

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP)

Site address: Land at Church Road, Idmiston, Salisbury, Wiltshire, SP4 0AS

Planning reference: PL/2023/04010

Applicant: Mr S Ingram

Date: 02 August 2024

1.0 INTRODUCTION

The following Construction Environmental Management Plan (CEMP) outlines how the construction project will avoid, minimise or mitigate any adverse effects on the environment and surrounding area. This CEMP responds to advice on CEMPs on the Wiltshire Council Website. This advises that:

All but the smallest developments will require the production of a Construction Method Statement (CMS)

The purpose of the CMS is to provide documentation that is available to all construction workers involved with the site works, detailing appropriate working methods and practices that will ensure that sensitive habitats and species are not adversely impacted by elements of the construction process, particularly where specific mitigation has been designed.

The CMS will describe how each element of the proposal is to be carried out and what measures are taken at each stage to ensure the protection of biodiversity both within the site and in the surrounding area, and whenever an impact may occur off site as a result of on- site processes.

The CMS will also describe the order in which each element of the project is carried out and the timing of specific works, such as clearance of vegetation timed to avoid the bird nesting season; removal of tree roots at a time least likely to disturb hibernating reptiles or dormice; demolition of buildings when bats are least likely to be present.

The CMS must satisfy the Local Planning Authority (LPA) ecologist that all elements of the proposed procedures have been assessed for their potential impact on the ecology of the site and measures put in place to avoid the impact or to reduce the effects of the impact to an insignificant level.

The site is located at the eastern end of Church Road in Idmiston, extending to 0.46 ha, with residential dwellings on both the northern and southern sides of the road.

The site is not located within an Area of Outstanding Natural Beauty (AONB) or Conservation Area and there are no other heritage or ecological restraints at this site, but it is within 2km of the following protected sites:

- Porton Meadows Site of Special Scientific Interest (SSSI)
- Porton Down Special Protection Area (SPA)
- Porton Down SSSI
- Salisbury Plain Special Area of Conservation (SCA)

This site is within ownership of the applicant who conventionally farms the adjoining (and nearby) arable fields.

This application proposes to erect 2no. detached residential dwellings with integral garaging, amenity space to the front and rear as well as a new driveway to serve both properties which will be identical to one another.

The proposed Location and Site plan are annexed to this report.

The contractor shall adhere to the requirements as set out below:

2.0 MANAGEMENT RESPONSIBILITIES

The site management team will be based onsite during the working hours of the construction period, to ensure that all contractors and material suppliers are safely implementing this CEMP.

Prior to commencing work on site, all contractors and suppliers will be made aware of this CEMP. This will be part of the site induction process and will form part of the Sub-Contract or Supplier Order.

3.0 CONSTRUCTION PROGRAMME

Site compounds and welfare huts will be installed. Heras fencing will be installed around the site whilst the dwellings are being constructed, with secure gates to be locked when working ceases. Health and Safety notices will be displayed near the entrance point.

Once hard standings, service connections and access ways have been formed, work will commence on the erection of the two dwellings.

Excavation and formation of a foundation works will be undertaken for service runs and drainage.

The foundations will be laid to create the ground floors and built up from there.

All hard and soft landscaping and planting to be carried out across the entire site prior to any occupation.

4.0 SITE WORKING HOURS

Working and delivery hours:

Monday to Friday: 07:30 – 17:00

Saturday: 07:30 – 13:00

Sunday & Bank Holidays: No working.

In order to maintain these working hours contractors will require a period of up to ½ hour before and at the end of the working day to start up and close down the works activities. This will not include the operation of mechanical plant and machinery. Noise will be kept to a minimum and no vehicles will be left idling outside the agreed working hours.

Deliveries to the site (including the deliveries of plant and machinery) will not take place before 9am or after 4pm.

Any vehicle arriving outside the prescribed time will be turned away from the site.

Construction vehicle movements will be on an 'as and when' needed basis and should not involve a significant number of deliveries to the site per day.

5.0 SITE LOGISTICS

During the construction period it is important that construction traffic is managed and integrated into the existing highway network, to maximise construction efficiency and safety, while minimising the risk of inconvenience and nuisance to the general public. This will be achieved through management, programming and co-ordination of the construction works. To minimise the impact of construction traffic on the existing road and highway network. The following principles will be followed:

The site entrance will be appropriately signed to avoid congestion and danger.

The site entrance will be suitably guarded to prevent unauthorised access and minimise nuisance.

All delivery vehicles will be unloaded within the site boundary. A dedicated turning area for HGV's will be maintained.

Onsite traffic routes and unloading areas will be designated to avoid congestion and nuisance at the site entrance.

All suppliers and contractors will be made aware of the traffic routes to avoid delays and congestion at the site entrance.

All material containers leaving site will be appropriately covered to avoid soiling the roads and highway and nuisance to the pedestrian and general public.

A staff member will be appointed as a Construction Traffic Co-ordinator to be responsible for all day-to-day traffic management matters.

A stock of signs, cones and barriers will be kept on site, so that any damaged or stolen equipment can be replaced as quickly as possible.

Site speed limits on the site of 20mph will be mandatory and rigidly enforced.

6.0 PARKING, DELIVERIES & STORAGE

All contractors' vehicles will park within the construction site in the designated area.

HGV delivery vehicles (including plant and machinery) will avoid "peak public traffic hours" (before 9am and after 4pm) in accordance with the above times to reduce traffic congestion and nuisance to the existing surrounding road and highway networks.

All delivery vehicles will be unloaded within the construction site boundary.

Materials will be stored in designated areas, within the site compound. The programme of works will utilise the principle of 'just-in-time', to not store materials for longer than is necessary. Materials will be stored in the correct manner, in accordance with any supplier recommendations (this applies to all materials, whether inert/active/bio/hazardous/non-hazardous). Construction plant will be isolated (with any keys removed) when not in use.

7.0 IMPACT MITIGATION MEASURES

Site working hours will be strictly maintained in order to minimise any impact on the amenity of the area and safety of the highway network.

The site entrance hardstanding area will be maintained and kept clean and clear at all times, in order to prevent mud trespass onto the surrounding highway network.

Notwithstanding the above, there will be appropriate onsite wheel cleansing facilities, including a high-pressure hose and all vehicles (including wheels, axels and undercarriage) will be inspected and cleaned (where necessary) before exiting the site to minimise transfer of debris to the public highway.

During periods of dry weather, dust and material on the hardstanding/ entrance will be controlled by damping down.

Site working hours will be strictly maintained, in order to minimise noise impact on nearby properties.

Noisy plant or equipment shall be sited as far as practicable possible from neighbouring dwellings.

Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum.

Watering down of the compound area should be carried out where necessary to minimise dust transfer into neighbouring properties/premises.

All plant will be fitted with drip trays in order to avoid potential pollution incidents and refuelling of plant/vehicles will either take place off site or within the construction site compound which will be situated at a safe distance from the designated sites.

There shall be no burning undertaken on site at any time.

'*Best practicable means*' will be used to prevent nuisance occurring during the construction of the development having regard to the Control of Pollution Act 1974 and the Environmental Protection Act 1990.

8.0 COMMUNICATION

Communication with the LPA regarding key construction issues will be made via the applicant or their agent, as indicated on the planning approval.

Communication with the local community regarding key construction issues will be made using fliers and letter drops and notices on the secure southern entrance to the site.

The main contractors title board will be displayed at the entrance to the site with contact details for any communications.

The site office will be clearly signed.

9.0 DRAINAGE

In the initial stages, any wash down areas will be connected to a soakaway that forms part of the drainage scheme for the site. Implementation of specific measures to prevent and limit siltation, such as installation of silt wattles and silt mats at key working areas where surface water runoff could be an issue.

All soakaways that form part of the drainage scheme will be installed prior to the covering of the roof structures so that all rainwater drainage can be connected as soon as the external coverings have been completed.

Any foul drainage will be connected to the wastewater package treatment plant to be installed on site.

10.0 SITE WASTE

The aim is to reduce, reuse, recycle and dispose of waste. Attention will be given from the outset to minimise waste. Accurate material take-offs will be undertaken to minimise over-ordering, consolidating material deliveries will minimise fuel consumption, whilst ordering materials 'just-in-time' will minimise the risk of the materials becoming damaged thus having to order more. Where possible, excess waste will be transported to other on-going building sites to be re-used in the same way. Where it is not possible to be re-used, waste will be stored correctly and disposed of through skips/licensed waste removal in accordance with all relevant statutory requirements.

11.0 ECOLOGY

Prior to commencement of development, vegetation within the construction zone will be managed with regular grass cuts during spring - autumn where the vegetation is cut to ground level.

Nesting Birds - No trees or hedges are proposed to be removed or disturbed as part of the development. In the unlikely event vegetation removal is required, this will strictly take place outside of the bird nesting period (1 March to 1 August) to ensure no nesting birds are harmed.

Invasive Species - A small patch of variegated yellow archangel has been identified adjacent to the construction zone. This plant is to be removed prior to commencement of the development by pulling up by the roots, being careful to remove all root and stem fragments. Soil is to be carefully sifted to find all roots and stem fragments. Any contaminated soil will be disposed of in a controlled manner. Appropriate PPE is to be worn.

Ecological Protection Areas - The perimeter heras fencing will be offset a minimum 2.5 metres from the field side of the hedgerow adjoining (but outside) the construction zone to create a protective buffer and wildlife corridor during the main construction works. Incursion into this buffer zone will only be permitted to allow safe battering of excavated faces. In all cases, the protective buffer zone will be reinstated as soon as practicably possible. The protective buffer zone can be removed following completion of the internal finishes to the dwelling so as to allow external hard and soft landscaping to be completed.

Reptiles - The Ecological Assessment of the site concluded the existing site was unsuitable for reptiles given the disturbed nature of the arable field, its lack of diversity and structure. Should any reptiles be encountered on the site during construction, the Ecologist should be contacted immediately on the details below.

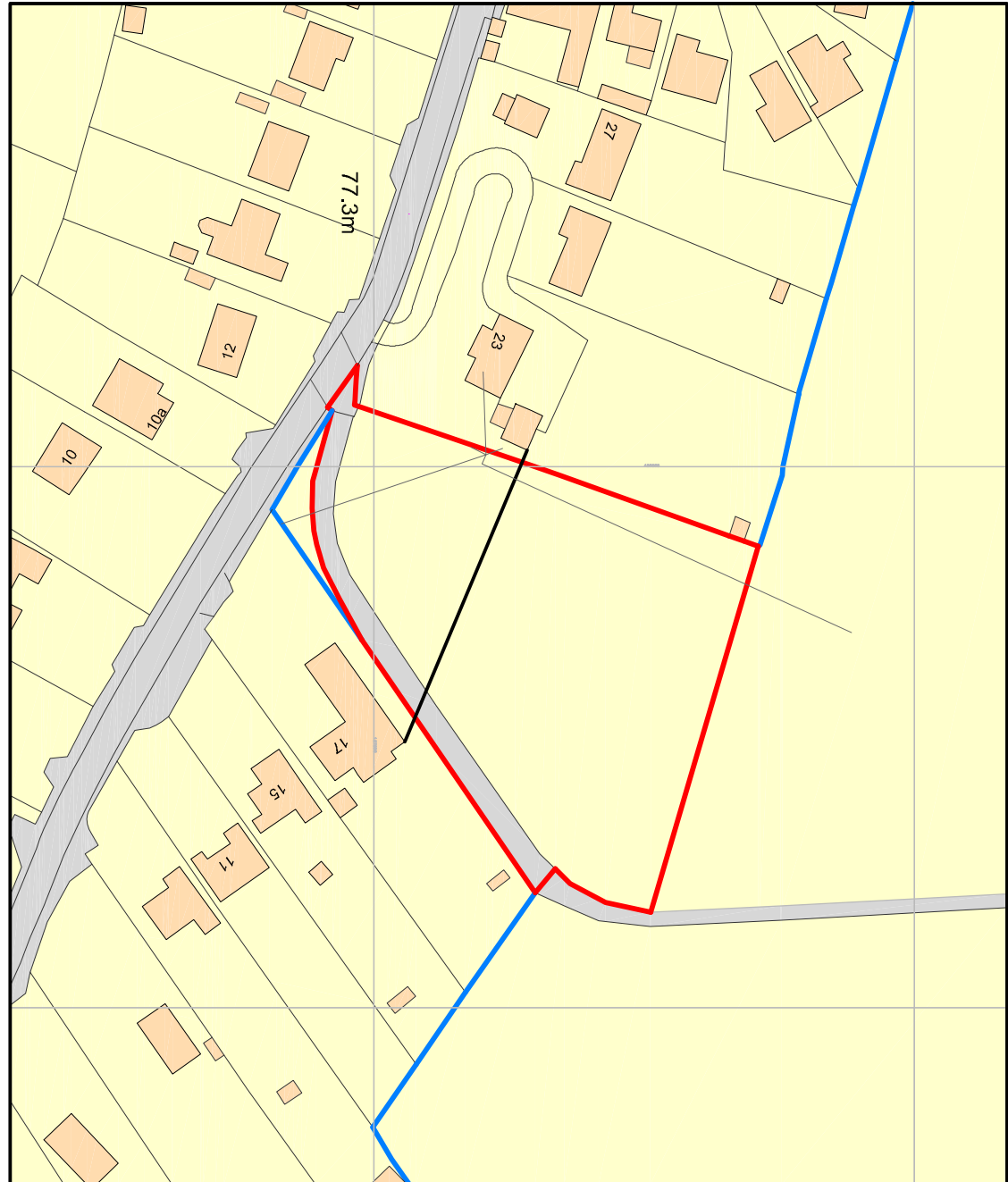
Bats - The Ecological Assessment of the site considers the construction project is unlikely to impact upon the local bat population; however, as an extra safeguard, night time illumination of the construction site will not be permitted in any form.

Wherever possible, materials and equipment should be stored away from the western boundary to minimise disturbance to the wildlife corridor.

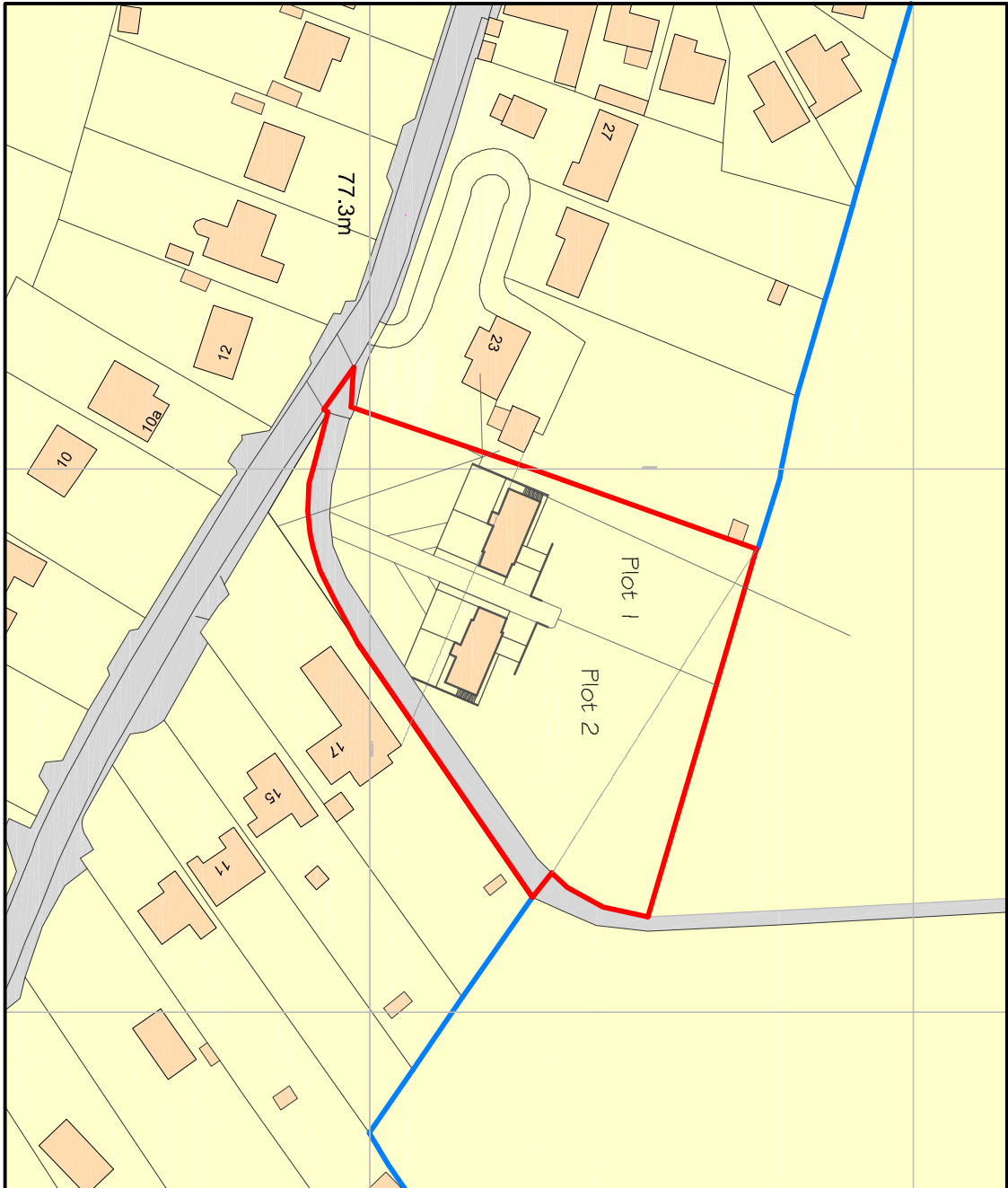
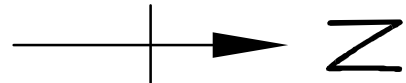
12.0 CONTACT INFORMATION

Ecologist: Peach Ecology Environmental Services (07887 248031)

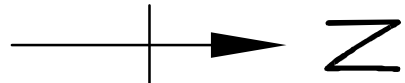
Site Manager: Mr S Ingram (07770 998223)



Ordinance Survey, (c) Crown Copyright 2022. All rights reserved. Licence number: 100025432

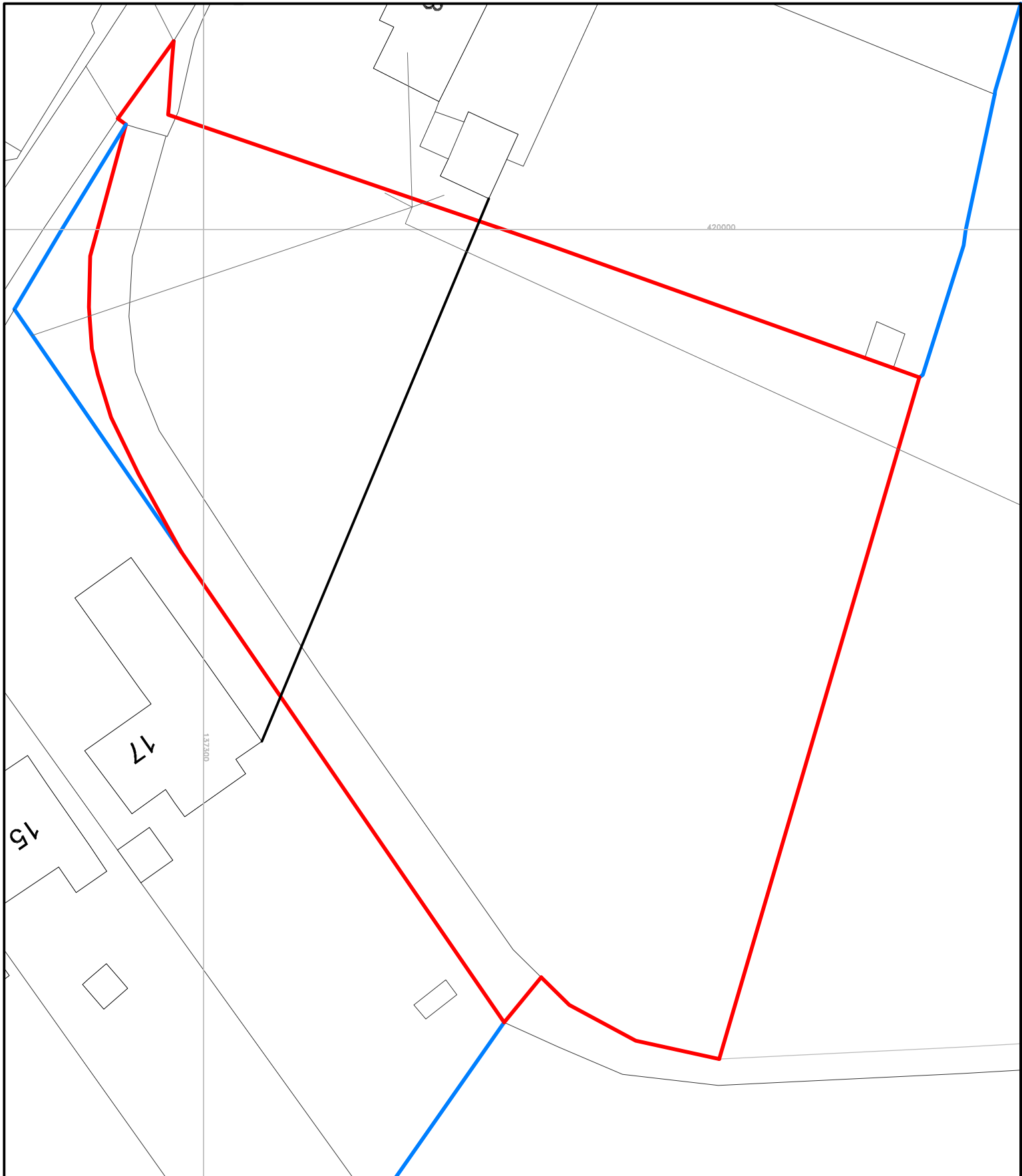


Ordinance Survey, (c) Crown Copyright 2022. All rights reserved. Licence number: 100025432



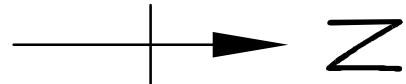
PROPOSED LOCATION PLAN

Scale 1 : 1 250



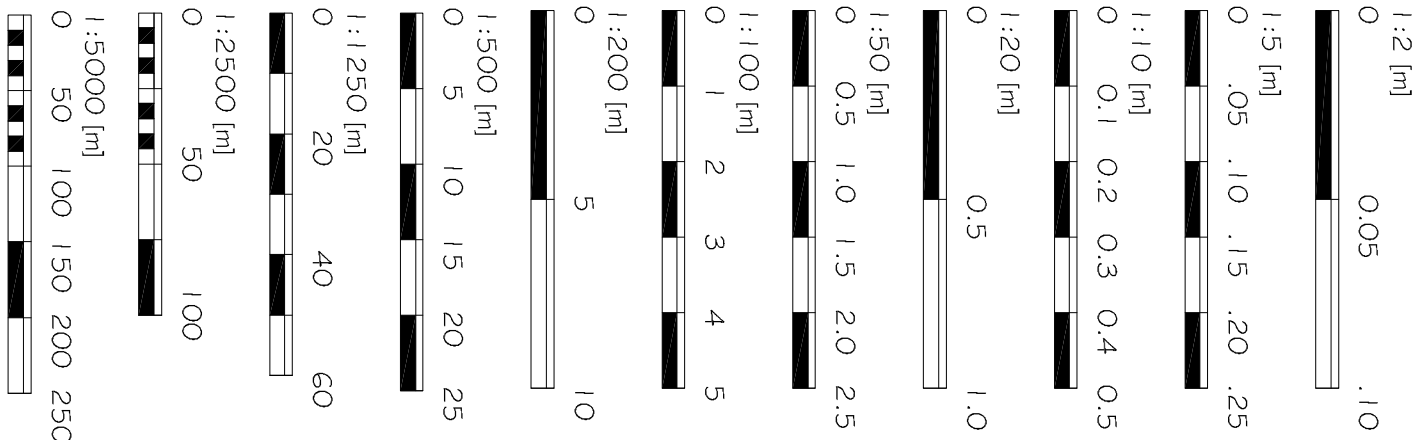
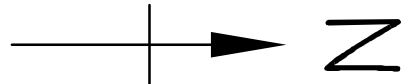
EXISTING BLOCK PLAN

Scale 1 : 500



PROPOSED BLOCK PLAN

Scale 1 : 500



AD DRAUGHTING
ARCHITECTURAL SERVICES

Client MR INGRAM

Job Title HOUSES AT:
LAND AT CHURCH ROAD,
IDMISTON,
WILTSHIRE,
SP4 0AS.

Drawing Title
EXISTING AND PROPOSED LOCATION
AND BLOCK PLANS

Scale A5 SHOWN

Date 26/09/2023 Drawn AD

Drawing No. 1282-01 Rev B

