



CHARLES CHURCH



Construction Environmental Management Plan

Land South off Sketchley Lane, Burbage

Charles Church Developments Limited
Date: March 2024
Rev: A

Introduction

This management plan specifies the requirements and objectives concerning the method of site operation which shall be observed at all times during the fulfilment of the site. The application site is located at Land off Sketchley Lane, Hinckley and Burbage, Leicestershire.

The site comprises agricultural land measuring approximately 12.74 hectares. This document is to be read in conjunction with the Construction Traffic Management Plan – Drawing ref: SGB/CTMP/01.

Sequence of Preparation Works

Preliminary site preparation works required to be carried out as part of site shall be completed as soon as possible. In particular, the Contractor / Site Manager shall:

- Establish temporary site access – Area from field gate to be tarmacked as temporary access off of Watling Drive.
- Erect specified boundary, screening and protective fencing
- Establish site accommodation- site office, amenity facilities and services; site compound.
- Ensure that all site personnel are instructed regarding access and specified restrictions.

Temporary Highway Works

The site shall temporarily be served by a field gate served off of Watling Drive, to be approved by Leicestershire County Council Highways. The temporary access shall be in use for the duration of development to ensure no construction traffic uses the Sketchley Lane access.

Site Compound

The site compound shall be located within the development. The site compound will have designated material storage areas, as well as refuelling areas and welfare facilities. The site compound will be secured against illegal entry and vandalism. Fuels will be stored in suitable storage tanks within dedicated bunded compounds to prevent leakage. Plant will also be regularly inspected as to avoid fuels leaks and potential pollution. Refer to drawing ref: SGB/CTMP/01 for location of the compound area.

Site Personnel Car Parking

Car parking provision for site personnel and visitors will be within the development boundary. Car parking outside the development boundary will not be tolerated. Refer to drawing ref: SGB/CTMP/01 for location of the onsite 73 space car park. The car park provided within the development boundary will be sufficient for all site operatives and visitors on site at any one time. Car parking will be controlled by site management team to ensure no construction or staff vehicles are parked along Watling Drive at any time.

Security Fencing

The overarching security fencing will be provided as part of preparation works and prior to construction. This will be located along the legal boundary ownership of the site.

Existing public rights of way will not be blocked off and will remain open to the public. In the event where an existing PROW needs to be diverted or temporarily stopped up, the relevant application process will be arranged with Leicestershire County Council. As the plot construction progresses, internal security fencing will be provided to all build areas and adjusted accordingly.

Wheel Washing Facilities

Wheel wash facilities will be made available during preparation and construction of the development so that all vehicles leaving the site will have their chassis and wheels cleaned if necessary. This facility will be made available at the site exit (a minimum of 10m behind the highway boundary) to ensure that all vehicles entering the public highway are free from mud and debris. This wheel washing facility will contain a high powered generator which will be connected to a water bowser and high powered jet washer operated by designated construction personnel. The drainage collection for the wheel wash facility will be by means of channelling the water runoff into a sump hole in close proximity to the wheel wash facility. The sump hole will be monitored on a daily basis. Water and sediment levels will be checked and pumped/cleared out when required. Refer to drawing ref: SGB/CTMP/01 for location.

Mud on Roads

In addition to the above wheel washing facilities, road sweepers will be employed and used during the construction of the development. This will ensure both the development and adjacent roads are kept free of any deposits of materials on the public highway. The frequency of road sweeping will be dependent on the weather conditions at the time of construction and also the exact construction activity being carried out. For instance, during the movement of spoil in wet weather conditions, road sweeping frequency will be much greater than during extremely dry weather with no spoil movement. This will be monitored closely by site personnel. The Site Manager will be responsible for ensuring the following:

- All Labourers to clean large debris immediately, overseen by the Site Manager.
- Only designated routes are to be used, of which site directions will be provided to suppliers and sub-contractor vehicles. Refer to construction routing section below.
- Any non-compliance with these will be noted and the designated routes will be reiterated. Failure to adhere will lead to a disciplinary actions.

Management of Surface Water during construction

In the interim between the initial site works and when the development drainage is installed and operational, the below methods will be implemented to manage surface water runoff.

- Where possible, as much existing vegetation will be kept in place to reduce surface water runoff. Only required areas at the time will be topsoil stripped.
- When vegetation is removed and there is still a likelihood for surface water to run off into the watercourse, silt barrier and soil bunds will be established along the boundary of the stripped land. These measures will act as a barrier to detain suspended solids / sediments from surface water runoff into any watercourse.

- Daily inspections will be carried out across the site to ensure surface water is not ponding as this will prevent any temporary localised flooding.
- To prevent any localised flooding, temporary land drains / grips / channels will be installed where required.
- Daily inspections will be carried out across the site to ensure walkways / roads exits are clear and accessible.

Dust Emissions / Suppression

Dust generated during construction and haulage works will be kept to a minimum at all times. In order to alleviate problems associated with dust, the Site Manager will be responsible for undertaking the following appropriate mitigation actions but not limited to:

- Unpaved and paved roads will be regularly water sprayed and swept to minimise dust and remove mud and debris.
- Equipment and buildings will be regularly water sprayed to reduce the dust deposited on surfaces.
- All vehicles transporting waste from site will be jet washed within the wheel washing facility as stated above.
- Any mud and debris deposited on internal roadways within the occupied areas of the site and on public highways will be immediately removed by Site Labourers.
- All vehicles carrying materials to and from the site will be securely sheeted before commencing their journey to prevent materials being blown from the vehicles whilst travelling.
- Speed limits for vehicles on unmade surfaces will be enforced at 10mph to minimise dust entrainment and dispersion.
- Exposed working faces will be dampened where there is a risk of dust being generated immediately prior to excavation.
- Dusty materials will be stored away from site boundaries and in appropriate containment (e.g. sheeting).
- Roads will be swept on a frequent basis following completion of the dust generating works, until residual dust concentrations have returned to normal and to the satisfaction of the Site Manager.
- No burning of material will take place on site.
- Weather reports will be monitored to ensure appropriate dust suppression and road cleaning is available and measures are undertaken.
- Any topsoil or subsoil stockpiles will be minimised in size and height and in dry conditions will be covered to avoid wind-blown dust generation.

Noise Emissions

There is also a general requirement for all contractors and their associated works to minimise noise effects to as low a level as is reasonably practicable. All contractors should at all times apply the principle of Best Practicable Means (BPM) as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to avoid or reduce any disturbance from noise as far as possible. The following measures will be employed on site.

- All plant brought onto the site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS5228: 2009 "Noise and Vibration Control

on Construction and Open Sites". Each plant item should be well maintained, properly silenced (where relevant) and operated in accordance with manufacturers' recommendations and in such a manner as to minimize noise emissions. A copy of plant and equipment maintenance records should be retained on site for inspection should any queries be raised during the works.

- Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives and all mechanically powered plant should also be fitted with suitable silencers, as appropriate.
- Mitigation measures will include items of plant on site operating intermittently should be shut down in the intervening periods between uses.
- Specific mitigation will include the use of temporary acoustic barriers, screen sheeting and acoustic hoarding close to source if a noise nuisance is recorded.
- Care should be taken when unloading delivery vehicles to minimize noise.
- To reduce reversing noise by vehicles, one-way systems will be used as illustrated and all vehicles will only enter and exit the site in a forward gear.

Loading / Unloading / Storage of Construction Plant and Materials

The Site Manager shall be responsible for the unloading, checking, storing and handling of all materials delivered to site. It is also the Site Managers responsibility to ensure that materials supplied by Charles Church are thoroughly checked on arrival on site and that the necessary recording and reporting in respect of quality and quantity against the inventory are carried out. Bricks, blocks, tiles and lintels shall be offloaded and stored within the designated storage areas. These will be stacked in neat piles above ground level on pallets on level ground and covered. All deliveries will be made within the site boundary and not on the local highway network.

Waste Management

Persimmon Homes operates a waste management policy. This was first introduced in 2006. The policy will be achieved by:

- Assigning responsibility for waste management to the appropriate Site Manager.
- Minimising the use of material resources and the production of waste through, by way of efficient design, logistics, and stock control, the use of prefabricated materials, minimising packaging and efficient construction techniques.
- Ensuring sufficient rubbish skips are provided to maintain the site in a neat and tidy state.
- Ensuring that our sub-contractors and waste management contractors manage waste properly and maximise recycling.
- Developing and implementing Waste Management Plans for our sites in line with good practice.
- Whenever possible, maximising the re-use, recycling and recovery of construction, demolition and excavation waste on site.
- Encouraging the segregation of waste on site where practical, in order to recycle waste and reduce waste disposal costs.

In addition, the company carries out a regional and national waste/recycling report to continually monitor the standards being achieved.

Site Cleanliness

The Site Manager will at all times maintain a high standard of presentation and general tidiness throughout the site.

Units under construction

The Site Manager will ensure that each and every trade leaves units under construction clean and tidy at the end of each working day and should include the restacking and protection of materials.

Construction working hours (to include all deliveries)

The outline planning decision notice (21/01131/OUT) specifies the construction working hours to be between 0730 hours - 1800 hours Monday to Friday, and 0800 hours - 1300 hours on Saturdays and not at any time on Sundays or Bank Holidays.

During the construction of the new S278 bell mouth and road widening along Sketchley Lane, road space will be required in order to complete these works for it to be opened to the public. The exact dates and timescales of these closures will be communicated to Leicestershire County Council Network Management team via a road space booking application.

Construction Routing

The main access into site for construction will be the western entrance for the duration of construction. All visiting construction traffic will access via the A5.

Access to and from site via Watling Drive, will be out of site via left hand turn down off Watling Drive onto Sketchley Lane, West along Sketchley Lane and then along the A5 East towards the M42 or West towards the M69 or M1.

No construction traffic will enter site via Sketchley Lane.

Complaint Procedure

In the event of any complaint from a member of the public the site supervisor, or someone considered by the site supervisor as competent, will investigate the validity of the complaint. Where the complaint is upheld as valid, action will be taken to resolve the issue. Where a complaint is not upheld the complaint will be recorded in full detail in the site diary. A log will be kept of all complaints received, the action taken to investigate the validity of the complaint and any measures that are implemented where a complaint is upheld as valid.