



COUNTRYSIDE

Places People Love

# Initial Scoping Document - Construction Environmental Management Plan - Land to the Rear of Greenacres

DUXFORD, SOUTH CAMBRIDGESHIRE

12<sup>th</sup> May 2015

## Introduction

Countryside Properties has produced this Initial Scoping Report for a Construction Environmental Management Plan (CEMP) to support the Outline Planning Application (Ref. S/0276/15/OL) for the Demolition of Dwelling & Garage at No. 8 Greenacres & Erection of up to 35 Dwellings (with all Matters Reserved Except for Access).

It is anticipated that any planning permission granted for the proposed development will be subject to a condition requiring the submission and approval of a Construction and Environmental Management Plan (CEMP). As such this Initial Scoping report is not intended to substitute the full CEMP which will be prepared and submitted for approval at the detailed design stage.

This document sets out the initial set of measures that are being proposed and that will form the basis for the full CEMP document which will be strictly adhered to during the construction period of the development. This Initial Report has been prepared to demonstrate that there are no technical matters that would undermine the appropriateness of the site to support residential development and in particular that the following matters can be fully addressed at the detailed stage:

- Ensuring there is minimal impact to the highway network of Duxford as a result of construction related traffic during the construction period.
- Ensuring that construction traffic associated with development will not significantly increase risks to highway safety. In particular, demonstrating that Greenacres is capable of allowing identified construction and delivery vehicles to pass through without detriment, assisted by a signaller where necessary.
- Ensuring provision is made for the contractor parking
- Ensuring effective management, storage and disposal of material associated with the development.
- Ensuring that all reasonable steps are taken such that there is no adverse impact on the quiet and peaceful enjoyment of Duxford currently enjoyed by its residents.
- Ensure that the spread of Debris and Mud on the local highway network is avoided.

It demonstrates that there are no technical matters that would undermine the appropriateness of the site for residential development. The full CEMP will be subject to prior approval and is a document that will continually evolve throughout the life of the project. It will be developed as further consultations and surveys are undertaken, and detailed design and working method statements are prepared.

A number of other plans are potentially available at the detailed stage to support the construction phase of the development. These include the following:

- Site Waste Management Plan (SWMP);
- Materials Management Plan (MMP);
- Pollution Prevention Plan (PPP);
- Water Management Plan (WMP);
- Construction Logistics Management Plan (CLMP).

If required, these plans provide a system to monitor and audit environmental performance and will detail the practical methods required to ensure that work is completed in accordance with current best practice and other legislative/regulatory requirements. These plans will be prepared in consultation with the local planning and highways authorities, residents and other consultees as required.

### Phasing and Construction Access

Broadly speaking, the initial phases of the development will include early preparatory works and the demolition of no. 8 Greenacres (this is discussed in more detail below). This will be closely followed by the formation of the main access into the development site from Greenacres. Construction will commence in a generally phased manner, most likely commencing at both the eastern and western ends of the site. Wheel-washing facilities will be provided at the entrance to reduce the transference of mud/dust onto highways.

### Construction Traffic

Access to the development will be facilitated by the demolition of No. 8 Greenacres. Beyond Greenacres, access to the site is provided by St. Johns Street which links to Hunts Road to the west and Moorfield Road to the east.

The construction of the proposed development will generate intermittent increases in construction vehicle movements on the highway in the vicinity of the development. This impact and mitigation will be addressed in more detail in the full CEMP. The type and number of vehicles generated during the construction period will be dependent on the type and intensity of work being undertaken in the different phases of development.

The number of construction vehicle movements will vary depending on the stage of construction of the development. At peak production, around 25 people would be employed on-site (parking for construction workers/deliveries will be available on site close to office/site compound).

Construction traffic will be managed to avoid peak-hour and school time movements in the area and a clear road signage strategy will be provided to minimise the impact on the existing surrounding community (listed below).

Materials for the construction (such as stone for roads and hard standings, concrete, bricks and blocks) will be delivered by a variety of vehicles, all of which are demonstrably suitable for using Greenacres (listed below). The construction method will look to balance reducing the number of vehicular movements on the network whilst ensuring those vehicles are of a size that will not give rise to any adverse impact on residential amenity or highways safety issues, particularly Greenacres. Further information on the types of construction vehicles to be used is discussed below.

### Construction Vehicles

This Initial Scoping document is accompanied by a series of swept path drawings that confirm the suitability of those vehicles for use in accessing the site via Greenacres. These are attached to this document and listed as follows:

- Small Tipper (6.5m)
- Concrete Mixer (8.3m)
- Rigid Vehicle (10m)
- Large Tipper (10.2m)
- Small Articulated Vehicle (10.7m)

Drawing (14-283-119 B) shows the swept path of the largest vehicle to be used regularly in the construction (10.7m small articulated vehicle). This demonstrates that these vehicle types can enter and exit the development site with vehicles parked on the carriageway in front of no. 9, 10 and 11. In addition a Signaller will be employed to ensure the manoeuvre is undertaken safely and any potential conflict removed.



The submitted Transport Statement drawing no. 14-283-110 identifies that the carriageway will be increased on the corner of the proposed site entrance to increase space for vehicles to navigate the bend.

In all cases the drawings demonstrate that the design vehicles can access the site with the wheel base being within the existing kerb lines and without having to encroach on land outside of the carriageway even when cars are parked on the road outside of properties. Drawings 14-283-117revB and 14-283-120revB show that the 10m Rigid and 10.2m Larger Tipper vehicles could navigate the corner with an additional point of turn. This would be undertaken with the use of a signaller to escort the vehicle and ensure that any reversing movement is safe.

On occasion it may be necessary for larger vehicles to access the site. Such deliveries will only take place with the agreement in writing of the Local Planning Authority. At least 24 hours notice will be given to residents of Greenacres prior to any such vehicle accessing the site. Should temporary traffic management orders, such as temporary parking restrictions, be necessary, to ensure access is achievable Countryside will apply for these using the relevant Highway Authority procedures. A signaller will be employed at all times to escort such vehicles through the estate. This will only be necessary for delivering abnormal loads on site, such as roof trusses. These abnormal loads will only be employed when necessary and every effort will be made to keep these to a minimum.

A highway condition survey of Greenacres and St Johns Street will be undertaken prior to starting on site and after construction has finished. Any defaults as a result of construction vehicles using the highway network will be made good at the cost of the developer.

#### Initial Construction Strategy

Working Hours - The hours of working, for the construction works associated with the proposal will be between:

- Monday to Friday: 0730 – 1800 hours
- Saturday: 0730 – 1300 hours
- Sunday: None

Delivery Hours - The hours of delivery for construction materials will be between:

- Monday to Friday: 1000 – 1500 hours
- Saturday: 0730 – 1300 hours
- Sunday: None

Communication - Contact details for the Senior Project Manager for the construction of the proposal will be sign posted at the access point. These details will also be made available to all Greenacres, The Firs and The Old Nursery residents by letter.

Demolition - It is anticipated that any grant of planning consent would require the prior submission and approval of a demolition method statement for no 8 Greenacres. This will ensure that all necessary and statutory requirements are met prior to commencement and will provide details for the management of noise, dust and waste.

All reasonable measures will be taken to ensure that noise and dust pollution will not impact on neighbouring residents of Greenacres cul de sac. However,



it expected that the demolition will follow a methodical dismantling approach and that waste that is not to be recycled through other phases of the development will be removed in accordance with the subsequent waste management plan.

These initial works will be relatively short term in nature and will serve to provide access into the site.

- Vehicles
- As outlined earlier in this report, construction and delivery vehicles entering the site via Greenacres will be restricted to the following:
    - Small Tipper (6.5m)
    - Concrete Mixer (8.3m)
    - Rigid Vehicle (10m)
    - Large Tipper (10.2m)
    - Small articulated vehicle (10.7m)

The vast majority of building materials will be delivered to site using the above range of vehicles. Larger vehicles will only be used for abnormal loads and which cannot be delivered using the vehicles set out above.

Should larger vehicles require access, this will only be with the prior written agreement of the local planning authority. Residents of Greenacres will be notified at least 24 hours prior to their arrival. A signaller will be employed to escort the vehicle through the estate and temporary traffic management orders will be sought if necessary. The delivery of any abnormal loads will be kept to a minimum.

Swept Path Analysis drawings demonstrate that the largest specified vehicle to be used in the construction (Small Articulated Vehicle of 10.7m) can be accommodated within the carriageway even when parked cars are present outside nos. 9, 10 and 11 Greenacres.

- Vehicle Numbers
- The number of construction vehicles accessing the site will vary depending on the stage of construction that the development is at during any given time and is dependent on the final approved reserved matters application. It is anticipated that there will be no more than 10 of the vehicles detailed above entering and exiting the project per day.

- Parking
- A development of this scale is likely to be serviced by approximately 25 – 30 workers at the most during peak periods of construction. This will generally be considerably less given the sequencing of construction activities throughout the life of the construction of the development. Given the nature of the contracting arrangements many contractors will be arriving in a single minibus with a small number in private cars.

Further details of parking provision will be set out within the full CEMP but it is expected that a maximum of 15 – 20 vehicles will be provided on site during the construction phase at its busiest period. Given the size of the site, the construction programme and the number of spaces likely to be required, it is considered that there will be sufficient space to provide this entirely on site throughout the construction of the development.



Moreover, parking for the demolition stage can be achieved within the curtilage of no. 8 Greenacres. The precise location of parking throughout the life of the construction will be submitted for formal approval at the detailed design stage. The existing property benefits from two off street parking spaces plus additional lawn space within the curtilage of the property. The demolition of the property will be undertaken by a small team of contractors who would arrive at the site in a single minibus. There is sufficient space within the curtilage of the dwelling for this vehicle to park. Attached to this document is a Block Plan (drawing number 22145B\_110 Rev Z) which indicates the location of parking on site. This plan is for illustrative purposes only but does demonstrate that parking can be achieved without relying on on-street parking on the public highway.

- Storage
- All materials relating to the construction will be stored on site throughout the life of the development. This includes the initial demolition material which can be stored within the curtilage of no. 8 Greenacres. Waste materials (that are not to be recycled) will be managed according to the site waste management strategy. Site storage will be clearly defined and located away from existing residential properties. Site materials will be delivered only when necessary and deliveries will be combined wherever possible to reduce the number of vehicle movements to and from the site and storage on site. No material deliveries will take place outside of designated delivery hours. The unloading area will be laid out to enable all delivery vehicles to enter and leave the site in a forward gear. Attached are Swept Path Analysis drawings 14-283-121 and 14-283-122 showing that the two larger delivery vehicles can access and exit the site in forward gear. The plan demonstrates that manoeuvring can be achieved within the site even when built development has been completed and that vehicles can enter and leave the site. On exiting, an additional point turn maybe required if a car is parked outside no. 9 Greenacres. This will be achieved through the use of a signaller. It is important to note that the submitted plan is for illustration only and further details will be submitted to and approved by the local planning authority at the detailed design stage.

- Wheel Washing
- Wheel washing facilities will be provided on site to prevent dirt and debris spreading on to the public highway. A road sweeper will be employed when necessary to prevent build up on the public highway. There is a range mechanisms available for wheel washing and managing the surface water which will be set out in more detail in the full CEMP. Notwithstanding this attached document is a Block Plan (drawing number 22145B\_110 Rev X) provides an indication of the likely location of wheel washing facilities.

It is expected that any planning permission will be subject to a condition requiring the submission and approval of a site wide surface water drainage strategy. This will provide full details of how surface water arising from all stages of the development will be managed to ensure the development does not increase the risk of flooding elsewhere and that no surface water is discharged onto the public highway. In addition to this further details of surface water management during the construction stage will be accompanied within the full CEMP. This will include a Pollution Prevention Plan (PPP) and Water Management Plan (WMP) which will be submitted to and approved in writing by the local planning authority prior to the construction.



- Dust - The following dust management measures will be adhered to:
- Minimise dust generating activities;
  - Use water as dust suppressant where applicable;
  - Re-vegetate earthwork and exposed areas.
- \*Extra due diligence will be taken during demolition works.*
- Noise/Vibration - Specific noise and vibration management procedures will be developed by the Senior Site Manager. Target noise and vibration levels will be advised by British Standards 5228 Part 1 and 2: 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'. British Standard 5228 states:
- "Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut."*
- Utilities - Temporary utilities will be required on site to meet HSE requirements for on-site employees. Self-contained toilet blocks with temporary storage tanks will be used and emptied as part of a regular maintenance regime. Sink Waste will be connected to a temporary storage facility and will be emptied and taken from site as necessary until mains drainage can be connected. The use of super silent generators and other onsite compound facilities will be determined in the formal CEMP document submitted to discharge pre-commencement conditions.
- Waste - Construction Waste will be managed in accordance with the Waste Management Strategy and Toolkit that has been submitted with the application.
- Tree Protection - The exact tree protection procedures will be defined once a reserved matters application has been submitted, clearly defined tree protection zones will be created around retained trees.
- Ecological - Ecological mitigation procedures will be undertaken, including consideration of timing and seasonality of works to ensure that no harm is caused to any species or habitats found on site. In the event that protected species are found on-site works will stop until the situation can be assessed by a suitably qualified ecologist.

It is anticipated that any planning permission will be subject to an ecological strategy for the site. This will be submitted to an approved by the local planning authority prior to the commencement of development on site.

## Summary

This document is an Initial Scoping Document and not a substitute for a full CEMP which will be provided at the detailed design stage of the development. This Initial Scoping report demonstrates that there are no issues which would otherwise restrict development from taking place on this site. In particular, Swept Path Analysis drawings that accompany this document demonstrate that the



vehicles to be used most commonly during the construction period will be capable of accessing the site with parked cars on the carriageway. For the largest vehicles proposed a signaller would be used to ensure maximum safety standards are achieved. There may be occasion when larger vehicles are required to access the site for special deliveries. This Scoping Document sets out the procedures to be followed in the event that such vehicles require access. Any changes to the construction access arrangements for the site would be fully agreed in writing with the local planning authority, in consultation with the Highway Authority and residents.