

9053 – Construction Management Plan

Four New Private Dwellings

Land To The Rear Of 223 Station Road Earl Shilton Leicester Leicestershire



General Information

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Company Biography

HSSP Architects Ltd was established in 1966 and is a professional Company which has always prided itself on its quality service and client relationship. Based in Melton Mowbray, Leicestershire we work throughout the East Midlands and UK

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0.0 Executive Summary

This Construction Management Plan relates to Four New Private Dwellings on Land To The Rear of 223 Station Road Earl Shilton Leicester Leicestershire (23/00298/FUL)

The document has been produced to support a Discharge of Conditions application relating to Condition 8 of 23/00298/FUL.



Aerial Photograph illustrating Site Location

1.0 Site Assessment

1.1 Site location

- Off Breach Lane, Earl Shilton. Shilton, the nearest district or local centre, is 1km NE.
- Easy access to A47 facilitating access to Leicester and Hinckley.
- Leicester 11 miles East.
Nuneaton 8 miles West.
Lutterworth Approx. 14 miles to Southeast.
- The site is a vacant paddock to the rear of No.223 Station Road.
- The site is not visible from Station Road because of the existing dwellings, and there is limited visibility into the site from Breach Lane due to the surrounding vegetation and site levels.
- The site is accessed via an existing route (East of the site) off the Breach Lane. The access also serves several residential dwellings.



Site location South of Earl Shilton



Aerial view of 233 Station Road Earl Shilton and the site to the East

1.0 Site Assessment

1.3 Site context

Wider context

- Located within the County of Leicestershire.
- Area typified by agricultural land around the town.

1.4 Local context

- No direct views of the site from the Station Lane due to the established dwellings.
- The tarmacked access is a private road with several dwellings having right of access over it.
- Paddocks and Earl Shilton Community allotment will also have right of access off the tarmacked access.
- Residential dwellings & gardens to the North.



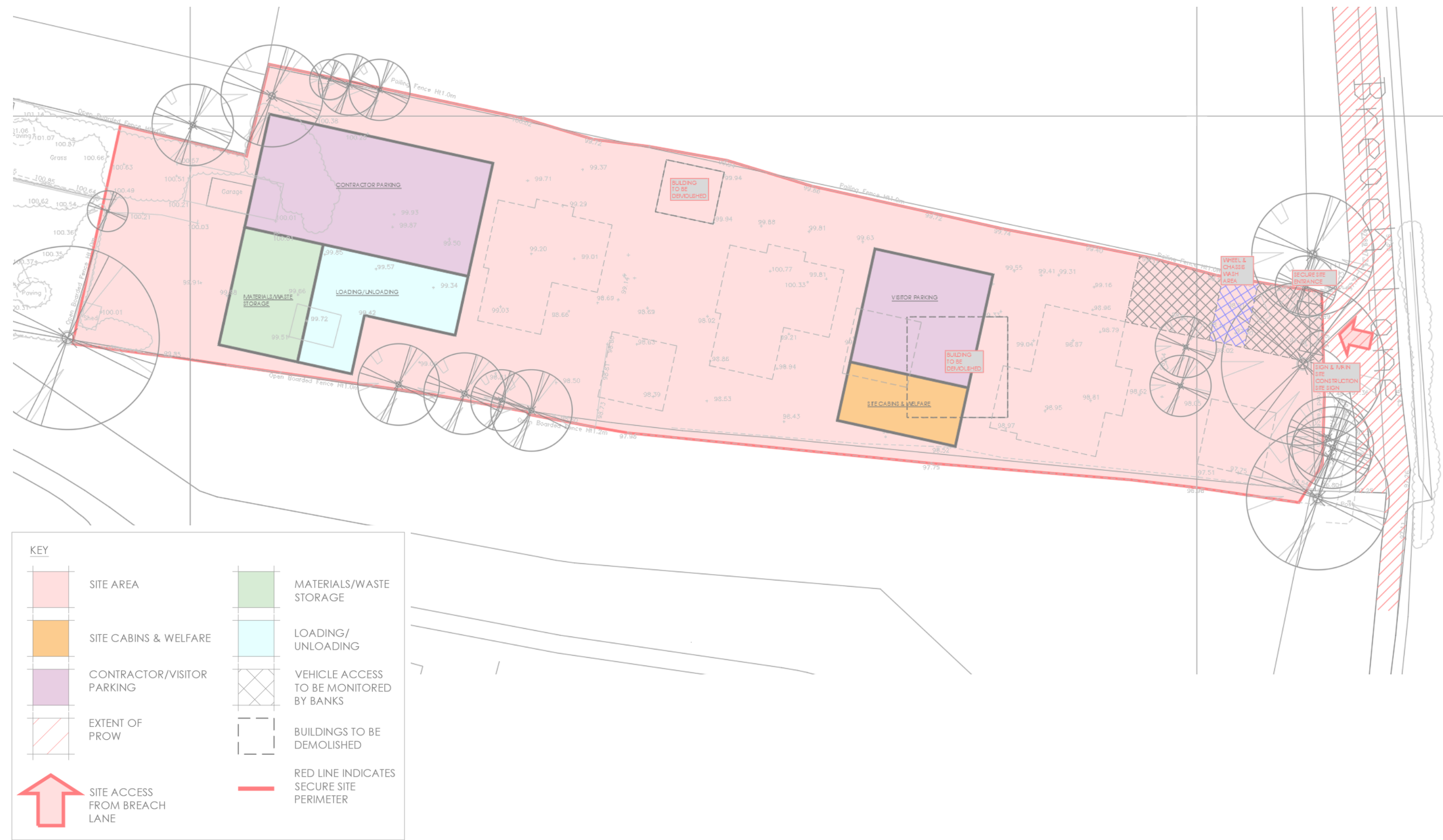
View of existing vehicular entrance looking East to Breach Lane



View of existing vehicular entrance looking South down Breach Lane

2.0 Site During Construction

2.1 Site Management Site Management Plan



2.0 Site During Construction

2.2 Construction Noise & Vibration monitoring, reporting and control

The Contractor will discuss and agree with the Local Authority whether to seek formal consent in accordance with Section 61 of Control of Pollution Act 1974. Notwithstanding this, the Contractor will discuss in detail and agree the proposed noise and vibration control measures with the Local Authority.

The maintenance of good communication is vital. Construction noise has the potential to cause disturbance but can be more readily tolerated if prior warning and explanation has been given to those it may affect.

Advice regarding the nature of construction works, the duration thereof and mitigation measures to be implemented can help to reduce people's reaction. Contractors will consult with local residents/communities regarding works and provide the details of the designated contractors representative who will deal with any queries.

Construction work will be restricted to :

Monday – Friday 07:30 – 18:00

Saturday 08:00 – 13:00

No working on Sunday and Bank Holidays

The works do not require untypically large / heavy plant. There are no piling works and the dwellings are of traditional construction with trench fill foundations and loadbearing masonry.

Due to the site location and the positioning of the new dwellings relative to surrounding buildings it is not envisaged that noise and vibration will be an issue.

Noise and vibration will be kept to the lowest practicable level employing the lowest noise / vibration producing equipment.

Contractors are to ensure the selection of quiet and low vibration equipment, review of construction methodologies to consider quieter methods, location of equipment on site and consider the use of less intrusive audible warnings such as broadband vehicle reversing alarms.

The local authority has not set construction noise limits, but all works are to employ best means to control noise levels as far as practicable.

The works will be monitored to ensure that noise levels are being sufficiently controlled in order to protect residents. Any issues in this respect will be acted on and rectified.

The contractor is to comply with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid un-necessary noise;
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Restrict the number of plant items in use at any one time;
- Reduce the speed of vehicle movements;

- Ensure that operations are undertaken with any directional noise emissions pointing away from residents;
- When replacing older plant, ensure that the quietest plant available is considered;
- Drop heights will be minimised when loading vehicles with rubble;
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors.
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.
- Vehicles will not wait or queue up with engines running on the site or the public highway;
- Vehicles will be properly maintained to comply with noise emissions standards;
- Deliveries will be restricted to be within working hours of the site;

Adjacent residents will be informed by the Contractor up to 2 weeks in advance of the works taking place, including the duration and likely noise and vibration effects.

2.0 Site During Construction

2.3 Control of Dust

- Areas of stockpiled topsoil will be bunded and weathered within the secure site boundary to prevent any migration of dust and dirt to adjacent properties, or Breach Lane.
- The on-site road and access entrance will be taken to formation as soon as is reasonably practicable to mitigate the production of dust by moving plant.
- All surfaced roads will be regularly cleared of mud and debris to minimise the migration of dirt onto Breach Lane.
- The site access to Breach Lane will be kept clean by the site manager and should any contamination migrate onto the road a mechanical 'road brush' will be made available.
- Wheel washing facilities will be employed on site. Wheel washing will be located on stoned ground and commensurate with the small scale of development proposed - as indicated on the Site Management Plan on Page 7.
- The speed limit of 10mph will be adhered to, to minimise dust creation by moving machinery.
- On site cutting will take place with water suppression, to minimise dust and to protect operative from respiratory disease.
- All onsite activities will be always monitored by the site manager and mitigation measures put in place as required.
- Dust suppression techniques such as damping down during drier periods and applying water to blades when cutting materials will be employed.

2.4 Wheel Washing Facilities

Construction work to be undertaken in line with HSE guidance: "Work should be arranged so that road going vehicles do not drive onto mud on the site. This includes laying site roads and using site-based plant to move materials to holding areas at the edge of a site road. If wheels and ledges are likely to pick up mud the site should anticipate this and install a wheel-wash. Either routinely, or as a back-up plan, the site should have arrangements in place to call in a road sweeping machine at short notice. Site management should be monitoring conditions outside the site regularly during periods of material movement."

Waterless wheel washing facilities will be employed on site and located on stoned ground the exact specification will be commensurate with the small scale of development proposed this will be via hose.

We propose the employment of a DriveOn V-Tech Dry Wheel Wash unit (or similar).

For details please follow the link below:

<https://www.ecogreenplanthire.co.uk/>

This innovative system for wheel washing consists of four specially designed roadway sections that easily connect without any need for nuts, bolts or tools. Engineered with a modular construction, the unit can easily be assembled in less than an hour or disassembled for periodic cleaning or repositioning as needed. Each roadway section features a grid of cleverly designed bars with every fourth bar a special "V-Tech Bar" that is raised higher by 40mm than the others to provide extra vibration.

The contractor will ensure that arrangements are in place to call in a road sweeping machine should it be required – throughout the duration of the construction phase.



DriveOn V-Tech Dry Wheel Wash Unit

2.0 Site During Construction

2.5 Construction Traffic Routes

Construction traffic will arrive and leave via the Breach Lane.

All vehicles will turn around on site and depart via the same route (in a forward-facing direction). Breach Lane will be monitored by site operatives to ensure safe usage for all.

Site personnel, visitors and deliveries restricted to site opening hours 07:30am to 18:00 Monday to Friday.

2.6 Measures to ensure immediate vehicular access

The entrance to the secure site compound is on Breach Lane. Should any deliveries arrive before the site is open there is sufficient space for them to wait without impacting the adjacent site also on Breach Lane.

During site opening hours all vehicles will be able to turnaround away from the loading/unloading area to further mitigate any congestion.

2.7 Site compounds, storage areas, contractor / visitor parking and turning

All contractors and visitors are to park in the designated parking area only – as indicated on the Site Management Plan on Page 7.

No vehicles will be allowed to park on Breach Lane at any time.

Access across Breach Lane is to be always maintained. Breach Lane provides access to

several fields and paddocks to the East.

Loading & unloading of plant and materials is to be undertaken in the designated area only – as indicated on the Site Management Plan on Page 7.

No loading or unloading will be allowed on Breach Lane.

All vehicles will turn around on site and depart via the same route (in a forward-facing direction).

Storage of Plant and materials in the designated area only – as indicated on the Site Management Plan on Page 7.

The site compound and on-site welfare will be laid out as shown on the Site Management Plan on Page 7. This area and the site as a whole will be securely fenced off and maintained in a clean and tidy order throughout the project.

2.8 Secure Site Enclosure

The site has some domestic fencing, but an inner perimeter will be formed with heras fencing as required to ensure security. There will be a single, controlled point of access to the construction site.

2.0 Site During Construction

2.9 Demolition in accord with ecological assessment

Works to be undertaken in strict accordance with 'Conclusion and Recommendations' set out in the approved CBE Ecological Report P2490 / 0222 / 01 – as summarised below:

It is concluded, following the review of the 2019 CBE Consulting report and the new inspection completed in January 2022, that the 2019 report still accurately characterises the habitats within the site area and the descriptions within the original report remain valid in terms of the habitats and species present, even though the management of the former garden has declined significantly.

The methodology used within the original survey is still current and the conclusions drawn in terms of habitat classifications are still accurate.

In terms of protected species, there are no obvious changes identified since the 2019 survey and the inspection of January 2022 found no evidence of protected species being present of the site and little potential for this with the exception of nesting birds.

It was concluded within the 2019 report that "this site provides limited opportunities for habitat creation due to its small scale and position between residential houses and a major road near the edge of the village. Access by wildlife is likely to be limited to species such as bats, birds and invertebrates." The inspection of 2022 confirms that this conclusion remains valid

and the potential for protected species to be present within this former garden remains very low.

Enhancing the potential for the site area to be used by roosting bats and nesting birds by erecting a bat and bird box on the structure of any new house where this is appropriate would be beneficial.

2.0 Site During Construction

2.10 Site Notices

Construction site signage will be positioned in key locations to ensure the safe operation of the site, management of Breach Lane and uncompromised highway safety.

Signs will be positioned either side of the access onto Breach Lane to ensure any construction / site traffic approaching the site can clearly identify the site entrance. The signs will also clearly set out the protocols for access on Breach Lane and set the site speed limit of 10mph.

Further signs will be positioned at the site entrance clearly identifying that no public access is permitted beyond this point. A Site entrance sign will be adjacent the secure site access clearly visible by the public, site personnel, visitors and deliveries.

All signs will clearly display a 24hr contact number for the contractor to ensure that any complaints or issues can be promptly addressed and rectified.

A designated contractor's representative will deal with all complaints and enquiries. Their contact details will be displayed at the site entrance and on other signage. The contact will be identified to the Client and community groups prior to the start of the construction process.

All complaints will be logged on-site, fully investigated and reported to the Client as soon as possible. The complainant will be informed of the action taken. In the event of any unusual construction activities or events, the Client and other relevant third parties will be notified well in advance of the work being carried out.

2.11 Temporary Lighting

Good lighting whether natural or artificial, is essential to the health, safety and general comfort of both construction operatives and the general public.

The requirement for temporary lighting will be minimal as the majority of construction activity will be undertaken during normal daylight hours.

Due to the location of the main site any temporary lighting will have minimal impact on the public highway or the public domain.

Any temporary lighting will face inwards into the construction site. The use of generators to power temporary lighting will be kept to a minimum to ensure minimal disturbance to residents.

Temporary lighting to the highway works will be kept to a minimum and face away from the public highway ensuring no direct lighting of the highway.

Lighting with an average illuminance (LUX) of 50 is to be employed.

Adequate lighting will be provided during the highways works to ensure uninterrupted and safe use of the route while ensuring no impact of the use of the public highway.

Typical examples of the type of temporary site lighting to be employed can be seen on the following pages.

2.0 Site During Construction

FOUR HEAD METAL HALIDE LIGHTING TOWER

POWER	N/A
POWER SOURCE	Integral Generator
MAST HEIGHT	9m
WEIGHT	1050kg

This unit provides up to four times the light capability of traditional tungsten bulbs. It is a road towable lighting tower that features four metal halide bulbs to produce bright, white light for a variety of applications.

- Lights can be arranged in various configurations
- Rotating mast head reaches up to 9 metres in height
- Unit is self powered diesel and can run continuously for up to 60 hours
- Quiet running @ 63 dB(A)

This lighting solution is best suited for renewals and larger maintenance sites. Although it is easily transportable by road it is not best suited for short duration work on the infrastructure due to the logistics problems of getting the units trackside.



LINKABLE LIGHTING TOWERS

POWER	1600W
POWER SOURCE	3KVA Generator (min.)
MAST HEIGHT	7m
WEIGHT	226kg

This unit is a linkable tower lighting system that allows up to four units to be connected together and powered by one single point generator or mains connection.

- Link towers are very compact and around twelve units can be transported on a transit type flatbed truck
- Lighting is provided by four metal halide bulbs
- The linkable lighting towers provide a coverage of approximately 5 lux at a 25 metre radius. Obviously the lighting level significantly increases the closer you get to the source with 50 lux being achieved at a 15 metre radius

This lighting solution is best suited for larger renewal sites. Although it is easily transportable by road it is not best suited for short duration work on the infrastructure due to the logistics problems of getting the units to the worksite.



TYPICAL SITE LIGHTING

2.0 Site During Construction

TRIPOD TYPE	POWER	1000/600W
TWIN HEAD	POWER SOURCE	3KVA Generator (min.)
HALOGEN	MAST HEIGHT	1.5 – 2m
FLOODLIGHT	WEIGHT	7kg

Tripod type halogen lights are fitted with 300W bulbs depending on the task they are being used for.

Glare can be a problem with halogen lights and where there are no height restrictions (overhead power lines, structural restrictions) the units should be extended to their maximum potential.

The reality for a large part of the infrastructure is we do have overhead line issues and therefore standard units will be provided with the 300W bulb option to help reduce the glare problem.

Lamp heads should in most cases be angled at 45 degrees to the horizontal to also reduce glare and increase effective coverage.

These units can be powered by either a 3KVA or 5KVA generator but in both cases the maximum number of double headed units that can be attached to one generator is two.

The units are fitted with a 15 metre extension cable and when utilising 300W bulbs provide a general level of 5 lux at a radius of up to 6 metres in front of the unit and depending on site conditions a level of 50 lux is achievable at a radius of 4 metres from the unit. When 500W bulbs are used the effective radii increase marginally but the light is more intense closer to the source.

When used correctly, tripod mounted lights are a good solution for short duration maintenance tasks on relatively small sites. These units are not suitable for mounting on trolleys due to the stability problem. A separate trolley light has been designed in conjunction with our suppliers specifically for this task.



TROLLEY	POWER	600W
MOUNTABLE	POWER SOURCE	3KVA Generator (min.)
HALOGEN	MAST HEIGHT	1.5 – 2m
LIGHTS	WEIGHT	12kg

This unit utilises a twin 300W halogen head arrangement connected to an extendable mast.

The mast can be attached directly to the generator for support and used from any trolley to provide a lighting workstation.

The masts have also been designed for use with ballast baskets to give greater flexibility and come with 15 metre extension cables.

These units can be powered by either a 4KVA or 5KVA generator but in both cases the maximum number of double headed units that can be attached to one generator is two.

When two units are connected to the generator this gives an effective working area around the trolley producing levels of 50 lux 4 metres in both directions.

Care should be taken when clipping these units to the generator frame not to block the generator exhaust path.

This lighting unit is an effective tool for a large proportion of short duration/small worksite maintenance tasks.

The generator acts as ballast therefore the unit can be safely transported on a trolley to provide lighting for staff on route to the worksite. Once at site an effective lighting station is formed adjacent to the work immediately reducing the risk of accidents from poor lighting.

If the task required is away from the track the ballast basket option and extension cable feature can be used to effect light directly where it is needed.



TYPICAL SITE LIGHTING

2.0 Site During Construction

2.12 Recycling and disposal of waste

Waste skips will be provided by a licenced contractor and positioned so as to not present an on-site risk.

All site waste will be placed in separate skips (wood, metal and general waste) adequate space will be assigned to allow the separation of materials into designated skips. All skips will be clearly and appropriately labelled to ensure no cross contamination.

Where possible, materials will be re-used on site.

All fuels, oils and chemicals will be stored in the appropriate bund or bowser which will be double skinned. In addition, suitable firefighting equipment will be provided with a spill kit.

The responsibility for waste management and recycling during construction will be that of a designated principal contractors' representative.

All waste will be handled, stored and disposed of legally, responsibly and efficiently. Signed waste transfer / consignment notes will be kept by the principal contractor.

Any persons transporting waste will be appropriately registered / licensed.

Any site receiving construction waste will have an appropriate permit, licence or registered exemption from the environmental regulator.

All site operatives and subcontractors will receive appropriate training in site waste management protocols with any updates or changes informed by 'toolbox talks'.

Any loose materials will be covered / netted to prevent spread / pollution.

2.9 General

Heras fencing will be erected to ensure a secure site perimeter and that no unauthorised persons enter the site; signage will be displayed advising members of the public to stay off site.

The site will be secured at the end of every working day.

All excavations will be protected and fenced.

Due care and consideration will be given to all adjacent properties and users of Breach Lane during the construction phase.

The construction site will be open for site personnel, visitors and deliveries between the hours of 07:00 to 18:00 Monday to Friday and . Saturday 08:00 – 13:00. All 'noisy' work will be limited to between 08:00 to 18:00 Monday to Friday.