

Redcliffe Homes Limited

Site at Beaumont Business Park, Woodlands Road,
Mere

Construction Management Plan



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1 INTRODUCTION

1.1 This Construction Management Plan (CMP) has been prepared by Redcliffe Homes and to address transport, landscape and ecology issues associated with the erection of 56 houses following the demolition of the former Beaumont Business Park at, Woodlands Road, Mere, Wiltshire.

1.2 Planning condition 15 attached to the Planning Approval PL/2025/06462 requires the submission of a CMP.

1.3 The site is approximately 1.24 hectares in size and forms the former Beaumont Business Park, located at Woodlands Road Mere.

1.4 A location plan is shown in **Figure 1**.

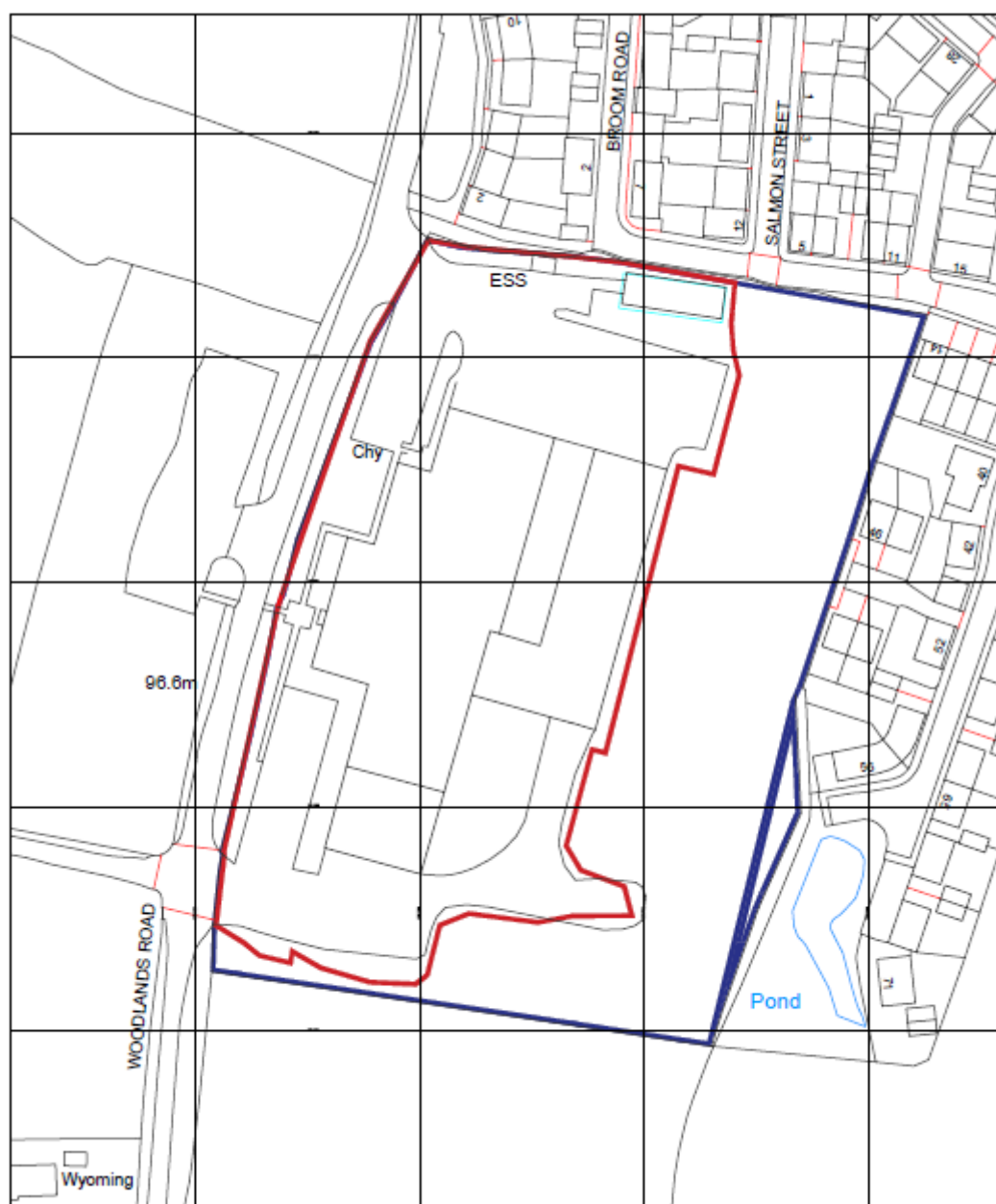


Figure 1 – Site Location

1.5 The proposal is for the erection of 56 residential dwellings with associated amenities and infrastructure. This follows a previous outline planning permission for the demolition and erection of up to 90 dwellings. Further details of the proposal are included within the supporting documents submitted separately as part of the subsequent separate demolition application.

1.6 This CMP sets out the strategy for the following key areas;

- (i) Vehicle Movement
- (ii) Construction Management
- (iii) Waste Management
- (iv) Ecology Management

1.7 It will be the responsibility of the appointed contractors to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

2 VEHICLE ROUTE TO SITE

2.1. The site is located on Woodlands Road. Locally to the site, this is a single carriageway road of approximately 8m width, with a footway on the eastern side of the road at the site entrance. A 30mph speed limit applies. The route from the centre of Mere is subject to a weight restriction of 7.5 tonnes, except for access. Furthermore there are also two priority traffic calming measures to contend with.

2.2 The A303 Mere bypass will form the key route to the site with vehicles from the east exiting at White Road and Hazzard's Hill before reaching the centre of Mere at Salsbury Street. Vehicles from the west will exist the A303 at Castle Street before also arriving at Salsbury Street.

2.3 From the junction of Salsbury Street and Boar Street in the centre of Mere all vehicles will travel south along Pettridge Lane and then on towards Woodlands Road.

2.4 The route for construction traffic and deliveries will ensure, as appropriate, that construction vehicles related with the construction of the proposed development will avoid weight and width restrictions where effected. There are no signed height restrictions along the designated construction traffic route.

2.5 Construction traffic for cars, vans and short wheel base vehicles will be via Pettridge Lane from the North only avoiding Water Street. Whereas the access route for large hgvs will be from the south via Gillingham(via B3092, Bay Road, and Shaftesbury Road) See **Figure 2**.

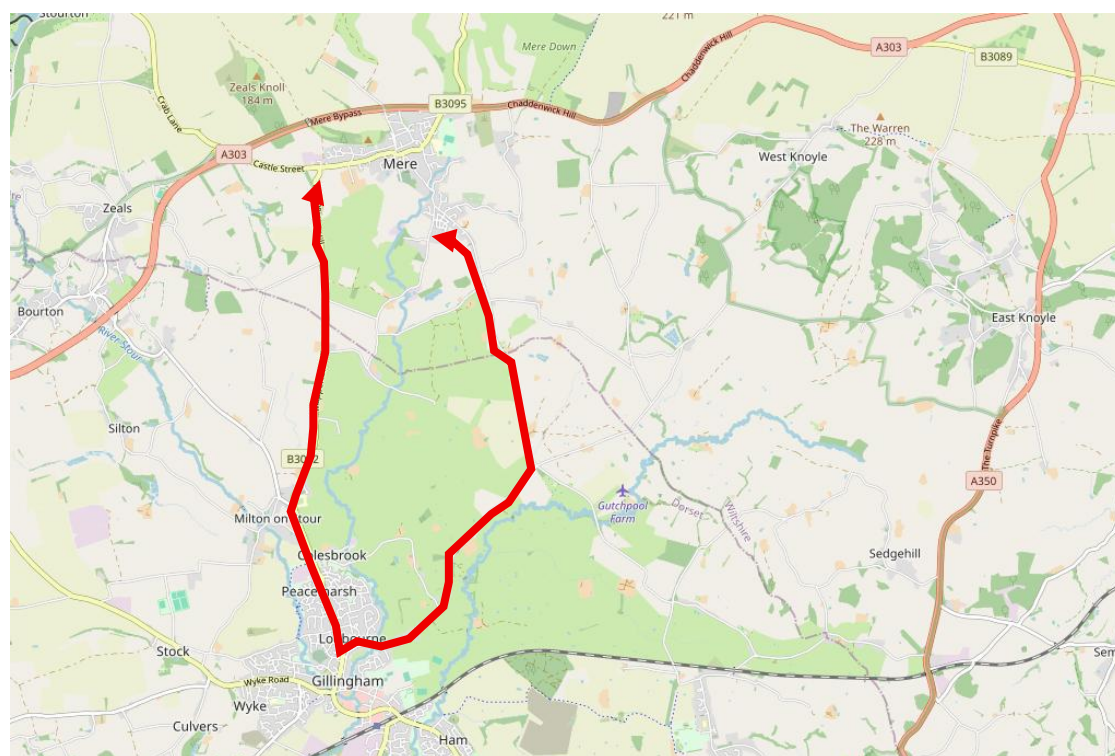
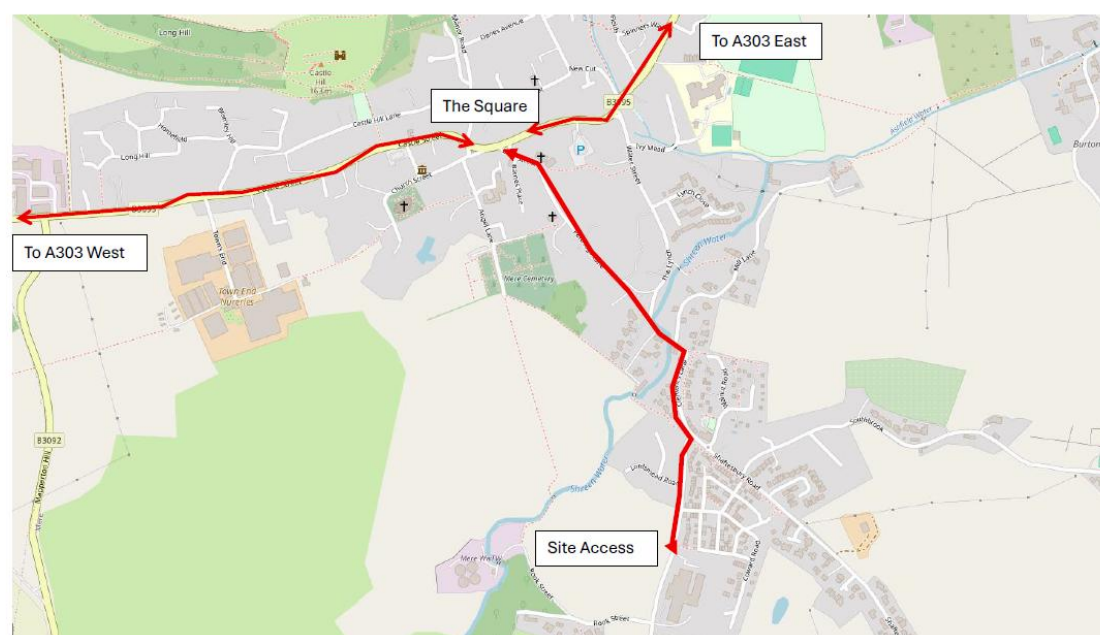


Figure 2 – Site Access Plan

Site Compound, sales complex and Haul Road

2.6 During the construction phase, there will be a site compound that will be located to the north of the site located on the existing hardstanding. This is shown on Figure 3.



Figure 3 – Phasing plan

2.7 Car parking will be provided within the site compound for construction workers. No parking will be permitted on the adjacent roads, ie Woodlands Road.

2.8 As you approach the construction area the site compound and car park will be located to the north, there is a large multi parking bay area that will be used for pulling in delivery vehicles.

2.9 Our site compounds will consist of site storage, administration area and welfare, i.e. Site offices and Canteen, toilets, etc.

3. CONSTRUCTION SITE ACCESS

3.1 Construction vehicle access, will use the existing northern access point from Woodlands Road (Access Point A)

3.2 The width of the access at the road frontage is more than sufficient to accommodate the swept path of a 15.4 metre articulated vehicle.

3.3 Visibility to the Woodlands Road of the site access is considered to be sufficient considering the low number of related vehicles anticipated.

3.4 All construction vehicles will enter and exit the site in a forward gear. 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.

3.5 A condition survey of Woodlands Road will be provided, please refer to section 6.3 for details

4 VEHICLE TRIP ATTRACTION

Construction Phase

4.1 The construction is being undertaken in a phased process, starting at the south and gradually working northwards. The construction period will take approximately 2 years.

4.2 The construction period will include the use of Heavy Goods Vehicles (HGVs) to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum. Deliveries to the site shall be reported to the site manager and will be made on the smallest possible vehicles for that particular item of plant or material, to ensure that vehicles can manoeuvre safely. The number of vehicle movements is expected to be limited, with much of the hardcore crushed and re-used on site.

4.3 In addition to the HGV movements there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

4.4 A phasing plan is attached, see also **Figure3**

5 HOURS OF CONSTRUCTION

5.1 Construction activities will be permitted between the hours of 08:00 and 18:00 on Monday to Friday and 0800-1300 on Saturdays. No working shall take place on Sundays or Public Holidays except for emergencies. This will be confirmed with the contractor upon appointment.

5.2 The appointed contractor will endeavour to ensure that HGV deliveries will not be undertaken between the hours of 08:00 and 09:15 and 15:00 and 16:00 on School days where possible.

6 CONSTRUCTION MITIGATION MEASURES

6.1 Redcliffe Homes will introduce measures to minimise the impact resulting from construction activities.

6.2 Measures will include:

(i) a contractor compound provided within the development as far as practical away from residential streets and restricting contractor parking on local roads;

(ii) The roads and sewers for the development will be installed in the early stages of the development to base course to reduce the amount of mud overspill on to the highway. Before this is possible a stoned area will be constructed to allow for visiting vehicles to enter site on to a clean running area.

During times when earth removal operations are taking place a vacuum sweeping road brush will be on site to ensure the surrounding highways are kept clean. This will also be provided as and when necessary to ensure that the surrounding highway is kept clean

All onsite gullies will have a mud filter liner placed over them to stop any mud / silt entering the local drainage, these will also be cleaned out regularly as and when required, this will alleviate any water run off onto the highways

There will also be an onsite forklift at all times during the construction phase that will have a road brush attachment available that will be used to control the presence of mud build up.

Should the need arise then a jet wash will be made available to clean the wheels of site traffic leaving the development. This where possible will be carried out set back within the site to negate any water run off going onto the adopted highway. If these works are carried out during times of projected freezing conditions there is a possibility that it might cause an ice hazard on the site roads and adopted highway, which in the first instance will be controlled by the positioning of the works but as a precaution road salt will be available should the need arise.

(iii) a requirement for engines to be switched off on-site when not in use;

(iv) spraying of areas with water supplied as and when conditions dictate;

(v) a road sweeper to be made available whenever operations dictate;

(vi) vehicles carrying waste material off-site to be sheeted; and

(vii) turning areas will be provided to ensure vehicles can exit the site in a forward gear.

6.3 We will carry out a condition survey of Woodlands Road prior to commencement and we will contribute to the reasonable repair of the road to reinstate it's former condition, if there is any damage above the normal wear and tear that is specifically attributable to our construction work. A re-survey of the road after completion will be done to record its condition at that time.

Environmental Assessment - Nuisance

6.4 For the purposes of this document nuisance is broken into four sections, namely Dust, Noise, Vibration and Lighting. The following sections detail activities and control methods to be implemented on the project.

6.5 Sensitive receptors likely to be affected by construction nuisance include the residential properties closest to the development boundary and residential properties along construction traffic routes.

Dust

Air Quality

6.7 Mechanical disturbance of granular material exposed to air creates atmospheric dust, this type of dust generation is termed as 'fugitive' as it is not discharged into the atmosphere in a confined stream. The potential sources of these fugitive dust emissions are outlined below:

- Site clearance
- On site earth moving operations, site levelling, cut and fill etc
- Vehicle movements over haul roads
- Vehicle movements on site during dry periods
- Wind blowing across the site during dry periods
- Stockpiling of excavated materials
- Cutting and grinding
- Accidental spillage and loss of load from vehicles carrying loose material

6.8 The generation of this fugitive dust required consideration of additional factors such as:

- Prevailing wind (speed, direction)
- Prevailing climate, including rainfall
- Location of sensitive receptors (including residential and commercial properties, habitats and watercourses/drains)

6.9 Prevailing winds are specifically important when considering fugitive dust. The speed of winds can determine the dispersion of dust; high winds can increase the initial generation of dust, in addition to carrying the dust over greater distances.

6.10 Appropriate preventative measures to control dust emissions can significantly reduce the potential for dust generation. Implementation of the following methods will help to minimise risk.

Construction Traffic

6.11 All construction traffic will follow specifically designated routes. Speed limits will be put into place on site for all vehicular movements. All vehicles carrying loose material will be covered.

Highways

6.12 Where appropriate, use of road sweepers will be incorporated to ensure highways remain clear of dust and mud. Road edges and pathways will be swept by hand and damped down as necessary

Stockpiles

6.13 Stockpiles will be sealed with chemical bonding agents or sprayed with water as required. Location of stockpiles to be located away from any sensitive receptors. Stockpiles will be seeded to allow the growth of grass if stockpiled for long periods of time.

Dust Suppression

6.14 Mobile bowzers to be deployed on site as required. Activity to be increased during significantly dry and windy periods. Where necessary, use of hoardings to be considered to ensure reduction in dust migration.

6.15 Deliveries of significantly dusty materials to be sprayed to reduce dust potential. All cutting and grinding operations to be conducted in ways to reduce risk of dust migration (wet cutting techniques etc).

Monitoring

6.16 Ongoing monitoring to be undertaken by site personnel on regular basis, both on and off site to ensure no migration of dust. Regular liaison with EHO will be undertaken. There will be regular reviews of mitigation methodology to be undertaken by Environmental Manager and/or Project Manager.

Noise

6.17 Noise has the potential to cause disturbance, given the nearby location of residential housing.

6.18 Our team will embrace best practice with regards noise minimisation. Best practice will include:

- All construction plant and equipment will comply with EU noise emission limits.
- Plant will be serviced regularly to minimise adverse noise impacts.
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order.
- Selection of inherently quiet plant where appropriate. All major compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum.
- Materials will be handled with care and be placed, not dropped. Materials will be delivered during normal working hours.
- All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance, i.e. furthest from receptors or behind close boarded noise barriers. If necessary, acoustic enclosures and /or shielding will be provided.

Vibration

6.19 Best practice should be utilised at all times, and ongoing monitoring undertaken. Where it is deemed that vibration may pose an environmental risk, this should be fully investigated by the Project Manager.

Light Disturbance

6.20 Due to the location of properties nearby to the site, consideration will be given to the location and angle of lighting to ensure minimum potential for disturbance to local residents, and ensure sufficient illumination for safety of the passing public/personnel. Where lighting is not required during night hours, it will be switched off.

6.21 Additionally, lighting arrangements will also take into consideration the potential disturbance of wildlife and ecology.

6.22 The impact of lighting on ecology will be assessed by the ecologist. The lighting design will minimise the impacts of light spillage on adjacent retained habitats through the attachment of directional hoods to lights and the use of low pressure sodium lamps, if appropriate. Non-essential lighting will be fitted with automatic cut-off switches.

6.23 Lighting will also be positioned such that it does not intrude unnecessarily on adjacent buildings and land uses, cause distraction or confusion to passing drivers, constitute a road hazard and would be chosen to minimise light pollution effects or encourage crime/anti-social behaviour.

7. WASTE MANAGEMENT

7.1 A waste management policy will be in place for the development detailing how we manage our waste; the site manager will be the waste champion and we will look to segregate and recycle as much material as possible.

Waste will be collected on site in either small tipping skips that the forklift will move around to the waste area, these will be used for hard-core / inert material and for packaging and light weight material we will have several of the 1100ltr wheeled bins with lids that will be emptied weekly.

Segregation of Waste

7.2 To ensure maximum potential for reducing waste to landfill, and encouraging reuse and recycling, waste will be segregated. Separate skips will be made available for all types of waste. Each skip will be clearly labelled and site personnel will be informed of procedures within the induction. Regular monitoring will be undertaken to ensure correct procedures are followed at all times. The skips will be emptied at regular intervals to prevent overfilling. Toolbox Talks will be undertaken with all site personnel to ensure full understanding of waste procedures.

Disposal of Non-Hazardous Waste

7.3 All non-hazardous waste will be removed from site within strict adherence to all waste legislation requirements, including Duty of Care Regulations. Prior to any agreed use of hauliers or waste disposal sites, the appropriate licences will be thoroughly checked to ensure that particular waste streams can be accepted and carrier licences are valid. This can only be undertaken by authorised personnel and copies of all necessary licences must be retained on site at all time and reviewed for

expiry. No waste will leave site without appropriate waste transfer notes. It is essential that all waste transfer notes are inspected for detail and must contain the correct description of waste as well as the correct waste code, in line with the List of Waste Codes Regulations. Only authorised and fully trained personnel may sign waste transfer notes. Regular audits will be undertaken to ensure correct procedures are being followed.

7.4 There should not be any significant quantities of inert waste taken off site as the intention is to design the project creating an earthworks balance on site, using all material suitable for re-use.

Disposal of Hazardous Waste

7.5 Although limited hazardous waste arisings are expected, the site must be registered as a producer of Hazardous Waste. No hazardous waste must leave site without the correctly completed Consignment Note. The consignment notes must contain all necessary information including waste description and hazardous waste registration number. Any carriers removing hazardous waste must have appropriate licences and disposal sites must be verified to be able to accept waste being sent. These checks and signing of consignment notes can only be undertaken by authorised personnel. All hazardous waste must be stored on site in appropriate, covered or locked skips. No mixing of hazardous and non-hazardous waste is authorised.

Waste Management

7.6 The waste management policy includes detailed proposals for dealing with waste arising from the construction of this project. This would include:

- Storing and reusing earthwork materials and general arisings to negate the export or import of inert materials.
- Storing and reusing demolition materials to negate the export or import of inert materials.
- Reduction of site generated waste through waste minimisation and re-cycling initiatives, including the source-segregation of re-usable and recyclable materials.
- Appropriate methods of waste disposal linked to a robust waste disposal audit trial.
- All topsoil and subsoil would be handled and stored carefully to minimise the potential for damage to the soil structure. A detailed method statement would be produced clearly identifying correct stripping, soil handling, storage, placement and programming requirements to avoid compaction and moving the material in unsuitable weather conditions.
- Construction and demolition arisings being reused within the site as structural or non-structural fill.
- Where practicable, all concrete and redundant road pavements would be transported to a dedicated crushing and recycling facility for return and re-use on the project
- Detailed procedures and guidance would be developed and implemented through the construction process to minimise the import of non-sustainable raw materials and for identifying opportunities for re-using or re-cycling waste.
- Site office wastes would be collected in separate containers to maximise the opportunities for recycling, this would include:
 1. Can, bottle, and paper banks;

- 2. Paint spray cans, (used for surveying), would be logged when issued so that their return is ensured.

8 ON-SITE MANAGEMENT TEAM

Site contact names and telephone numbers

8.1 Redcliffe Homes Construction Team

- | | | |
|-------------------------|----------|------------|
| • Site Manager | Name TBC | Contact No |
| • Contracts Manager | Name TBC | Contact No |
| • Construction Director | Name TBC | Contact No |
| • Head Office No | | |

9 APPENDICES

KEY

- Site parking
- Site Welfare
- Silo Compound
- Material Store
- Waste Storage

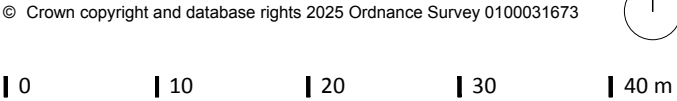


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- Application boundary (as per 117-120 Title Overlays DWG)
- Other land under the Applicants control (as per 117-120 Title Overlays DWG)
- Affordable units: Rented
- Affordable units: Shared Ownership
- Drainage Easement
- Visibility Splays
- Existing 1800mm Close Board Timber Fencing

C	Plot 1 updated to C47.	26.01.26
D	Plots 1 and 4 EV charger moved. Plot 4 garden gate moved and drive access chamfered. Plots 2, 3, 5 & 6 parking rearranged and Plots 3 and 5 parking mobility strip added. Plots 7-8 detached from 5-6.	12.02.26
E	Hipped roof to Plots 17-18 garage.	13.02.26

REV	NOTES	AU/CH	DATE
A	11 no Visitor parking spaces added to plan. Bays added to Banbury HT. Northern parcel reconfigured to allow for units to face onto Salmon St. Proposed Sub Station moved to allow space for visitor parking and additional landscaping. Landscaping introduced between parking spaces 50-54. Accommodation mix amended and unit numbers reduced across the site from 58 units to 56 to allow all plots to now have appropriately sized gardens (please refer to accommodation schedule for more information). Footpath introduced to north and south of the site to link all parcels. Additional trees introduced along adopted road. Parking courtyard to southern parcel reconfigured to allow for larger rear gardens. Avenue introduced to south of the site to allow for additional landscaping at southern entrance to site. Affordable units redistributed across the site to not be just within a single corner of the site as per previous plan.		25.10.21
B	Plot 08 changed from an affordable 38 to an affordable 28.		25.12.22



Land at Woodlands Road, Mere		E
Proposed Site Layout		OF / GB
250215 L 02 01	1:500 @ A2	May 2025

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Drawing Status PLANNING

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