

Alterations and Extensions to Unit 366 Stockley Close, West Drayton, UB7 9BL

Report for Planning Condition 6 - Construction Environment Management Plan

Introduction

Planning Approval ref. no: 51458/APP/2018/2791 dated 3rd. December 2018, has been gained for the above development. Unit 336 is one unit of an original three-unit development.

Planning Condition 6 requires that 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 in consultation with Network Rail, 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 arrangement 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.

Relevant Planning Policies

The relevant planning policies have been stated in the planning Conditions:

To safeguard the amenity of surrounding areas and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.7 of the London Plan (March 2016).

The Existing Site and Surround

Unit 366 Stockley Close is one unit of nine industrial units with offices in a purpose built industrial park completed within the last six years. Seven separate companies currently occupy the nine units.

The estate is a self-contained cul-de-sac with one single point of entry off the A408 Stockley Road. The Stockley Road is a major dual carriageway running north-south between Heathrow and Colham Green and runs along the west boundary of the estate. Adjacent to Unit 366's west boundary, the road rises up on an embankment as it approaches the road bridge over the Great Western rail line between London and Bristol.



The rail line flanks the north boundary of the estate and the north boundary of Unit 366.

There is a branch rail line that flanks the east side of the estate that serves Heathrow Airport, between this line and the site is a redundant branch of the Grand Union Canal which is now just an overgrown water course and wildlife habitat. This watercourse links in to Stockley Road Lake, which forms the south boundary of the estate.

There is a housing estate west beyond Stockley Road, but this is shielded from the estate by the road embankment. Beyond the rail line to the north is another industrial site between the rail line and the Grand Union Canal. East of the estate and beyond the Heathrow rail link is another industrial estate known as Prologis Park.

Unit 366 is in the north-west corner of the estate tucked in between the railway, the road embankment and other industrial units to the south and east.

Unit 266 is a rectangular industrial unit orientated east-west with a two-storey office extension to the east end of the south elevation. The unit's north edge sits 3 metres from the boundary fence with Network Rail land.

South of the building is a rectangular service yard with space to manoeuvre lorries and a ramp down to three loading bays. The entrance to the service yard is in the south-east corner of the site onto Stockley Close. There is a short cul-de-sac service road on the east side of the site between Units 366 and 367, this road is part of the Unit 366 site and is access to a rank of car parking spaces.

The pedestrian access to the building is via the reception area on the south-east corner.

Current Proposed Scheme

The industrial unit is currently a food production, storage, packaging and distribution facility.

The planning approved scheme (planning approval no: 51458/APP/2018/2791 dated 3rd December 2018), consists of the following:

- (a). internal alterations, subdividing larger rooms into smaller rooms, plus the installation of new plant and machinery principally to service a new cooked pasta production line, including associated drainage works;
 - (b). a new two storey extension on the south-west corner of the existing building to house a new DAF processing plant, a chemical store and an air-lock into the chilled warehouse area;
 - (c). a new double height extension in the middle of the existing south elevation to form an air-lock in front of an existing loading dock to include an area for pallet storage;
 - (d). an extended external plant area to provide plant and machinery in support of the new internal processes as follows:
 - (i). hot and cold-water storage tanks;
 - (ii). new condenser units and buffer tanks for the upgraded internal cooling systems;
 - (iii). a new balance tank in a concrete bunded enclosure to store waste water from the factory processes prior to treatment in the DAF process;
 - (iv). a new sludge tank in a concrete bunded enclosure to store the semi-solid material left over from the DAF process prior to its removal from site by tanker;
 - (v). a screening building where solids are removed from the factory process waste water prior to DAF treatment;
 - (vi). a new High Voltage transformer Enclosure and a new Electrical Switch-Gear Enclosure;
 - (vii). a new Gas Meter Enclosure.
 - (e). an enlarged service yard to facilitate easier access for a Sludge Tanker to reverse into a position close to the Sludge Tank.
- The works divides in to five separate parts:
- 1). The internal works - mostly erecting cold store panelling and installing plant;
 - 2). Internal drainage - new drain runs including enveloping floors to new gullies;
 - 3). External drainage - connecting new works to existing drainage system;
 - 4). New underground services - running new electric, gas and water from road to works;
 - 5). New external plant areas - new concrete bases, bunds and install plant and tanks;
 - 6). Two new extensions to south elevation - steel framed with industrial cladding.

Construction Environmental Management Plan

Demolition

Demolition does not form a major role in the proposed works. The demolition works falls in to three categories:

- a). New Openings - forming openings in the external cladding of the existing building to form service entry holes and new fire exits. The main operation is the cutting of the metal cladding sheets using electric portable hacksaws and whilst this is a noisy operation, it is quick and has no air-borne dust as the metal fillings fall to the ground and will be disposed of;
- b). Cutting existing concrete - to run in new services from new connections in the public highway (Stockley Close - electrics, gas and water), to cut new trenches for drainage and for constructing new foundations it will be necessary to cut through the existing concrete which covers the existing service yard.

The concrete will be cut using mechanical diamond tipped circular saws with water spray dust suppression to eliminate any air-borne dust.

Concrete will be broken up using pneumatic hammers mounted on caterpillar type excavators. This work does not raise dust but is noisy by nature and the works will only take place during the working daytime. The concrete will be removed from site using licenced waste contractors.

All cutting operatives have every relevant health and safety qualifications ranging from Demolition Operatives and Environmental Awareness to IOSH Managing Safety, SSSTS, SMSTS and NVQ's.

All machines used on site will be to the latest standards of air-quality and will have suitable noise and vibration suppression systems;

- c). General excavation - trenches and foundation areas will be dug using JCB type mechanical diggers. The spoil will either be set aside for reuse in the works or removed from site using licenced waste contractors. Digging works will only take place during the working daytime.

The works will not generate dust to compromise the safety of the road or the railway. The noise generated is unavoidable but should not disturb the neighbouring housing estate as the road embankment between the site and the houses forms a natural sound barrier.

All waste materials will either be sent for recycling or disposed of at a registered disposal site.

Hours of Work

The hours of work on site will be from 07.30 - 17.00, week days and sometimes 07.30 - 13.30 on Saturdays. No work is planned for Sundays.

No site deliveries will take place outside of the site working hours.

Phasing of Works

The site is a food production factory and food production needs to continue during the construction works. The site service yard is designed for articulated lorries to deliver raw materials and collect and distribute finished product. The service yard is large and there is some capacity to accommodate the building contractor, their site accommodation, welfare facilities and material storage whilst allowing the lorries to come and go.

The service yard is not big enough to allow all of the building works to take place at once therefore the factory operator and the contractor have agreed a phased sequence of works as follows:

- 1). Internal works - Early September 2018 to late January 2019;
- 2). Service trenches and external drainage - Early November 2018 to early January 2019;
- 3). External Plant Bases - Early December 2018 to late January 2019;
- 4). External Plant Installation - Early January to late February 2019;
- 5). New Extensions - Early February to late April 2019.

Noise and Vibration

The only noise and vibration expected to be generated from the works are associated with the cutting and breaking of concrete as described in the 'Demolition' section above.

There is no cutting of steel expected during the site works as the materials for the building extensions, including the steel frames, the steel reinforcement and the cladding panels will all be fabricated off-site and brought to site for assembly.

It has not been determined yet if the new foundations for the new extensions will be ground bearing reinforced concrete slabs or will require pile foundations. If it is determined that piling is required, then an augured system will be used rather than driven piles. The factory operates expensive food production machinery that will not tolerate vibration from a driven pile system, therefore the low vibration augured system will be required.

Air Quality

The works should not compromise the quality of the air in the local area. The main dust raising activity, as already described, will be external concrete cutting which will be suppressed with water spraying systems built in to the equipment. This operation is self-regulating as the factory produces food, which requires a dust-free environment and the factory will continue to produce food throughout the period of the new works. The factory managers will be monitoring the works and will stop any works that cause fumes or dust.

There will be no site welding as all steelwork for the steel framed extensions will be fabricated off-site and brought to site and bolted into position.

All standard site machinery such as diggers, dumper trucks and forklifts will be to current standards for air-quality and have industry standard noise and vibration suppression.

Electric powered machinery will be used where practical such as concrete cutting for small detail work, again with dust suppression. Internally electric fork-lifts will be used to comply with Greencore company standards.

The contractor is prohibited from burning waste on site by local and on-site regulations.

Waste Management

The waste from the works falls in to three categories:

- i). Demolition and Excavations - waste arising from demolitions and excavations has been covered in previous headings;
- ii). Construction material - much waste from construction material results from off-cuts and waste material has cost implications in terms of the cost of buying too much material and the cost of disposal of waste material. The type of construction and the range and type of materials specified is limited due to the industrial nature of this project. The construction material for this project can be broken down in to various components, each requiring a different response to waste management:
 - a). Concrete - concrete required in the works will be ready-mixed and will be bought to site on demand in concrete mixers, thus ensuring no waste. There will be no on-site mixing or batching to avoid dust raising;
 - b). Shuttering - some shuttering for concrete work will be reusable steel shuttering but most will be made to measure plywood shuttering. Some on the plywood shuttering can be used a number of times, some can be salvaged and reused. The plywood being a timber product can be recycled at licenced recycling centres for fuel pellets or mulch;
 - c). Steel framing - all steel frames, purlins, rafters, composite shuttering will be mostly made measure in off-site factories and bought to site for bolt together assembly;
 - d). Cold Store panelling - forms all the inside partition work proposed. The panels are factory formed by gluing profiled steel sheets either side of a mineral fibre slab (rockwool). The slabs can be manufactured to specific lengths and it can be easily cut and adapted on site. Waste off-cuts will be minimal and the panels are fully recyclable (see www.eurobond.co.uk/low-risk/environmental-performance/);
 - e). Built-up wall cladding - forms the wall and roof cladding of the new extensions. The system comprises of two skins of profiled metal cladding with a sandwich of rockwool insulation slab fixed to metal purlins and rafters. The steel cladding comes in standard lengths and can easily cut on site to suit but cutting is minimal as the sheets are designed to overlap. Any waste steel sheet is recyclable. The rockwool slab comes in small standard packs therefore little waste is generated and is the sort of common product that can go back in to the sub-contractor's storage for future use
 - f). Very little, if any, timber is used in the proposed permanent construction as timber is not deemed a food safe product, as all materials need to be easily cleanable.

- iii). Packaging - most construction materials arrive on site in some form of packaging to protect from the effects of weather and accidental damage. Packaging generally comes in three forms:
 - a). Cardboard - readily recyclable through licenced refuse contractors. This factory site has cardboard compactor machines available to reduce the volume of cardboard waste leaving site;
 - b). Plastic sheeting - is a common packaging product and is generally not recyclable and would be disposed of via the local licence refuse contractor;
 - c). Timber packaging and pallets - as discussed before, timber is recyclable and there is a ready second-hand market for timber pallets and an easy local system for collection and disposal.

Site Remediation

Whilst there is some material being excavated from the site, it is generally materials that were put into the ground several years ago when the unit was built, which would consist of sub-grade and sub-base granular materials and top-soil brought in for the planting beds.

Some of the material, sub-base material and top-soil will be set aside to be reused as appropriate to back fill trenches in accordance with good practice and Building Control direction and for the new planting beds proposed.

Surplus sub-base and top-soil will be removed from site by a licenced contractor.

Site transportation and Traffic Management

The advantage of carrying out building operations on this site is that it is a purposely designed and built industrial estate less than six years old and designed to specifically cope with the coming, going and turning of large articulated lorries.

The distribution road (Stockley Close) is set out with generous width and wide corners to cope with lorry traffic and the estate has a dedicated set of traffic lights onto the main Stockley Road.

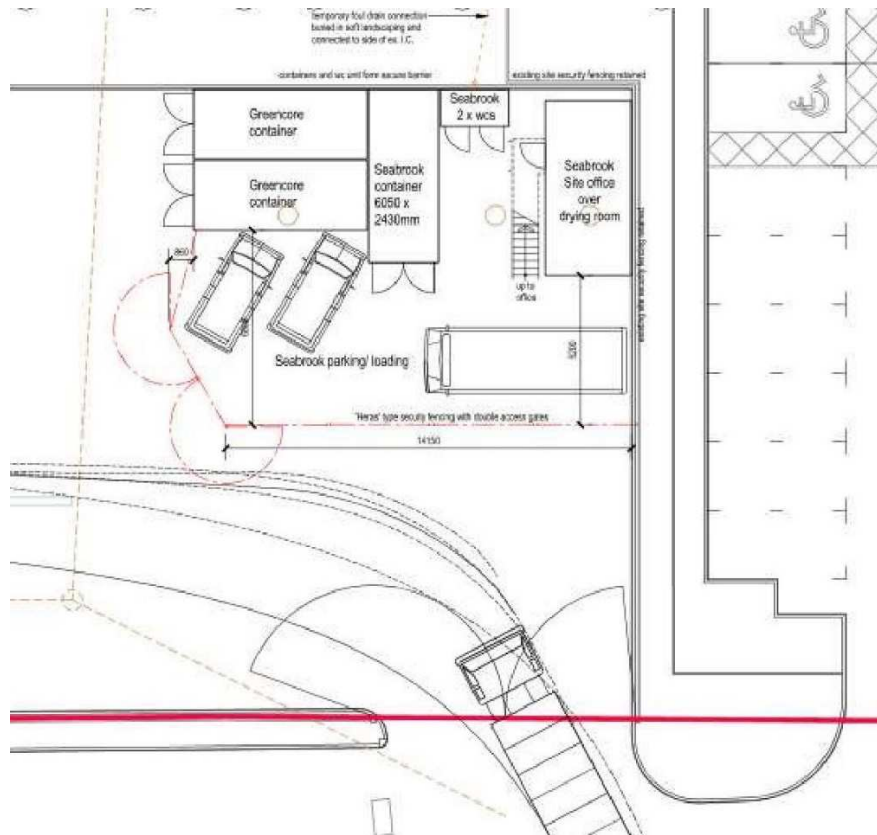
The site service yard has enough width and capacity to allow a number of lorries to be on site coming or going or parked-up whilst delivering or collecting.

Management of the deliveries and distribution is an important aspect of this businesses operation, as such the Management has a dedicated Transport Department that manage to lorry cycle.

The Contractor will liaise with the site Transport Department to pre-arrangement times for contractor site deliveries and waste collection. Greencore will employ a full-time 'banksman' operating in the yard to marshal the various lorries in the restricted space to ensure efficiency and safety.

The general estate roads and infrastructure should easily be able to cope with the coming and going of the contractor's extra delivery vehicles.

The contractor has been given a compound area for his accommodation, storage and vehicles.



Contractor's welfare and storage accommodation

Monitoring and Responding to Complaints

Firstly Stockley Close Estate is owned by a third party Landlord and all units are rented from that Landlord.

The landlord has previously approved these improvement works and all other Tenants on the site have been informed.

Given the fact that this industrial estate is self-contained with its own road junction onto the main road and with no immediate neighbours and the nearest housing is separated by a road embankment and a main road, it is not expected that these works will cause any form of disturbance or disruption to the residents of the housing estate.

The contractor will have his own secure site compound within the service yard area of the site and this compound will have safety and contact information visible showing contact details.

The site is an operational food factory with full-time site engineers and managers so any complaints regarding the works can also be directed to Greencore who are in direct contact with the contractor.

Contractor - Seabrook Developments -	Neil Fulcher	079 7157 8348
Applicant - Greencore - Site Manager -	Graham Simpson	077 7618 6460

Plant and Equipment

There are a number of large pieces of mechanical plant and tanks to be sited externally adjacent the building on new concrete bases and bunded compounds.

The plant kit will arrive on lorries and be craned from the lorry to the respective plant base. Likewise, there are several large liquid tanks (balance tank and sludge tank). These tanks will arrive on lorries and be craned in to position. These tanks are bulky but not heavy therefore a large crane is not required, and a mobile 'city' type crane should suffice.

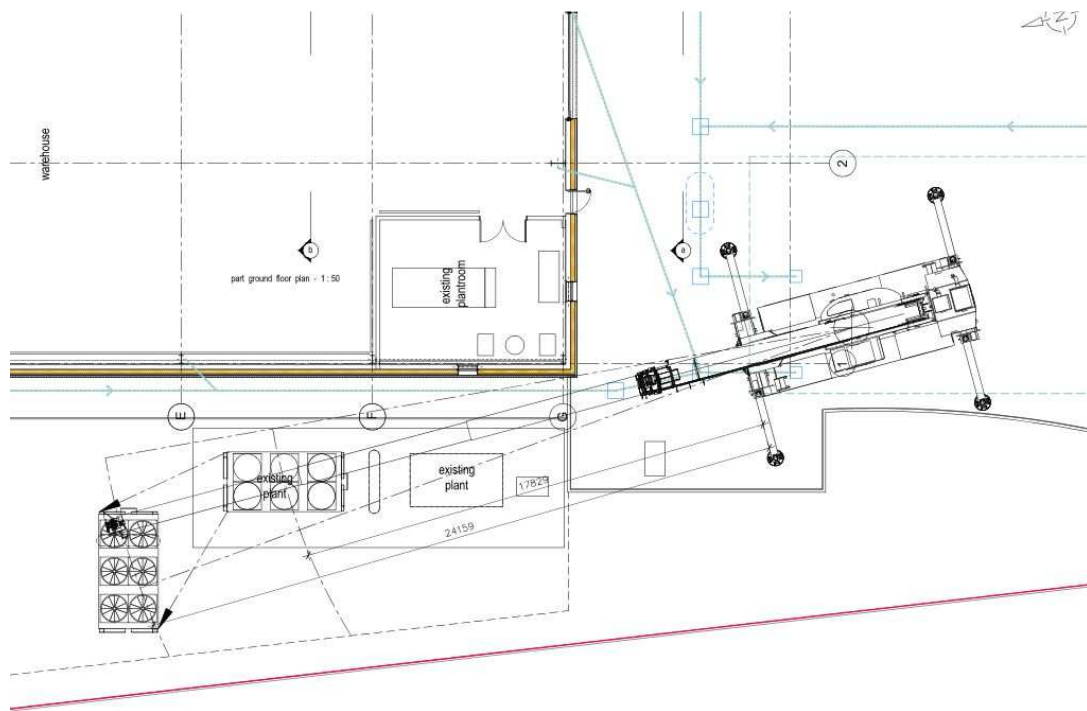


diagram of city crane lifting existing chiller to new location

The diagram above shows the chiller unit being repositioned and this is the piece of plant that is furthest north in the proposed plant layout. The diagram is significant as it shows that the crane boom deployed at the reach required still places the crane boom a minimum of 24.4 metres away from the north boundary between the site and Network Rail land, therefore should the crane boom collapse due to heavy load or over reach the boom would be nowhere near Network Rail land and will not compromise the safety of the railway.

Other craning operations, as described above, will require less reach as they are further south into the service yard and are carrying lighter loads.

The craning of the plant will have to be carried out before the DAF plant building extension is carried out to facilitate easier access (see Phasing of Work statement).

There will be no scaffold required on the west elevation only on the south elevation, well away from Network Rail property.

Consultation with Network Rail

The author wrote to Richard Selwood of Network Rail Asset Protection Department - Western Division on 7th. December 2018 as required by the planning condition, to open the dialogue regarding the site works, but have had no reply to date.

Disruption to Air Traffic

Heathrow Airport is within the London Borough of Hillingdon and as such the Council is concerned that any development such as building works do not disrupt the flight operations of Britain's largest airport. The site is approximately 3.5 miles from the nearest boundary to Heathrow Airport.

The runways at Heathrow are orientated east-west and the site is due north of the airport, therefore the site is not under any flight paths.

The maximum height of the building extensions and associated scaffolding will be 8 metres and any crane reach for roofing materials would be 12 metres.

The contractor does not use any VHF radios in site operations.

The proposed works will not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems.

Conclusion

The proposed internal and external building works all require standard industrial building solutions and there is enough space to carry out the works without resorting to special, difficult or disruptive building techniques.

Most of the building components are pre-fabricated and plant and machinery are factory assembled packaged units, transported to site ready to be plugged in and used.

The site is isolated from any near neighbours and no scaffolding or craneage is occurring near to Network Rail property or in a position that would compromise the public highway.

There is no proposed dust or fume generating processes that will disrupt Network Rail operations or road users or neighbours.

The site is sufficiently remote from its neighbours such that normal construction noise, concrete cutting and breaking etc. carried out during normal working hours should not cause a disturbance. The residential neighbours are separated by distance and a main road embankment, which should provide an effective noise barrier.

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