

On review of the published papers it has become clear that an older version of the report has been circulated which contains a draft version of Section 11 of the report dealing with Section 106 and CIL matters. The full, final version of that section is provided below and should be read in place of the one within the published papers. For clarity and avoidance of doubt, the site would not, by virtue of providing 100% affordable housing, be liable for CIL. Apologies for the mistake.

11. Planning Obligations / CIL

- 11.1 The outline permission was granted subject to a Section 106 Agreement which secured contributions for primary and early years education, secondary school transport and provision of a footway/cycleway linking Woolpit and Elmswell. It also secured delivery of on-site affordable housing, a travel plan and the delivery and management on on-site open space. Provision of improved bus stops to serve the site as also secured but was done under a Section 278 Agreement to allow the developer to undertake work in the highway. This is all still secured and will be delivered by the developer.
- 11.2 It is also noted that the development would **not** be subject to Community Infrastructure Levy (CIL). Relief is given within the CIL Regulations for affordable housing delivery, as such, this development which proposed 100% affordable housing would benefit from this and **not be liable for CIL**.
- 11.3 The NHS have identified the need for additional funding for the GP surgery to expand to meet increased demand while Suffolk County Council as Education Authority identify the need for funding to address secondary and sixth form education expansion as well as to expand library and waste services. It is considered that additional open market development within Elmswell, such as that at School Road, which would be liable for CIL would be able to support this infrastructure expansion.
- 11.4 It is considered that the benefit proposed by the delivery of a scheme offering a level of affordable housing well over the level required by adopted policy is a clear benefit of the site despite the loss of CIL income. Delivery of socially rented properties have a maximum rent set at below that associated with affordably rented properties (maximum rent 80% of market rent level). For information, social rents are calculated via a nationally set formula taking into account the size, location and relative value of a given property with rent caps applied to set a limit on the maximum social rent level. For example, a three-bed property on the private rental market may achieve a monthly rental income of £1,000 per calendar month. A similar socially rented property would have a rent in the region of £500 to £600 per calendar month.

DC/22/03966 – Reserved Matters Application for 65no. Dwellings Land To The West Of The Former Bacon Factory, Elmswell

Introduction

This note has been prepared to provide members with additional details on a couple of important matters concerning the above application: construction management; and the delivery of the site for 100% affordable housing.

Orbit Homes is a builder and registered provider of affordable housing with a strong social purpose and a proven track record of sensitively managing construction sites in the local area. We have been working closely with officers on the proposals for this site since an initial pre-application advice request in May 2021. We have also worked closely with the Parish Council on this site and we undertook pre-application consultation with residents in the local area.

Construction Management Plan

Construction access was one of the matters raised by members of the public during pre-application consultation and in response to these comments we ensured that we submitted a detailed Construction Management Plan (CMP) (to discharge Condition 4 of the outline planning permission - application reference DC/22/04767) alongside the reserved matters application. We are aware that a number of concerns have been raised to the reserved matters application from local residents regarding the need to route construction traffic along St. Edmunds Drive in Elmswell. In response to these concerns, we would like to highlight the following points that are key to understanding how we propose to manage construction traffic:

- The only viable route for construction traffic to access the site is through the recently completed Taylor Wimpey development at Kingsbrook Place (i.e. St Edmunds Drive). This is the approved access into the site and no concerns were raised in this respect during the consideration of the outline application. The suggestion that we use the relief road to the north of the site is not viable as this route doesn't exist, it has not been constructed and the land is not in our ownership.
- We are currently constructing new homes in Elmswell at our Borley Crescent site and have received no complaints regarding construction impact (either directly or via the

Council's Environmental Health team). The access to this site via Borley Crescent and Blackbourne Road has a more difficult approach with narrower access roads, tighter corners and restricted views compared to St Edmunds Drive.

- We intend to use our site management team from Borley Crescent on the site.
- We have developed a good working relationship with the Parish Council and we will communicate regularly with existing residents especially ahead of peak vehicle movements. In the event that residents have complaints, the CMP sets out a detailed procedure for how we will seek to resolve matters.
- We have set strict working hours for the site (08:00 – 18:00 weekdays and 08:00 – 13:00 Saturday) and we will restrict construction traffic in peak times around school drop-off and pick-up.
- A strict no waiting policy for deliveries will be enforced to ensure that all deliveries are unloaded within the site and not on the existing public highway or on any unadopted roads within the neighbouring Kingsbrook Place development.
- Car parking provision for all workers will be located inside the site boundary
- Highway wear and tear will be monitored along the frontage of the site, St Edmunds Drive & up Station Road/Ashfield Road during construction and any damage will be rectified.

The application to approve the CMP is pending determination and until approved we very much see it as a working document that can be amended (where appropriate) to respond to local knowledge and any concerns raised. Following its submission, the CMP was amended in response to comments received from the Council's Environmental Health team and from local residents and we are currently undertaking a further review at the request of the case officer to ensure that it includes the same provisions as the CMP for our site at Borley Crescent which officers consider to be a good example of best practice. We have enclosed a track changed version of the CMP with our proposed changes following this review and we would be pleased to receive any comments from members or suggestions on where it could be strengthened.

Affordable Housing

It is proposed that the scheme will be delivered as 100% affordable housing. This is a slightly unusual proposal for a site that was granted planning permission with a requirement for 35% affordable housing (in accordance with adopted policy) and we therefore wanted to provide members with more background on this.

Orbit Homes are one of the largest builders of affordable homes in the country. We are a commercial organisation with a strong social purpose and we reinvest any profits to improve the quality of our homes and services. Whilst we do build homes for open market sale to generate an income to be reinvested into affordable housing provision, we prefer to build affordable homes. In the case of the current proposal, we have managed to secure funding from Homes England as one of their Strategic Partners to deliver additional affordable housing on the site.

As set out in your officer's committee report the delivery of additional affordable housing units is a real benefit of the proposed development. We agree with this, but we also understand that members may have concerns regarding the delivery of 65no. affordable homes in one location. In this respect we would like to highlight that whilst all of the homes are proposed to be affordable, a mixture of social rent (31no. or 48%) and shared ownership (34no. or 52%) is proposed. Shared ownership dwellings enable people to get on the housing ladder and overtime they can buy the whole property. As such, more and more of the proposed units would be converted to home ownership during the lifetime of the development. Members may also be interested to know that the Kingsbrook Place development only delivered 11% affordable homes (or 21no. out of a total of 190no.). Our proposal would therefore help to balance out the overall mixture of tenures in this part of Elmswell. When combined, the two developments would deliver 34% affordable housing (or 86no. out of a total of 255no.) which is just below the adopted policy requirement for 35%. Our proposal would also deliver much needed Social Rent homes that are rarely delivered on open market housing schemes.



Construction Management Plan

(As required by condition 4 of outline planning application DC/20/01677)

Brook Gardens (Former Grampian Foods), St Edmunds Drive,
Elmswell, Suffolk, IP30 9HF

14th September 2022

Author: **Tom Gooding**
Senior Construction Manager, Orbit Homes

Revision	Date	Amendment made
<u>C (draft)</u>	<u>27/01/2022</u>	<u>Provisions updated to accord with Borley Crescent CMP</u>
B	20/12/2022	Figure 8 – Construction Access Plan updated
	20/12/2022	Section 21 & 22 – Noise & Vibration updated
	20/12/2022	Section 21 – Complaints Escalation

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1. Introduction

Condition 4 of outline planning permission reference DC/20/01677 requires prior to commencement a Construction Method Statement (Construction Management Plan) to be submitted to and agreed in writing by the Local Planning Authority.

The wording of condition 4 is as follows:

No works shall take place, including any demolition, until a Construction Method Statement has been submitted to and approved, in writing, by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period and shall provide details for:

The CMP has been prepared to meet the submission requirements of condition 4. It details management and mitigation measures relating to:

- a) the parking of vehicles of site operatives and visitors;
- b) hours of deliveries and hours of work;
- c) loading and unloading of plant and materials;
- d) haul routes for construction traffic on the highway network and monitoring and review mechanisms;
- e) storage of plant and materials used in constructing the development;
- f) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- g) wheel washing facilities;
- h) measures to control the emission of dust and dirt during construction; and
- i) a scheme for recycling/disposing of waste resulting from construction works; and
- j) various other matters identified in the 'Contents' section above.

The CMP will be adhered to at all times, during all phases.

2. Site Location

The Site is located approx. 1.5m north of the A14, off St Edmunds Drive accessed from Ashfield Road

Full address for the site is:

Land to the rear St Edmunds Drive,
Former Grampian Foods,
St Edmunds Drive,
Elmswell,
Suffolk,
IP30 9HF

Figure 1 - Site Location

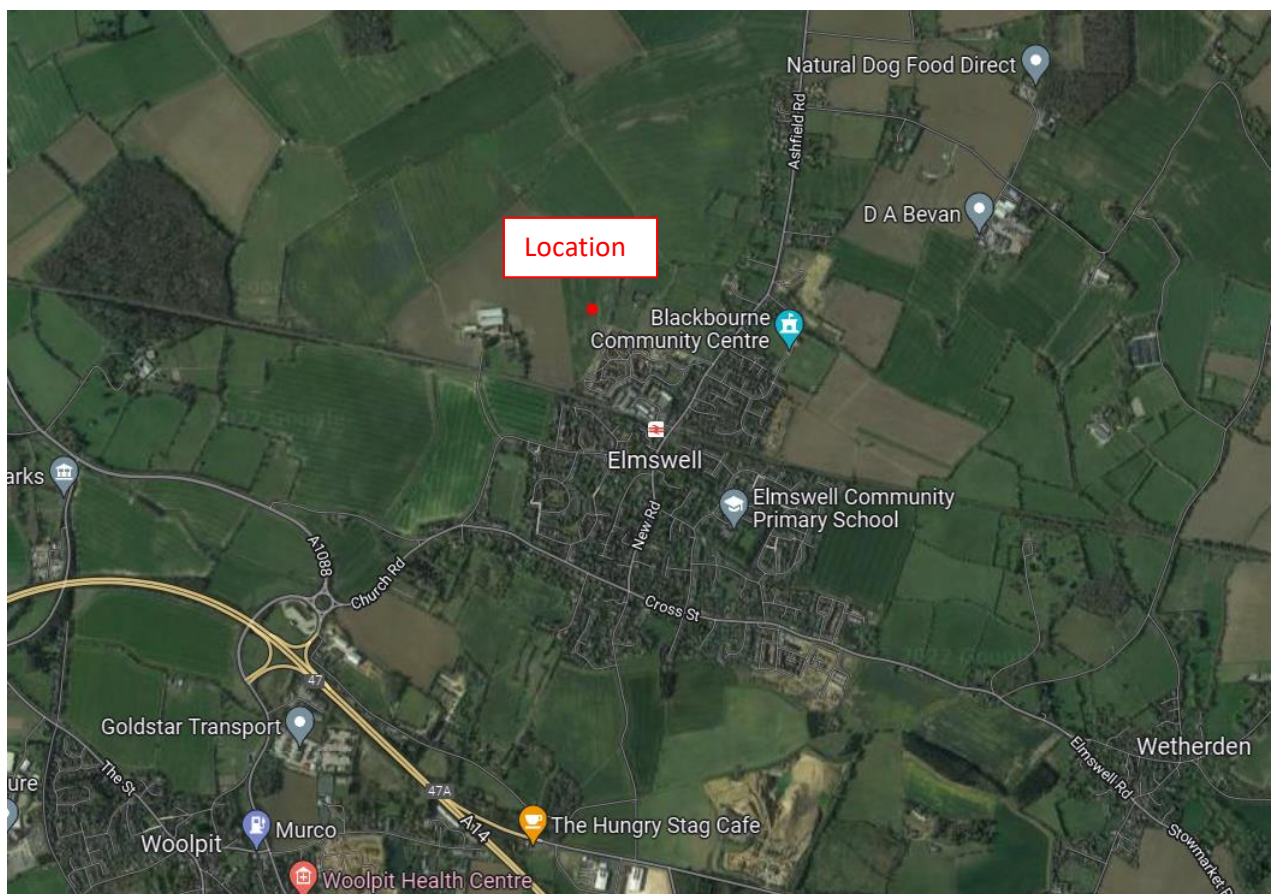


Figure 2 - Site Location



3. Scheme Description

The development is the erection of 65 dwellings (34 Shared Ownership units and 31 affordable rent units including HESP1) comprising:

- 23 x two-bedroom dwellings;
- 38 x three-bedroom dwellings; and
- 4 x four-bedroom dwellings with associated parking and landscaping / LAP.

The site will be developed in accordance with the plans and particulars detailed in outline permission (reference DC/20/01677)

Figure 3 - Site Plan



4. Duration of construction work

The construction of the development is expected to take 30 months.

5. Phasing of development

The works to deliver the development will be phased as follows:

Phase	Anticipated start	Anticipated finish
Initial investigations/Boundary Fencing	October 2022	January 2023
Start on Site: Phase 1, 2, 3A and Infrastructure (Civils Roads and Sewers)	March 2023	September 2024
Phase 3B & 4	November 2023 (approx.)	September 2025 (approx.)

The site access and adoptable estate road will be delivered in phase 1.

Phasing/delivery of footways

All footways:

- will be completed (fully surfaced) in accordance with this phasing plan and legal completions;
- Will be laid to base course level initially; and
- Will have their final wearing course applied in line with dwelling occupations (which are usually in line with the phased build sequence for the site).

6. Storage of plant and materials – Site Compound and portalos

The storage of plant and materials will be on material laid down in areas of the compound adjacent to the welfare accommodation with isolated material stores to suit the immediate build routes. Shipping containers are utilised to store the majority of materials in a secure site compound, to reduce the potential for theft and loose debris.

The site compound locations (for temporary and permanent compounds) are clearly shown on the strategy plan (figure 5) and include welfare facilities for site staff operatives, namely the site office, meeting rooms, rest rooms, drying room and a canteen. The maximum height of the structures is 5.5m, which relates to the site offices being stacked on top of one another.

Please see figures 5, 6 & 7 below for a typical site compound layout and welfare schedule that will be adopted for this project.

In addition to the above, further portalos will be provided within the relevant phase of construction if it lies more than 100m from the main welfare facilities.

Figure 5 – Proposed site compound location / Strategy Plan



Figure 6 – Site Compound, Brook Garden, Elmswell

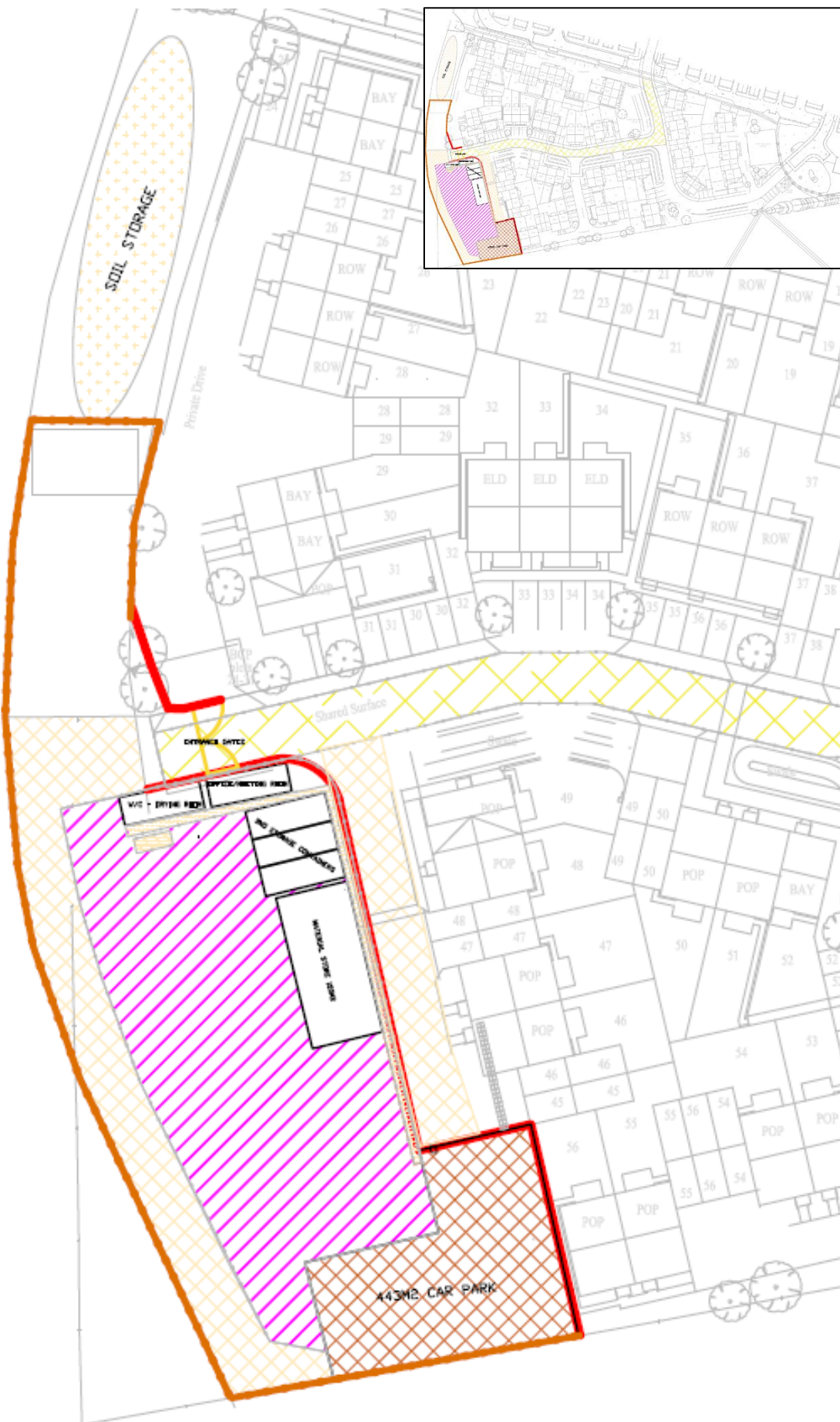
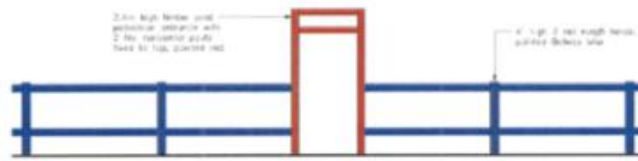
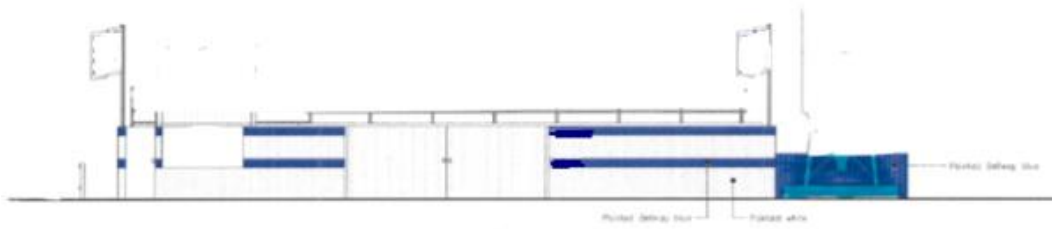


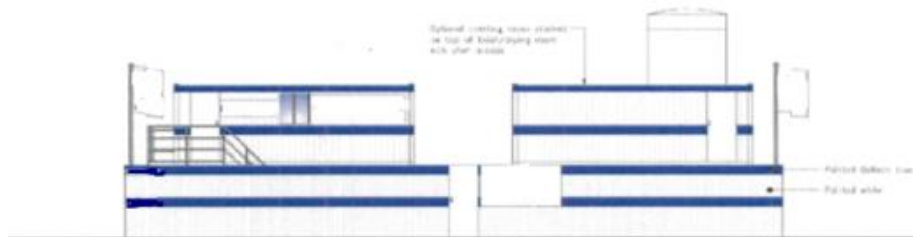
Figure 7 – Typical compound hoarding, site entrance and pedestrian route (note sites may vary)



PEDESTRIAN ROUTE



SITE ENTRANCE



7. Main compound contents schedule

- 1 x Site Managers Office and/or Meeting Room
- 1 x Site Canteen / Drying Room
- 1 x WC
- 2 - 4 x Lockable Containers (depending on size of compound/development)
- Approx. 20-25 Subcontractor Parking Spaces
- Smoking area
- Approx. 500 square metre hardcore area for bricks and blocks storage
- Hoarding as necessary

Additional compound requirements:

Description	Purpose	Location	Duration
Temporary Compound	Welfare/carparking	Car parking provision will be located inside the site boundary to avoid congestion	Approx. 6 months
Contractor / Main compound	For principal contractor for the initial infrastructure/services and external works for the phases of the development	Within the area 'site compound' highlighted in Figure 5 above	Approx. 24 months
Groundwork's compound		Adjacent to the permanent compound location on the southern <u>northern</u> POS	Approx. 24 months

8. Working Hours

Site operating hours:

- Monday – Friday: 8.00am – 18:00hrs
- Saturdays: 8.00am – 13.00hrs (if required)

These arrangements comply with condition 4.

Noise operations

Noisy operations such as crushing/breaking concrete will be restricted to 8:30am – 17.00hrs.

Lighting

Task site lighting will be required to ensure safe working within the approved hours during shorter the winter months. PIR Security Lighting will be installed in the main compound throughout the duration of the development. Security lighting will be on a timer and directed to the ground to minimise disruption to local residence and wider ecology.

9. Traffic Management Plan

Site access

The Construction Site Entrance Plan (in figure 8 off St Edmunds Drive) identifies the construction access and egress route for the site. This is in the same location as the access for the proposed development.

Route to site

The site access and egress route will be from Station Road/Ashfield Road on to St Edmunds Drive, as shown on figure 9 and in figures 8 and 9-11 (photograph of key waypoints on this route). No alternative routes to the site for construction traffic will be allowed and temporary 10mph signs will be erected for construction traffic for safety. This will be monitored and reinforced through site inductions, toolbox talks and signage to be installed prior to commencement of works. Where possible, our construction traffic will travel to site from the North side of the village (Great Ashfield side).

Highway wear and tear

Highway wear and tear will be monitored along the frontage of the site & up Station Road/Ashfield Road during construction. Orbit will also carry out a condition report of the highway in St Edmunds Drive in photographic form as a record prior to commencement of works on site. In the event of any damage to the existing carriageway/footpaths that is deemed hazardous will be rectified at the earliest opportunity. St Edmunds Drive is still owned by Taylor Wimpey and they will not apply for adoption until Orbit Homes is also ready to apply. This will ensure that any other remedial works to rectify wear and tear will be undertaken prior to adoption.

Construction traffic

Construction traffic will be restricted once the development becomes occupied.

A strict “no waiting” policy for our deliveries will be enforced. During peak times, site traffic will be monitored by CCTV and the Construction Team. Construction vehicles unable to access the site will be diverted onto haul roads/hard standings, waiting bays or roads that do not allow residential traffic until they can enter the site. This will ensure that every delivery is unloaded within our site boundary and not on existing public highway or on any unadopted roads on the neighbouring Kingsbrook Place development.

Elmswell has a Community Primary School located East of New Road South of Station Road accessed from New Road. The school day starts at 08:40 and ends at 15:00 or 15:05 (depending on the age of the children). Construction Traffic will be restricted at peak times (08:~~1530~~ – 09:~~0045~~ AM and 14:45 – 15:30 PM) wherever possible to limit any impacts on them.

Routine and emergency road closures will be monitored and we'll coordinate with our supply chain (where possible) to reduce the amount of construction traffic and deliveries during these times.

Construction phase pedestrian access

A segregated, minimum 1.0m wide, pedestrian access will be maintained at all times during the construction phase.

Construction phase vehicular access

A minimum width of 5.0m carriageway (suitable for all construction delivery traffic) will be provided throughout the construction phase).

Communication

During excessive deliveries/muck away from site that require multiple movements of large vehicles on and off site, additional communication will be given to local residence so they are made aware.

Figure 8 – Construction access plan

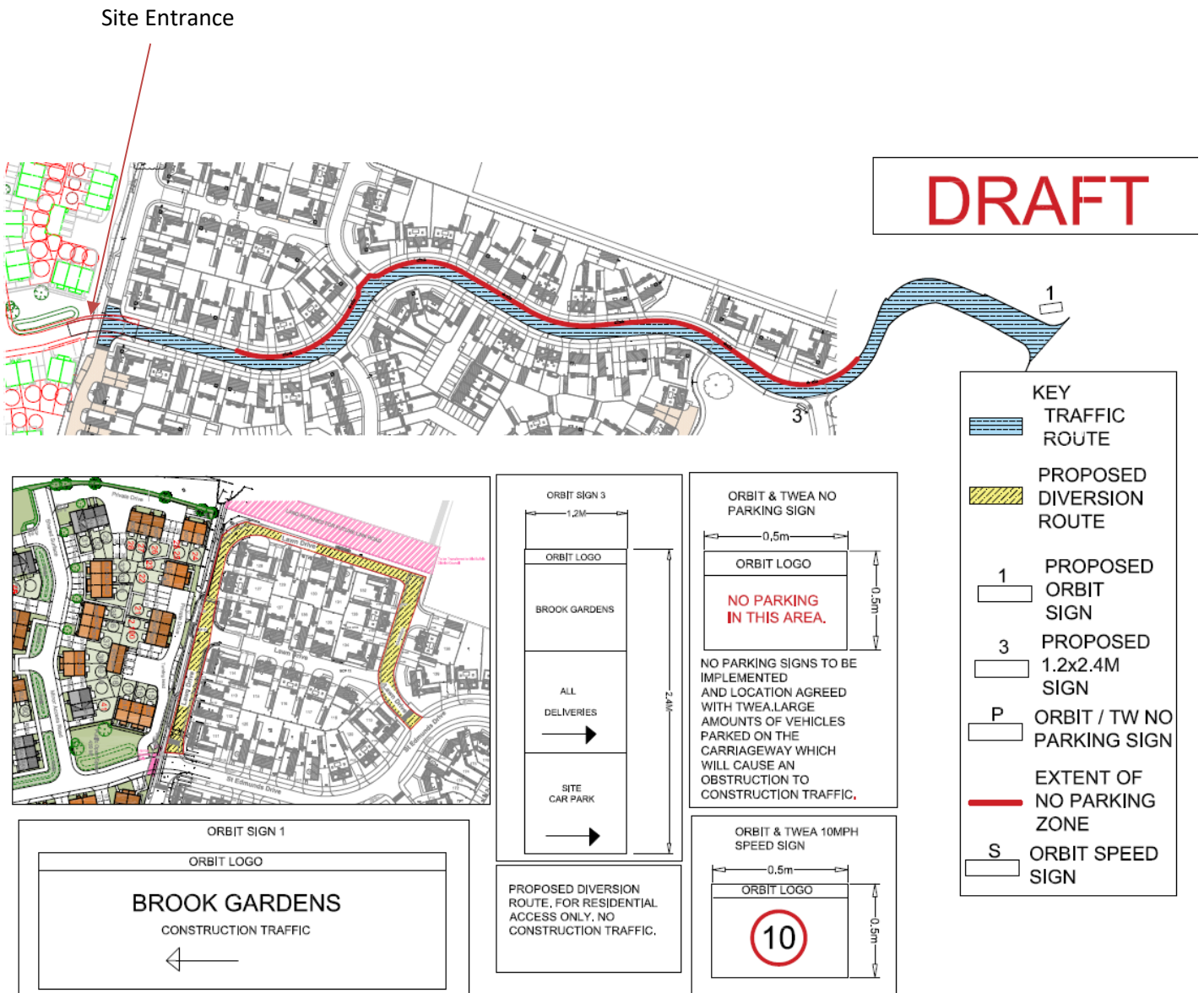


Figure 9 – Junction of Station Road/Ashfield Road (straight ahead) and St Edmunds Drive



Figure 10 – St Edmunds Drive



Figure 11 – End of St Edmunds Drive (Site Boundary)



10. Deliveries, Loading and Unloading of plant and materials

Loading and unloading of plant and materials will take place on site on either hardstanding areas or designated site roads with vehicle/pedestrian segregation.

Loading/Unloading will not take place on any adopted highway or on any unadopted roads on the neighbouring Kingsbrook Place development. An on-site forklift will be provided for the duration of the construction period to ensure that deliveries can be loaded/unloaded in a safe and efficient manner.

The loading/unloading areas are situated adjacent to the site compound and materials storage area. Material Storage heights will be as per the recommendations of the supplier.

All deliveries, loading and unloading will take place within the operating hours detailed in section 8 above. With restrictions at peak and school times as set out in section 9.

11. Car and cycle parking provision

Construction related traffic/vehicles

As mentioned in section 6, the dedicated site operatives' car park will be provided and located in the main site compound (as shown on figure 6). It is conveniently located ensuring that the Site Manager controls vehicular movements across the site. The temporary compound will also provide sufficient parking to facilitate on site phase 1 construction works as well as the site infrastructure works. Although parking to accommodate 20-30 parking spaces will be provided, this will increase if necessary, during the construction phase in line with need.

For health and safety purposes, all site staff and visitors will be directed to the on-site car park before reporting to the site office to sign in. No street parking will be permitted by contractors for the duration of the construction phase.

Provision for locking bicycles will be provided in the carpark of the main compound (see figure 6). Secure locking points will be provided in line with demand and will be fixed to the compound hoarding.

Sales related traffic/vehicles

The Sales complex will be located to the front of the site as shown in Figure 17. In order to keep construction and Sales traffic separate, the Sales staff and customer parking is located on plot 13 & 14 which have a direct access from the new main spine road.

12. Construction of Site Access

The new site access road will be constructed from inside the site. We will utilise a temporary haul road as the site access so that the main road can be constructed safely within the site boundary behind security fencing.

When the new site entrance is ready to “tie in” with the existing highways network this will be fully coordinated, segregated and planned in line with sectional agreements [with the County Council](#) and residential ~~and~~ requirements.

Figure 14 – Construction of site access

Site Entrance



13. Offsite highway works

The highways in the vicinity of the site will be subject tying in to the existing carriageway;

- Carriageway profiling (line/level/surfacing);
- Footpath continuation and tying into existing;
- Streetlight / furniture alterations if required;

Numerous properties use the highways however the disruption will be kept to a minimal due the location. Traffic management will be in place during the works to facilitate residential movements during the works.

All works will be carried out in accordance with any sectional agreements with the County Council.
~~that is reached.~~

14. Ecology

All work will be carried out in accordance with the Ecology Report by Aspect Ecology Ltd dated 24th November 2020. This condition has been discharged, reference Decision Notice - DC/22/03076.

15. Trees

Please refer to the Ecology Report by Aspect Ecology Ltd dated 24th November 2020. This condition has been discharged, reference Decision Notice - DC/22/03076.

16. Utilities

Primary utility constraints are:

- overhead electricity cables;
- overhead BT services; and
- underground water / drainage services.

These have been surveyed and will be marked on site prior to works commencing.

With respect to the electricity cables the following will be secured prior to the commencement of any construction work:

- Site survey of plant;
- Marking of plant;
- Confirmation of safe zones (statutory notices such as GS6 notice) with UKPN; and
- Segregation/cordoning off of hazard zones.

17. Site security

The site will be fully protected by a 2.0m high anti climb fence on all perimeters with vehicle and pedestrian access gates where applicable.

This will include boundaries with existing properties.

Construction areas will be fully protected by Heras fencing or purpose-built hoarding/timber fencing/gates (see figure 15) which will be adjusted as necessary during the construction works to address space restrictions as the works progress.

Figure 15 – typical construction compound fencing



18. Wheel Washing

Vehicles entering site will be running on hard areas only.

A wheel wash will be provided adjacent to the site compound for vehicles exiting the site.

The wheel wash will consist of a jet wash to wash the wheels of vehicles on an as required basis. It will be overseen by the Site Manager.

Flows of water/mud/debris from wheel washing facilities will be managed as follows:

- Designated hard standing areas will be provided for wheel washing; and
- Hardstanding areas will be designed with a fall away from adopted roads and will drain to appropriate temporary filtration and drainage facilities.

19. Road sweeping

Regular road sweeping of the following parts of the local highway network will be provided by the developer at the developer's expense for the duration of the work:

- New site infrastructure roads;
- St Edmunds Drive; and
- Station Road/Ashfield Road and St Edmunds Drive Junction

The frequency of the road sweeping will be on an "as required" basis. This means we can be flexible with the needs of the local authority, community and seasonal changes.

20. Dust and other emission to air

Emission of dust will be strictly controlled. If dust release is identified the relevant operations on site will be ceased immediately until measures to control it have been identified and implemented.

A policy of Elimination – Substitution – Isolation will be employed. This means:

- shutting plant down when not in use if this is capable of limiting dust emissions to an acceptable level;
- moving plant to another area of the site to isolate the problem (protecting adjoining properties as necessary); and, where plant cannot be moved,
- containing and/or controlling emissions by erecting screens or enclosures; or
- seeking other alternatives such as “pre-formed” products which are manufactured off site.

The following dust suppression measures will be applied as a matter of course:

- covering of waste skips;
- water dampening dust suppression measures;
- segregation and exclusion using impermeable barriers;
- ensuring all wet cutting and grinding equipment is used with water dust suppression active;
- hardcore/crushed material haul roads regularly dampened if required; and
- surfaced roads swept on a regular basis.

To limit any impacts associated with the production/spread of silica dust, mortar mixing will be located away from existing dwellings. Pre-mixed mortar may also be employed at the earliest opportunity (to reduce the need for mixing on site).

Materials stores on site (including for reclaimed materials where relevant) will be used as quickly as possible and will be closely monitored in the meantime to reduce the potential for airborne dust.

In periods of dry weather, the following measures will be used as necessary with respect to soil/spoil stockpile management:

- moving potentially problematic materials to the least sensitive areas of the site;
- covering stockpiles as necessary; and
- dampening.

Cutting and Grinding on site should be kept to a minimum but where possible it should be carried using equipment fitted dust suppression measures.

No waste will be burnt on site. All waste will be disposed of in skips or recycled.

21. Noise

During the construction phase the code of practice for noise and vibration control on construction and open sites (BS 5228-1:2009+A1:2014) will be adhered to as follows:-

Section 4 (Community relations). The appointed person/s will be required to liaise with all affected parties from the development. This will be via verbal communications, social media, letter drops or signage. In the event that a complaint or concern is raised, an immediate review will be completed by the Site Manager in conjunction with the local authority (where relevant) and the necessary measures will be put in place to address any confirmed issues.

A designated email address will be created for the development and added to the contact details displayed on the entrance. These details will also be available on all communications streams.

Where escalation is required, the appointed person/s, neighbour or local authority should contact a senior member of Orbit Homes Construction team. For this development the senior member for Orbit Homes will be Tom Gooding and can be contacted at tom.gooding@orbit.org.uk

A log of all complaints, associated investigations and any remedial action will be maintained and kept in the site manager's office. The log will be available for review by the relevant authorities on request (see section 30 below).

Section 5 (Noise and persons on site). Operatives will be trained to employ appropriate techniques to keep site noise to a minimum and should be effectively supervised to ensure that best working practice in respect of noise reduction is followed. Basic training will include:

- a) the proper use and maintenance of tools and equipment;
- b) the positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel;
- c) the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment;
- d) the protection of persons against noise;
- e) the operation of sound measuring equipment (selected personnel).

Special attention should be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines. Persons issued with ear protection equipment should be instructed on its use, care and maintenance.

Site-specific Method Statements will include general site procedures for reducing noise. They will detail and require best practice to be followed during the construction works.

Section 6 (Neighbourhood nuisance). The effects of noise on noise-sensitive premises (NSPs) are varied and complicated. They include interference with speech communication, disturbance of work or leisure activities, disturbance of sleep, annoyance and possible effects on mental and physical health. In any neighbourhood, some individuals will be more sensitive to noise than others. The main sensitive areas which have been identified and considered are:

- a) Site location;
- b) Existing ambient noise levels;

- c) Duration of site operations;
- d) Hours of work;
- e) Attitude to the site operator;
- f) Noise characteristics.

Section 7 (Project supervision). The intention throughout any construction programme should be to minimize levels of site noise whilst having due regard to the practicability and economic implication of any proposed control or mitigation measures. All available techniques should be used to minimize, as far as is appropriate, the level of noise to which operators and others in the neighbourhood of site operations will be exposed. Measures which will be taken include the following.

- a) The hours of working
- b) Where reasonably practicable, quiet working methods should be employed
- c) Noise should be controlled at source and the spread of noise should be limited
- d) On-site noise levels will be monitored regularly
- e) Notices will be displayed and, where necessary hearing protection issued where high levels of noise may occur

Section 8 (Control of noise). There are many general measures that can reduce noise levels at source such as:

- a) avoid unnecessary revving of engines and switch off equipment when not required;
- b) keep internal haul routes well maintained and avoid steep gradients;
- c) use rubber linings in, for example, chutes and dumpers to reduce impact noise;
- d) minimize drop height of materials;
- e) start up plant and vehicles sequentially rather than all together
- f) modify existing plant and equipment
- g) Use enclosers where possible
- h) Use and siting of equipment Plant should always be used in accordance with manufacturers' instructions. Care will be taken to site equipment away from noise-sensitive areas where possible
- i) Regular maintenance and effective maintenance by trained personnel is essential and will do much to reduce noise from plant and machinery
- j) Controlling the spread of noise. Noisy processes can be avoided, then the amount of noise reaching the noise-sensitive area will be reduced. We will look to use alternative ways of reducing this further, either increasing the distance between the noise source and the sensitive area or to introduce noise reduction screens, barriers or bunds.

All reasonably practicable means will be employed to ensure the protection of local communities and of people on construction sites, from detrimental effects of the noise generated by construction activities. Monitoring of noise on sites is essential and will be carried out at the nearest noise-sensitive premises. This measurement will be carried out for a number of reasons, including the following:

- a) to allow the performance of noise control measures to be assessed;
- b) to ascertain noise from items of plant for planning purposes;
- c) to provide confirmation that planning requirements have been complied with.

To conclude, the Site Manager will have overall responsibility for noise monitoring and control.

22. Vibration

No work involving abnormal levels of vibration are proposed.

In the event of a complaint relating to vibration being received the Site Manager will be responsible for investigating it and resolving and related issues (see section 30).

Should it be established that any works which result in abnormal levels of vibration are necessary local residents will be notified in advance of the nature, programming and duration of the works (see section 29).

In addition BS 5228-1:2009+A1:2014 Code of Practice for noise a vibration will be used as a guidance and be adhered to at all times.

23. Sanitary Waste

Temporary sanitary waste storage facilities will be used.

The facilities will be maintained properly, and the sanitary waste will be collected and disposed of by a licensed sanitary management contractor.

The facilities will be located away from drains, watercourses, areas of high traffic and areas prone to flooding.

Wastewater from sanitary facilities will be kept separate from surface water drainage systems and receiving waters and will be appropriately disposed of.

24. Polluting/hazardous materials

Many ordinary construction materials are classified as hazardous or polluting waste when leaked or spilled. These materials include engine oil, gasoline, lubricants, solvents, paint, asphalt products, fertilizer and concrete curing compounds.

Hazardous and polluting materials will be stored as follows:

- with restricted access (within site compounds) to prevent vandalism;
- using primary and secondary impermeable containment; and
- with clean-up materials provided nearby (including spill kits, brooms, dust pans, mops, rags, goggles and plastic and metal trash containers).

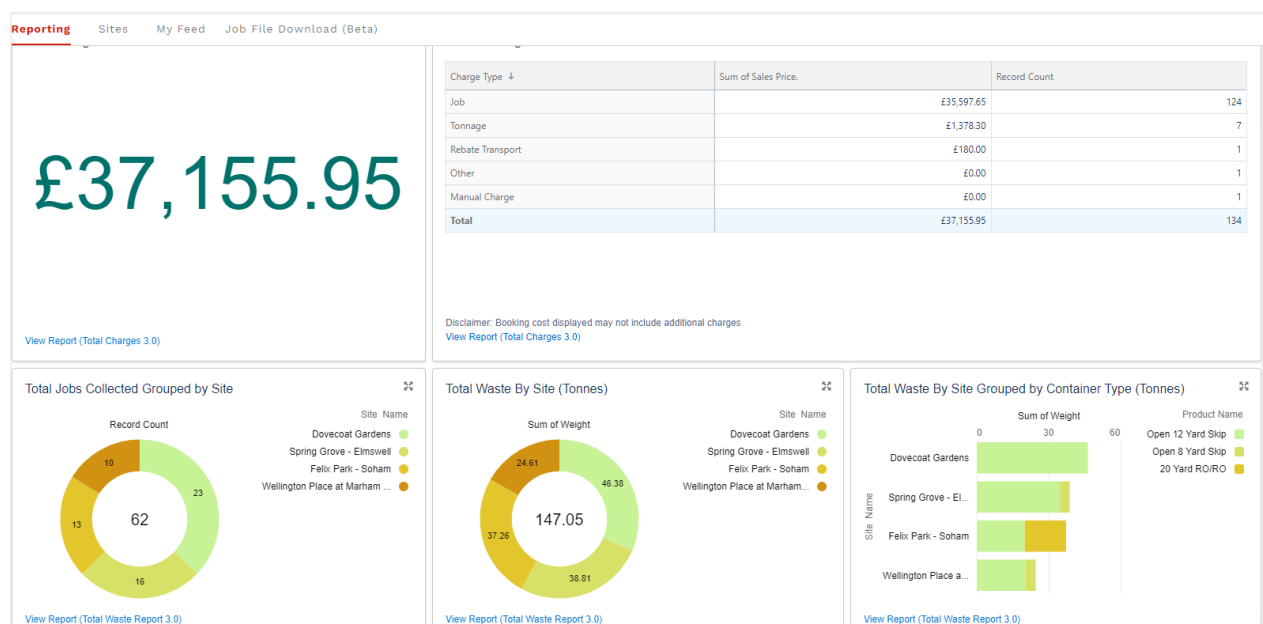
25. Recycling/disposing of waste resulting from demolition and construction works

A Waste Management Strategy involving the segregation of general, timber and plasterboard waste will be adopted. Scrap metal will also be segregated, reused and diverted away from landfill.

A specialist construction waste collection and recycling firm called recycling lives will be contracted for the duration of the work as a key element of the strategy along with a timber collection company

Figure 16 below is a dashboard from Recycling lives that shows that all waste is logged and the relevant data is captured before being entered onto our site waste management plan

Figure 16 – Recycling Dashboard – Orbit Homes East – All Developments



The recycling certificate identifies that 95-100% of the waste produced was recycled. The same approach will be taken with the chosen supplier for the subject development.

All waste transfer licences, and latest recycling certificates will be available from the site manager on request and input into the Site Waste Management Plan for the development

26. Interface with the public

Site fencing (see figure 7) will ensure that public access to the site is limited to a single vehicular entrance point and a single pedestrian entrance point.

Members of the public/non-construction related visitors will be directed to the sales area (as shown on figure 16 below) which will be located adjacent to the site entrance. Thereafter movements within the site will be supervised by site sales or construction staff as appropriate.

Site construction and sales staff will work together to ensure the appropriate control/segregation of non-construction and construction activities on site as the development progresses and occupation of dwellings begins.

Figure 17 – Sales/non-construction area



27. Construction Surface Water Drainage system

Control of surface water flows

The following measures will be adopted:

- Site strip will be carried out in phases to maximise the amount of surface water to naturally drain through the ground/soil strata.
- Temporary Holding tanks/lagoons, French Drains/Soakaways maybe required during the early stages of the development to control surface water prior to the commissioning of the storm water infrastructure. This was will then be tankered away as required.
- Temporary raised bunds installed to control storm water and prevent flash flooding
- Stage 1 infrastructure of the Storm Water network will be completed at the earliest opportunity during the construction phase to maximise surface water capacities on site.
- Any saturated ground will be stock piled during dryer months in to enhance sun and wind evaporation within the soil.
- The project manager and site manager will be signed up to the Met Office weather warning system to enable them to plan as effectively as possible for any extreme weather events.

Water quality control

The following measures will be adopted:

- Stockpiles of construction and dusty materials will not be stored within 8 metres of any water course or drainage features to be created as part of the development.
- Construction activities which generate a large amount of wastewater will be carried out away from watercourses wherever practicable with appropriate filtration interceptors in place.
- Perimeter channels maybe required in advance of site formation and earthworks to intercept runoff at site boundary depending on weather conditions.
- Drainage may be required on site to convey storm water to sand/silt traps for removal of soil particles depending on weather conditions.
- Regular cleaning and maintenance of the sediment removal facilities will be implemented to ensure that the facilities are in normal function at all times during the construction phase.
- Provision of earth bunds or sandbags in areas where a large amount of exposed soils exists may be required.
- The construction works will be properly programmed to minimise soil excavation in rainy seasons to prevent soil erosion from exposed soil surfaces.
- Exposed stockpiles will be covered with tarpaulin or impervious sheets before a rainstorm occurs where necessary.

- All haul roads to be constructed using crushed stone/gravel and/or tarmac so that plant and vehicles reduce migration of loose material.
- Wastewater generated from foundation construction and related activities will be collected and discharged into storm drains after removal of silt/sedimentation and sand.
- Newly constructed manholes should be covered and temporarily sealed to prevent debris and wastewater from entering the drainage systems. The same approach will be taken to prevent pollutants getting into the water supply and drainage pipes during construction.
- The wheel washing facility will be located away from watercourses and will have an appropriate system of filtration to remove silt/sediment.
- Emergency plans will be implemented to deal with accidental spillage of chemicals.
- Leakage and spillage will be contained and cleaned up immediately.

28. Weather

The Project manager and works manager are signed up to the Met Office weather warning system to plan accordingly and manage the response to weather conditions on site.

The met office issues weather warnings through the National Severe Warning Service, when severe weather has the potential to bring impacts to the UK and covers the areas impacted.

The following warnings are noted: Yellow, Amber and Red.

Yellow and amber warnings represent a range of impact levels and likelihoods. Each warning is read and assessed against the works that are planned on a specific date. The project manager will work closely with subcontractors to co-ordinate works with regards to predicted extreme weather events.

The impacts for the yellow and amber warnings are as follows: damage to property, travel delays and cancellations, loss of water supplies, power cuts or danger to life in some respects.

Typical actions taken in the construction phase during weather warnings:

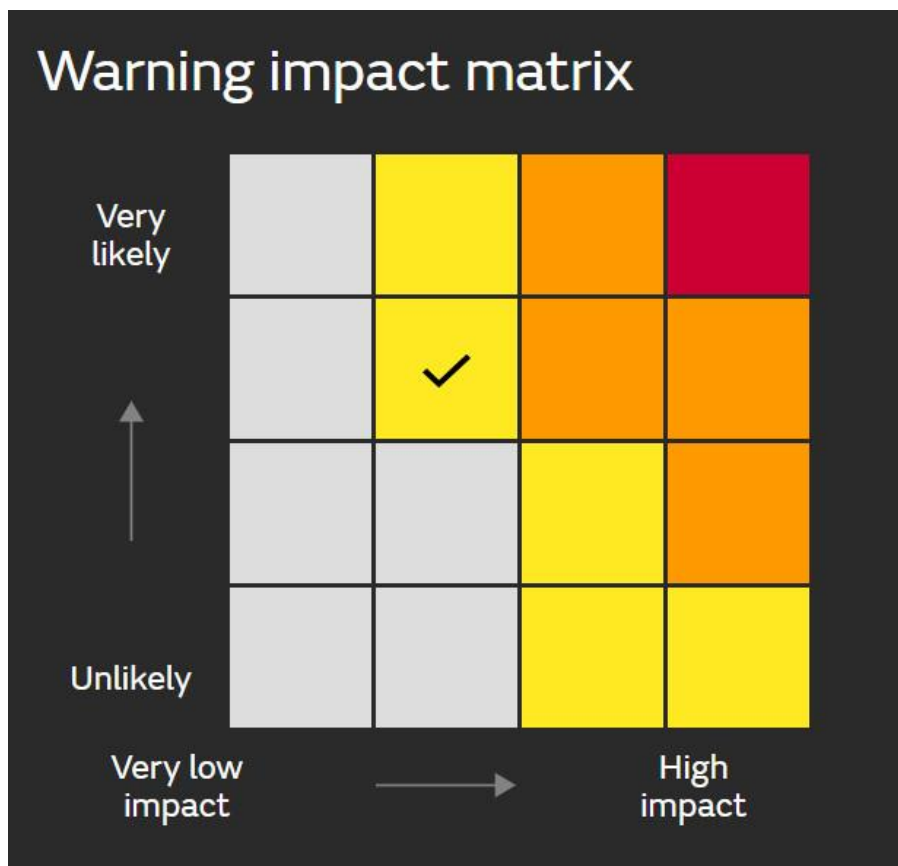
1. Regular temperature and visual checks in with view to temporarily monitoring, limiting, adapting or ceasing certain construction activities.
2. Regular visual checks on SW and FW drainage networks to prevent overloading and any failure of the system.
3. Temporary French Drains and soakaways installed to control storm water and prevent flash flooding.
4. Temporary raised bunds installed to control storm water and prevent flash flooding.
5. Vital services checks to ensure these remain unaffected and are fully operational.
6. Temporary bracing/reinforcement where required.
7. Additional checks to temporary structures (for example scaffolding and trench excavations) ensure safety and compliance.
8. Removal or decommission of plant/machinery and temporary access.

The red alert corresponds to the most severe weather events. The potential impacts of such events include the following: risk to life, severe disruption to travel, energy supplies, and wide-spread damage to property and infrastructure.

As well as the actions and measures listed in the above, the severity of a red alert could mean a complete (temporary) cessation of construction activities on site.

In this regard, the project manager will continuously monitor the weather and liaise closely with respective sub/contractors on site to undertake and plan the works accordingly.

Figure 18 – Weather warning impact matrix



29. Local authority, stakeholder and community liaison

- Local authority commencement notification letter
- Coming Soon signage/notification
- Letter drop to the nearby residence/businesses for start on site
- Regular communication for notable/disruptive events/phases of work through local social media groups, ~~or~~ letter drops, email, telephone, signage or verbal communication
- Attendance at parish council meetings if required and parish clerk kept up-to-date with progress and any notable/disruptive events/phases of work
- Dedicated site contact with phone number and email address will be created for the development and added to the contact details displayed on the entrance. These details will also be available on all communications streams.
- Local authority contact details will be displayed on site signage
- Highway authority contact details will be displayed on site signage

30. Complaints

The following complaints management procedure will be put in place.

1. All complaints to be made to site manager in the first instance (contact details provided on site notice, in pre-start letter and in all site related correspondence).
2. Site manager to undertake immediate review in conjunction with the local authority (where relevant) investigate complaint and identify any remedial measures necessary (if appropriate).
3. Site manager to be responsible for implementing and monitoring any remedial measures.
4. Site manager to report outcome of investigation and any remedial measures to be taken to the complainant and provide details of the relevant officer at the local authority for further investigation/escalation of any relevant matters (regardless of whether or not the complainant indicates they are satisfied with the outcome).
4. Where escalation is required, the appointed person/s, neighbour or local authority should contact a senior member of Orbit Homes Construction team. For this development the senior member for Orbit Homes will be Tom Gooding and can be contacted at tom.gooding@orbit.org.uk
5. Complainant makes complaint to local authority if they remain unsatisfied.
6. Local authority investigates (with site manager cooperation as necessary), identifies any issues and remedial action necessary.
7. Local authority reports to site manager.
8. Site manager works with local authority to implement and monitor remedial action.

The above complaint procedure will be detailed on a site notice, in a pre-start letter and in all site related correspondence.

A log of all complaints, associated investigations and any remedial action will be maintained and kept in the site manager's office at all times. The log will be available for review by the relevant authorities on request.