

LAND SOUTH OF COTEFIELD BUSINESS PARK, OXFORD ROAD, BODICOTE

OUTLINE PERMISSION - NOTICE OF DECISION

APPLICATION NO.: 14/02156/OUT

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP)

This Construction Environment Management Plan (CEMP) has been drafted in response to Condition 15 which states that: -

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 ensure the environment is protected during construction in accordance with Policy ENV1 of the Cherwell Local Plan and Government guidance contained within the National Planning Policy Framework.

NOTE:- Local residents are on the north-east boundary of the site on the adjacent Carla Homes Cotefield development which is currently under construction. Cotefield Business Park is on the north-east boundary of the site, this area contains a number of commercial units which are occupied during normal working hours.

1. **Hours of Work** – The normal working hours for the site will be 7:30am to 6pm Monday to Friday and 8:00am to 12:30pm Saturday, no working on Sundays and bank holidays. Site operatives will however be arriving before 7:30am to prepare for a 7:30am start and leaving post 6pm (1pm on Sat). Operatives will be instructed to be respectful to the neighboring properties when arriving and leaving site and do so without causing noise and other nuisance. Also refer to item 2 below.

If it becomes necessary to undertake any working audible beyond the site boundary outside of normal working hours described above (other than in an emergency for safety reasons) this shall only take place following prior agreement with the local planning authority who will consider the justification for permitting the works i.e. health and safety/severe traffic disruption, necessary noise control measures and whether specific neighbour notification is needed.

2. **Noise Assessment of Plant, Equipment and Machinery** – Plant, equipment and machinery to be used on site will be kept fully serviced to ensure its operation is in accordance with the manufactures recommendations to minimise generation of excess noise.

Also to reduce noise impact and assist in community relations BS 5228:2009 (Code of practice for noise and vibration control on construction and open sites) will be adhered to in determining working practices with regard to the use of the best practicable means to reduce or minimise noise where necessary.

As part of the site induction process operatives will be informed of the requirements to minimise noise levels when arriving and leaving the site e.g. revving engines of cars/vans, reversing sirens and not exceeding the working hours. Also operatives will be informed not to leave plant and vehicles running unnecessarily.

3. **Consultation & Communication** – Prior to commencement of the Works a letter will be delivered to the neighbouring properties advising of the development to be undertaken. This letter will include contact details of the Site Manager so that he can be contacted for further information or report issues should this be required.

A notice board will be provided close to the site entrance with the contact details for Crest Nicholson representatives involved with the construction works on site.

4. **Traffic Routing** – At commencement of the works the site compound area will be established on the site and the onsite roads complete with drainage systems will be constructed to tarmac base course at an early stage between the site entrance and the compound area in order that these roads can be used as hard running surfaces for construction traffic to and from the compound.

Remaining onsite roads will be constructed to tarmac base level in advance of house building works to provide hard running surfaces for distribution of materials around the development within the site boundaries.

Turning areas will be provided on site to ensure that egress from the site by construction traffic is in a forward gear. Should it be necessary to reverse vehicles off site this will be under the supervision of a trained banksman.

5. **Avoidance of Soil or Other Contaminates on Local Highways** - The permanent roads through the site will be constructed to tarmac base course as noted in item 4 above to give a hard running surface at the earliest opportunity.

These roads will be used as haul routes through the development the surface of which will be kept clean to minimise the generation of mud and to prevent build-up of material which could be traversed onto the highway beyond the site boundary.

This method of operation will prevent the spread of mud and debris onto adjacent public highways by vehicular movements in and out of the site.

Should circumstances arise that cleaning/washing of wheels is required; a water supply will be set up near the site entrance in readiness so that wheels of vehicles can be washed down prior to leaving site.

Monitoring of dust will be undertaken on the northern boundary to the development which is a residential area and the only sensitive receptor adjacent to the site. Prior to commencement three locations adjacent but outside of the site boundary will be visually monitored on a daily basis to determine a threshold level. This inspection will be recorded by the site manager and will include dust deposits observed, weather conditions, wind direction and any observed dust from site activities as detailed by IAQM Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites. Further monitoring will be undertaken during the development the frequency of which will be determined by the activities being carried out and the weather conditions, i.e. during periods of precipitation this will not be necessary. Should levels of dust above the threshold level be noted or visual signs of dust from the Works be observed then immediate action will be taken to eliminate the source of the dust being generated.

6. **Measures to Control the Emission of Dust and Dirt During Construction**

- Water suppression will be used as required to minimise dust exposure. This will take the form of mist spray technology and/or use of hose pipes to damp down construction areas and for the movement of materials and plant.

Tarmac road surfaces will be regularly cleaned to prevent build-up of material which could generate dust.

7. **Parking of Vehicles of Site Operatives & Visitors** – An area close to the site compound will be provided for operatives and visitor's car parking to mitigate malapropos parking adjacent the site.

8. **Loading and Unloading of Plant & Materials** – Will be undertaken within the site boundaries.

9. **Storage of Plant & Materials Used in Construction of the Development**

- Construction plant will be stored either within the construction area or in the site compound.

Small materials (timber, joinery etc.) will be stored within the Compound Area. Contractors Site Storage units will be located in the compound area.

Mortar silos and the waste segregation area will also be located within the compound area.

Bulk materials (bricks, blocks, stone, sand etc.) will be stored in designated areas on site.

10. **Lighting to be used during the Construction Phase** – Other than lighting to the site compound area it is not proposed to use artificial lighting for the construction works on the site as a whole.

Compound area lighting will be required during the in the period of reduced daylight hours, typically from mid-October to mid-February, up to 1730hours.

11. **Liaison with Neighbours** - The construction site is open and therefore the potential for noise nuisance to nearby properties exists. Construction works will aim to keep disruptions to a minimum as described above but in the event that a complaint is received an immediate review will be undertaken to address the reason and source of the problem.

Where a construction operation has led to the complaint the operation will be reviewed and where possible modified to resolve the issue. Alleviation measures may include a reduction in the hours of operation, the erection of temporary barriers or the re-siting of equipment. Where complaints are not found to be substantiated, the complainant will be notified and discussions undertaken to understand the issue and establish if the concerns can be addressed.

Interested parties will be kept informed on investigations throughout the process.

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