



Newline Civil Engineering Ltd
633 Melton Road,
Thurmaston,
Leicester LE4 8EB
Telephone 0116 2600 600
Fax 0116 2600 940

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

NEWLINE CIVIL ENGINEERING LTD

**CATERPILLAR – PECKLETON LANE,
LEICESTER, LE9 9JT**

Prepared by: John Fowler			Date: 1 st September 2025	
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1.0 INTRODUCTION

1.1 Report Objectives

The Construction Environmental Management Plan outlines proposed measures to minimise and mitigate construction impacts related to the development not only on the existing communities, businesses. The Construction Environmental Management Plan adopts construction industry best practice to encourage high standards of sustainable construction and takes full account of relevant health and safety legislation and environmental guidance.

1.2 The Site



The site is located at the existing Caterpillar production facility near to Desford, Leicestershire.

The site consists of an existing car park, which is being upgraded to provide further parking for the factory.

The majority of the wider facility is boarded by agricultural farmland, with Peckleton Village to the southeast and Desford to the North.

There aren't any water receptors running through the site, but there is a small pond located 50m to the southeast and a larger storm water attenuation lagoon located within the Caterpillar boundary around 500m to the west.

1.3 Proposed Development

Upgrading the existing car park to accommodate further car parking.

1.4 Health and Safety

The works are to be constructed safely and in accordance with relevant health and safety legislation and guidance minimising the risk to the workforce, the public and Caterpillar staff throughout the construction phase.

2.0 GENERAL SITE MANAGEMENT

The construction process, will be carefully managed to ensure that disruption to the existing residential properties and the local area is avoided.

2.1 Roles and responsibilities

A co-ordinated site plan will be produced showing the site and the principal contractor who will be responsible for this phase. This will be a live document that will be reviewed as and when a contract is awarded.

A project directory for all of the key personnel contact information will be set up and regularly updated to ensure representatives of each organisation can be contacted should there be an issue.

Each contractor who works on the site will have to provide a full list of key personnel including emergency numbers and these will need to be made visible around the site.

Key Project Contacts:

Contractor Name	Company	Role	Contact Number

2.2 Working Hours

Normal working hours for all construction activities will be restricted to the following unless otherwise agreed in writing with Hinckley & Bosworth Borough Council

Monday to Friday: 7.30 – 18.00

Saturday: 7.30 – 13.00

No working will be permitted on Sundays or Public/Bank Holidays.

Certain construction activities and vehicular movements may be restricted during peak traffic hours in order to minimise disruption to the Caterpillar users. Work requiring possession of roads for reasons of safety or operational convenience will require night time, Sunday and/or Public Holiday working on occasion. Some repair and maintenance work may be required outside of normal working hours, such work that is necessary to be carried out on Sundays will be limited to between the hours of 0800 and 1600. Activities outside normal working hours that could give rise to disturbance will be kept to a practicable minimum.

Where such out of normal hours working has been agreed, local residents likely to be affected will be informed as soon as reasonably practicable by the contractor and, where appropriate, the anticipated duration of the works.

3.0 CONSTRUCTION METHODOLOGY

3.1 Scope of Construction Works

The construction works that are the subject of this Construction Method Statement for the works are as follows:

- Construction of bituminous car parking including associated drainage, services, traffic signage and lighting
- The disposal of surface water drainage based on sustainable drainage principles
- Landscape works

3.2 Contractor Compound Location

The location of compound areas will conform to the following:

1. Strategic location near to working area.
2. A minimum distance of 25m away from third party land or residential dwelling.
3. Reducing the distance delivery vehicles must travel to get to the compound and as such reducing emissions.

3.3 Vehicle Parking for Site Operatives and Visitors

Sufficient vehicle parking provision for site staff and visitors will be made available within the contractor's compound area or clients existing car park.

3.4 Loading and Unloading of Plant and Materials

The loading and unloading of plant and materials will be confined to designated areas to minimise the impact of noise, dust and debris.

3.5 Storage of Plant and Materials

A number of areas will be identified for the temporary stockpiling of topsoil and surplus materials. These will be located so as to minimise intrusion to local residents. The surface area of all stockpiles (subject to health, safety and visual constraints regarding gradients and visual intrusion) will be minimised to reduce the area exposed to wind pick-up.

Potentially hazardous materials will be stored in secure areas away from the watercourses and ditches leading to them.

3.6 Site Perimeter Fencing

A secure site boundary will be maintained at all times for the individual sections of new car park. Temporary high quality clean and tidy heras type fencing will be supplied, erected and maintained to protect public where work, which may constitute a hazard to the public, has commenced until such time as the work is complete.

Wind break netting screens should be utilised around temporary stockpiles, vehicle loading and unloading areas as well as exposed excavation and materials handling operations.

Protected trees and archaeological areas will be identified and fenced off using heras type fencing.

3.7 Workforce

All contractors will implement measures to ensure that behaviour of personnel on-site does not cause any offence to the public. No staff will be permitted to reside on-site within temporary accommodation.

3.8 Construction Traffic – Access and Permitted Routes

We are not aware of any restricted construction traffic routes in the area – if any are recommended or required at a later date we would adhere to the restriction as required.

The primary construction route would be via A47 Hinckley Road, onto Dan's Lane/Peckleton Lane and through Caterpillar Gate 1 Entrance.

The strategy for the location of the site accesses for construction vehicles is to minimise disturbance and to ensure that the internal haul roads are located and designed to avoid, as far as practicable, noise, smell, dust, visual and other adverse impacts upon the public and wildlife. An on-site traffic plan will need to be developed and regularly updated for Phase 1. This will show vehicle routes once on-site to ensure the potential impacts from the physical damage, noise, dust as well as contaminative effects are minimised and adequately controlled.

3.9 Control of Dust and Dirt Emissions during Construction

All contractors will be required to take all necessary measures to ensure that public roads are always maintained and to be clear of construction debris throughout the construction works, for use by all construction vehicles departing the Site, and off-site routes will be inspected daily and regularly cleaned using road sweepers. Further controls of dust, dirt and debris will include the sheeting of all loads transported in open wagons as well as the transportation of contaminated waste in sealed lorries.

During the construction phase, the implementation of effective mitigation measures will substantially reduce the potential for nuisance dust and particulate matter to be generated.

A best practice dust management plan will be in place for the duration of the construction phase works, which will set out the practical measures to be implemented at the site.

All dust and air quality complaints will be recorded, and appropriate measures will be taken to identify causes and reduce emissions in a timely manner. Exceptional incidents which cause dust and/or emissions and the action taken to resolve the situation will be recorded in a logbook to be made available to the local authority on request.

During the earthworks and construction phases of work, additional measures will be implemented to limit the generation of dust, including:

- Minimisation of the duration of the material handling activity and the amount of handling. Material handling methods will also aim to minimise the generation of airborne dust.
- Protection of surfaces and exposed material from winds until disturbed areas are sealed and stable.
- Ensuring that all vehicles will be sheeted when loaded.
- Dampening down of exposed stored materials, which will be stored as far from sensitive receptors as possible; and
- Avoidance of activities that generate large amounts of dust during windy conditions.

Mitigation measures will also be implemented to reduce the possibility of dust being generated through the track out of mud and dirt onto the public highway. These will include:

- The control of dust from general traffic at the site during earthworks and construction works by the provision of a wheel wash at the site exit and a road sweeper for use on site and public highways.
- The provision of easily cleaned hard standing areas for vehicles arriving at and leaving the site and for parking.
- Confining vehicles to areas of the site where appropriate dust control measures can be in operation; and
- Minimisation of vehicle movements and limitation of vehicle speeds – the slower the vehicle speeds, the lower the dust generation.

3.10 Control of Noise

All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise. To be switched off when not in use and where practicable.

As far as possible, construction works will be carried out using methods that minimise noise. In some specific cases, there is little reasonable choice other than to use percussion tools in one form or another. Quieter types of machinery will be specified for these works where possible.

Use of enclosures and screens around noisy fixed plant wherever practicable.

Limiting site work to daytime hours where possible.

3.11 Site Waste Management Plan

The document identifies the responsibilities of the parties and the waste management strategy along with the requirement to monitor and review.

3.12 Pedestrian and Cyclist Protection

See 3.6 Site Perimeter Fencing

3.13 Proposed Temporary Traffic Restrictions

N/A for these works

3.14 Arrangements for Turning Vehicles

See 3.8 Construction Traffic – Access and Permitted Routes – which identifies the need for a turning area within the site traffic management plan.

3.15 Control of Water Quality

Interfaces with drains, springs and watercourses must be carefully identified and managed. Any connections or discharges to drains and/or controlled waters, for example surface water drainage, vehicle washing, concreting activities, damping, site run-off; must not be undertaken without appropriate authority and consent where required.

The Contractor and Sub-contractors for the works will need to implement Water Pollution Prevention procedures, contents of which should include but not be limited to the following:

- The construction works will be managed so as to comply with the necessary standards and consent conditions as identified by the Environment Agency and the LFA.
- Any construction water run-off from the site will require filtering out of suspended solids before reintroduction to the water system.
- Run-off areas will be identified and water drainage in those areas will be actively managed.
- The general control of site drainage will comply with the relevant sections of BS 6031 “Code of Practice for Earthworks”.
- When working within a river channel, watercourse or floodplain, measures will be taken to allow for the adequate discharge of floodwater and for the continued operation of all land drainage systems in the area.
- Water bodies will be monitored as appropriate to ensure the quality and quantity remains unaffected.
- Areas where contamination may occur such as vehicle maintenance areas, storage areas and refueling areas, will be protected by an impervious base and bunds as necessary. The base and bund wall must be impermeable to the material stored and of adequate capacity with maintained values and trigger guns.
- Potentially polluting material, such as fuel oil, will be stored on an impervious base surrounded by an impervious bund capable of containing a volume 10% greater than the total storage capacity.
- All fuel and chemical storage will be away (minimum twenty metres) from all watercourses.
- Construction plant will have drip trays and undergo regular maintenance checks.
- Pollution control packs will be positioned within vulnerable areas to allow immediate reaction to any pollution incident. Staff will be trained in their use. Packs will be checked weekly and replaced after an event.
- A toolbox briefing about the importance of the water supply, water bodies and use of pollution control packs will be disseminated to all site staff.
- Particular care will be taken when working with concrete as it is highly alkaline and can cause serious pollution to controlled waters.
- A drainage plan will be drawn up and drains will be marked on site during works in order to monitor drains if necessary.
- In the event of a water quality incident, an incident form will be completed immediately to inform the Environmental Manager, who will log the incident in the site diary and notify the Environment Agency as necessary.
- The potential for flooding will be monitored by the Principal Contractor via Met Office

information and Environment Agency' flood warning programme.

- Should the potential for a flood event be identified all potential pollutants will be moved to a safe area, and it will be ensured that any river channels are free from obstruction.
- Measures will be used to control and limit any adverse impact on watercourses, during construction close to watercourses, culverts or bridges across watercourses, particularly during the perceived period of higher flood risk (September to March). Potential adverse impacts considered include restriction or reduction of flow, erosion of river channels, banks and margins, changes in sedimentation regime, and degradation of conservation value.
- Physical interference with flow of water in watercourses and saturated strata will be kept to a minimum.
- Disturbance to aquatic dependent environments and biota will be kept to a minimum.
- Should potential ground contamination be encountered, suitable sampling, analysis and assessment will be undertaken to determine the risk, principally to site workers and environmental receptors. If contamination is found at any time, which was not previously identified, it will be reported immediately to the LPA. An investigation and risk assessment will be carried out and a remediation scheme prepared and submitted to the LPA for approval. The approved remediation will be carried out and following completion a verification report prepared for approval by the LPA.