

Construction Environmental Management Plan

Unit 6,7 & 8 Berrite Estate
Iron Bridge Road South
West Drayton
UB7 8HY

CONSTRUCTION MANAGEMENT PLAN

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1.0 INTRODUCTION

This statement has been produced to accompany the full planning application for the replacement of three units at Berrite Estates, West Drayton. The application consists of the demolition of existing buildings subdivided into 3 units and the construction of three light industrial units including lighting, soft and hard landscaping, services, boundary treatment and other associated works. As well as the construction of parking (up to 19 spaces) including accessible spaces, standard car parking, charging facilities for electric vehicles, parking for cycles, and motorcycles.

The Construction Environmental Management Plan includes the following:

- Construction working hours
- Parking and turning facilities for vehicles of site operatives and visitors
- Loading and unloading of materials
- Storage of plant and materials used in constructing the development
- A scheme for recycling/disposing of waste resulting from construction works
- Temporary portacabins and welfare facilities for site operatives
- Site security arrangements including hoardings
- Wheel washing facilities and/or other measures to prevent mud or other material emanating from the application site reaching the highway
- Measures to prevent flying debris
- Dust mitigation measures (particularly as the contaminated land investigation has indicated that land is contaminated)
- Noise and vibration (if piling and/or ground stabilisation is to be conducted) mitigation measures
- Measures to minimise the impact on air quality and avoid vehicle idling.

The contents of this statement will be briefed to the project team and site personnel to ensure they are aware of and comply with all requirements. All works undertaken as part of the project shall be carried out in accordance with this approved statement as well as all other relevant project requirements.

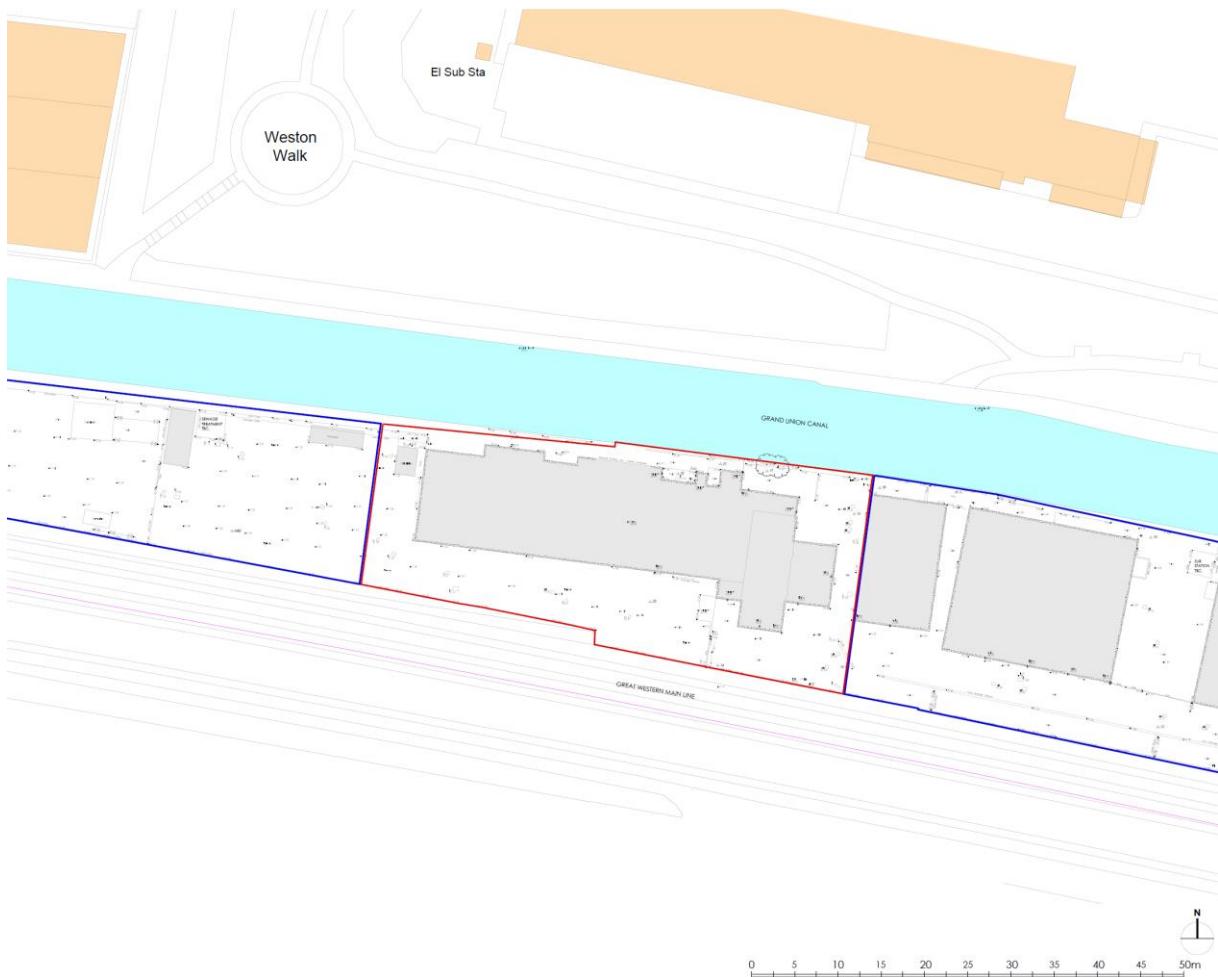
2.0 DESCRIPTION OF THE PROJECT

This overview is here to help assist in the understanding of the items required as some points are referenced as you read through but should be viewed as part of the full applications drawings and reports.

The site is located within the exiting Berrite Estate and is currently occupied by three buildings named Units' 6, 7 and 8. Units 6 and 7 have been damaged by fire and Unit 8 is being used as a vehicle preparation facility. All three units have used Asbestos in their construction and an Asbestos survey forms part of this application.

Infront (south)of the existing units is an internal estate road which by passes the site to access the car storage yard to the west. Directly to the south of the access road is the boundary fence shared with the Great Western Main Line to central London. Forming the norther boundary of the site is the southern bank of the Grand Union Canal. Directly to the east of the site is the exiting Unit 5 of the Berrite Estate.

The proposed works include the demolition of the exiting three units and their replacement with three modern light industrial building with associated yards, parking, hard and soft landscaping.



Existing site plan.

3.0 CONSTRUCTION WORKING HOURS

No arrival, departure, loading or unloading of vehicles (i.e. deliveries), development and/or construction will occur outside the hours of 08.00 and 18.00 Monday to Friday and between the hours of 08.00 and 13.00 on Saturdays. There shall be no development on Sundays or Bank Holidays.

The above working hours will be followed unless agreed otherwise in writing with the Local Authority. Outside the above hours emergency works (to be notified to Local Authority within 72 hours of commencement) may be carried out and works which do not cause noise that is audible at the boundary

Delivery times will be set as per the agreed site working hours. This information will be clearly conveyed to all contractors and suppliers via pre order meetings and when placing orders. This will be closely monitored by the site management team to ensure compliance.

4.0 SITE ACCESS

The principal frontage of the site is located on the internal access road of the Berrite Estate which leads on directly from Iron Bridge Road. Traffic management procedures will ensure that no interruptions to the internal flow of traffic within Berrite Estate will take place.

A set down area is proposed to the west of the site within a fenced off construction compound enclosed within a temporary hoarding during the construction phase. All site deliveries of building materials will be unloaded to this defined set down area within the construction compound. Vehicles will drive into the site in forward gear from the estate road and will unload and drive out of the construction compound turning in the existing yard to the west of the site using an existing turning area. Builders skips and specialist skips will be stored within the secure construction compound.



Construction compound.

5.0 TRAFFIC MANAGEMENT PLAN

All deliveries of plant and equipment will be directed to the construction compound with delivery vehicles entering the secure zone to unload or collect waste materials. Deliveries of materials, plant and equipment will all take place within the boundaries of the site and will be stored/parked in the construction compound.

Where the reversing of vehicles becomes necessary, the provision of a banks person or vehicle marshal will be used to ensure safety for all vehicles manoeuvring on site.

Car parking for site operatives will be accommodated within the neighbouring yard to the west of the site. This area is separate from the loading/unloading of materials and delivery vehicles and will be set aside for parking site operatives' vehicles and visitors.

6.0 BOUNDARY TREATMENT

The existing Berrite Estate access road will be secured along its boundary with the site using a proprietary Site Security Heras Fence Panels with netted mesh. Secured access gates will be provided. The construction yard will be secured around all boundaries using a proprietary Site Security Heras Fence Panels.

Contact details will be displayed at the main access points. The site will have 24-hour security arrangements in the form of security guards and/or security CCTV coverage. All fences shall be inspected daily or after any event that could affect the fencing by the site management team to ensure that it always remains secure. All personnel on site, including visitors, shall sign in on arrival where it will be checked they have received a site induction.

7.0 SITE OFFICES AND WELFARE

A portable site office and welfare will be provided for use by Site Management, Design Team members, Operatives and Sub-contractors.

All welfare will comply with Schedule 2 of the CDM Regulation 2015. The following will be provided site offices, meeting room, welfare, and male and female toilets. The site welfare will be segregated from the works to form a safe area with designated pedestrian routes. The facilities will have hot and cold running water with a clean cold drinking water supply. Washing facilities will be provided for the duration of the works and will include hot running water, soap, hand towels and/or hand dryers. The welfare area will have hot and cold running water, cold drink water supply, a kettle, a microwave oven for heating food, and a fridge.

First Aider details, including directions to the nearest Accident and Emergency Hospitals, will be displayed on notice boards in the welfare facilities and site office. The welfare will be always maintained to a high standard and any personnel failing to maintain the high standards of cleanliness will be subject to disciplinary action and may be removed from site.

The welfare provision will be regularly monitored and assessed against future works. Additional welfare facilities will be added as required to ensure that there are always sufficient facilities.

8.0 CONTRACTOR PARKING

The site will make use of the existing car storage yard to the west of the site for workforce operatives and site visitors. The existing car storage yard will be suitable for all construction traffic and car parking for all contractors.

9.0 DELIVERIES

All construction traffic will have access to the site from the estate road from Iron Bridge Road. All delivery drivers and merchants will have a site-specific delivery plan sent to them prior to the site starting. No deliveries will be allowed unless a pre agreed time slot has been agreed.

A trained and competent vehicle marshal (banksman) will be present to assist all delivery vehicle entry and exit movements in the interests of highway safety for all users. The contractor will endeavour to keep roads clear and not hinder access.

10.0 STORAGE

Storage of plant and materials will be safely and securely stored in the designated areas on site. The materials storage and site compound are located to the west corner of the site, positioned on an existing hard standing area. All deliveries of materials will be unloaded from delivery vehicles on the existing hard standing. Delivery vehicles will enter and leave site in forward gear and all turning, and manoeuvring taking place in the designated area on the yard to the west of the site.

All materials will be stored within the secure compound and construction area, away from fence lines and boundaries. The storage areas will be defined as part of the induction process, so all parties are aware of their allocated storage areas. These will be subject to change as the works progress and shall be updated on the site boards.

Where possible, the vehicle route through the site will enable vehicles to turn without reversing. Where this is not possible reversing operations will be managed by a trained and competent vehicle marshal. Storage areas will be located to minimise delivery vehicles crossing the construction site area. All materials will be stored in a safe and secure manner keeping site access routes clear. All stored materials will be kept secure to prevent theft and damage. The site will have 24-hour security arrangements in the form of security guards and/or security CCTV coverage.

11.0 RECYCLING/DISPOSING

Waste will be separated and segregated on site and will be removed by a licensed waste contractor. All waste removed will be logged with the correct waste criteria and the licensed waste contractor will be given any information on contaminated materials so they can ensure they are disposed of in the correct manner at the licensed waste facility. Contractors removing their own waste will hold a waste transfer licence, a copy of which will be held on site. The waste hierarchy will be followed through this project and waste will be minimised, recycled, or reused where possible.

Separate waste containers will be held on site and clearly labelled for the principal waste types generated to ensure waste is segregated for reuse or recycling. All site personnel will be briefed on the requirements as part of the site induction. This will be monitored throughout the project with the aim of reducing waste where possible.

The contractor will be responsible for managing their waste and this will be controlled through daily cleaning of work areas. Waste will not be allowed to accumulate within the site and will be contained in a controlled manner until removal from site.

12.0 MEASURES TO PREVENT FLYING DEBRIS

Work activities will be covered by risk assessments which will aim to remove any risk by changing the work method. Where this is not possible control measures will be put in place to reduce any risks, so they are as low as reasonably practicable.

Based on the above, where flying debris is a risk, the contractor will initially look at changing the work method to remove this as a risk. Where the risk of flying debris remains, an exclusion zone will be set up around the work area to remove the risks from those not involved in the work. In general, either a solid hoarding or Heras fencing with debris netting will be placed around the works.

13.0 DUST SUPPRESSION MEASURES

To reduce the potential for any dust arising caused from construction operations, it is proposed that the following measures are adopted: -

- Use of existing hard surfaces to minimise dust creation.
- Dampening service yard entry and exit points to minimise overspill.
- All vehicles carrying waste will be sheeted prior to leaving site.
- Dust generated from site activities such as concrete cutting, crushing, loading materials, stock piling materials will be carried out in a controlled manner using water spray / dust damping down measures.
- Car park resurfacing activities during dry/ windy weather will be controlled and limited and will be dampened down where necessary.
- Debris netting will be fitted to Heras Fencing to protect adjoining properties and adjoining public footpaths.
- Road sweeping will be carried out both on site and off site to dampen down standing dust during dry weather.

During the works dust mitigation measures such as dampening downing to contain materials at source and prevent migration. The contractor will dampen down dusty environments with water misters or towable bowsers to contain dust at source. If dust is created when transferring and placing, the contractor will use a light mist to contain the dust at source.

Operatives will wear suitable respiratory protection within dusty environments. This will be hooded respirators for personnel with facial hair or fitted dust masks for operatives who are clean shaven. The dust masks will be suitable for the dust created. Plant operators will ensure that the placing of aggregates is done in a controlled manner to minimise dust distribution. This means placing and spreading the materials using the bucket at low level. General site dust will be removed by means of industrial type vacuums rather than brooms.

14.0 AIR QUALITY

The main contractor where possible will mitigate the impact on air quality during the construction phase of this contract. This will include the use of electrified equipment where possible and the avoidance of idling vehicles and fossil fuel based generators.

Special care will be taken during the proposed demolition works including the removal and disposal of the existing Asbestos cement corrugated roofing sheets. This task will be carried out by a specialist Asbestos licensed sub-contractor, employing all the current health & safety measures and good practice guidance in removing and disposing of the demolished material to enclosed skips.

15.0 WHEEL WASHING

Wheel and vehicle cleaning facilities will be set up within the site to contain all dirt and debris on site. This will consist of a jet wash that will be used to remove dirt and debris from the wheels and bodies of the site vehicles as required. This will be done before they exit the work area ensuring all water and silt runs back into site not onto the roads. Any vehicle that is not clean will not be allowed to exit the site. All waste created will be contained on site for disposal via a licensed waste contractor.

Before any plant is taken off site or driven on the public highway the operator will ensure it has been cleaned to the extent that it will not drop any mud or debris on the highway. Initially, any large items will be manually removed by scraping with shovels and using stiff brushes. If required, the plant will then be jet washed to remove any remaining debris.

The entrance to the site will have a section of hardstanding which will be kept clear of mud and debris. As far as possible all loading and unloading will be undertaken in areas of hardstanding to avoid vehicles accessing on to areas where mud and other material could get on to the vehicle wheels and body.

All drivers will be responsible to ensure that their vehicles are clean and hazard free before leaving site. This will be monitored by the site management so action can be taken if there are issues. Wash areas will be appropriately managed to ensure there is no contamination of sewers or local waterways.

Monitoring of the weather forecast against the work activities will ensure plans can be put in place in advance to prevent any issues. Road sweepers will be called off as required to clean the access roads and local highways.

Should site experience drag out which cannot be managed a full wheel wash facility will be established, and daily checks will be undertaken to ensure that the traps do not get filled with silt. Based on the type of works and the site it is not envisaged that a full wheel wash facility will be necessary.

16.0 NOISE MITIGATION MEASURES

Work which is likely to give rise to noise will be monitored, to ensure that the adjacent businesses and residents are not affected.

Plant and equipment will be inspected, maintained, and in good order. Any persons affected will be notified in advance that noisy activities are planned to take place. Equipment will be checked that all

compressors, percussion tools, generators, and other relevant plant are fitted with effective silencers of a type recommended by manufacturers.

Noise monitoring will be undertaken as required to ensure that the noise levels do not create a nuisance to the existing businesses and members of the public. This will be done using handheld monitors, taking readings at the site boundary as detailed in the construction noise assessment. Baseline readings will be taken so the noise can be compared against the standard background noise levels.

Where any business or resident raises any concerns, the project manager will log and address their concerns. An investigation will then be undertaken to determine the level of noise nuisance caused and what measures can be implemented.

Plant and equipment will be maintained in good order and fitted with dampeners where possible to reduce the effects of vibration. Equipment must be in good order and serviced as required. Vibration works will be monitored as the works progress to ensure that no nearby structure is affected. Where issues are noted, the works will cease, and the site management team will assess the issue. A management meeting will be held to review the issues and to decide on measures to prevent further issues. Set working times for vibratory equipment will be implemented as far as possible to minimise the effect to the surrounding businesses.

17.0 SITE LAYOUT PLAN

The below drawings indicate proposed site layout.

