Construction Environmental Management Plan

New 14nr 2 Storey Dwellings

at

Woodland St, Biddulph, Staffordshire ST8 6LW

Kettle & **Talbot Ltd Ltd**

CONSTRUCTION ENRIONMENTAL MANAGEMENT PLAN
Top of The Trent, Woodland Street, Biddulph, Staffordshire. ST8 6LW

This Construction Management Plan has been produced by Kettle & Talbot Ltd for the construction of 14nr new 2 storey dwellings for HHL Development Ltd.

The works will be carried out under Staffordshire Moorlands District Council Planning Decision Notice ref SMD/2017/0065 dated 8th September 2017

1.0 Proposed Programme

Main Contract Works

Commence: 3rd June 2019

Duration: 52 working weeks

2.0 Introduction

This is a proposal for the site known as the Former Top of The Trent Public House, Woodland Street, Biddulph, Staffordshire ST8 6LW. The proposed works are the erection of a 14nr Dwellings. The works will be carried out in one continuous phase.

The development site is bounded as follows:
1. North Side – Local Authority Playing Fields & then St John's Road
2. South Side – Local Authority Playing Fields & then Church Close
3. East Side – Local Authority Playing Fields & then Church Road
4. West Side – Woodland Street

The buildings will be constructed with traditional foundations and beam and block ground floors, external masonry walls with traditional tiled pitched roofs.

The agreed contents of the Construction Environmental Management Plan must be complied with unless otherwise agreed with the Council. The Site Manager shall work with the Council to review the Construction Environmental Management Plan should any problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

3.0 Construction Start/Completion Dates

Main Contract Works

Start Date: 3rd June 2019

Completion Date: 52 working weeks

4.0 Site Working Hours

The site working hours will be 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays with no working on Sundays or Bank holidays.

5.0 Proposed hours in which vehicles will arrive and depart

In general, the hours in which vehicles will arrive and depart will coincide with site working hours which are 08:00 to 18:00 weekdays and 08:00 to 13:00 on Saturdays with no working/deliveries on Sundays or Bank holidays.

6.0 Access arrangements for Vehicles

The works are to be carried out in one continuous phase.

Access will be gained to the site via Woodland Street which is an estate road. Woodland Street is fed St John's Road, Warwick Street and Park Lane (A Road).

Construction vehicles will enter the site area for loading and unloading by driving in from Woodland Street into the site and exit the site in a forward direction.

All delivery vehicles will be controlled by a trained banksman

Banks/Road Marshall – a Key Role

A strict delivery procedure will be implemented to ensure that Woodland Street is not over run with site and delivery vehicle. Our banksman will ensure that traffic flow *on Woodland Street* is *maintained at all times.*

No vehicles will be allowed to obstruct Woodland Street.

The Road Marshall will act as banksman when vehicles enter the site. All sub contractors and suppliers will be required to give 24 hours notice of deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the coordination and control of all aspects of material deliveries and movement.

7.0 Proposed routes for Vehicles between the site and the general road network

Details of agreed access egress routes will be issued to all our suppliers and sub contractors. This will be policed as far as practical but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

8.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

Skip lorries; Site restrictions mean that these will be limited to the standard 8 yard waste skip lorry (approx. 7m x 2.4m wide)
Muck away/Demolition waste lorries; These will be similar in size to the ready mixed concrete lorries (approx. 8.25m x 2.4m wide). Due to the nature of the site there will be a minimum number of these vehicles.
Ready mixed concrete lorries (approx. size 8.25 x 2.45m wide)
Flat bed delivery vehicles for the delivery of various materials including scaffolding, reinforcement, bricks/blocks, timber, roofing materials. Plaster, joinery etc (approx. size 8.5m long x 2.45m wide)
Articulated lorries for delivery of various materials.

The projected vehicle movements are approximately 2 per day rising to 5 per day during peak main contract works.

9.0 Vehicle manoeuvres to site access.

Access to the site will be via Woodland Street. All vehicle movements will be under the direction of the Road Marshall.

To ensure that vehicles exit the site area onto Woodland Street in a forward manner all fixed body vehicles will be required to drive in to the site for loading and unloading. This operation will require the vehicle to encroach onto the opposite side of the carriage way. This will be under the control of the Road Marshall who will also be responsible for free movement of traffic on Woodland Street at the site entrance.

10.0 Parking and Loading Arrangements

A strict delivery procedure will be implemented to ensure that Woodland Street is not over run with site and delivery vehicles. Our Road Marshall will ensure traffic flow is maintained at all times.

All sub contractors and suppliers will be required to give 24 hours notice of deliveries. The movement of materials will also be controlled by our Road Marshall. He will be responsible for the control and coordination of all aspects of material deliveries and movement.

Vehicles will pull into the site for unloading wherever possible.

Where possible suppliers will be asked to provide a lorry mounted “Moffat” forklift to direct unload. A site telehandler will also be present to unload all other palletised deliveries.

Materials will be stored within the boundary of the site.

Parking will be permitted on site and all sub contractors and labour will be informed at pre order meetings that the surrounding area is controlled parking only. All residential roads in the area have minimal degrees of on street parking. All sub contractors will be encouraged to use public transport.

11.0 Parking bay suspension and Temporary traffic management orders.

Suspension of parking bays/layby contagious with the site on Woodland Street is not envisaged

12.0 Proposed overhang from site

There will be no overhang from the site to any public pavement areas or adjacent properties.

13.0 Details of any Hoardings

The site area and the contractors compound will be enclosed with 1.8m heras fencing. The fencing will be securely clipped and where any fencing abuts the scaffolding it will be securely clipped to the scaffold.

14.0 Details of how pedestrians and cyclist safety will be maintained.

When vehicles are entering or leaving the service road onto Woodland Street these will be supervised by our Road Marshall. Where it is necessary to unload a vehicle on Woodland Street this will be supervised by either the Road Marshall or a banksman.

The general public/pedestrians/adjoining owners/ residents will have right of way along the roads that surround the site. The construction sites gates will be kept closed and monitored by the Road Marshall/Site Security. Only when deliveries are made to site will they be allowed to be opened, at which time barriers will be put across the pavement to prevent access by pedestrians.

The site manager will ensure that the external perimeter of the site is regularly patrolled to ensure that any debris is kept clear of the pavements and service roads.

With regard to cyclist safety, any delivery lorry parked on Woodland Street will be coned off to direct cyclists around the lorry.

Should there be any complaints arising from the works, local residents will be able to call personally to the site offices. Any residents visiting site to raise a complaint will be requested to sign in and the Road Marshall/banksman will escort the visitor to the site offices. A record will be kept of all comments and complaints.

The working area and site compound/offices/welfare are separated by a service road for the adjacent retail units for their stock deliveries.

15.0 Management of traffic to reduce congestion

The Road Marshall and Site Manager will be responsible for the day to day management of all deliveries to the site. These will be booked in using a Delivery Schedule so as to prevent lorry congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away.

Wherever possible lorries will be brought onto site keeping the roads free for general traffic movement.

In order to reduce traffic movements, we shall off load full loads whenever possible and only accept part loads when essential.

We shall encourage our sub contractors to use public transport to travel to site. We shall also inform potential sub contractors that parking is very restricted in the local area and that residents parking bays are not to be used. We will monitor parking, especially on neighbouring roads, to ensure offsite parking is dealt with considerately.

16.0 Control of dirt and dust on the public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. Kettle & Talbot Ltd will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site. (Jet Wash)

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will consider spraying a fine spray to suppress dust on the following:

Unpaved areas that are subject to traffic or wind
Sand, spoil and aggregate stockpiles
During loading/unloading of dust generating materials

17.0 Details of consultation with local business or neighbours

As individual citizens, as a company and in partnership with our supply chain, we will take due care of the community and environment within which we will be working.

The site team will have direct responsibility for fostering good community relations with all neighbouring residents and businesses.

We will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the construction process. Part of the process will be the inclusion of regular leaflet postings keeping our neighbours up to date with what has and will happen on site.

We will ensure that any particularly sensitive works or issues are dealt with in a professional and accountable manner, with the public and local community kept informed at all times. This may include things like out of hours delivery of large items such as timber frame loads etc.

Information boards will be displayed on the site hoarding which will highlight the key personnel on site including contact details. In the event of a complaint the Site Manager will respond by return or as soon as they can. All complaints will be logged, all actions tracked and each item closed out to the satisfactory agreement of all parties.

Prior to any person being allowed on site they have to go through a Health, Safety and Environment Project Induction.

18.0 Measures to reduce the impact of the site

Before work commences we will send out letters to the neighbours informing them of what will be happening and giving them our contact name and telephone number.

We will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic.

Should there be any complaints, as we have stated earlier, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Other points that we will action:

Ensure that site lighting does not affect neighbours. Any lighting externally will be low level for safety of any security personnel on site or visiting the site
Ensure that any controlled CCTV system monitoring cameras are directed in such a manner as to not breach privacy of surrounding properties.
Provide viewing apertures in the hoarding where not already open
We will encourage that our workforce maintain a respectable standard of dress code.
Encourage operatives not to leave site in their dirty work clothes.

<u>Dust Control</u>

All contractors and sub-contractors are made fully aware of their responsibilities and where necessary, dampening down measures which are to

be employed where dust is created, especially from tools such as disk cutters.

In dry, windy weather conditions where general site dust is becoming an issue, site dampening measures will be employed to minimise dust hazards.

The following tables outline the general controls to be adopted for the various tasks which may be conducted during this project

Table 1 Controls for common high-risk tasks

Task	Eliminate or limit the dust by:	Control the dust by using:
Cutting concrete kerbs, blocks and paving with a cut-off saw	Limiting the number of cuts during design/layout Using lower energy equipment like block splitters Getting material cut off site and delivered	Water suppression and RPE* with an APF of 20
Chasing concrete and raking mortar	Limiting the need for chasing at the design/layout stage Using a work method that limits/does not need chasing, like over-covering cables	On-tool extraction using an H or M Class extraction unit and RPE* with an APF of 20 – Consider powered RPE for longer duration work
Cutting roofing tiles with a cut-off saw	Hand cutting natural/fibre cement slates and other tiles where possible Using ½ and 1½ tiles Correct setting out/design Minimising valleys/using dry valleys	Water suppression and A dedicated cutting area with scaffold board protection and RPE* with an APF of 20
Scabbling or grinding with hand-held tools	Specifying architectural finishes that do not need scabbling; Using (ultra) high-pressure water jetting Using chemical retarders and pressure washing Casting in proprietary joint formers, eg mesh formwork	Where possible use on-tool extraction using an H or M Class extraction unit and RPE* with an APF of 20
Short-duration drilling totalling 15–30 minutes with hand-held rotary power tools	Limiting the number of holes during design/planning Using direct fastening or screws	Where possible use equipment that stops dust getting into the air. The larger the holes the better this needs to be. Options range from: – drilling through a dust 'collector' or using cordless extraction attached to the drill (for smaller drill bits) or – on-tool extraction using an H or M Class extraction unit
Drilling holes with hand-held rotary power tools as a 'main activity'	Limiting the number of holes during design/planning Using direct fastening or screws	Where possible on-tool extraction using an H or M Class extraction unit and RPE* with an APF of 20
Dry coring	Limiting the number of holes during design/planning	On-tool extraction using an H or M Class extraction unit Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE.* Use an APF of 20
Wet coring	Limiting the number of holes during design/planning	Water suppression Long periods of wet coring in enclosed spaces will also need RPE.* Use an APF of 20

Using a hand-held breaker in enclosed spaces with limited ventilation	Limiting the amount of breaking during design/planning stage Bursting, crushing, cutting, sawing or other techniques	On-tool extraction using an H or M Class extraction unit and RPE* with an APF of 20
Removing small rubble, dust and debris	Limiting waste materials during design/ Planning Considering where waste material is created and how frequently it needs removing Using the correct dust controls when making rubble/debris	Damping down and using a brush, shovel and bucket for minor/small 'one-off' amounts Or, for regular removal/site cleaning: • Water spray for damping down • Rake, shovel and bucket/wheel-barrow to remove larger pieces • Covered chutes and skips where needed • Vacuum attachments fitted to an H or M Class extraction unit • RPE* with an APF of 20 depending upon location, duration and type of work
Cutting wood with power tools	Using a less toxic wood[1] Ordering pre-cut materials Using dedicated cutting areas to minimise spread	On-tool extraction using an H or M Class extraction unit Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE† suitable for the wood dust, particularly in enclosed spaces
Sanding wood with power tools	Using a less toxic wood[1] Using 'pre-finished' materials	On-tool extraction using an H or M Class extraction unit and RPE† suitable for the wood dust in most situations
Sanding plasterboard jointing	▪ Using other finishes/systems	▪ On-tool extraction using an H, M, or L Class extraction unit

*** Table 2** Common RPE types for construction dust

APF	Common RPE types for construction dust
10	FFP2 disposable mask or half mask with P2 filter
20	FFP3 disposable mask or half mask with P3 filter Or, for longer duration work: Powered RPE such as a TH2 powered hood/helmet
40	Abrasive blasting helmet with constant flow airline

† RPE for wood dust

The risk from wood dust is specific to different types (species) of wood.[1] Knowing the species is important in establishing the right RPE to use. In general RPE with an APF of 20 is appropriate; particularly for higher residual dust levels, such as when sanding, and for all work with more toxic woods such as hardwoods, western red cedar and MDF. RPE with an APF of 10 is suitable for work with less residual dust and when the wood is lower risk (eg pine).

19.0 Site Security

The site is considered low risk. Site security will be by means of passive measures including fencing, warning signs, and remote manned CCTV cameras (when required).

20.0 Targeting zero non-hazadous waste to landfill

As part of our environmental approach we seek to source materials from local companies provided that specification requirements and costs are met.

21.0 Energy Usage

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

22.0 Fuel consumption

As a local Stoke firm we strive to procure local contractors and labour for the project therefore minimising transport costs and impact on the local environment.

23.0 Waste Management

Our approach to the treatment of waste is to employ a specialist disposal company.

Demolition waste will be sorted on site and then removed from site to a recycling centre. Recycling on site was not considered viable due to noise and dust creation affecting adjacent domestic properties.

Sub contractors will be required to deposit waste at a central point in appropriate receptacles. Collection of waste from a central point by accredited company who will dispose off site in accordance with regulations and maintain records and percentages recycled and/or transferred to landfill. A copy of all waste transfer and consignment notes generated for the project will be available on site

On site waste management will be managed by Site Management and will be responsible for:

Segregation of waste on site
Ensure all access routes are swept and kept clear of debris on a regular basis to main high standards of health and safety on the project.
Ensure general site tidiness and that all general areas of the project are swept clean on a weekly basis or more frequently as circumstances dictate.

Where waste is being removed from site then the vehicles will be sheeted.

24.0 Site compound and materials storage

The site compound will be located separate to the working. Pedestrian access will be marked out by fencing and notices.

The site bulk storage will be adjacent to the site welfare facilities with a “lay down area” in the working area

A Site Compound and Storage Plan is attached as Appendix 1

25.0 General Environmental

Burning of materials on site will not be permitted.

All vehicles and plant will be fitted with noise suppression devices (where available for the equipment from the manufacturer).

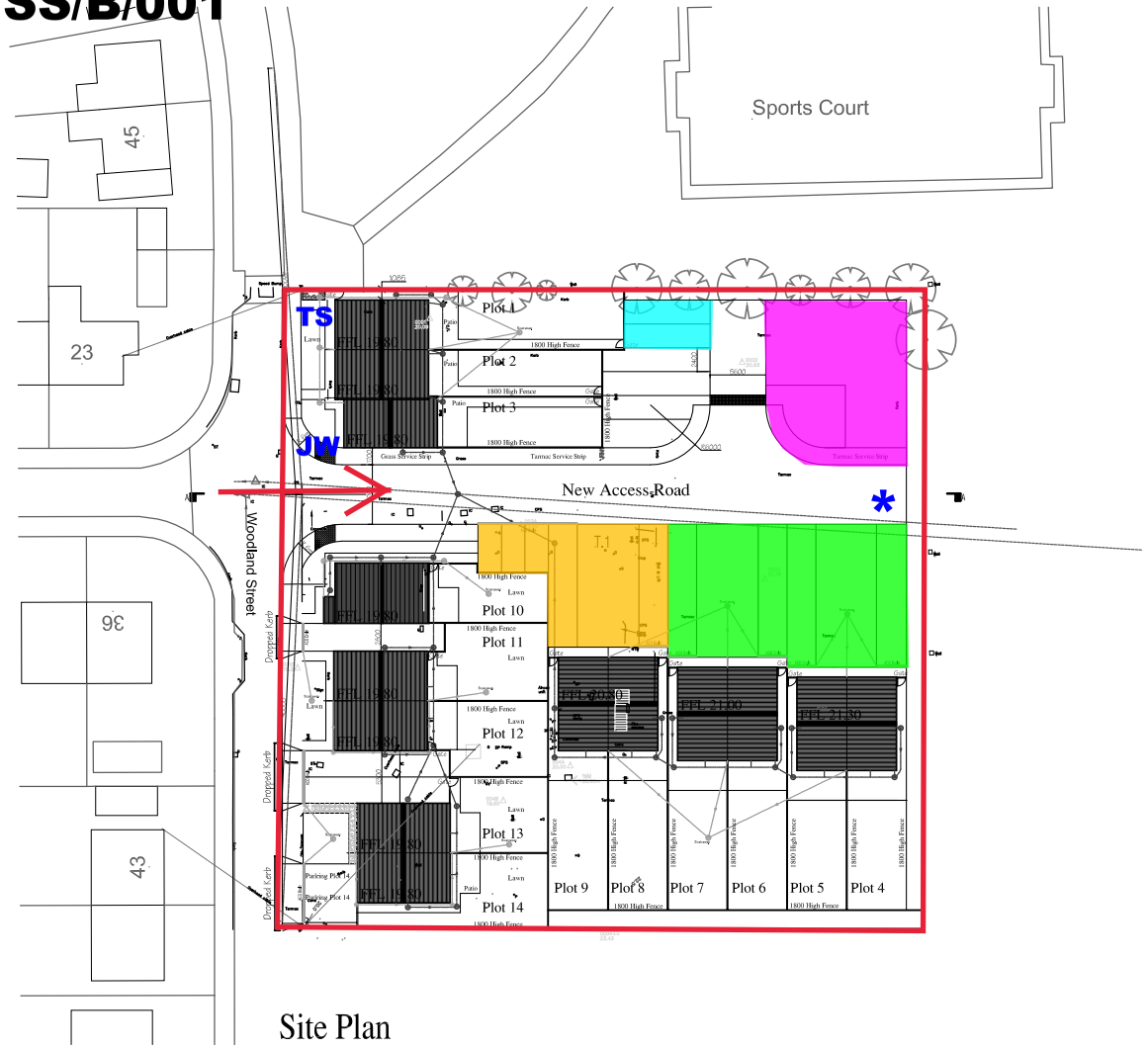
Radios will not be permitted on the site.

The workforce will be advised at each toolbox induction as to restrictions on noise by careful use of plant, consideration to be shown to adjoining property owners by not shouting unnecessarily or use of inappropriate language.
Power supply will be provided for the site by the local Electrical Utility Company (reducing CO2 emissions generally

Appendix 1 = Site Plan including Boundary and Site Compound

Construction & Environmental Method Statement (CEMP)

Site Setup SS/B/001



Site Plan

KEY

*	Fire Point	Contractors On Site Parking	Contractors Skips
	Site Boundary / Heras Fencing	Material Storage On Site	TS — Temporary Services (Electric / Water)
→	Site Access / Egress	Contractors Welfare	JW — Wheel Wash Facility

REV.	DATE	NOTE

THIS DRAWING / DESIGN IS NOT TO BE REPRODUCED WITHOUT PRIOR CONSENT. TO BE READ IN CONJUNCTION WITH ALL STRUCTURAL OR OTHER SPECIALIST DRAWINGS / DETAILS AND IS NOT TO BE SCALED. ALL CONTRACTORS ARE TO CHECK GIVEN DIMENSIONS AND VERIFY ANY DISCREPANCY WITH JPK DESIGN LTD PRIOR TO CONSTRUCTION.
COMMENCEMENT OF WORKS PRIOR TO FULL PLANNING / BUILDING REGULATIONS APPROVAL IS AT CONTRACTORS OWN RISK

THE PARTY WALL ETC ACT 1996 IS EFFECTIVE IF ANY OF THE FOLLOWING CIRCUMSTANCES APPLY:
A. THE WORK IS BEING CARRIED OUT TO OR ON THE PARTY WALL
B. A NEW PARTY WALL/STRUCTURE IS BEING ERECTED
C. ANY NEW FOUNDATIONS PROJECT ONTO OR BELOW THE NEIGHBOURS LAND
D. NEW EXCAVATIONS (WITHIN 6M) ARE DEEPER THAN THE NEIGHBOURING FOUNDATIONS.

IF APPLICABLE, THE PERSON OWNING THE BUILDING UPON WHICH THE PROPOSED WORK IS TO BE CARRIED OUT (BUILDING OWNER) WILL HAVE A DUTY TO INFORM THE LEGAL OWNER(S) OF THE ADJOINING PREMISES (ADJOINING OWNER(S)) OF THE WORK TO BE UNDERTAKEN AND OBTAIN CONSENT FOR THAT WORK, NOTIFICATION OF UP TO 2 MONTHS PRIOR TO COMMENCEMENT OF WORKS ON SITE MAY BE REQUIRED IN SOME CIRCUMSTANCES AND THEREFORE YOU ADVISED TO OBTAIN FURTHER INFORMATION AS CONTAINED WITHIN THE PARTY WALL ETC ACT 1996 - EXPLANATORY BOOKLET FROM THE GOVERNMENT WEBSITE, WWW.COMMUNITIES.GOV.UK, TO ESTABLISH YOUR RESPONSIBILITIES AND OBTAIN CONSENT PRIOR TO SITE WORKS COMMENCING.

JPK DESIGN ARE NOT THE APPOINTED PRINCIPAL DESIGNER AS DESCRIBED IN THE CDM REGULATIONS 2015. AS SUCH, ALL BUILDING WORK MUST BE CARRIED OUT BY A SINGLE CONTRACTOR WHO MUST TAKE ON THE CLIENTS DUTIES AS WELL AS THEIR OWN AS THE PRINCIPAL CONTRACTOR. FOR WORK WITH MORE THAN ONE CONTRACTOR OR COMMERCIAL WORK, IT IS THE CLIENTS DUTY TO APPOINT A PRINCIPAL DESIGNER AND / OR PRINCIPAL CONTRACTOR TO FULFIL THE ROLE AND DUTIES UNDER THE HSE CDM REGULATIONS 2015.

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DRAWING TITLE	Site Plan
PROJECT	Proposed Development on Top of the Trent Public House Woodland Street, Biddulph, S-o-T, Staffs ST8 6LW
CLIENT	HHL Development
SCALE @ A3	1:500
DRG. No.	JPK/18/4131/SP
DATE	December 2018
DRAWN BY	S Toplass