



**CALA HOMES (CHILTERN) LIMITED**  
**Fewcott Road, Fritwell**

**Construction Environment Management  
Plan (CEMP)**

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## 1. INTRODUCTION

The CEMP sets out the management measures to be adopted and implemented for the construction of the Fewcott Road, development in Fritwell.

1.1 The CEMP has been prepared by CALA Homes (Chiltern) Ltd. to satisfy the requirements of the planning conditions 14 and 15 of planning permission 19/00616/OUT, as determined by Cherwell District Council, dated 18<sup>th</sup> June 2021.

1.2 The requirements of planning condition 14 are set out below:

1.3 ***Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved Construction Traffic Management Plan shall be implemented and operated in accordance with the approved details.***

***Reason - In the interests of highway safety and the residential amenities of neighbouring occupiers.***

1.4 The requirements of condition 15 are set out below;

1.5 ***Prior to the commencement of the development, a Construction Environment Management Plan (CEMP), which shall include details of the measures to be taken to ensure construction works do not adversely affect residential properties on, adjacent to or surrounding the site together with details of the consultation and communication to be carried out with local residents shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with approved CEMP.***

***Reason – To protect the amenity of the neighbouring properties in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance in the National Planning Policy Framework.***

1.6 The purpose of the CEMP along with the CTMP also submitted, is to avoid construction effects on the environment, road network and the existing surrounding communities.



- 1.7 All contractors and suppliers will be provided with a copy of the CEMP and will be required to comply with its contents. Contractors will be required to comply with all relevant environmental legislation and to take account of published standards, accepted industry practice, national guidelines and codes of practice appropriate to the scheme.

#### *Development Proposal*

- 1.8 The proposed development includes:
- Construction of 28 residential dwellings, public open spaces, parking and private amenity spaces

#### *Contacts*

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Site Manager – TBC

## **2. Timings, Access, Deliveries & Layout**

### **2.1 Access and deliveries**

- 2.2 All construction traffic to come from Fewcott Road direction via East Street or Fritwell Drive. Appropriate signage for pedestrians and vehicles will be erected at the entrance to the site and on exit advising contractors that they are leaving via an established residential area.

Deliveries to site will be guided into and out of the site by a qualified and certified banksman where appropriate. Banksman will not direct general traffic but will indicate to heavy and large construction vehicles when it is appropriate for them to enter and leave the site and provide guidance as necessary. All unloading of plant and materials will take place within the site and not on roads adjoining the site. As shown in the Construction Traffic Management Plan (CTMP) also submitted, a material storage is



to be provided within the site compound/stores area, with additional material being transported direct to the build zone.

Appropriate provision is to be made for delivery vehicles to stand whilst being unloaded without impeding access to/from the site. In addition, appropriate turning is to be provided and maintained by a qualified and certified banksman to enable delivery vehicles to enter and exit the site in a forward direction. Any standing must be within the site and no delivery vehicles should wait in the vicinity until access is available.

### 2.3 **Layout and Storage**

In the initial set up of the development site, temporary accommodation in the form of “Oasis” units and storage containers will be located within the site. This will operate for the shortest feasible time whilst the permanent compound is established.

A site compound and storage area will then be established and location is indicatively shown on the CTMP also submitted.

The site compound will comprise a two storey site office/welfare unit and will have site management offices at first floor level with canteen and dining room below. Toilet provision will be made in a separate free standing block, including ladies toilet, lockable and available only to ladies upon request. The temporary building supply for water will be in place from commencement of the works.

Metal storage containers for materials will be provided together with a timber rack. A bunded diesel tank will be provided on an appropriate base for site plant. Storage areas will be regularly checked and documented. Leaking or empty oil drums will be removed from the site immediately and disposed of via a licensed waste disposal contractor.

Any security lighting will be of a sodium type light and located so as not to directly affect adjoining properties, in particular those properties adjacent to the site.

### 2.4 **Construction Parking**

Provision is to be made within the site for adequate parking of operative and construction workers vehicles together with parking for the Site Management team and other visitors to site. Where possible, contractors and trades will be encouraged to share transport to the site to reduce vehicle movements as far as possible.



With the exception of a short period of time whilst the road through the site is constructed, contractor parking is to take place wholly within the site and not on roads adjoining the site or within other areas of existing public highway in the vicinity.

Parking provision will be adjacent to the material storage area, as shown on the CTMP also submitted.

Storage for large plant such as the forklift will be provided in the site compound area which will be hard surfaced. Other large plant such as excavators and dumpers will be parked in a designated area on the site and left securely locked.

## 2.5 Working Hours

3. The Planning consent does not set out working hours, however it is intended that site working Hours will be as follows:

Mon – Fri 0800 – 1800

Sat – 0800 – 1300 by appointment only

No deliveries from 8-9am and 2.30-3.30pm due to school drop off and pickup.

Occasional working outside of these hours may be required; however, this will be kept to a minimum as far as possible and prior to any working outside these hours the Site Manager or their colleagues shall give the Local Planning Authority notice in writing.

## 3.1 Installation and Maintenance of Security Fencing

As far as reasonably practicable the visual intrusion of construction site on nearby residents and users of local facilities and amenities will be contained and limited. The hoardings will accord with the following principles:

- *The standard hoarding will be of suitable height, plywood faced, timber framed hoarding suitably painted or alternatively metal “Blok n Mesh” type hoarding, again suitably painted.*
- *Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access etc.*
- *Appropriate sight lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians.*
- *Temporary fences may be used in certain areas such as for short term occupation sites. This will be in the form of Herras fencing suitably braced.*
- *All hoarding and security fencing will be routinely inspected by the site management team.*



## **4. Contacts & Information**

### **4.1 Signage**

Signage including details of the site management team, once confirmed, will be affixed to the hoarding at site entrance, on perimeter hoardings and potentially at appropriate community locations. Contact details will be provided to allow engagement with local residents including an out of hours emergency contact number.

### **4.2 Engagement**

The Site Manager will employ a suitable queries and complaints process; interested parties including neighbours to the site; will be able to put issues, comments or concerns to the Site Manager in writing, by email or over the telephone.

If the Site Manager is unable to provide an adequate response immediately, they will take details of the comments expressed and ensure that a formal assessment is undertaken. The Site Manager will then provide a reply within a reasonable timescale (usually not more than 30 days).

If a complaint is not able to be addressed by the Site Manager, it will be escalated to the most appropriate contact within CALA Homes. If a grievance is still not resolved, the matter will be taken to West Berkshire Council for a decision on how to resolve the issue.

## **5. Noise & Vibration**

5.1 Best practice construction activities will be followed with regards to vibration, as advised by BS5228, part 2, 2009 (as amended in 2014) to minimise vibration impact on nearby receptors. Best practice will also be followed as far as possible, as per the Wilson Report and referenced in BS5228, part 1, 2009 (as amended in 2014).

Within the site working hours and as far as reasonably practicable, noisy construction tasks will be limited during early morning and later afternoon and located away from existing residential properties.



Due to nature of the ground and requirements set out in any Remediation Strategy a piling technique may need to be employed in some locations. The Piling method would be bored piles.

## **6. Emissions, Waste & Cleaning**

### **6.1 Vehicle Wheel Washing Facilities**

The site entrance is to be hard surfaced and kept clean and clear. There will be on-site wheel washing facilities to prevent soil and material being taken from the site on to the surrounding highway network whilst the roads are installed on site. This will be in the form of a jet wash operated at the construction entrance of the site.

The wheel wash area will be provided with a suitable sump and wash out facility to ensure any run-off is retained on site and not able to migrate on to surrounding areas nor existing public drainage network. In addition and throughout the development, road sweeping will be arranged as the need arises to ensure that the adjoining highway is maintained in good order.

### **6.2 Earthworks including measures to control the emission of dust and dirt**

As described above, a wheel washing facility will be operated within the site in order to prevent mud being taken from the site on to the adjoining highway network whilst the internal roads are constructed. This will be supplemented by minimising the requirement for material to be imported or exported and road sweeping as necessary.

The movement of earthworks material will be dealt with within the site boundaries and the amount of soil to be taken off-site will be reduced to a minimum as stipulated in the Remediation Strategy report.

Dust control procedures will be implemented to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality as a result of the earthworks.

The emission of dust and other particulates will be controlled by implementing the following measures:

- *ensure no burning of waste materials takes place on site*
- *ensure an adequate water supply on the site*



- *ensure disposal of run-off water from dust suppression activities, in accordance with the appropriate legal requirements*
- *keep site fencing, barriers and scaffolding clean using wet methods*
- *provide easily cleaned hardstanding for vehicles*
- *ensure regular cleaning of hardstandings using wet sweeping methods*
- *not allow dry sweeping of large areas*
- *provide and ensure the use of wheel-wash facilities near the site exit wherever there is a potential for carrying dust or mud off the Application Site*
- *ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits*
- *ensure all vehicles carrying loose or potentially dusty material to or from the Application Site are fully sheeted*
- *ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery*
- *ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out*
- *minimise the amount of excavated material held on site*
- *sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required*
- *avoid double handling of material wherever reasonably practicable*
- *considerate location of grinding and cutting activities*
- *ensure that any plant, identified above, is operated in accordance with the conditions set out in the permit and a copy of the permit is held on site*
- *seal or re-vegetate completed earthworks as soon as reasonably practicable after completion*
- *only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction*
- *ensure equipment is readily available on site to clean any spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods*
- *where appropriate use increased hoarding height to protect receptors*
- *seed or seal medium or long term excavated material and soil stockpiles*





- *ensure slopes on stockpiles are no steeper than the natural angle of repose of the material and maintain a smooth profile*
- *avoid carrying out earthworks during dry weather if reasonably practicable having regard to programme and contracting arrangements for the relevant works or provide and ensure appropriate use of water sprays to control dust*

Waste management and disposal control is checked on a weekly basis as per CALA Group Sustainability Policy. These documents are kept updated through the Construction Phase Health and Safety Plan (CPHSP) for the site.

### 6.3 Hazardous Materials

Remediation of the site will occur on site before other construction activities, however, in the unlikely event of stockpile hazardous materials, control methods will be employed as recommended by the environmental engineers and detailed in the Materials Management Plan (MMP) for the site, complying with current British legislation, until the materials can be removed by an Accredited Contractor.

If hazardous material movement occurs, a Certified Contractor will install air monitoring sensors in suitable locations to ensure the air quality is maintained across site and surrounding areas. The air monitoring will be in place until all the hazardous materials are removed from site by an Accredited Contractor.

To prevent contamination associated with the use of oils and hydrocarbons during construction, the Contractor will ensure that the following precautionary measures are employed during construction:

- Regular maintenance of machinery and plant.
- Use of drip trays.
- Regular checking of machinery and plant for oil leaks.
- Use of correct storage facilities.
- Regular checks for signs of wear and tear on tanks.
- Specific procedures are followed when refuelling.
- Use of a designated area for refuelling.



- Emergency spill kit to be located near refuelling area.
- Regular emptying of bunds.
- Tanks should be located in secure areas to stop vandalism.

#### 6.4 Control of surface water run-off

During the construction phase, the potential for pollution from surface water runoff is increased as vegetation cover is reduced during the earthworks phase. The required movement and storage of soils, along with increased soil compaction and vehicle movements can result in polluted runoff. The perceived pollution from surface water runoff is generally attributed to the movement of sediment / silt which can become suspended within flows following heavy rainfall or during construction activities i.e. dewatering excavations.

It is not always possible to ensure that new impermeable areas are immediately connected to the drainage system. Therefore, the following additional measures will be implemented to ensure construction runoff is appropriately managed on-site:

- Protective coverings would be used to help prevent runoff stripping material stockpiles.
- Plant and wheel washing would take place in a designated location. The area would be tanked and not allowed to discharge into the drainage system or infiltrate into the ground. Effluent should be treated as contaminated waste and disposed off site by a licensed waste management operator.
- Surfaces used as access roads and storage areas during construction should be swept regularly to prevent accumulation of dust and mud.
- It is possible that groundwater will be encountered in excavations. Such water would not be discharged to the drainage system until the amount of suspended solids has been reduced through the controlled use of skips or tanks, which will act as stilling basins. Other methods which could be employed are products such as filter bags / boxes or similar can also be used.



- Where dewatering is required, consideration should be given to over-pumping to a vegetated area away from any sensitive receptors to allow infiltration. If over-pumping into the surface water system is proposed, ensure any necessary permits and adequate protection measures. The implemented measures should be frequently monitored and maintained to prevent discharge of silt into the drainage system.

