

Construction Environmental Management Plan

Site Address:

LAND ON THE SOUTH WEST SIDE OF STEVENAGE ROAD, ST IPPOLYTS,
HERTFORDSHIRE

Date: June 2025

Prepared by Talbot Homes Limited

**This Construction Management Plan
accompanies the Full Planning Application
for the erection of 14 residential dwellings.**

1.0 Introduction

This Construction Environmental Management Plan is provided to detail the security measures to keep the site safe from crime during construction as well as the methodologies and mitigation measures which will be out in place during the construction period to ensure that there is minimal disruption to the surrounding properties and the wider road network.

We understand the site presents some difficulties whilst under construction, and the resultant CEMP has been created as a result of multiple site visits. Relating to traffic flows, volumes time of day, suitable delivery routes from main highways. Its our intention to work positively and proactively with the local residents during construction and ensure our supply chain is versed in the CEMPS obligations.

2.0 Security Measures

- All plant and machinery will be stored on site in a secure area.
- Heavy machinery will be fitted with either immobilisers and or tracking systems
- Tools and equipment will be clearly marked to ease identification.
- Security patrols will be considered as appropriate.
- The Local Safer Neighbourhood Policing Team will be informed of the commencement of works and Site Manager contact details will be provided in case of emergency.

3.0 Mitigation Measures

The works on site required for the construction of the dwellings will be mitigated so that their impacts, in the form of debris, mud and dust etc. are reduced.

A) Construction Traffic Movement to the site

The potential for construction traffic to generate considerable mud and debris migration is considerable, but controllable. Particular care is to be taken to ensure disruption to the highway is kept to a practicable minimum.

The construction traffic required for the excavation of the foundations and construction on site needs to be mitigated so that its impacts, in the form of mud and debris etc. are reduced.

By using effective site management and planning techniques. such as controlled traffic movements and wheel washing facilities. The potential for deposition of material onto the highway and its impact on surrounding receptors can be minimised.

A.1 Traffic Movement to the Site

There will be bulk deliveries of materials to ensure that the movements of vehicles to and from the site is reduced. The materials once received will be stored on site for the duration of construction to further reduce the number of traffic movements during the build.

Delivery and contractor vehicles will travel to the site from the B656, accessing Sperberry Hill Road, opposite the Hitchin Veterinary Surgery. This will be the ONLY route issued to all suppliers and sub contractors to use to access the site. Please see attached proposed access route highlighted.

Vehicles accessing the site will reflect that of sub contractor vans, cars and delivery lorries. Lorries will be restricted to "ridged" vehicles to help with access on Sperberry Road. it's anticipated that there will be around 5 "ridged" deliveries per week each week during construction. there will be further smaller long and short wheelbase van deliveries as part of normal construction deliveries. At peak we expect there will be up to 14-18 contractors on site, given the majority of these accompany one another in vans we expect up to 13 vehicles to site and parked.

A.2 Leaving the Site

The peak hours for regular traffic are 07:30-09:00 and 14:45-15:45. It is our intention to limit construction traffic during these times.

We would look to prevent debris and mud from going onto the road by the provision of wheel washing facilities. this will be supplemented with road sweeping during times where works are being undertaken during bad weather conditions.

Throughout the construction process care will be required to ensure that debris and mud deposition on the highway from vehicles delivering and removing materials to and from the site is minimised.

Access into the site is quite tight, it will be our intention to create a temporary over sized site entrance. Which allows delivery lorries to turn into the site without impact the highway. A Bankman will be present on deliveries.

This will be achieved by two means:

Wheel Washing Facilities

A drive-through wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected being directed into a recycling tank, with the sedimentation of the solids accelerated by the use of flocculants. The solids which settle at the bottom of the tank are removed and disposed of. This is to ensure that they do not enter the watercourse.

The wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

1. Before leaving the site. vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager/ site representative that the above steps have been completed to a satisfactory standard.

This will ensure that the access track and adjacent roads will be kept as free of mud as is practicable during ground working operations. Machine trafficking on and around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground. If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

Road Sweeping

Spurberry Road, to the front of the site is to be regularly cleaned and any visible debris removed and disposed of off-site.

When the excavation works are completed and the required materials have been delivered. the potential for significant debris and mud deposition on the highway from construction traffic is greatly reduced. Road sweeping will continue to be undertaken as necessary.

A.3 Post construction restoration

Post construction restoration of working areas and temporary access to public highway. It is in the interest of the developer to ensure ALL areas of the development are reinstated and made good for the benefit of new occupants. All temporary access and working areas will be made good and reinstated to reflect a completed site and reflect that of the agreed site development plan 18142-1006G-Planning Layout.

A.4 Works Not Contained within site plan:

Given the size of site we believe we will be able to contain all construction vehicles and storage on site. We therefore will not be submitting an “off” site plan

B) Methods for Dust Control and Suppression

Construction sites have the potential, if uncontrolled, to generate considerable dust. Particular care is to be taken to maintain dust emissions to a practicable minimum when working in the vicinity of residential properties. By using effective site management and planning techniques, such as water suppression, on-tool extraction systems with appropriately chosen filters, block splitter in lieu of mechanical saws and by enclosing works if practical to enclose any dust that could escape, the potential for dust emissions to arise at a construction site and its impact on surrounding receptors can be minimised.

In addition, where possible, materials will be ordered in the correct finished size to prevent the need for on-site cutting and therefore the production of dust. The immediate access road will be regularly road swept to again keep the amount of dust down.

Dried mud and dust carried onto roads is a significant dust generator. Throughout the construction process, care will be required to ensure that dust produced from vehicles delivering and removing materials to and from the site is minimised. This will be achieved by ensuring that drop heights are kept to a minimum and that dusty loads are sheeted.

The road to and from the site is to be regularly cleaned as per the mitigation measures outlined in part A.

When the materials have been delivered and the dwelling is under construction, the potential for significant dust production is greatly reduced. There is still, however, a potential for emissions from storage of dusty materials. To combat this risk, the material stored on site will be covered.

Also, certain construction activities will inevitably cause dust e.g. brick / block cutting — these activities will require additional controls such as water spraying as explained in more detail below:

Excavation

Excavating the foundations of the dwelling is a potential source of dust, especially in dry and windy weather. It is inevitable that some excavations will take place during dry and/or windy weather conditions.

The following control measures will be adopted to minimise dust:

- Activities in dry weather will be damped down.

The excavated spoil will be separated into topsoil and subsoil and stored on site. To minimise the amount of spoil requiring transportation off site, where possible it will be used for levelling and landscaping as part of the construction.

Skips

The potential for dust migration from skips is controllable. The following control measures will be adopted:

- Enclose skips and securely cover.

- Minimise drop height

Grinding, Sawing and Cutting

Where necessary, the grinding sawing and cutting of materials shall be carried out using the following control measures:

- All equipment used to cut bricks and block or any other masonry product will be fitted with a water spray system
- Dust extraction techniques shall be utilised
- The majority of grinding, sawing and cutting will occur internally after the external structure has been built.

Disposal of Waste

Bonfires and burning of waste on site is prohibited. All waste material is to be recycled, re-used or safely removed from site in accordance with relevant legislation.

Muck away from the excavation of the soil will be used on site for levelling and landscaping to minimise the amount of spoil being disposed of off-site.

It is required that all of the above control measures will be put in place to control dust suppression and disposal of waste during construction.

C) Monitoring and Recording

Visual monitoring for dust and damage to neighbouring properties is to be carried out on a daily basis, morning and afternoon by a dedicated site operative.

As per the Considerate Constructors Scheme: Site Manager's Guide, 2013 a logbook to be kept of all complaints, together with details of any action taken to deal with the complaint.

A contact number for the Site Manager will be provided to neighbouring residents to ensure a quick response to issues which may arise.

Therefore, no additional measures will be appropriate. Should dust continue to be produced which causes valid complaints, the applicant will instruct the contractor to cease the works which are the cause of the complaint.

All of the above measures rely on sensible management by the contractors and policing which will be undertaken by the site manager through regular site inspections.

D) Storage of Plant and Materials

All items that can be securely stored on the site will be stored there, to reduce day-to-day traffic movements of equipment and materials.

On site storage will consist of an area to the centre of the plot (pink hatched on attached plan), where plant and materials can be unloaded, secured stored and covered with tarp to protect from the elements.

4.0 Access and Parking

A) Parking and Turning Area

Parking for contractor vehicles will be provided on the proposed scheme parking area on the site (Blue) 14 spaces dedicated front of site with an overflow located at the site welfare area.

Sufficient turning space will also be provided to enable contractor vehicles to enter and egress the site in a forward gear.

B) Public Foot Path

For safety reasons heras fencing will be erected to separate the construction area from the foot path to safeguard its continued use and to make sure that it is not obstructed during the build.

5.0 Site Operating Hours

Due to the close proximity of the neighbouring properties site working hours are restricted to the following:

- Monday- Friday: 8.00am- 5pm
- Saturday (as required): 8am-1 pm
- No working on Sundays or Bank Holidays

If any work is necessary outside the above hours of work, this will only be done with prior written agreement from the LPA.

6.0 Deliveries

Site deliveries shall be restricted as follows: Monday- Friday: 8.00am- 4pm

No deliveries will take place at weekends.

Further restrictions will ensure that delivery vehicles are not loading or unloading materials during peak hours.

The drop off point for delivery vehicles will be to the front of the site.

External deliveries will be met at the drop off point and transported further into the site.

The above measures will be managed locally by the site team to ensure that the roads around the site are kept clean at times during the construction works.

7.0 Appendix:

Appendix 1: Site Set Up, Phasing/Programme and Delivery Maps

- CEMP Site Plan
- Proposed Phasing Plan
- Proposed Phasing Programme
- Deliveries B365 to Site
- Deliveries Hitchin to B365 to Site
- 1271-00-11 CEMP Site Vehicle Tracking Sht2
- 1271-00-10 CEMP Site Vehicle Tracking Sht1