Construction Management Plan

LAND AT SOUTH VIEW
PADDOCK
HUDDERSFIELD

ARCHITECTURE

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INTRODUCTION

This Construction Environmental Management Plan (CEMP) has been prepared on behalf of the client to satisfy planning requirements and provides details on the requirements for the management of the construction phase of the project, including details relating to construction access.

The Principal Contractor for the works will ensure that the actions contained in this CEMP are complied with.

The contractor will also place a requirement on any Contractors working at the site to comply with the actions set out in the CEMP.

The project will be executed in accordance with the companies BMS system which is ISO 9001 and 14001 accredited. The BMS Demolition and Clearance Check sheet is contained in appendix 7

The CEMP will be structured in the following format to address the requirements of condition 6:

Site Location and Description

The site is located to off South View Paddock.

The site residential area.

This parcel is currently enclosed by a wall and timber fencing with a railway track to the rear.

The site occupies a sustainable location on the edge of Paddock that is accessible by a range of modes of transport including private car, public transport, walking and cycling. Shopping, employment, education, health and community facilities are all located within a short walking distance.

SITE SET UP & LOCATION.

The proposed development site currently comprises of an open site which has a gradual fall from front to rear. The land is surrounded by residential developments to the north, east and is bounded by adopted highway. The proposal is to construct a single dwelling house.

Entrance Point

The plan included indicates the location of the proposed main entrance to site off South View

Construction Access

The construction access to serve the proposed development is via the proposed entrance and exit point on to South View (as shown on site layout plan).

Compound location

The compound is located near the new proposed entrance, this is highlighted on the construction layout plan.

Dilapidations Survey

Prior to works commencing a dilapidations survey will be undertaken of the surrounding boundary walls.

Temporary Boundary Treatments

2.4m high solid site hoarding to the main entrance to the site and to the rear with a 1.8m Heras fencing to other boundaries. The fencing will secure the site and help control movements to and from the construction site.

Deliveries, Site Parking loading and unloading

All parking is within the curtilage of the site.

Temporary traffic management will take place to ensure that no construction, contractors or visiting vehicles will park outside of the site and impact upon the existing properties.

Signs will be erected stating that any parking associated with the construction site is prohibited near the site outside of the site curtilage.

All deliveries will be controlled by a delivery plan stipulating delivery hour (to be outside of normal commuting hours to avoid conflict with residential traffic) and all deliveries will be staggered where possible.

Delivery times:
Monday to Friday
9.30am – 4.00pm
A waiting bay will be formed at the site entrance to allow vehicles to pull off the highway prior to be moved to unloading and lay down areas

Vehicle movements will be supervised by a banksman at all times.

Construction Vehicular Movements

Site construction vehicles will only be operated by those people who have received the relevant training, have produced a copy of their certificates of competency and are authorised to use the vehicle/plant by their employer.

All vehicles on site will be inspected, tested and serviced at the appropriate intervals laid down by legislation and the manufacturer's instructions. All defects must be reported as soon as possible and, where necessary, the vehicle taken out of use. Records of maintenance inspection and tests must be produced to the site manager and visiting safety advisor.

Where construction vehicles are operating or being used on infrastructure roads or other areas where the public have access roof beacons and headlights must be used.

A tele handler will be used to transport superstructure materials around the site and a speed limit of 5mph will be strictly enforced.

Where specific hazards may produce additional risks to traffic movement of site they must be protected by a physical barrier, and high visibility plastic fencing, metal pedestrian barriers, or heras fencing. This will include scaffolding in close proximity to the roadway, and excavations. Excavations close to vehicle and pedestrian routes must be back filled as soon as practicable.

All movements to and from the public highway will be monitored by a suitably trained banksman.

All loading and unloading of plant and materials will take place within the confines of the development.

Material and Delivery storage

Storage of plant and materials will occur throughout the development site subject to the type of operation being undertaken at any specific time.

Terrain

The terrain of this site presents no abnormal risk of vehicle overturning. However all dumpers will be fitted will rollover protection and seat belts.

High Visibility Clothing

All personnel and visitors will wear visibility vests/jackets at all times.

Monitoring and Control

This will be the responsibility of the site and visiting managers.

Supervisors appointed by sub-contractors will also ensure that persons working under their control comply with the requirements.

All personnel will be acquainted with the site traffic management requirements during their induction training. Personnel failing to comply with the requirements of this traffic plan, thus placing themselves or others at increased risk of injury, will be dealt with in accordance with normal disciplinary procedures which may result in them being removed from site.

Initially the Development will be secured by means of lockable security gates at the entrance to the site. Whilst the temporary access is in operation it will also be secured by means of a lockable gate. As work proceeds these gates will be repositioned and combined with Heras fencing in order to maintain the security of areas under construction.

Hours of Operation

All works will be carried out in strict accordance with agreed working hours. These will be 7.00am to 19.00pm Monday to Friday and 8.00am to 12.00pm on Saturdays with no working on Sundays. All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced / inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

Consultation and Communication

Prior to work staring on site including demolition activities all local residents likely to be affected by the works will receive a notification letter (see Appendix 3 for Example letter) from our dedicated Community Engagement Manager.

Further letter notifications will be undertaken for specific major construction operations (e.g. crane delivery)

MANAGING DUST, OTHER POLLUTANTS AND WASTE

The local authority has the power under the Clean Air Act 1993, to limit the dust, emissions and odours generated by a site. Failure to comply with these limits can result in abatement notices being served if complaints are made.

Given the proximity of adjoining residential properties to this site it is essential it is essential that good practice is adopted at all stages and a monitoring strategy is put in place and implemented

CIRA Environmental Good Practice on Site (C650) guidance will be adhered to. Complaints can be avoided by adopting good working practices:

- Identify sensitive receptors and inform the authorities of any likely nuisance that may occur

- Instigate control measures to mitigate any negative impacts

- Develop a daily monitoring regime to record dust conditions while noting weather conditions, construction activities, their location and duration onsite.

Dust Suppression

Dust levels will be kept to a minimum by utilising high pressure hoses to deliver fine mist water sprays onto the working area. A constant water supply will also be provided to demolition and crushing plant required during the operation. The movement of any crushed material will be kept to a minimum with stockpiles located away from site boundaries and maintained at heights less susceptible to the effects of wind.

With regard to earthworks, during periods of dry weather, when dust is likely to cause a nuisance, specific work areas will be ‘damped down’. In relation to dust generated by plant movements this operation will normally be carried out by a suitably specified road brush. At times when the works do not require the full time attendance of a road brush, water will be introduced to the work area via other means i.e. hose pipe, water bowser, sprinkler etc. In addition, prior to disturbing any stockpile of soil or crushed material, consideration will be given to the introduction of water.

There will also be a speed limit of 5mph.

Visual daily monitoring will be undertaken and a complaints procedure created (see Appendix 5 for Procedures for dust control and monitoring)

Water Damping

As aforementioned, the fine spraying of water is the most effective way of suppressing dust. This will be carried out with a water bowser and hose. Spraying will be repeated regularly during warm and sunny conditions. However, spraying will not be allowed to create excessive mud, which could cause run-off into drainage systems or water courses.

We will consider spraying:

- areas of unpaved work subject to traffic or wind
- sand, spoil and aggregate stockpiles
- during the loading and unloading of dust generating materials

Crushing of materials on site will be undertaken in a designated area on the western boundary of the site to be as far away from existing residential properties as possible. The area will be screened on three sides to minimise windblown dust and will have a mist dust suppression cannon operating during crushing activities.

4.3 Avoiding Dust Generation

The following measures will be employed to avoid dust generation:

Roads

- Construct and tarmac the site roads at site commencement.
- Minimise the length and width of haul roads to reduce the surface area
- Pave heavily used areas and sweep regularly
- Sweep public roads regularly with a vacuum sweeper
- Limit vehicle speeds – slower speeds generate less dust
- Minimise vehicle movements
- Damp down.

Plant and Vehicles

- Ensure vehicle wheels are cleaned before leaving site- a wheel wash facility will be located adjacent to the site compound. A banksman will wash all vehicle wheels with a high power pressure washer before they leave the site
- Exhaust fumes should be directed upwards

- All lorries leaving the site will be fitted with sheet covers to contain dust
- Plant and vehicles should be maintained in good working order
- Drivers must observe site speed limits to minimise dust generation

Material Handling and Storage

- Locate stockpiles out of the wind (or provide wind breaks) to minimise dust generation open storage
- We will keep stockpiles to a minimum height and use gentle slopes
- Compact and bind stockpile surfaces if necessary
- Minimise the storage time for materials on site
- Store dusty materials away from site boundaries, main site access roads and down wind of sensitive receptors
- Ensure waste skips are enclosed or covered
- Ensure chutes are enclosed and discharge to enclosed skips etc
- Damp down earthworks during dry weather

Cutting/Grinding/Grouting/Packing

- Minimise cutting and grinding on site where possible
- Use equipment with dust extraction and wet cut where possible
- Spray water during cutting of paving slabs
- Use block splitters

Site Waste Control & Material recycling.

Refuse & All other waste materials

The principle contractor is to operate a strict Waste Management Policy that involves the onsite segregation of waste to lessen the impact on landfill.

Waste Management Plan

Waste on site is controlled under a formal Waste Management Plan which sets targets for recycling and diversion from landfill. Target for diversion from Landfill is 95%.

Wheel Washing Facilities

Wheel washing facilities will be provided in accordance with GPP 13.

A designated operative is to carry out the wheel washing of construction vehicles leaving the site (via a hand held jet wash) to ensure that no mud is to be carried onto the public highway. The effectiveness of the wheel wash facilities will be monitored throughout the construction of the development.

This operation will be carried out within the development boundary so that resulting water run-off is suitably controlled.

The wheel wash facilities will be repositioned accordingly as the construction of development progresses.

In addition to this a road brush will be in attendance when any 'cartaway' of arising relation to earth works takes place.

MANAGING NUISANCE NOISE

The Contractor and their sub-contractors should at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum.

CIRA Environmental Good Practice on Site (C650) guidance will be adhered to.

All plant brought on to site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS 5228-1:2009. Plant should be properly maintained and operated in accordance with manufacturers' recommendations.

Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant should also be fitted with suitable silencers, as appropriate.

Items of plant on-site operating intermittently should be shut down in the intervening periods between use.

Where feasible, all stationary plant should be located so that the noise effect at all occupied commercial and residential properties is minimised and, if practicable, every item of static plant when in operation should be sound attenuated using methods based on the guidance and advice given in BS 5228.

Use of pneumatic breaking should be limited or, better still, alternative techniques should be investigated and utilised; and crunchers should be used in preference to pneumatic breakers; and where breakers are used, they should be of a suitable size for the job.

Whenever possible, deliveries should be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries should be routed so as to minimise disturbance to local residents and delivery vehicles should be prohibited from waiting within or near the site with their engines running.

If particularly high risk activities such as driven piling are proposed a noise monitoring protocol will be put in place. Possible risk activities for this site would be the crushing of demolition materials on site.

We will also undertake regular monitoring of noise levels on site in accordance British Standard 5228 " Code of practice for noise and vibration control on construction and open sites" Part 1 Noise and Part 2 Vibration.

PREVENTING POLLUTION, EMISSIONS AND ODOURS

CIRA Environmental Good Practice on Site (C650)

Plant and Vehicles

- Plant and vehicles will be maintained in good working order
- Control deliveries to minimise queuing
- Ensure engines are switched off when not in use
- Refuelling areas will be sited away from the public in open storage with a fuel overspill bund and kit provided.
- No burning of waste materials is to occur on site

Waste Storage

- Containers will be covered and removed frequently

Chemicals on Site

- Will take account of wind conditions when planning activities likely to emit aerosols, fumes, odours or smoke
- Position site toilets with effluent tanks away from residential areas

Surface water Runoff

The Existing site drainage will be checked for blockages and damage and will be cleaned and reinstated where necessary to ensure there is no runoff from the site onto the adopted highway. Subject to onsite survey an interceptor drain will be installed at the site entrance to prevent run off from any wheel washing of damping down processes. Filtration measures will also be adopted to ensure no silts are discharged into the existing drainage system (see below)

- Spill kits will be located at strategic points on site

- Best practice measures including filtration will be used to prevent surface water run off with high particle content from entering water courses

Nuisance Issues

i) **Dust**
We will ensure that all roads are kept damp in dry spells
We will ensure that all grinders and cutters are used as a last resort Vehicle wheels will always be washed before leaving the site

ii) **Emissions**
Generator exhausts to point up

ECOLOGY

Generators to power plant and tolls to be used sparingly

iii) **Odours**
Consideration will be taken to neighbours when painting, and adhesive operations take place, to where venting will be located.

iv) **Noise**
All works will be carried out in strict accordance with agreed working hours. These will be 7.30am to 6.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays. All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced / inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

v) **Vibration**
Vibrating rollers only to be used for short duration where possible, and to be turned off when not in use.

Vibrations shall be monitored throughout the project and kept to an absolute minimum

vi) **Light**

There will be street lighting on site in association with the residential development. These lights will have a vertical emphasis, and there will be no direct back spill of light from this source outside of the site.

Lights will also be visible on the majority of moving construction vehicles, in order to provide awareness and visibility to people when moving on site.

The illuminance of the vehicle lights will have limited radii. In addition, vehicles will only be operating within the designated hours of construction. As such, there will be negligible impact upon the surrounding area in terms of light pollution.

It is noted that should a nuisance occur in future, this can be monitored and dealt with under the relevant legislation by the Environmental Health Section.

CIRA Environmental Good Practice on Site (C650) chapter 3.0 guidance will be adhered to and CIRA Toolbox talks will be given to site operatives.

Tree protection measures will be implemented in accordance with BS 5837:2012 for all trees identified as being retained.

GROUND CONTAMINATION CONTROL
In order to control potential ground contamination the following measures will be employed:

- All road gullies and drainage will be protected from any ground water run off to prevent contamination.

CONSIDERATE CONSTRUCTOR AND MANAGING COMPLAINTS

Prior to commencement of each phase/stage of the works, all residents likely to be affected by construction shall be contacted and advised of the type and duration of the works that may affect them.

The project manager shall be nominated to receive any complaints for the duration of the construction works and this person shall either be on site or available by telephone and this telephone made known to Council Planning and Public Protection Department. The company's community engagement Manager will have responsibility for coordinate complaints with the project operations manager having overall responsibility

Any emergency deviation from shall be notified to Council Planning and Public Protection Department as soon as practically possible. Also see section 3.11 Consultation and Communication.

DEMOLITION METHOD STATEMENT

No demolition