

Construction Environmental Management Plan

Address: 20_109 – Adams-Foskett

Project: Proposed New Dwelling and Garage

Document Reference: 20_109 CEMP

1. Introduction

The purpose of this document is to outline and describe how the contractor will manage and where possible minimise the impact of the developer's construction upon the neighbouring buildings and residents. The contractor will be committed to achieving high environmental standards throughout the development period.

2. Public Notification

A letter drop will be carried out to all local residents. This will provide contact details should a local resident have any complaint or concerns. The main point of contact for any complaints will be the site manager, but the letter will also contain details of the contractor so that any resident who may not wish to liaise with site has a direct link with the contractor. Client details will also be included. The surrounding area is predominantly rural land but has a small number of neighbouring premises that consist of residential dwellings and a nursery business that provides an early years setting for children from 6 months upwards.

3. Site Description

The site is located along a driveway leading from Draycott Road in Upper Tean, Staffordshire. The development comprises of the erection of a single detached two storey dwelling with garage. The purpose of the CEMP is to manage and mitigate potential impacts of the building process on sensitive receptors surrounding the site including:

- Noise and vibration impacts on surrounding residential properties.
- Containing debris and mud within the site boundary for the benefit of the surrounding highways.
- Public safety.



4. Hours of Work

The normal working hours for all construction activity including site deliveries will be from 8.00am to 6.00pm Monday to Friday and 8.00am-1.00pm on a Saturday. There will be no construction activity undertaken on bank holidays or Sundays.

Currently, it is not envisaged that there will be any deviation away from the hours listed above. However, should the need appear due to an unforeseen issue, the Site Manager will carry out a door-to-door knock of all local residences/commercial units and explain the reason why. If no contact can be made, a calling card with a note detailing a brief explanation and contact details will be posted through the vacant premises.

Should access lighting be required at any point, this will be highlighted during the risk assessments and lighting baffles if needed will be integrated.

5. Piling Works

Pile driving works are not expected on site and therefore no methods or durations are covered under this Method Statement. However, when construction commences, should any pile driving be required on site, this will only be undertaken from 9.00am to 4.00pm Monday to Friday. Unless otherwise agreed, there will be no pile driving undertaken on Saturdays, Sundays or bank holidays.

6. Parking areas for the vehicles of site operatives/personnel and visitors

An area will be made available for contractor parking on site and construction related vehicles are not to park in resident areas under any circumstances.

Due to the nature of the project it is anticipated that operatives will only need parking for vans and cars. Refuge areas off public roads will be available for deliveries to avoid large vehicles causing issues on public roads.

7. Public Footpath

On consultation of public rights of way, there are no public footpaths or rights of way on the proposed site. It will therefore not be necessary for any plans to be put in place to keep any footpaths open during the works.

8. Deliveries

Deliveries will be predominantly from rigid delivery vehicles and where possible, deliveries are to be between 9.30am and 3.00pm to avoid peak times for traffic in the surrounding area. Before starting any unloading, all delivery drivers must report to the Site Manager. These times also apply to Contractor deliveries of equipment and plant. Plant and Materials will be stored on site in designated areas within the site only.

9. Loading and unloading of materials

The Site Manager is to be provided with examination certification for unloading machinery if such machinery is required. No plant machinery is to be operated by any unqualified individuals. Materials will be stored on site in designated areas only and there is ample area within the site to make allowances for secure storage.

10. Provision of Wheel Washing Facilities

To restrict the amount of debris carried out of site, the contractor will aim to clean down the site traffic vehicles as they leave site.

This will be monitored by the site manager who will action cleaning down operations if deemed necessary. An order will be placed with a road sweeping contractor which the site manager will call in if needed.

Due to the location and topography of the site it is neither viable nor practical for a wheel wash unit to be utilised. Instead, before leaving site wheels will be cleaned off using a high pressure hose and at regular intervals the road will be mechanically swept by a subcontracted street sweeper if required.

11. Site security

The site will be surrounded by 'Heras' fence and/or close board fencing, accessed by padlocked vehicle gates. The fencing will house the appropriate decorative displays with site Health & Safety details and site contractor information.

12. Construction activities

Method statements and risk assessments will be created, considering impacts to the surrounding environment such as dust, dirt and noise, etc.

All construction works will be undertaken using appropriate suppression methods to minimise both the impact to the environment and the health and safety risks for the operatives on site.

Risk assessments will highlight possible high levels of noise for certain operations. If highlighted, construction baffles will be used to mitigate the disturbance to neighbouring residences and public.

During dry periods dust suppression will be used on site to reduce possible nuisance dust. A number of methods will be used including : hose pipes to damp down works areas, dust suppression equipment on disc cutters etc, bowsers to damp down traffic routes.

13. Noise

All equipment will be maintained in good working order and any associated noise attenuation such as engine casing and exhaust silencers shall remain fitted at all times. All plant shall be sited to reduce any noise impact to nearby noise-sensitive properties. Any plant on site will not be left idling at any time and will be switched off when not in use.

Any compressors on site will be of a sound reduced model or fitted with silencing equipment and all pneumatic tools will be fitted with mufflers.

Noise related mitigation will include, but not be limited to, the avoidance of the unnecessary revving of engines; use of rubber linings in, for example, chutes and dumpers; and acoustic screening will be used as appropriate.

Deliveries will be arranged during daytime hours only and care to minimise noise disruption to local residents will be taken. Delivery vehicles will be prohibited from waiting outside or within the site with their engines running.

Works will not take place outside the agreed hours and a considerate and neighbourly approach to relations with local residents should be taken as problems concerning noise from construction works can sometimes be avoided by taking this approach.

14. Waste Management

Throughout the development process best attempts will be made to reduce the amount of waste going to landfill and to maximise the use of recycling facilities and the opportunity to re-use materials. All waste streams will be segregated where possible on site before being removed by a licensed carrier. Any mixed waste will be processed at a licenced transfer station to segregate and assist with recycling/reusing waste to avoid land fill

There will be no burning of waste materials permitted on site at any time. All waste materials will be disposed of in line with this Plan.

15. Ecology

Construction activity will be controlled in a way which mitigates damage or destruction to animals and their habitats.

16. Dust Control

Best practicable means shall be used to minimise dust and mud generation and where relevant, site speed limits shall be adhered to. A speed limit of 10mph is to be implemented on site at all times.

Stockpiles of dusty materials shall be minimised and shall as far as possible be contained within silos or other appropriate arrangements. Soil stockpiles shall be profiled to minimise wind whipping and shall if left for any length of time be seeded or covered.

The cutting of paving slabs, bricks, blocks and tiles shall only be undertaken with a wet saw or other suitable methods to minimise dust.

The access road into and out of the site will be monitored for excessive dust build up. Should surface dust build up, the road will swept by the road sweeping contractor available to the Site Manager.

During dry periods dust suppression will be used on site to reduce possible nuisance dust. A number of methods will be used including : hose pipes to damp down works areas, dust suppression equipment on disc cutters etc, bowsers to damp down traffic routes.

17. Health & Safety

To ensure continuity through site operations and the site rules that must be followed, all operatives on site will be inducted onto site. The development will be registered with external health & safety consultants if necessary.

18 Conclusion

This CEMP provides a comprehensive list of mitigation measures and monitoring procedures for the demolition and construction phase of the Proposed Development. At this stage it includes mitigation measures committed to as a result of the Environmental Impact Assessment work. However, it is a 'live' document and will be updated regularly as more information on the Proposed Development becomes available