

Victoria Road Waste Transfer Station – Development of a waste reception, storage and handling shed.

Construction Environmental Management Plan

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1 INTRODUCTION

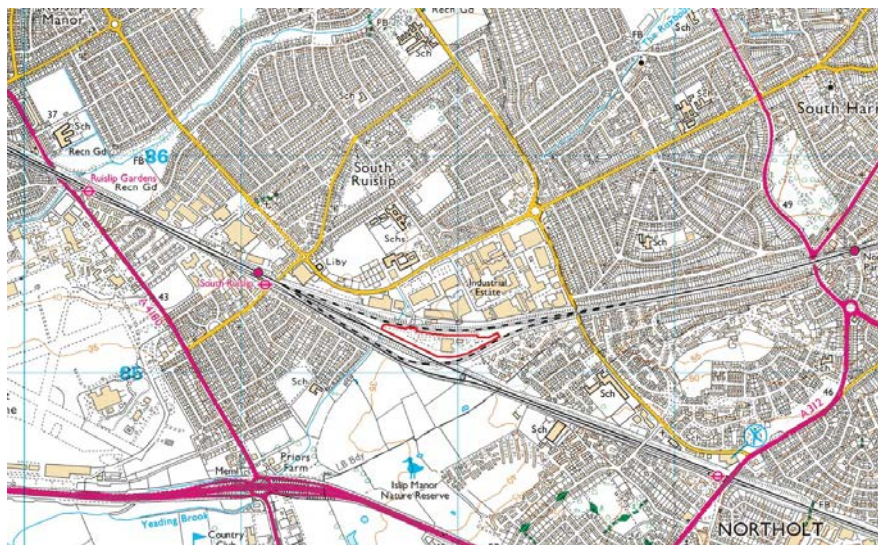
- 1.1 This Construction Environmental Management Plan (CEMP) lays out the approach that will be followed during the construction of the new waste reception, handling and storage shed at the Victoria Road Transfer Station, West London.
- 1.2 This CEMP has been prepared to satisfy the requirements of Planning Condition 6 of planning permission 18124/APP/2017/3890 dated 31st July 2018 which requires the submission and approval of this Construction and Environmental Plan prior to construction commencing on site. Condition 6 states:
- 1.3 *"Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangements should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA."*
- 1.4 The objective of this document is to define the environmental goals for the project and describe how the key environmental issues will be managed. It will provide the basis for minimisation of harm to the environment during construction and indicates how key environmental risks will be identified and managed.
- 1.5 Owing to programme restraints this CEMP is submitted in advance of a Principal Contractor being appointed. The Principal Contractor will co-ordinate the project's CEMP and shall have such authority as described in both contractual and administrative documents.

- 1.6 Each contractor is responsible and accountable for the environmental practices of their employees. Each contractor is responsible for compliance with all applicable codes, standards, and regulations of the various regulatory agencies, including federal, national, and local agencies, as well as the Client's and Principal Contractor's own site standards.
- 1.7 The key items which this CEMP is required to address (as detailed in planning permission 18124/APP/2017/3890) are; -
- a) The phasing of the works
 - b) Hours of work, including permitted hours for construction traffic and construction materials deliveries.
 - c) Noise and vibration
 - d) Air Quality
 - e) Waste Management
 - f) Site remediation
 - g) Plant and equipment
 - h) Measures for site transportation and traffic management (including routing vehicles to and from the site, details of the number / frequency and sizes of vehicles).
 - i) Signage
 - j) Communication with the local community and the Local Planning Authority.
 - k) Measures for monitoring and responding to complaints.

2 PROJECT DESCRIPTION

- 2.1. The new facility is an additional building to be constructed within the boundary of the existing Victoria Road waste management site (see the enclosed Site Boundary Plan). The new building will provide reception, storage and export facilities for food, green and wood waste.
- 2.2. The site located in South Ruislip, West London and is approximately 4.5 miles west of Wembley and six miles east of Uxbridge. The site is accessed along Civic Way which heads south from the junction with Victoria Road and passes under the railway line that is located to the northern boundary of the wider waste management site. The site of development is laid to hardstanding with no vegetation or wildlife.
- 2.3. As Figure 1 shows, the site is surrounded:
- to the north by a railway embankment with commercial / industrial units beyond;
 - to the east by railway lines, beyond which are residential properties on elevated ground (2-3m above the level of the site);
 - to the south by railway lines beyond which is agricultural farm land (designated as a nature reserve – Islip Manor); and
 - to the west by railway lines, beyond which are residential properties.

Figure 1: Site Location Plan showing wider waste management site



3 SITE SPECIFIC INFORMATION/CONTROLS

3.1. Timetable / programme of works

A programme showing the sequence and programme of works is provided below.

3.2. Site Set Up

Within the first phase, it is likely that the Construction Sub-Contractor will set up temporary office and welfare units and laydown area to the west of the application site. This area is currently used for storage and lies within the boundary of the waste transfer station (see Figure 2).

The site will be fenced off using a minimum of Heras fencing around the whole perimeter with lockable gates as required.

3.3. Work Phases

Following site set up (Phase 1), the programme of works will be as follows:

Phase 1 (weeks 1 to 4)

Establish temporary works site including marking out the site, installing temporary portacabin office/welfare facilities and laydown area. Breakout of existing concrete slab and excavate to formation level, lay sub-base and install drainage channel. Uplift existing adjacent carpark for drainage access.

Phase 2 (weeks 4 to 8)

Installation of surface water and foul drainage pipes, manholes and connection to existing site drainage. Casting of new concrete base slab.

Phase 3 (weeks 8 to 12)

Creation of the push walls and dividing walls – formwork, reinforcement steelwork and placing concrete.

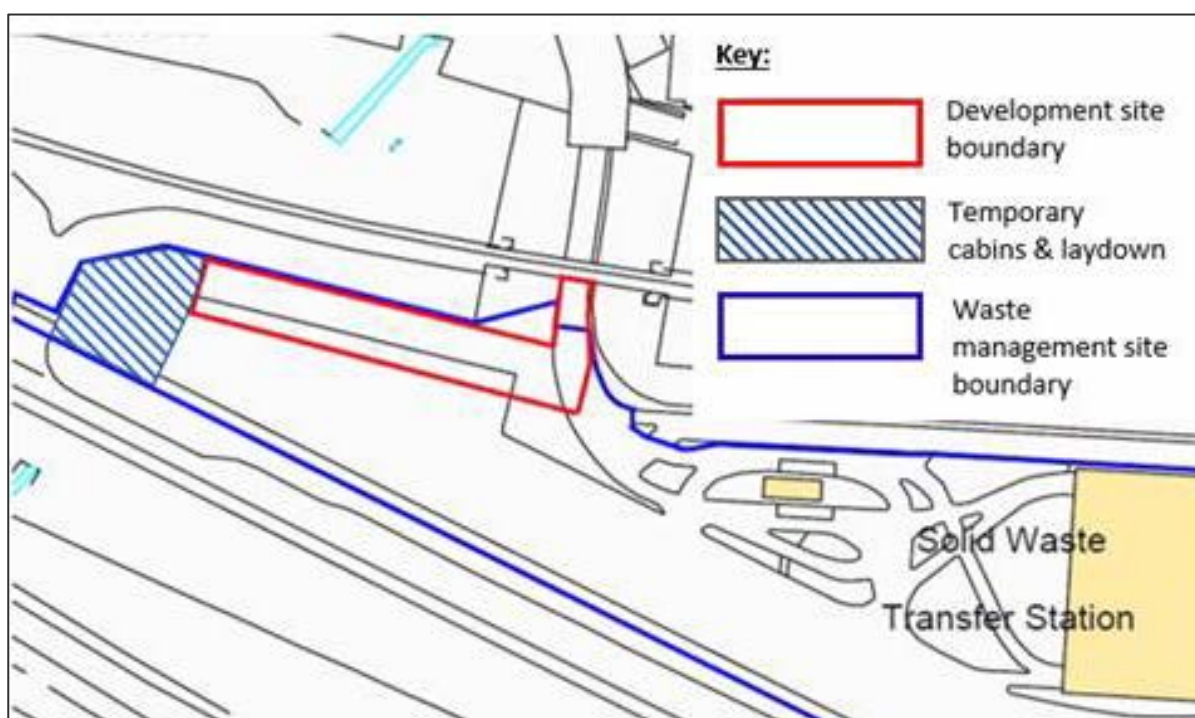
Phase 4 (weeks 12 to 16)

Construction of building. The push walls will be constructed in advance of the steel frame. Owing to the height of the walls, concrete will be placed using a concrete pump. Following construction of the concrete push walls, the steel frame will be erected using a mobile crane.

Phase 5 (weeks 16 to 20)

This will involve installation of signage and road markings and the installation of lighting.

Figure 2: Development site boundary and temporary contractor cabins and laydown area.



3.4. Hours of work

As set out in Informative 3(A) of planning permission 18124/APP/2017/3890, construction and demolition works which are audible at the site boundary shall only take place between the hours of 8.00am and 18.00 Monday to Friday and between the hours of 8.00am and 13.00 on Saturdays.

No construction and demolition works which are audible at the site boundary shall take place on Sundays. This does not preclude non-noisy works (i.e. those which are not audible at the site boundary) taking place on Sundays. Such works include internal fit-outs and decorating.

Deliveries will take place during the above construction hours.

3.5. Noise and Vibration

The contractor will control and limit noise and vibration levels, so far as is reasonably practicable, so that residential properties and other sensitive receptors are protected from the detrimental effects of noise and vibration arising from construction activities. The nearest residential properties lie beyond railway lines, to the west and south of the site. The nearest properties to the development site are industrial units which lie beyond the railway line to the north of the development site.

Minimising noise and vibration would be a continuous activity throughout the construction phase works. Construction works would follow Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, to minimise noise and vibration effects. The following control measures will be adopted to manage and/or reduce environmental effects of noise and vibration from demolition and construction activities:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements.
- All plant will be properly silenced in accordance with the manufacturers' specifications
- All plant and machinery will be switched off when not in use.
- Where practicable use "white noise" reversing alarms in place of the usual "siren" style reversing alert.
- Any portable traffic signals and lighting required for construction shall be operated from mains electricity unless agreed otherwise with the Planning Authority
- Machines in intermittent use shall be shut down in the intervening periods between works or throttled down to a minimum
- All onsite access routes to be kept properly maintained with a good running surface
- When loading or unloading, dismantling or moving materials, suitable care will be taken to reduce noise effects.
- The construction programme will be strictly limited to the working hours set out above and therefore no plant or work will be operating through the night.
- Suitable anti-vibration mountings must be fitted where practicable to rotating and/or impacting equipment.
- Activities and plant that generate noise and vibration will be located away from sensitive receptors.

- Any acoustic enclosures supplied with equipment, must be closed, tight fitting and well-sealed.

3.6. Air Quality

The main operations where dust generation might occur during the construction are the excavation of the development site, handling of loose construction materials and from the movement of vehicles. Where the potential for an effect on air quality exists, measures to reduce the effect will include, but are not limited, to the following practices:

- Site haul roads are already hard surfaced.
- A speed limit of 10mph is imposed around site.
- Water (recycled water wherever possible) will be used to suppress dust arising from construction activities which generate dust e.g. excavation, compaction of hardcore, crushing materials.
- Any waste skips which contain dusty materials will be enclosed or covered by tarpaulin.
- Waste will only be transported in suitable and secure containers and vehicles that prevent waste from being spilled. Suitable containers include tankers, skips, IBCs and drums. Any loose materials must be covered or netted to prevent them being blown out of the vehicle prior to leaving site.

3.7. Waste Management

A site waste management plan (SWMP) will be prepared for this project. The Principal Contractor will monitor the site waste through the SWMP.

All workers on the site are to be made of aware of the requirements of the SWMP during induction and are to fully comply with waste management requirements. This regular information and training is to ensure site wide engagement with the plan.

Anyone who removes waste from site (including subcontractors removing their own waste) must hold either:

- An Environment Permit, a Waste Management License or a Pollution Prevention and Control License for the destination of the waste;
- Be registered as a carrier of controlled waste;
- Be exempt from registration as a carrier of controlled waste; or

- Be from a waste collection authority in England and Wales, a district council in Northern Ireland, or a waste disposal authority in Scotland.
- Waste transfer notes are to be completed for non-hazardous wastes before the waste leaves the site.
- If waste is being brought onto a project site from a company elsewhere, the project site must have an appropriate Environmental Permit for waste management or a valid exemption.

3.8. Site Remediation

There are no expected site-specific remediation requirements. As part of the site's overall re-development (planning permission 18124/APP/2013/1723 approved in June 2013), condition 8 required the submission of site remediation details which were approved in July 2014 (permission reference 18124/APP/2014/2495).

To facilitate development, however, the site will require re-profiling to generate a development platform. If any unexpected visual or olfactory ground contamination is encountered during the groundworks, this will be stockpiled, if necessary, sampled, tested, and assessed to determine whether the material can be re-used on site (with or without treatment) or whether it should be disposed of at a suitably licensed landfill site.

Verification of any remediation undertaken on site to the appropriate standards will be demonstrated. With regard to earthworks, this will include:

- Details of any unexpected contamination encountered and how it was dealt with.
- Records of any imported soils for the site complete with laboratory test certificates demonstrating that the material is suitable for its intended use.
- A copy of the hazardous waste producer licence (for asbestos disposal).

3.9. Plant and Equipment

Contractors must comply with MOT emissions standards at all times. Vehicle engines, plant and equipment must be switched off when they are not in use. Specifications with regard to noise and vibration are detailed in section 3.5 on noise and vibration, above.

3.10. Site Transportation, Traffic Management (including vehicle routing and details of the number, frequency and size of vehicles).

Construction traffic will arrive at site via Victoria Road and Civic Way. On entering the site, construction traffic will route around the roundabout, taking the last exit and thus avoid entering the operational waste management facility.

The appointed contractor will liaise with the Waste Management Facility Site Management to ensure that vehicles movements are staggered to avoid impacts to the peak flow of existing traffic into the site (the existing site will remain operational throughout the construction period). Given that the development site is located in the west of the site i.e. effectively 'off-line' from the current site access routes, it is not anticipated that delivery of the works should result in long term congestion issues or result in substantive blocking back towards the public highway.

The contractor will also be instructed to obey the site speed limit (5mph).

All loading, unloading and storage of plant and materials will be undertaken within the site. No unloading or loading activities will take place on the highway.

It is anticipated that the site would receive between 10 to 15 vehicles per day throughout the construction period. These would comprise 8-10 private cars and 5-7 vans and/or HGVs per day. It is not expected that there will be a requirement for any abnormal loads.

3.11. Signage

Temporary signage for vehicles travelling the construction site will be erected at the site entrance to instruct vehicles to leave the roundabout at the final exit.

As described previously, a site waste management plan will be prepared for the site and any waste storage skips on site will be appropriately signposted.

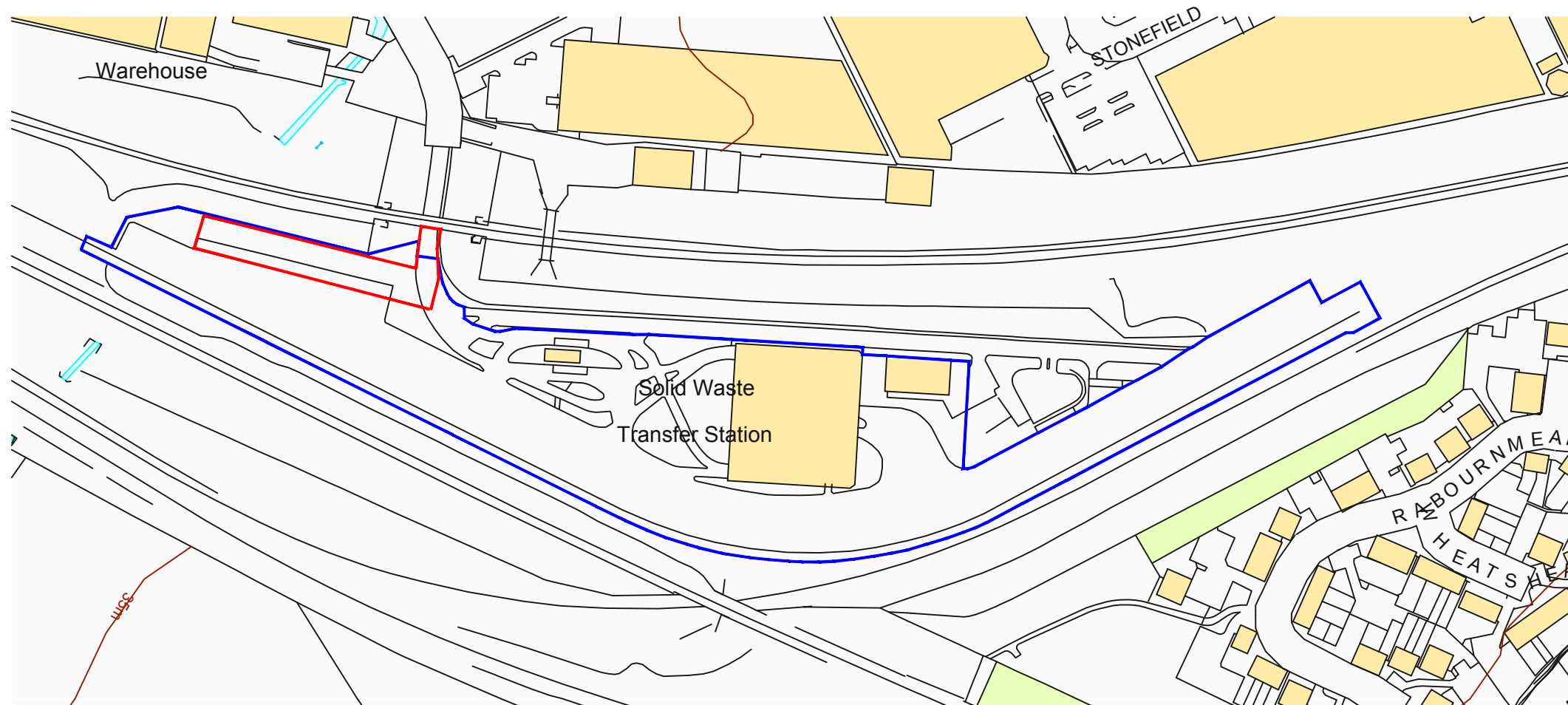
3.12. Communication with the local community and the Local Planning Authority

Site boards will be displayed during the construction phase. These will identify the person(s) responsible for all aspects of the construction and for any issues relating to the construction which local residents and other interested parties may wish to raise.

3.13. Measures for Monitoring and Responding to Complaints.

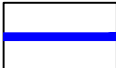
Any complaints will be logged by the Site Manager within the Site's Management Plan. These will be investigated, and a record of the response will also be logged.

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NOTES

LEGEND

-  Approximate application site boundary
-  Land under the applicants control



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VICTORIA ROAD
PLANNING
SITE BOUNDARY PLAN

002

Scale
1:2,500 @ A3

Date
SEPTEMBER 2017