A12 Chelmsford to A120 widening scheme TR010060

6.5 First Iteration Environmental Management Plan

Appendix C: Construction Compound Management Plan

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Volume 6

~~August 2022~~April 2023

Infrastructure Planning

Planning Act 2008

A12 Chelmsford to A120 widening scheme

Development Consent Order 202[ ]

6.5 First Iteration Environmental Management Plan
Appendix C: Construction Compound Management Plan

Regulation Reference	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010060
Application Document Reference	TR010060/APP/6.5
Author	A12 Project Team & National Highways

Version	**Date**	**Status of Version**
Rev 1	August 2022	DCO Application
Rev 2	April 2023	Deadline 4 submission

CONTENTS

Appendix C Construction Compound Management Plan

C.1 Background to the plan

C.1.1 The proposed scheme comprises improvements to the A12 between junction 19 (Boreham interchange) and junction 25 (Marks Tey interchange), a distance of approximately 24km, or 15 miles. The proposed scheme involves widening the A12 to three lanes throughout (where it is not already three lanes) with a bypass between junctions 22 and 23 and a second bypass between junctions 24 and 25. It also includes safety improvements, including closing off existing private and local direct accesses onto the main carriageway, and providing alternative provision for walkers, cyclists and horse riders (WCH) to existing routes along the A12, which would be removed. A detailed description of the proposed scheme can be found in Chapter 2 of the Environmental Statement [TR010060/APP/6.1].

C.1.2 This Construction Compound Management Plan, in outline, details the practical measures to be implemented by the Principal Contractor (PC) in relation to the management of the proposed scheme's main site compounds and satellite compounds, such that the environmental effects which may occur as a result of activities can be appropriately mitigated and controlled.

C.1.3 Construction of the proposed scheme involves the formation of two main site compounds at the existing junction 20b and at junction 22. The main compounds would accommodate welfare facilities, materials handling and storage, and concrete and asphalt production facilities.

C.1.4 In addition to the two main compounds a number of smaller satellite compounds, traffic management and logistics compounds and temporary laydown areas would be constructed. These comprise of smaller compounds located in close proximity to key civil engineering works, for example bridge structures, and accommodate small scale welfare and office facilities specific to the works being carried out.

C.1.5 Both the main construction compounds and satellite compounds would be used for the localised storage and laydown for construction materials and fabrication.

C.1.6 Further details on the compounds are included in Chapter 2: The proposed scheme, of the Environmental Statement [TR010060/APP/6.1] and are shown on the Construction Phase Plan [TR010060/APP/2.15].

C.1.7 The general requirements for the main site compounds set out below would also apply, where applicable, to the smaller satellite compounds and laydown areas.

C.1.8 The PC will adhere to all applicable and relevant national health and safety guidance during the construction phase.

C.2 Roles and responsibilities

C.2.1 Table 2.1 of the first iteration Environmental Management Plan (EMP) [TR010060/APP/6.5] defines the responsibilities associated with the roles for construction workers that the PC must establish and maintain.

C.2.2 The defined responsibilities include those relating directly to the development and implementation of the second iteration EMP and final Management Plans and the wider environmental responsibilities. The PC will be required to delegate responsibilities to onsite personnel within key areas of the main site and satellite compounds. The delegation of responsibility must be clearly identified within relevant documents and site files.

C.3 Main site compound facilities

C.3.1 The primary function of the main site compounds are to provide office buildings and welfare facilities for staff during the construction phase of the proposed scheme. The main site compounds would be the locations from which key activities ancillary to the core construction works would be carried out. Whilst some construction related activities may be carried out within the main site compounds, this is not the principal function of the site.

C.3.2 The key activities and facilities to be contained within the main site compounds are likely to include:

- Office and administration centre for the proposed scheme with office and welfare facilities comprising changing and drying rooms, toilet facilities
- Staff and visitor car parking and internal access roads
- Site stores compound, including subcontractor material storage yards and plant yards and laydown areas
- Materials testing laboratory facilities
- Concrete and asphalt batching plants
- Precast concrete manufacturing yard, with crane platform and service crane(s)
- Bulk material processing plant
- Closed circuit television (CCTV) traffic control facility
- Vehicle free recovery unit and storage, with customer care centre
- Waste management and segregation areas

C.3.3 The following section sets out further details regarding the practical measures that would be undertaken in relation to the main site compound and satellite compounds, where applicable.

C.4 Construction site layout and good housekeeping

C.4.1 A standard laydown layout is provided in figure 1,

Figure 1 – Standard laydown layout drawing.

C.4.2 Specific control measures to be implemented at laydown area's include;

- Cabins would be positioned to screen briefing or works areas from nearby residents' properties
- Cabins would be orientated so that doors open away from the nearby properties so that the cabins act as additional screening.
- Soil storage would be positioned between laydowns and residents' properties to act as visual and noise screening from briefing areas.
- Vehicle and plant parking should be located at the furthest reasonably practicable location from residents' properties.

C.4.1C.4.3 To reduce the likelihood of an environmental incident or nuisance occurring, the following measures would be used, where reasonably practicable:

- Compounds tend to be busy and therefore have been located away from residential areas where feasible. The two main compounds (including concrete and asphalt batching plants) and satellite compounds would be in 24/7 operation at certain stages of the construction programme to facilitate off-peak working. For detail on off-peak working refer to Appendix K Noise and Vibration Management Plan.
- The surface for both main compounds would be a bound surface where reasonably practicable to reduce dust from moving vehicles. Where this is not practicable, unbound surfaces would be subject to dust suppression techniques (such as dampening down with water).
- Implement a wheel washing system with rumble grids or other suitable methods to dislodge accumulated dust and mud prior to leaving the site where required and reasonably practicable.

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- Siting of materials stockpiles to minimise visual impact where practicable.
- The location of site offices to avoid overlooking residential properties.
- Effective preventative pest and vermin control and prompt treatment of any pest and vermin infestation, including arrangements for disposing of food waste or other attractive material. If an infestation occurs, the PC would take action to eliminate the infestation and to prevent further occurrence.
- Prohibition of open fires, and a requirement to take measures to minimise the likelihood of fires.
- No discharge of site runoff to ditches, watercourses, drains, sewers or soakaways without the agreement of the appropriate authority.
- Surface water and Foul water will be managed as per the First Iteration Environment Management Plan, Appendix N Water Management Plan section 11 [APP-198}.
- The use of less intrusive noise alarms that meet the particular safety requirements of the site, such as broadband reversing warnings, or proximity sensors to reduce the requirement for traditional reversing alarms.
- For temporary lighting within the compounds, best practice measures would be implemented where practicable to ensure temporary lighting is avoided or directed away from heritage assets, residential and/or ecological receptors such as watercourses, woodland, badger setts, bat roosts and important commuting habitats.
- Management of staff congregating outside the site prior to commencing or leaving work.
- Security measures, including CCTV – the location and direction of view of security cameras or blocking software to prevent intrusion into residential properties would be considered.
- Avoidance of the use of loudspeaker or loudhailer devices.
- Adequate welfare facilities for staff.
- Smoking areas at site offices/compounds or worksites equipped with containers for smoking wastes – these would not be located at the boundary of working areas or adjacent to neighbouring land.
- Preparation and implementation of a Logistics Management Plan (or similar) to manage the transport to/from and onsite of employees and materials required for the construction of the proposed scheme. The Logistics Management Plan (or similar) would set out measures where practicable, to reduce distances travelled, optimise journeys and use low emission modes of transport (such as public transport) or vehicles (e.g.

electric vehicles) to reduce greenhouse gas (GHG) emissions associated with transport. The Logistics Management Plan would set out measures with the aim of achieving 20% car share and 20% travel by public transport (with the use of mini-buses from local rail stations to the construction sites) for employee transport.

- Within the proposed scheme footprint, there are existing public rights of way (PRoWs) (footpaths and bridleways), footways and cycleways. The project would endeavour to maintain these routes that are affected by the proposed scheme, where reasonably practicable. Where these cannot be maintained whilst ensuring the safety of the workforce and members of the public, suitable signed diversions would be put in place or if an alternative is not practical, the PRoW, footway, or cycleway would be temporarily suspended. Reasonable adjustments would also be made to maintain or achieve inclusive access for all users.

C.4.2C.4.4 Where reasonably practicable, inclusive access (including for people with reduced mobility) would be maintained to services and buildings where they have been temporarily disrupted during the works. Where a need is identified (for example through stakeholder engagement with relevant local organisations or community liaison processes), the proposed scheme would review access and routes. These reviews would indicate where additional measures or reasonable adjustments may be required for the purposed of ensuring accessibility by disabled or mobility-impaired people.

C.4.3C.4.5 Further information on temporary walkers, cyclists and horse riders (WCH) route diversions and closures is provided in Chapter 8 of the Outline Construction Traffic Management Plan (CTMP) [TR010060/APP/7.7].

C.5 Site lighting

C.5.1 Temporary site lighting would be provided to ensure safe working conditions and to maintain security within construction compounds and working areas.

C.5.2 If appropriate, lighting to site boundaries where the public would be able to pass would be provided and illumination would be sufficient to provide a safe route. In particular, precautions would be taken to avoid shadows cast by the site compound on surrounding footpaths, roads and amenity areas.

C.5.3 Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage.

C.5.4 Lighting would also be positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, railway operations, passing motorists, or the navigation lights for air or water traffic. This provision would apply particularly to locations where night working would be required.

C.6 Controlling construction traffic and visual intrusion

C.6.1 Where appropriate, fencing around site perimeters would be provided to contain the works and reduce visual impact of the site in available views, and to provide site security against theft and vandalism.

C.6.2 Site parking and delivery areas would be clearly marked up within the site compounds, and traffic deliveries would be coordinated to reduce potential disruption on the road network and within local communities in proximity to the works.

C.6.3 The Outline CTMP would be developed further prior to construction and communicated to all subcontractors and suppliers, detailing the measures to be implemented in respect of managing construction traffic to minimise disruption and nuisance within the site compounds.

C.7 Site security

C.7.1 The PC would have a duty to prevent unauthorised access to all site compounds. The following measures will be used by the PC, where required, to prevent unauthorised access to the site compounds:

- Use of high perimeter fencing or hoarding, but only where necessary for site security and public safety
- Site lighting at site perimeters (subject to the conditions set out in Section C.5)
- Adequate security guards and patrols
- CCTV and infra-red surveillance and alarm systems where required
- Consultation with neighbours on site security matters
- Immobilisation of plant out of hours, removing or securing hazardous materials from site, securing fuel storage containers and preventing unauthorised use of scaffolding to gain access to restricted areas and neighbouring properties

C.8 Hoardings, fencing and screening

C.8.1 The following measures would be applied to the construction compounds, as appropriate:

- Use and maintenance of adequate fencing and hoardings to an acceptable condition to prevent unwanted access to the site, screening and site security where required – this would include the need to provide viewing points at relevant locations, if appropriate.
- Where required, providing site information boards with out-of-hours contact details.

- Displaying notices on site boundaries to warn of hazards onsite, such as deep excavations and construction access.
- Providing signage to indicate rerouted pedestrian/cycle paths and PRoWs (if applicable).
- Displaying notices confirming that businesses whose access or view may be affected by construction works remain open, with directions for how to access them.
- Maintenance of protective fencing and/or specialist fencing (e.g. reptile fencing) to protect environmentally sensitive features during construction.
- Retaining existing walls, fences, hedges and earth banks for the purpose of screening as far as reasonably practicable.
- Where hoarding is required, its height and locations would be agreed with the local authority in advance of installation.
- Temporary fences may be used in certain areas, such as for short-term occupation of sites or at more remote satellite compound locations.
- Clear sight lines would be maintained around hoardings and fencing with no hidden corners in order to avoid, where reasonably practicable, opportunities for anti-social behaviour and crime and to ensure the safety of vehicles.
- Fencing and hoarding would, as far as is reasonably practicable, be located such that it does not damage sensitive habitats, trees or hedgerows.

References

BSI (2020). BS 5489-1:2020 Design of road lighting. Lighting of roads and public amenity areas - code of practice. Available at: [redacted]. Accessed November 2021.

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Field Code Changed

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