Gravity

A Smart Campus and Community

Construction & Transport Management Plan

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Document Control Sheet

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For and on behalf of Stantec UK Limited				

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1 Introduction

1.1 Context

1.1.1 In June 2012, planning permission was granted by Sedgemoor District Council for the remediation of the formal Royal Ordnance Factory situated between Puriton and Woolavington, with reference 42/11/00017 (the remediation consent). The description of development as stated on the decision notice is:

"Engineering works to facilitate the remediation including earthworks and the demolition of existing buildings."

1.1.2 The purpose of the remediation consent was to support and enable the implementation of extant permission 42/13/00010, the main consent for This is Gravity's development at the Site.

1.1.3 A number of conditions were given on the remediation consent's decision notice, including Condition 4, a pre-commencement condition requiring that a Construction & Transport Management Plan (CTMP) is approved by the Council prior to any development. A CTMP (ref: B0045-08-R2-1) was latterly submitted under the same reference and we understand that Condition 4 was subsequently discharged.

1.1.4 As the Site (Gravity) has progressed towards the realms of realisation, it has become clear that some of the supplementary consents which support the main consent need amending, as site requirements change to suit the needs of the market. The emerging markets which Gravity will provide a base for have modern requirements which outdate the provisions of previous decisions, such as the approved CTMP associated with this remediation consent.

1.1.5 The remediation consent covers a diverse range of engineering and environmental issues to solve the challenge of remediating the site, such that it is suitable for Gravity's ambitions. One of these solutions includes the creation of multiple 'development platforms', which offer large plots for future development. As mentioned previously, the spaces that the market require in the age of XXL advanced manufacturing facilities and onsite supply chain manufacturing / assembly, are everchanging. The most appropriate solution now, is to afford the most flexibility to future occupants of the Site such that Gravity can provide for all of their needs at once and enable high value employers to settle and create new opportunities for the region.

1.1.6 This can be achieved by remediating the Site as a single 'development platform', or plateau, which this application seeks to achieve by varying conditions attached to the remediation consent such that the revised plans, including this CTMP, can be approved. At the time of writing this CTMP, all demolition and remediation works have been completed. This CTMP therefore, relates only to the earthworks associated with creating the single development plateau.

1.2 Proposed Works

1.2.1 The scope of works covered by the remediation consent are listed below, in approximate chronological order:

a. Asbestos removal and demolition of remaining non-explosive buildings and structures (works now complete).

b. Remediation (all works now complete), comprising:

- decontamination of process drains and effluent infrastructure;
- contamination source excavation;

- on-site *ex situ* treatment of soil contamination;
- re-use of material in a landscaped feature;
- encapsulation of contamination sources with cover system; and
- explosive ordnance clearance (EOC) in ammunition breakdown areas.

c. Earthworks to create a development plateau, comprising:

- breaking out floor slabs, foundations and other structures;
- removal of vegetation and topsoil; and
- cut and fill to create required development platform.

2 Construction & Transport Management Arrangements

2.1 Traffic Movements

2.1.1 In almost all instances construction vehicles will access and exit the site via the new access road off the A39 and will be subject to local speed limits and other restrictions. Figure one below indicates this route from the M5 and A39.

2.1.2 Some material may be imported from the Hinkley Point C connection project and other sources in the immediate vicinity of the site, if so to minimise disruption on the local road network, the existing emergency access route from The Causeway will be utilised where it is the most direct route avoiding adjacent villages. Figure 2 below indicates this route

Earthworks Phase

2.1.3 The expected vehicle movements to and from the site during the earthworks phase, for the development plateau only, is based on the following assumptions:

a. The material shortfall to achieve the currently consented development plateaus of c5.5m has been calculated at 21,000m^3.

b. Approximately 65,000m^3 of material was taken off the main site to form the bund along the Access Road.

c. Based on the above the shortfall to form the development plateaus is c86,000m^3

2.1.4 Assuming material will be imported in standard 8-wheel dumpers, owing to availability, these can accommodate c14.5m^3 per load. Therefore, it is expected that there would be a total of 5,931 movements as a 'worst-case' scenario.

$$\frac{86{,}000}{14.5} = 5{,}931$$

2.1.5 Material will be imported to the Site over 18 months, which means a rate of approximately 16 movements per working day. As noted later in 3.1.1, general hours of working will be between 07:30 and 17:30. This means that there will be on average between 1 and 2 movements each hour over the 18-month period.

2.2 Parking of Vehicles

2.2.1 Designated parking areas will be provided for both operatives and visitors on-site. The former site car parks just outside the main gate will be available for limited parking only, in particular overnight lorry parking, typically only one at a time.

2.3 Loading and Unloading of Plant and Materials

2.3.1 Plant and materials will be loaded and unloaded on-site. Due to the nature of the works the exact locations of loading and unloading points will not be fixed however, there will be no impact outside of the site boundaries from loading / unloading. The delivery and removal of plant will not be frequent as it is likely that all necessary plant will be on site by commencement of the works and will be kept there throughout the full duration, indeed plant which is already on site could be utilised. The movements will almost entirely be associated with the transportation of fill materials as described above.

2.3.2 If loading or unloading operations are to be conducted outside the site boundaries, they will be coordinated by a suitably qualified contractor commissioned by This is Gravity Ltd and directly controlled by the party conducting the operations.

2.3.3 Waste arisings loaded on-site will be done so in a safe manner to avoid loading the vehicles in an unstable manner, or with waste arisings likely to fall out. Skips will be sheeted where required e.g. for general waste, light wastes, or soils.

2.4 Storage of Plant and Materials

2.4.1 Plant and materials will be stored local to work areas. The site will be broken up into zones and phases, therefore work areas and storage locations will change as and when new zones become active. Certain demolition arisings (e.g. scrap metal) have already primarily been removed from site soon after demolition, so there is a limited likelihood that short-term storage will be necessary. Longer-term storage of soil, brick and concrete arisings will continue on site until such a time that it can be used in the plateau construction works.

2.5 Wheel Washing Facilities

2.5.1 Current site roads are either concrete or topped with tarmac and are in good condition. In the majority of cases, there is sufficient distance for vehicle wheels and undercarriage to be cleared of mud before leaving site. Any lorries which are removing material / plant from the site will be loaded whilst stood on the roads wherever possible which reduces the chance of collecting mud and other debris.

2.5.2 If during the earthworks phase a wheel washing facility is deemed necessary, it will be positioned within the site boundary and will require silt collection and discharge control measures.

2.6 Road Cleansing Arrangements

2.6.1 Site roads will be cleansed using available plant and equipment. Road sweepers will be hired to cleanse both on and off-site roads should the need arise. There is approximately 250m between the site boundary and the nearest public highway which will help to minimise the spread of mud or debris.

2.7 Induction

2.7.1 All personnel working on-site will be given an induction to explain the arrangements for effective traffic management and the control measures in place to reduce impacts on the local environment.

3 General Nuisance Controls

3.1 Working Hours

3.1.1 The general hours of working will be 07:30 to 17:30 Monday to Friday with very occasional weekend working. However, within 500m of the nearest residential properties, working hours will be limited to 08:00 to 18:00 Monday to Friday with no weekend working. This is defined by the planning decision notice 42/11/00017SF Condition no.3.

3.1.2 The hours of working for ongoing phases of development will be pre-agreed with the Local Planning Authority.

3.2 Noise

3.2.1 Further to the restrictions in section 3.1.1, vehicles used on-site will be maintained in good working order to reduce excessive noise. In line with modern requirements, most construction plant and equipment have some level of noise reduction, for example insulated engine compartments and silenced exhausts.

3.2.2 Static noisy operations such as crushing or screening will be sited using existing noise barriers (e.g. trees, buildings) if possible, or will otherwise be positioned to take account of possible projected noise. These operations will be positioned away from site boundaries.

3.3 Dust

3.3.1 Dust controls will be put in place during dry and windy weather, typically be dampening site roads. Site roads will also be cleansed of excessive mud as in section 2.6.

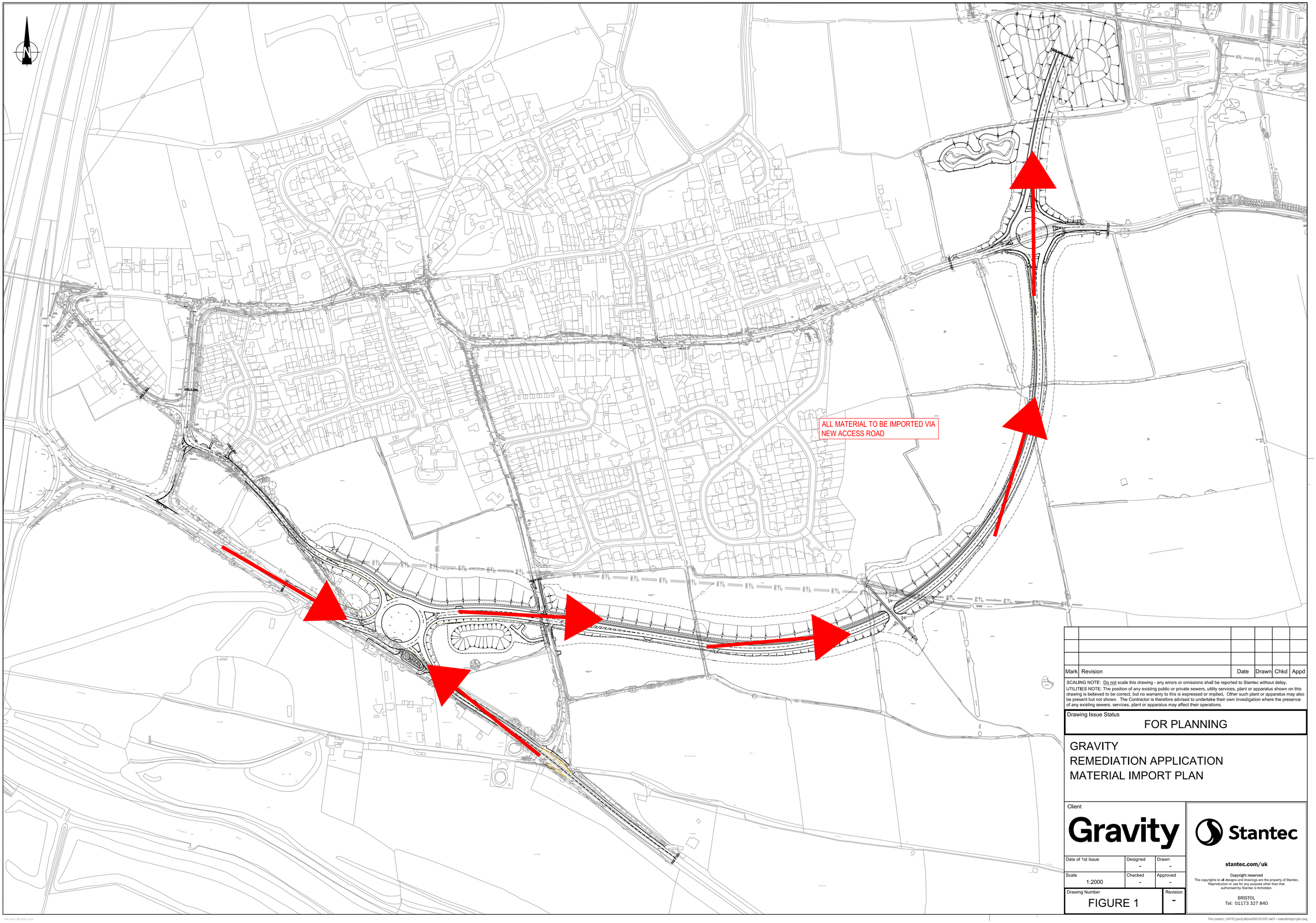
3.3.2 Crushing and screening operations will be subject to local dust control measures such as the integration of dampening-down systems.

3.4 Mud and Debris

3.4.1 In addition to the controls outlined in section 2.5, plant and equipment will be cleared of mud before it is transported off-site on low loaders.

3.4.2 Waste arisings that may become windblown when stockpiled will be transferred to skips as soon as possible.

Figure 1



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FOR PLANNING

GRAVITY
REMEDIATION APPLICATION
MATERIAL IMPORT PLAN

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FIGURE 1	-

Figure 2

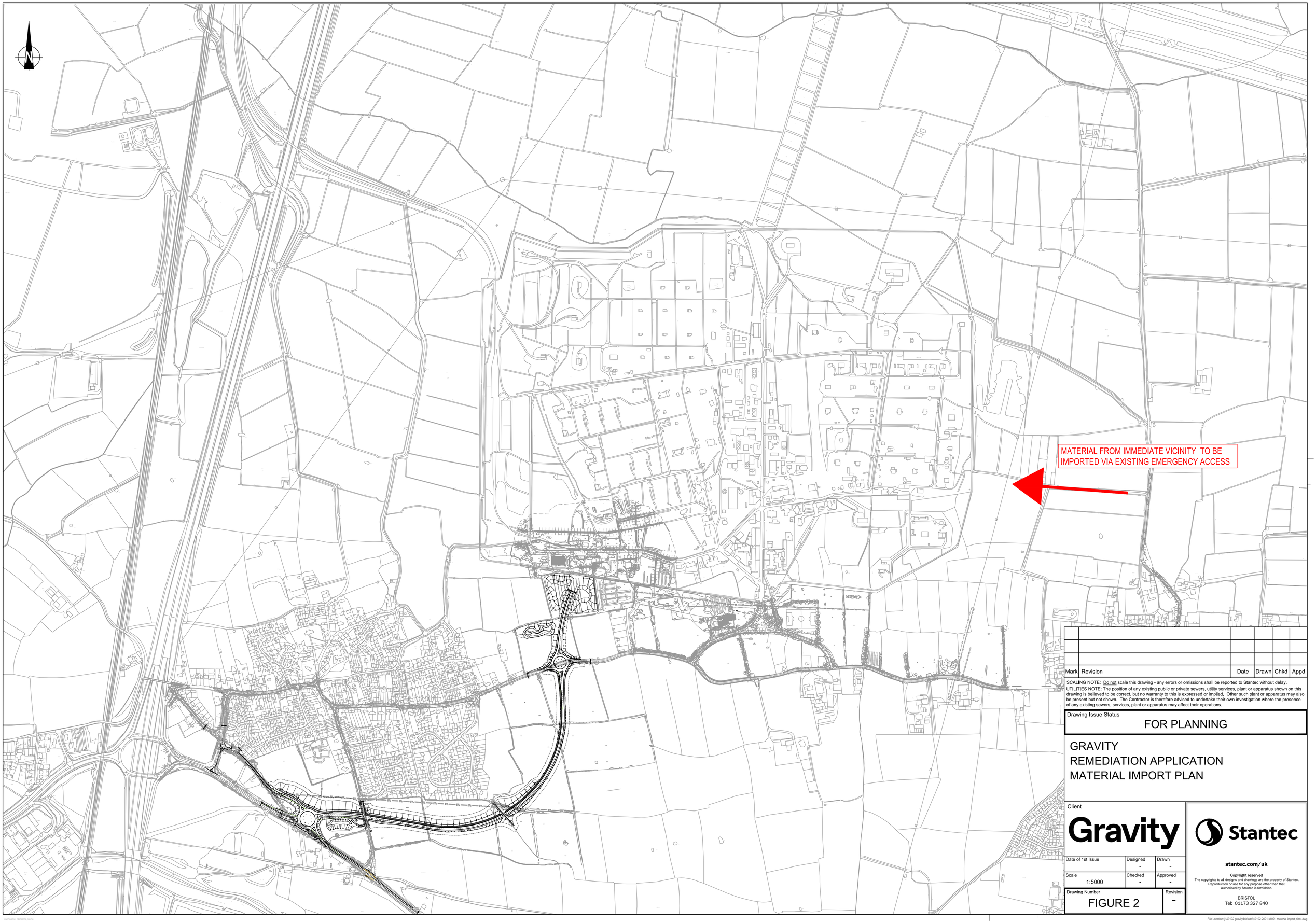

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FIGURE 2		-

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