new S38 road to Lincs highways adoptable standard.

Completion Date: January 2025

4.0 Site Establishment and welfare arrangements

4.1 Welfare

Welfare and car parking to be located on the site compound area as detailed in the site layout drawing provided

Vehicular haul routes to be established onsite to allow vehicles to enter site immediately from the Surfleet Road onto a one way system onsite

Burmor will be providing the following welfare facilities

- Welfare on site to be as required under the Construction (Design & Management) Regulations 2015.
- Canteen area
- Site office.
- Toilet facility

Community engagement will take place with regular letter drops to local residents outlining the works that will take place, timescales and contact details. The site manager will carry out door knocks to the immediate neighbours to discuss the activities in person and answer any queries they may have.

4.2 Material storage and distribution

Material storage to be located on the identified areas onsite. It is proposed that there are up to three material storage locations within the site area.

Any soils removed from the construction area are to remain onsite where possible, unless identified as contaminated. These are to be located within the areas identified for material storage. These are to be barriered off and segregated to prevent the risk of contamination.

Any material handling around site will be by telehandler with craneage being brought to site for the placing of floors beams and trusses. Where necessary permits will be applied for if works infringe on the public highway or footpaths.

General material storage to be within the areas identified within the site layout drawing, comprising three main storage areas.

Materials such as concrete and hardcore to be placed on delivery in the location where construction being carried out. These will be mainly for the forming of the substructure, superstructure and hard landscaping/roadways.

The materials for the building superstructure, finishing and external works to be delivered and generally erected/installed as works progress with any storage within the four identified material areas.

5.0 Environmental

5.1 Site Information

The onsite Environmental Co-ordinator is **tbc**, Burmor Site Manager who will deal with traffic management, car parking, noise and dust monitoring/control, fuel, vibration and other environmental issues.

Working hours for the site are to be 8am to 6pm Monday to Friday and 8am to 1pm Saturdays.

Saturday. There will be strictly no site operations or deliveries outside of these hours, including no works on bank holidays and Sundays.

5.2 Noise and Environmental Pollution

Noise Management Plan

All plant and machinery used on the site will be up to date models fitted with appropriate noise reduction or silencing technology. No plant or machinery will be started up or operated outside of site working hours. All plant and machinery will be switched off when not in use; When in use, compressor, generator and engine compartment doors will be kept closed; Drop heights will be minimised when loading vehicles with rubble where applicable; Vehicle drivers will be required to switch off engines whilst waiting on site; Pile design (if required) will consider noise and vibration in relation to surrounding buildings. Piling (if required) will not take place before 08:00 and piling will not take place after 17:00.

Construction Dust

Environmental pollution will be kept to an absolute minimum and damping down will be carried out as required by site conditions if excessive dust, or required by HDC. Any lorries leaving site will be sheeted and if necessary damped down prior to being loaded.

It is proposed that spoil heaps are to be positioned in an area where they are not going to risk causing adverse environmental impact and are not likely to exceed 3m in height. The sides of spoil heaps are to be battered to reduce the risk of collapse and the spoil is to receive daily temporary works inspections as per the CDM (2015) Regulations. Spoil heaps may require damping down as required to minimise dust.

Wheel and chassis cleaning

It is intended to strip the site to formation levels as a first operation, and this will require a wheel and chassis cleaning facility to minimise any mud or debris being transferred on to the public highway. The facilities will be located at the exit point from the site and is marked on the Site set up drawing (Appendix A)

This designated area will have a hard standing area laid. This will provide a clean and level surface for the vehicles to enter and leave the site minimizing the amount of material washed off. The wheel wash will be conducted before a vehicle leaves the site and hosed down on the hard standing. An operative on site will be designated the role of ensuring the wheels and chassis are cleaned for each vehicle leaving the site. The wheel washing facilities shall be of a commercial nature to reflect the type of vehicles which will be entering and leaving the site.

If there is any build-up of mud or debris on the highway, regular road sweeping will be carried out using local road sweeping contractors. Once the formation levels have been established, much of the site will be covered with clean hardstanding; nonetheless wheel washing facilities will be maintained and utilised as required.

Working Hours

Working hours will be 8am to 6pm Monday to Friday and 8am-1pm on Saturdays

Parking

Details of parking areas for contractor's vehicles are shown on the site set up plan (appendix A), and are accessed from and located within the site compound.

Traffic Management

All construction traffic will access the site from Norwood Road using the route shown on the map below

6.0 Piling

Noise

Noise levels are to be maintained within the recommendations of 'The Control of Noise at Work Regulations 2005'

The plant and equipment for the work is to be selected so as to keep the noise levels to a minimum. All plant and equipment being used shall be inspected /serviced at regular intervals and maintained when necessary.

Reduction of piling vibration if required

Shall the vibration onsite exceed the recommended PPV likely to cause a complaint within table B.1 within BS5228-2:2009+A1:2014 then the following vibration mitigation measures will be implemented if requested by South Holland District Council

This include the reduction of energy used per blow, this will increase the number of blows required for a pile to be positioned within the ground but will decrease the vibration levels produced. This mitigation measure will increase the length and duration of the piling.

Vibration will be monitored from two points, the boundary adjacent to the closest neighbour on Surfleet Road and the boundary adjacent to the closest neighbour on Oldham drive. Vibration will be monitored twice a day at times of peak construction activity and piling. A full record of vibration measurements will be recorded and a record kept within the site office.

All results will be made available to the LPA on request.

It is recommended that construction vibration levels are subject to a watching brief with vibration measurements taken as necessary. The method of measuring vibration is to be compliant with BS ISO:4866:2010

7.0 Complaints Procedure and Monitoring of Construction Management Plan

There will be always a designated Environmental Coordinator on site, tbc, Burmor Site Manager who will deal with any daily matters who will ensure with the visiting Contracts Manager the Construction Management Plan is being implemented and that any feedback is actioned. There will also be a contact number for Burmor's Head office which will also respond to any complaints or feedback.

Contact details for both Burmor Head office and also the site manager, tbc will be located on the site access gates.

Contact details: TBC

