



HART ROAD, THUNDERSLEY

CONSTRUCTION ENVIRONMENTAL
MANAGEMENT PLAN

DECEMBER 2021

HART ROAD, THUNDERSLEY

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

Legal & General

Final Issue

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TABLE OF CONTENTS

1	INTRODUCTION	6
1.1	OVERVIEW	6
1.2	SCOPE.....	6
1.3	NEED FOR CEMP	7
1.4	SITE LOCATION	7
1.5	HIGHWAY DESCRIPTION/NATURE OF ACCESS.....	7
1.6	PROPOSED CONSTRUCTION PROGRAMME	7
2	INTRODUCTION	8
2.1	PUBLIC RELATIONS/ENGAGEMENT	8
2.2	SITE WORKING HOURS.....	8
2.3	CONSIDERATE CONTRACTORS SCHEME.....	8
2.4	RESPONSE TO COMPLAINTS.....	8
3	CONSTRUCTION OPERATIONS	9
3.1	NATURE & FREQUENCY OF CONSTRUCTION TRAFFIC	9
3.2	SITE ACCESS/EGRESS	9
3.3	ROUTING OF CONSTRUCTION TRAFFIC.....	10
3.4	VEHICLE PARKING FOR SITE STAFF & VISITORS.....	10
3.5	LOADING/UNLOADING OF PLANT & MATERIALS	10
3.6	STORAGE OF PLANT & MATERIALS	10
3.7	FUEL/OIL STORAGE	10
3.8	SITE HOARDING/GATES	11
3.9	HIGHWAY CONDITION SURVEY	11
4	SITE CONTROLS.....	12
4.1	SITE CLEANLINESS.....	12

4.2	CONTROL OF DUST AND OTHER EMISSIONS	12
4.3	SURFACE WATER DRAINAGE.....	12
4.4	WASTE MANAGEMENT.....	13
4.5	CDM REGULATIONS 2015.....	13
4.6	CONTROL OF NOISE.....	13
4.7	COVID-19 CONTROLS	13
4.8	SUMMARY	14

A P P E N D I C E S

A p p e n d i x A Proposed Site Layout

A p p e n d i x B Site Location Plan

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 On behalf of Legal & General, Andrew Moseley Associates has been requested to prepare a Construction Environment Management Plan (CEMP) for the proposed residential development at Hart Road, Thundersley.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 SCOPE

- 1.2.1 The purpose of this report is to advise and provide confidence to the local planning authority, Essex County Council (ECC) and specifically ECC Highways Authority Regarding construction traffic generated by the site and certain construction operations that may impact upon the public highway.
- 1.2.2 It aims to demonstrate that this development proposal can be delivered without detriment to highway safety and the amenities of the area.
- 1.2.3 This is also intended to be a live document prior to and throughout the construction period, updating relevant elements as they arise or are required.
- 1.2.4 The report will cover areas of key significance as follows:
- ▶ Impact on traffic flow along Hart Road, Thundersley;
 - ▶ The anticipated number, frequency and types of vehicles used during construction;
 - ▶ The method of access and routing of vehicles during construction;
 - ▶ The parking of vehicles by site operatives and visitors;
 - ▶ The loading and unloading of plant, materials and waste;
 - ▶ The storage of plant and materials used in construction of the development;
 - ▶ The erection and maintenance of security hoarding;
 - ▶ The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - ▶ Measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security; and
 - ▶ Details of public engagement both prior to and during construction works.

1.3 NEED FOR CEMP

- 1.3.1 This CEMP has been prepared to accompany the submission documents as part of the planning application. The CEMP details the construction routing and timings of the development which will remain a live document that can be updated throughout the lifetime of the construction process.

1.4 SITE LOCATION

- 1.4.1 The site is located on the south side of Hart Road, Thundersley.

Postcode: SS7 3UQ

Grid Reference: 579687, 188698

- 1.4.2 Please refer to the Site Location Map at **Appendix B**.

1.5 HIGHWAY DESCRIPTION/NATURE OF ACCESS

- 1.5.1 The site directly fronts the southern side of Hart Road, a 30mph residential road providing access to a number of residential dwellings and side roads. To the east of the proposed site access, Hart Road provides access to the A129 Rayleigh Road.
- 1.5.2 Hart Road is reasonably trafficked throughout the day with a consistent width of approximately 6m. The carriageway is boarded by footpaths either side of the carriageway from the proposed development site into Thundersley.
- 1.5.3 The site access is to be constructed with a 5.5m wide carriageway 2 x 2m footways and 6m radii.

1.6 PROPOSED CONSTRUCTION PROGRAMME

- 1.6.1 At this stage it is anticipated that construction will commence in Q2 to Q3 of 2022.

2 INTRODUCTION

2.1 PUBLIC RELATIONS/ENGAGEMENT

- 2.1.1 ECC will be notified prior to the commencement of site construction and provided with a copy of the CEMP.
- 2.1.2 It is also proposed that a letter drop adjacent householders will be undertaken, to residents along Hart Road who may be affected by the construction operations.
- 2.1.3 They will be provided with the contact details for an on-site representative who will be the main point of contact for concerns or complaints regarding the site.

2.2 SITE WORKING HOURS

- 2.2.1 To safeguard the amenities of nearby residents and as required by any condition imposed by planning consent, it is proposed that no work for the implementation of the development shall be undertaken on the site on Public Holidays or at any other time, except between the hours of 8 am and 6 pm on Mondays to Fridays and between 9 am and 1 pm Saturdays.

2.3 CONSIDERATE CONTRACTORS SCHEME

- 2.3.1 This project will be registered with the Considerate Constructors Scheme. This is a voluntary scheme which audits the site to ensure that it is being managed with consideration to neighbors and local residents.
- 2.3.2 Registered sites take appropriate steps to reduce any negative impact that they may have on the area in which they are working. Sites therefore aim to leave a positive impression on all those they affect.
- 2.3.3 General information regarding the scheme will be provided to all neighbors affected by the work. Regular communication with neighbors, including adjacent residents, traders and businesses regarding programming and site activities will be maintained from pre-start to completion via a nominated point of contact.
- 2.3.4 A site information board will be located at the site entrance displaying general information relating to the development, including name, telephone number and address of the senior manager on site should member of the public wish to make contact.
- 2.3.5 In addition to the above a Considerate Constructors information poster will be displayed in a location where it is clearly visible to the general public.

2.4 RESPONSE TO COMPLAINTS

- 2.4.1 Any complaints will be logged on site and where necessary, reported in accordance with the Considerate Constructors Scheme.
- 2.4.2 The Considerate Constructors procedures will specify the roles and responsibilities of the developer and the local authority in respect of breaches and complaints from the general public. The required actions will be different on each specific case, depending on the operation, equipment or location or applying additional controls.

3 CONSTRUCTION OPERATIONS

3.1 NATURE & FREQUENCY OF CONSTRUCTION TRAFFIC

3.1.1 The nature and frequency of construction traffic will change during the various stages of the build programme, but the site will be properly managed to ensure that the number of vehicle trips generated will be minimised as far as practicable. Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- ▶ Skip lorries. These will include standard 8 yard skips for waste (approx. size 5m long x 2.4m wide);
- ▶ Ready mix lorries (approx 8.25m long x 2.45m wide); and
- ▶ Large Rigid & Articulated flatbed delivery vehicles for the delivery of various plant and materials including scaffolding, steelwork, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. from 16.5m-8.5m long x 2.45m wide)

3.1.2 The average projected vehicle movements are between 5-10 per day.

3.2 SITE ACCESS/EGRESS

3.2.1 All construction traffic will access/egress the site using a construction access in the location of the proposed site access. This access could potentially be constructed under a section 171 license prior to the delivery of the Section 278 agreement.

3.2.2 The site hoarding/safety fencing at the access (if required) will be arranged such that minimum visibility requirements 2.4 meters x 43 meters for traffic and 2 meters x 2 meters for pedestrians are maintained at all times to ensure safe usage.

3.2.3 In all cases, access/egress for delivery and removal of materials will be planned, scheduled and coordinated by the site manager and all vehicle movements into and out of the site will be controlled by a competent banksman.

3.2.4 Warning signage will be placed on Hart Road either side of the site access to warn highway users of construction traffic movements ahead.

3.2.5 A turning area will be provided on site to ensure that all vehicles may access and egress the site in a forward direction.

3.2.6 Should there be any exceptional loads and the site turning facilities are of insufficient size to enable vehicle turning, it is proposed that temporary traffic management would be utilised on Hart Road to temporarily stop the flow of traffic and allow loads to be delivered onto site.

3.2.7 Any temporary traffic management would be subject to ECC approval and would be fully consulted prior with ECC Highways, also determining if any appropriate permits / licensing requires to be put in place. It is noted that no exceptional / abnormal loads are expected for the approved residential uses, particularly given the modular construction nature of the residential dwellings on site.

3.3 ROUTING OF CONSTRUCTION TRAFFIC

- 3.3.1 All construction traffic will access/egress the site from the Hart Road.
- 3.3.2 It is considered that all construction traffic will arrive / depart the site via the A127 Southend Arterial Road which is the key trunk road within the vicinity of the development,
- 3.3.3 Construction traffic accessing the site via the A127 would route south along the A129 Rayleigh Road, then west along Hart Road until the site access.
- 3.3.4 Construction traffic egressing from the site to the A127 would route east along Hart Road, north along the A129 Rayleigh Road, before then approaching the A127 grade separated signalized roundabout junction and travelling along the A127 Southend Arterial Road.
- 3.3.5 All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the site directly and without error. This should avoid overshoots which could lead to unnecessary and potentially hazardous turning movements. The site access will be clearly signed from both easterly and westerly directions, through the use of temporary signage subject to ECC Highways approval.

3.4 VEHICLE PARKING FOR SITE STAFF & VISITORS

- 3.4.1 All vehicle parking for site staff and visitors will be contained within the site boundary. To maintain the free flow of traffic, no parking by site staff or visitors will be permitted on the Hart Road outside the site.

3.5 LOADING/UNLOADING OF PLANT & MATERIALS

- 3.5.1 All plant and materials will be unloaded/loaded within the site boundary. No loading or unloading will be permitted on Hart Road outside the site without prior agreement with ECC Highways and with appropriate traffic management in place.
- 3.5.2 A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the site.
- 3.5.3 Nominated waiting areas for delivery vehicles will be identified in the locality to allow safe waiting where necessary.

3.6 STORAGE OF PLANT & MATERIALS

- 3.6.1 All plant and materials will be stored within the site boundary. No materials will be stored, even temporarily, on the public highway.
- 3.6.2 To maximise the available working space on the site, storage of plant and materials will be minimised and operated on a just in time basis.
- 3.6.3 No hazardous material, other than fuel/oil (see below) will be stored on site.

3.7 FUEL/OIL STORAGE

- 3.7.1 All fuel for plant will be segregated and stored in double banded fuel storage containers with the provision of a fuel spill kit.
- 3.7.2 Oil will be stored in accordance with any specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England).

3.8 SITE HOARDING/GATES

- 3.8.1 For public safety and site security, the construction site will be enclosed with a 2.4m high Heras fence with a gated entrance at the site access.

3.9 HIGHWAY CONDITION SURVEY

- 3.9.1 Prior to commencing any construction works on site, a suitable Highways Condition Survey Report of the construction vehicle routes to / from site to the A127 would be undertaken.
- 3.9.2 This will include full photographic evidence of the routes with a categorization of the quality of the existing highway infrastructure.
- 3.9.3 A further survey would be undertaken post construction to identify any detrimental impacts on the condition of the highway infrastructure when compared with the pre-construction survey findings. Any identified damage or further defects would be mitigated or improved to the standard identified at pre-construction stage.

4 SITE CONTROLS

4.1 SITE CLEANLINESS

- 4.1.1 The site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.
- 4.1.2 All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.
- 4.1.3 A Wheel Wash Station will be provided within the site on hard standing and of a reasonable distance from the highway to ensure water drains on site and not to the highway.
- 4.1.4 It is proposed that a jet washing facility is provided, with water available on site (bowser / direct connection) and all vehicles requiring to have wheels and axles washed down prior to leaving the site so as to reduce unwanted debris spreading onto the highway during major earth works.
- 4.1.5 Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.
- 4.1.6 Storage of Materials Construction materials such as cement, oils and fuels for site plant etc. have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refueling of plant. Mobile plant would be refueled either off site or within a designated area on hard standing. All pumps, hoses etc. would be checked regularly.

4.2 CONTROL OF DUST AND OTHER EMISSIONS

- 4.2.1 The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilized.
- 4.2.2 Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods. Concrete / mortar batching if required to be carried out on site will done so in an area as far as possible away from neighboring properties or public areas; Any such batching area will be kept clean to prevent build-up of potentially dust emitting waste.
- 4.2.3 During dry weather and in the absence of any local or national water restrictions in place, water suppression / sprays will be used for the damping down of any process likely to generate airborne dust.

4.3 SURFACE WATER DRAINAGE

- 4.3.1 Water Management and Pollution Precautions will be taken prior to and during construction to ensure the protection of watercourses and groundwater against pollution. The measures would be informed by the site investigation works discussed above and also by CIRIA Report 532 'Control of Water Pollution from Construction Sites' and Environment Agency Pollution Prevention Guidelines, principally PPG6 - 'Working at Construction and Demolition Sites'.
- 4.3.2 This element will be supported by appropriate information and a construction site layout / logistics plan of the site on the appointment of a competent contractor.

4.4 WASTE MANAGEMENT

- 4.4.1 The site manager will ensure that all waste generated by the construction operations is dealt with appropriately so as to avoid nuisance and litter.
- 4.4.2 All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.
- 4.4.3 During transportation, all waste containers will be covered, wheels will be cleaned prior to leaving site.
- 4.4.4 No bonfires will be permitted on the site.

4.5 CDM REGULATIONS 2015

- 4.5.1 In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

4.6 CONTROL OF NOISE

- 4.6.1 Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:
 - ▶ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum;
 - ▶ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators;
 - ▶ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use;
 - ▶ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations; and
 - ▶ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

4.7 COVID-19 CONTROLS

- 4.7.1 Legal & General throughout the COVID-19 pandemic have continued, along with their competent contractors, to work on their construction sites during the period in accordance with and adherence to central government guidance without issue.
- 4.7.2 Suitable measures would be put in place by the appointed contractor for the control of staff, deliveries and movements to / from site to ensure efficiency and safety, without impacting upon the capacity or obstruction of the public highway during construction works.

4.8 SUMMARY

- 4.8.1 On agreement of this plan with ECC and the appointment of an appropriate contractor, Legal & General would provide all relevant information contained within **Sections 3 and 4** on suitable indicative plans.
- 4.8.2 This would include including construction vehicle routing, the location of warning / directional signage, location of the wheel wash facility, internal parking arrangements, materials compound and all other relevant site operation elements.

Appendices

Appendix A Proposed Site Layout

Appendix B Site Location Plan

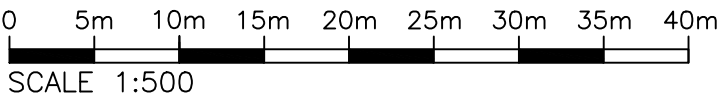
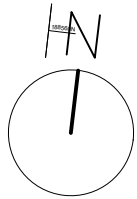
Appendix A

PROPOSED SITE LAYOUT

Hart Road, Thundersley

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Planning



Schedule of Accommodation						
Plot No.	Type	Storeys	Beds/ People	Internal m²	Area ft²	Parking Spaces
1	House	2	3b/5p	106.0	1141	2
2	House	2	3b/5p	106.0	1141	2
3	House	2	2b/4p	82.4	887	2
4	House	2	2b/4p	82.4	887	2
5	House	2	2b/4p	82.4	887	2
6	House	2	2b/4p	82.4	887	2
7	House	2	3b/5p	106.0	1141	2
8	House	2	2b/4p	82.4	887	2
9	House	2	2b/4p	82.4	887	2
10	House	2	3b/5p	106.0	1141	2
11	House	2	3b/5p	106.0	1141	2
12	House	2	3b/5p	106.0	1141	2
13	House	2	2b/4p	82.4	887	2
14	House	2	3b/5p	106.0	1141	2
15	House	2	3b/5p	106.0	1141	2
16	House	2	3b/5p	106.0	1141	2
17	House	2	2b/4p	82.4	887	2
18	House	2	2b/4p	82.4	887	2
19	House	2	2b/4p	82.4	887	2
20	House	2	2b/4p	82.4	887	2
21	House	2	3b/5p	106.0	1141	2
22	House	2	3b/5p	106.0	1141	2
23	House	2	3b/5p	106.0	1141	2
24	House	2	2b/4p	82.4	887	2
25	House	2	3b/5p	106.0	1141	2
26	House	2	2b/4p	82.4	887	2
27	House	2	2b/4p	82.4	887	2
28	House	2	2b/4p	82.4	887	2
29	House	2	2b/4p	82.4	887	2
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31	House	2	2b/4p	82.4	887	2
32	House	2	2b/4p	82.4	887	2
33	House	2	2b/4p	82.4	887	2
34	House	2	2b/4p	82.4	887	2
35	House	2	2b/4p	82.4	887	2
36	House	2	3b/5p	106.0	1141	2
37	House	2	3b/5p	106.0	1141	2
38	House	2	3b/5p	106.0	1141	2
39	House	2	3b/5p	106.0	1141	2
40	House	2	3b/5p	106.0	1141	2
41	House	2	3b/5p	106.0	1141	2
42	House	2	2b/4p	82.4	887	2
43	House	2	2b/4p	82.4	887	2
44	House	2	2b/4p	82.4	887	2
45	House	2	2b/4p	82.4	887	2
46	House	2	3b/5p	106.0	1141	2
			Total	4262	45880	92

Proposed Street Scenes
For Proposed Street Scenes A–G, see Ashby Design drg. 59/19/FUL/PL2001.

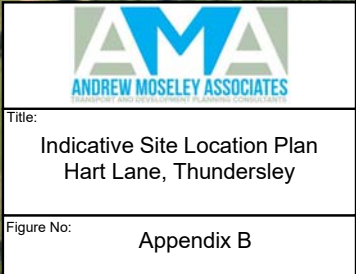
Proposed Block Plan

13 Arm & Sword Lane
Old Hatfield - Herts - AL9 5EH
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01707 270 077

Project Hart Road, Thundersley	Date December '21	Drawn LS/CP	Checked LS
Title Proposed Block Plan	Scale 1:500 @ A2	Drawing No. 519/19/FUL/PL1003	Revision -

Appendix B

SITE LOCATION PLAN





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