

**CEMP plan for Wappy Spring Nano Park – Rev A**

- a. The development will be built as two separate block of units following on from each other. Prior to commencement of construction enabling activities will be undertaken across the site, including; demolition of existing structures; formation of site compound; initial groundworks and infrastructure; tree protection measures; securing of the site with fences and temporary gates. Following this, the build sequence will include; completion of substructure works such as digging of foundations and formation of below ground blockwork walls; installation of steel portal frame and associated steelwork; overclad of steel frame with cladding systems to building envelope; installation of windows and doors; casting of floor slab; formation of internal partitioning and general fit out. Towards the end of the sequencing external works will be completed, including; formation of yard levels and kerbing; soft landscaping and planting; removal of temporary access arrangements and site welfare and installation of permanent gate security.
- b. Hours of working are 7:00 to 5:00 Monday to Friday. Very occasional Saturday work if needed. Noisy construction related activities should not take place outside the hours of 07.30 to 18.30 hours Mondays to Fridays, 08.00 to 13.00 hours on Saturdays and with no noisy activities on Sundays or Public Holidays.
- c. Construction access as shown on plan.
- d. Construction vehicle routes as shown on plan. Vehicles will enter the site through the site entrance, and report to either the HGV waiting area or unloading area. Deliveries will arrive via rigid HGV for large deliveries such as steel and cladding, however will mostly comprise of small vans and delivery of crushed stone on tipper wagons early in the construction process.
- e. Construction vehicles will arrive on site as needed throughout the day but every effort will be made to avoid rush hour deliveries between the hours of 07:30am-09:30am and after 16:30pm.
- f. HGV waiting areas as shown on plan.
- g. Parking for construction workers on site as shown on plan.
- h. Loading and unloading areas as shown on plan.
- i. Plant and material storage areas as shown on plan.
- j. Signage to indicate locations of delivery waiting and unloading areas, as well as parking and waste zones, will be provided at the entrance of the site as indicated on the plan.
- k. Risk of the boundary stone being damaged is considered very low, however delivery drivers will be warned about the stone during the procurement process and every effort will be made for delivery companies to inform agents traveling to site.

- l. Site will be stone up using clean stone and will be maintained throughout the duration of the project. The access area to and from the site in particular will be kept clean and raised. Wheel washing etc should not be necessary. If needed a wheel washing provisions will be placed as shown marked blue on the plan. The site and road conditions will be monitored by daily inspections by the site manager. Should debris be observed on vehicles leaving site, the vehicle will be stopped and directed to the wheel washing facility. A street sweeper can also be deployed on a case-by-case basis should conditions worsen significantly.
- m. Dust suppression will be used if needed and will be employed proactively whenever site conditions indicate a risk of airborne dust. Water bowsers and fine mist sprays will be used to damp down working areas, haul roads and stockpiled materials as required.
- n. As per our dedication to sustainability we will have separate skips for each waste stream and will only order materials when needed to minimise waste. Also, exact quantities of materials are ordered so there is no excess. Finally, we remove all left-over materials from site for use on the next job. During the demolition phase the most likely materials are inert waste such as brick, block, concrete and hardcore from demolition of existing structures and excavation. During construction there will likely be metal waste such as reinforcement, steel offcuts and redundant M&E components. There will also be timber waste from formwork, pallets and packaging; plasterboard and insulation offcuts; packaging materials; and general mixed construction waste arising from day-to-day activities.
- o. Noise and vibration pollution would generally be emitted during the early groundworks stage, which on this site are minimal due to the ground conditions (simple strip and pad foundations). There are no residential properties nearby to act as sensitive noise receptors, and due to the proximity of the site to the M62 there is already a higher-than-normal level of background noise which will not be made worse by construction works.
- p. No artificial lighting will be used on site. The site will be fully fenced before start using 2.4 meter paladin fence. Temporary, lockable gates will be installed at access point until electric access gate fitted at end of job.
- q. Site manager is Chris Balme 07831530335. Mr Balme is construction director for Percy Pickard Contractors who will build the project. He is in charge of the site and all liaising with residents, contractors, official and utilities.
- r. Should any concerns be raised during the development, discussion will be undertaken with local residents or their representatives (Councillor Anthony Smith) to manage concerns and resolve potential issues as they arise. The site manager will be happy to answer any questions, and there will be regular social media updates as the project progresses.
- s. Should construction be carried out at any nearby sites, the developer will proactively engage with neighbouring site managers, exchanging key site information such as delivery schedules and abnormal load movements, and discuss any planned temporary traffic management. There is currently no forecasted construction works neighbouring the site.