Construction Environmental Management Plan

Addition of an ancillary workshop and associated infrastructure for the maintenance of waste collection vehicles

SUEZ Waste Transfer Station, Rigby Lane, Hayes

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1 INTRODUCTION

1.1 This Construction Environmental Management Plan (CEMP) lays out the approach that will be followed during the proposed construction of a vehicle maintenance workshop at SUEZ Waste Transfer Station, Rigby Lane, Hayes.

1.2 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.

1.3 As required by the London Borough of Hillingdon validation checklist, this CEMP is submitted as part of the planning application, in advance of a Principal Contractor being appointed.

1.4 The Principal Contractor will co-ordinate the project's CEMP and shall have such authority as described in both contractual and administrative documents.

1.5 The principal responsibilities and authorities of the Principal Contractor with respect to the environment will be the Project Manager.

1.6 This CEMP addresses:

a) The phasing of the works
b) Hours of work, including hours for construction traffic and construction materials deliveries.
c) Noise and vibration
d) Air Quality
e) Waste Management
f) Water Pollution
g) Plant and equipment
h) Measures for site transportation and traffic management.
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 proposed development at the site involves the construction of an ancillary workshop and associated infrastructure for the maintenance of waste collection vehicles.

2.2. The site is located within an industrial estate in Hayes, Greater London. The site is accessed from Rigby Lane and will be constructed on land to the south of the Rigby Lane Waste Transfer Station (WTS). The site will utilise the same site access as the existing WTS. The development site is entirely laid to hardstanding.

2.3. As the accompanying Site Location Plan shows, the workshop is located within a waste site and is surrounded by industrial units to the east and west with railway line leading from the Hayes and Harlington railway station. The closest residential properties are to the south of the site beyond the railway line approximately 110 metres from the site boundary.

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3 SITE SPECIFIC INFORMATION/CONTROLS

3.1. Timetable of works

An indicative timescale of works is estimated to be about 6-9 months with a period of design and procurement.

3.2. Site Set Up

Within the first phase, the Principal Contractor will establish the temporary works compound close to the development area. This will comprise setting up temporary office and welfare units as well as marking out the site and laydown area.

The site compound will be located within the boundary of the existing WTS which is secured by palisade fence on all sides with industrial gates at the access. Any additional fencing for the site compound will be looked at once the Construction Phase Plan is being drawn up and access and egress measures are being considered.

3.3. Work Phases

Following site set up the indicative sequence of works will be as follows:

a) Marking out and setting out
b) Drainage system – laying of underground pipes
c) General slab preparation and installation of the vehicle inspection pit
d) Slab casting including foundations for the workshop building
e) Installation of the workshop steel frames (the frames are manufactured off-site).
f) Placement of sub-base to the external yard areas.
g) Workshop and office slabs and internal fit out.
h) Construction of external slabs.

The above works are expected to take between 6 to 9 months.

3.4. Hours of work

Construction works which are audible at the site boundary shall only take place between the hours of 7.00am 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 and outside of the above hours.

Following discussions with SUEZ's closest neighbour to the east of the site, SUEZ proposes to undertake limited construction and demolition work on Saturdays between 08:00 and 17:00 and Sundays 08:00 and 17:00 to allow the workshops foundations to be dug. Given the restriction in hours to do this, this may take a couple of week-ends to achieve but SUEZ do not anticipate for this to be overly long. Due to the nature of the business directly to the east of the site, weekend working will ensure that they can operate as usual during the working week Monday to Friday.

Deliveries to, and removal of plant, equipment, machinery and waste from the site 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 properties to the development site are industrial units which lie directly to the east and west. The nearest residential properties are located to the south of the site beyond the railway line approximately 110 metres from the site boundary.

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 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.
- 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.
- Site layout will be planned to minimise nuisance from noise and vibration. Designed to minimise the need for vehicles reversing and by separating areas of significant noise generation
- Where possible plant will be orientated so that noise is directed away from noise 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.
- Implementing a routine procedure for observing wind speed and direction prior to the commencement of any dust generating activities.
- Material stockpiles will be sited in locations which are least likely to cause the material to become airborne, this will be continually monitored and should it be required stock piles will be dampened down.

- Daily visual monitoring will check that there are no build ups of dusty materials (spillages or unintentional deposits) and will ensure that they are promptly cleared
- Vehicle movements will be controlled to ensure that only designated haul roads are used
- Engines will not be allowed to run unnecessarily
- Material handling operations will be kept to a minimum
- If necessary, the Principal Contractor will arrange for road sweeping service to clean public roads as required throughout the construction work.
- 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

The Principal Contractor will be responsible for managing the waste generated during the construction phase.

All workers on the site are to be made of aware of the requirements of the Principal Contractor's Site Procedures 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.

The development will utilise off-site manufacture (pre-fabrication) and standardisation to minimise waste arisings on site. A high standard of housekeeping will be maintained at all times and material quantities, storage and handling will be carefully managed to minimise wastage.

3.8. Water Pollution

During construction, the Principal Contractor shall have in place and continue to review, monitor and update the CEMP and the appropriate pollution control and waste management measures in place. This shall include but not necessarily be limited to:

- Assessing risks and plan work activities to eliminate or control foreseeable impacts or risks and comply with specified environmental protection requirements,
- Consult with employees and subcontractors and disseminate environmental information,
- Provide appropriate instruction and training for employees and subcontractors,

- Set up response procedures which will initially contain, then remedy, any environmental damage which may arise.
- Improve environmental protection measures and revise the CEMP promptly when deficiencies are identified.

During construction, best practice measures will be undertaken to ensure that surface and ground water is managed to avoid risk of pollution.

Procedure

The first step towards preventing silt pollution from the proposed development shall be to minimise the generation of silt-laden runoff. This can be achieved by the Principal Contractor carefully planning the site works so that activities likely to generate silt/soil run off are carried out during drier weather and erosion of surface soils and excavations are controlled.

Control measures

- Advanced weather reports will be sourced and works planned accordingly. Any major works will be minimised during heavy precipitation events
- Planning the construction works to minimise repeated trips over the ground
- Inspection of surfaces to identify areas at risk of causing silt pollution to watercourses
- Being ready with trained staff to deploy the equipment if a risk of silt/soil pollution arises

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

Any emergency maintenance required on vehicles will only be carried out in a designated area away from sensitive receptors with spill kits in place.

Construction traffic will arrive at site via Rigby Lane.

The Principal Contractor will liaise with the Waste Transfer Station Site Management Team to ensure that vehicles movements are staggered to avoid impacts to the peak flow of existing traffic into the site (the WTS will remain operational throughout the construction period).

The contractor will also be instructed to obey the site speed limit (10mph).

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.

3.11. Signage

Temporary signage for vehicles travelling to the construction site will be erected at the site entrance directing vehicles to the temporary works site compound.

3.12. 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.