



Grand Union Village Construction and Environmental Management

**Submitted in Response to Planning Condition 10
Application 2020/1369**

Issue: 0 – May 2021

Contents:

1. Introduction
2. Noise and vibration control
3. Light Pollution Control
4. Dust Control
5. Transport
6. Ecology and Tree Protection
7. Waste Management
8. Drainage and water management
9. Complaints and Compliments
10. Training
11. Monitoring, Continual Improvement and Review
12. Reporting
13. Appendices:
 - Appendix 1 – Phase II Geo Environmental Site Assessment

1. Introduction

This document details the Construction and Environment plan, for the Grand Union Village SEN school, located at Broadmead Road, Northolt, UB5 6FD. This document is submitted in response to planning application 20250/1369, Condition 10. The project is due to commence on the *20th August 2021 (TBC)* with completion of the works by *September 2022*.

1.1 Description of Works:

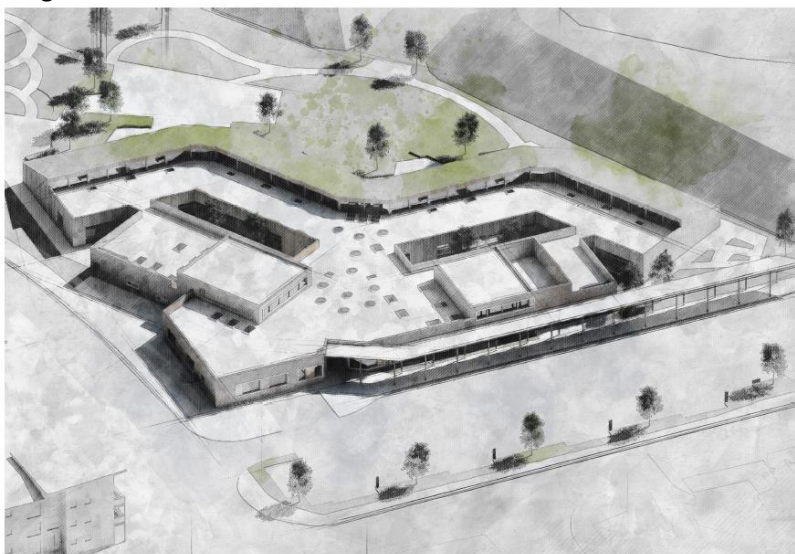
The works comprises of the design and construction of a new SEN school for The Eden Trust. The school will provide teaching and facilities for 80 SEN pupils and associated supporting staff.

Concrete foundations and ground floor slab provide the structural floor for the SIP's frame building. Cladding for the building includes windows, brickwork and timber cladding. The roof will have a single ply membrane finish, which incorporates rooflights into the structure.

Internally the building is made up of classroom spaces, WC/hygiene facilities, kitchen/dining hall, hydrotherapy pool/rooms and offices.

Externally the soft and hard landscaping completes the works to the surrounding areas, which include bin store areas, bike shelters and play areas.

The visual below gives an indication on the scheme.



Working hours and Programme of proposed works:
Monday to Friday – 8am till 6pm

Saturdays – 8am till 1pm

Sundays – Not permitted

Programme – August 2021 till Sept 2021

1.2 Contact Details

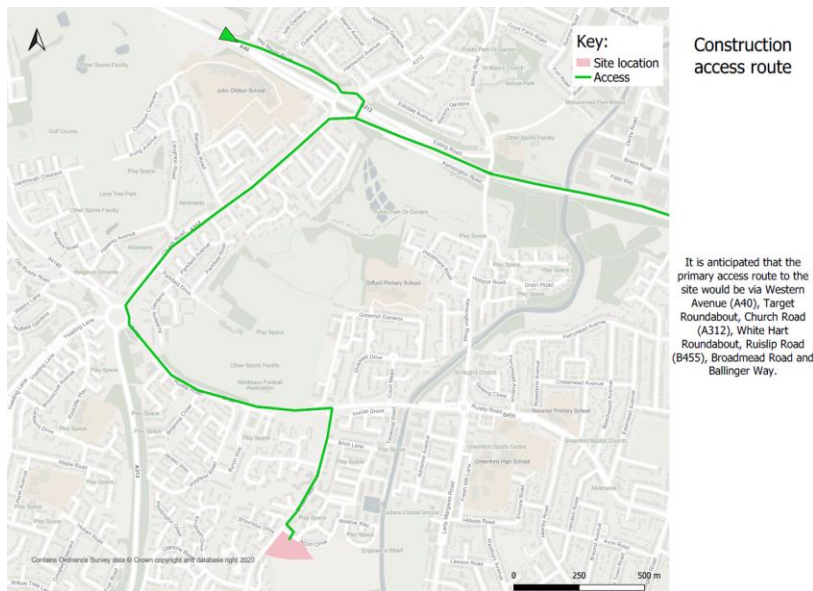
ISG Project Director: Stuart Hardie

ISG Project Manager: Mark Parsons

ISG Sustainability Manager: Hannah Thorne

ISG Construction Ltd
Aldgate House
33 Aldgate High St
London
EC3N 1AG

1.3 Sensitive receptors:



Location of the project is set out above.

Adjacent buildings / Sensitive Receptors

The site has mixed surroundings of residential properties and green spaces.

The following activities in particular have the potential to cause nuisance:

- Groundworks with plant/vehicle movements
- Groundworks forming hard and soft landscaping areas
- Crane/MWEP's erecting timber frame building
- Infrastructure works – new mains services into the site.
- Infrastructure works – road works forming new entrances into the site.

1.4 Working Hours:

Monday to Friday – 8am till 6pm
Saturdays – 8am till 1pm
Sundays – Not permitted

1.5 Programme of Proposed Works:

Works due to commence August 2021, with a completion by Sept 2022.

Substructure & GF slab works – August 21 to November 21
Building structure – November 21 to February 22
Roofing – December 21 to March 22
Windows/Doors & envelope cladding (timber/brickwork) – December 21 to March 22
Target Watertight – March 22
Fitout – Feb 22 to Aug 22
Soft & Hard landscaping - March 22 to August 22

1.6 Site Offices, Welfare Facilities and General Site Access

Site will be self-contained, and all site facilities will be available on site. Site access will be by Broadmead Road, Northolt, UB5 6FD in the early days. Once site is established, the new entrance will be via Ballinger Way, exiting the site onto Broadmead Road.

1.7 Construction Equipment

Plant expected on site include piling rig, cranes, excavators, dumpers, telehandler, MWEP's and general construction tools.

2. Noise & Vibration control

Best practical means will be adopted at all times to reduce the likelihood of nuisance issues. ISG will ensure that all works will be carried out in accordance with BS 5228-1:2009, BS 5228-2:2009.

ISG operates an ISO14001 certified management system which will ensure that the best practical means outlined in this document will be subject to regular inspection and audit. Non-conformances will be raised to both subcontractors and the site team by the ISG Compliance Manager should any failings be identified. Our site specific environmental risk evaluation will include a range of control measures to mitigate the risk of pollution noise and vibration as outlined in this addendum.

List best practical means that will be employed at all times:

- Generation of power will be via a permanent power supply as opposed to the use of generators where possible. It maybe until site is established a generator is used.
- Modern, well maintained plant and machinery employed
- All plant will be effectively silenced with engines switched off when not in use
- Piling will be employed as part of the enabling works
- Acoustic screening to large plant including piling rigs and the concrete pump if required.

- Managed vehicle deliveries
- Vehicle alarms will be set at the minimum for safe and efficient operations
- Appropriate handling of storage materials
- Consideration of working hours, particularly for noisy activities
- The project will be signed up to the Considerate Constructors Scheme

Monitoring:

Works will only commence when working hours permit.
Regularly noise monitoring will be carried out.

No works will commence until the site has been fully secured and segregated with hoarding. The main external hoardings will be constructed traditionally from timber / plywood and will be 2.4m high. We recognize the importance of site presentation and as such good quality hoarding materials will be used. All hoardings will be regularly cleaned and maintained in good condition throughout the construction phase as a matter of routine. The hoarding has been positioned such that it will remain in place throughout the build.

Plant and Equipment:

All plant and equipment utilized for the construction works will be subject to regular safety and maintenance checks as per manufacturers or statutory requirements.

All subcontractors will employ the most modern and efficient plant and equipment, e.g. Euro 3B Status or above, to ensure that not only is fuel usage kept to a minimum, but also that particulate emissions are reduced. Plant and equipment will be switched off when not in use and therefore not allowed to idle. All plant commonly used on sites now consume low sulphur diesel only.

ISG will ensure signage is erected adjacent our loading bay reminding vehicles that “Vehicles must not be left idling either on site or waiting for access to the site (it is a requirement of Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 (as amended) for drivers to switch off their engines in parked vehicles. Failure to turn off an idling engine if requested may lead to a Fixed Penalty Notice being issued” under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002).

3. Light Pollution Control

Best practice with regard to site lighting design will be employed to reduce the obtrusive light, or light pollution. Typical obtrusive light can cause issues with light infiltrating in to surrounding buildings. Glare can cause discomfort and may be a hazard to road users. ISG will ensure the following are implemented on the project:

- Lighting will be designed to minimise glare and light spill, and to avoid conflict with traffic lighting, road and/or river users, and areas of importance to wildlife
- Cowls will be placed on bulkhead style fittings and all other fittings will be angled downwards
- Lighting turned off at night (with the exception of movement controlled security lighting)
- Illumination levels that are no more than required for the purpose

- Floodlights that require the deliberate use of upward light will minimise upward waste light by proper application of appropriate directional luminaires and light controlling attachments. External light spill and glare from internal lighting will be minimised, energy efficient, and subject to curfew hours when internal lighting will be substantially reduced or switched off.

4. Dust Control

Dust control measures will include:

- Industry wide methods of water suppression, wheel washing and damping down
- Effective planning and management processes for dust
- Maintaining the site in a clean condition with regular monitoring and maintenance where required
- Areas of work in progress will be regularly cleared to avoid build-up of stock piles of waste materials which could lead to dust generation
- Materials will be removed from site regularly to maintain clean and safe working areas
- Use of vehicles and plant with low emission levels
- Use of handling methods to minimise dust generation
- Damping down with water when loading waste materials into vehicles
- Storage of fine dry materials in enclosures or given adequate protection from wind, by sheeting.

4.1 Construction Activities

Where dust is likely to result from works being undertaken adequate damping down and screening will be put in place by subcontractor. This applies also applies to any stockpiled material (short term spoil heaps). Screens or barriers will be provided around dust generating activities. These will be at least as high as any stockpiles onsite. Removal of loose material will be managed to ensure it happens as soon it is practically possible. Hoarding will be cleaned using wet methods to stop the re-emission of dust into the air. The site log book (diary) will record date, time, current site activity, weather conditions, vehicle movements and actual dust levels.

Inventory and timetable:

Phase of works and approximate date	Activity which may give rise to emissions or dust
Enabling Works	Water diversion works
Excavation	Reduce dig to levels. Foundations.
Piling	Piling method - tbc

Phase of works and approximate date	Activity which may give rise to emissions or dust
Frame Construction	SIP's panel construction Timber and brick cladding
Fit-out inclusive or services installation	Plasterboard walls & Suspended ceilings Floor finishes Fixed & loose FF&E

Regular inspections will be made throughout the project in adherence with ISG's ISO14001 Environmental Management System.

4.3 Dust Monitoring

Dust levels will be monitored on a regular basis as required and the results logged against date and time. Dust monitoring device will be obtained for site use when required.

Levels will be recorded on a log with additional environmental information and site activity information. This information will be contained within the site diary and maintained throughout the project.

Alert levels will be as follows:

Visual inspection (Dust build up rating)	Reading	Action
0 = No noticeable dust build up	N/A	No action required
1 = Negligible dust build up evident	N/A	Increase frequency of inspection
2 = Low level of dust build up evident	N/A	Initiate monitoring
3 = Medium level of dust build up evident	150ug	Be aware, take steps to reduce the dust levels
4 = High level of dust build up evident	250ug	Take action. Reduce the dust levels by suppressing with water and or by changing the work method being used.
5 = Heavy dust build up evident	500ug	Stop works and asses. Suppress dust levels with water and change the work method.

Notifications will be made to Hillington council via telephone/email if and when levels exceed "4" on the visual inspection or 250ug on fixed monitoring. This email will include details of the steps that were taken at the time to reduce the dust levels.



5. Transport

5.1 Deliveries:

Before any work commences on site, all nuisance issues are also addressed in the Site Logistics and Traffic Management Plan, which will cover access and egress, delivery times, traffic management and maintenance of roads. It will also state the restricted parking conditions for construction vehicles, deliveries and construction workers on this project.

A dedicated logistics manager will ensure that deliveries are programmed a minimum of 48hrs in advance and do not arrive on site prior to (8am). Any vehicle that arrives that has not been booked in will be sent off-site. No vehicles will be permitted to wait in the surrounding streets.

Programming of deliveries will reduce the 'small item' loads and impact upon the environment and the over-disruption factors to the good running of the project. The booking system will also track the associated CO₂ emissions associated with the deliveries.

Any need for out of hours deliveries, will not be permitted unless strictly necessary. ISG will inform any local residents of any special deliveries / out-of-hours works that may be required during the works for example movement of large plant and equipment to and from site by way of letter drops and newsletters to ensure the minimum disruption is caused.

A delivery instruction leaflet will be prepared and issued to all trade contractors to provide directions for primary delivery routes to and from site and will set out how all deliveries and collections to site are to be undertaken.

On arrival, suitably signed, chapter 8 barriers will be positioned around the vehicle by the traffic marshal and he/she will ensure that the vehicles enter and exit the site in a safe and responsible manner. The traffic marshal will also be responsible for ensuring the delivery area is kept clean and tidy in line with our minimum standards and that of the Considerate Contractors Scheme.

Unloading of materials will be predominantly mechanically handled at the unloading point. Dependent on the nature of the material and its delivery vehicle we may manually unload the vehicle using pallet trucks or similar. At all times safe material handling methods will be employed and cognisance of the local sensitive receptors will be maintained so that unloading does not cause any undue noise or disturbance.

Any necessary storage will be located within designated contractor areas or adjacent to the work area as applicable. More vulnerable materials/ equipment will be stored in the secure storage units or programmed for delivery on to site to be incorporated directly into the construction.

Materials will be transported around the site using manual handling equipment dependent on the nature and type of material.

ISG implements a Green Travel Plan on all major projects. The Travel Plan is developed and issued to all ISG staff, all site visitors and all subcontractors, and advises them of the most sustainable way to reach the project. The purpose of the plan is to communicate the most sustainable way to get to and from the project and relevant information will be displayed on the site notice board. The plan includes all forms of public transport including details of bus and train routes. The plan also

includes details of cycle paths, shower and storage facilities to encourage more people to cycle to work.

5.2 Vehicles

All suppliers and haulage companies will be required to register with the Freight Operator Recognition Scheme administered by Transport for London. ISG are pleased to be part of a scheme that:-

- Creates safer drivers
- Gives dramatic improvements in fuel economy
- Provides a system to identify 'at risk' drivers.

ISG have stipulated that FORS membership is a requirement for this project. We also make our suppliers and subcontractors aware of CLOCS which is the Construction Logistics & Cycle Safety report and encourage participation through our contracts.

All HGV supply vehicles servicing this project must comply with the Euro III Low Emission Zone standard and with TfL's Safer Lorry Scheme the latter of which came into force on the 1st of September 2015. This means that ISG will put in all their order with our supply chain that all HGVs must:

- Be fitted with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision

Deliveries to site shall be programmed and subject to a booking in system operated by the logistics manager to ensure that high density delivery is avoided. This will also ensure that deliveries are managed in such a way that the likelihood of nuisance to the local environment will be reduced.

5.3 Road cleanliness

A wheel wash facility (and road sweeper if required) will be employed to reduce dust and keep the public highway clean and debris free. The logistics manager will ensure that debris on access roads is cleaned immediately to control emissions to air.

Wash water will either be recirculated within a closed loop system or treated and disposed of to a foul drain with permission from Thames Water.

Regular inspections will be undertaken throughout the project in adherence with ISG's ISO14001 Environmental Management System to ensure this system is maintained.

6. Ecology and Tree Protection

6.1 Tree Removal:

The site is predominantly scrub. There are 4 trees around the edge of site, none are notable. The landscape plan incorporates new tree planting and soft landscaping which will increase biodiversity at the site.

6.2 Tree Protection:

No trees on site need protecting.

7. Waste Management

A site waste management plan will be produced for *Grand Union Village* project. ISG control this document.

The primary drivers for managing waste on site are our resource efficiency policy and management procedure as well as our Site Waste Management Plan, managed via STREEAM. This details all requirements for the management of waste on our projects and in our offices, including the legal, duty of care and best practice elements. The waste management process is subject to audit as part of our audit programme. ISG is experienced at managing waste in line with BREEAM requirements and will implement best practice with regard to the waste hierarchy to achieve the targeted credits. In line with project specific requirements, we will update the SWMP monthly with actual waste data as well as maintaining a register of all waste transfer records for the site.

On site, we manage waste according to the waste hierarchy. We work with our supply chain to ensure that they do not over order materials and can return packaging for reuse as well as reusing any suitable packaging for the protection of finished works. To prevent damage and unnecessary rework we will ensure the completed works are adequately protected and create an environment of respect for other people's work. Programming and sign off procedures will also ensure rework is not created by having to revisit areas. Any opportunities for reuse of off cuts and materials for supplier take back will be identified and implemented where feasible. We aim where possible to maximise segregation on site, where site constraints allow. Given the tight nature of many of our projects, segregation may be limited. We will focus our efforts on the biggest waste streams such as metal, blockwork, timber, plasterboard, and mixed waste. These waste streams will then be taken to a Materials Recovery Facility (MRF) for further segregation and recycling.

On all our projects, we have a minimum diversion of waste from landfill target of 95%.

8. Drainage and water management

8.1 Local Rivers:

No local rivers exist which will be directly affected by site impacts.

9. Complaints and Compliments

9.1 Liaison with other Contractors:

ISG sites are registered with the Consider Constructor Scheme where complaints and compliments can be logged. ISG have regularly meetings with the site trades to monitor site progress/impacts, H&S and deal with any complaints that may arise.

9.2 Out of Hours Contact Arrangements:

ISG OUT of Hours contact details will be displayed on the site gates.

24-hour contact details for the project will be displayed on the site hoarding / notice board at all times.

In addition, contact details will also be provided to all local businesses and residents by way of our regular project newsletters. These will include 24 hour contact details for *Mark Parsons – Project Manager*.

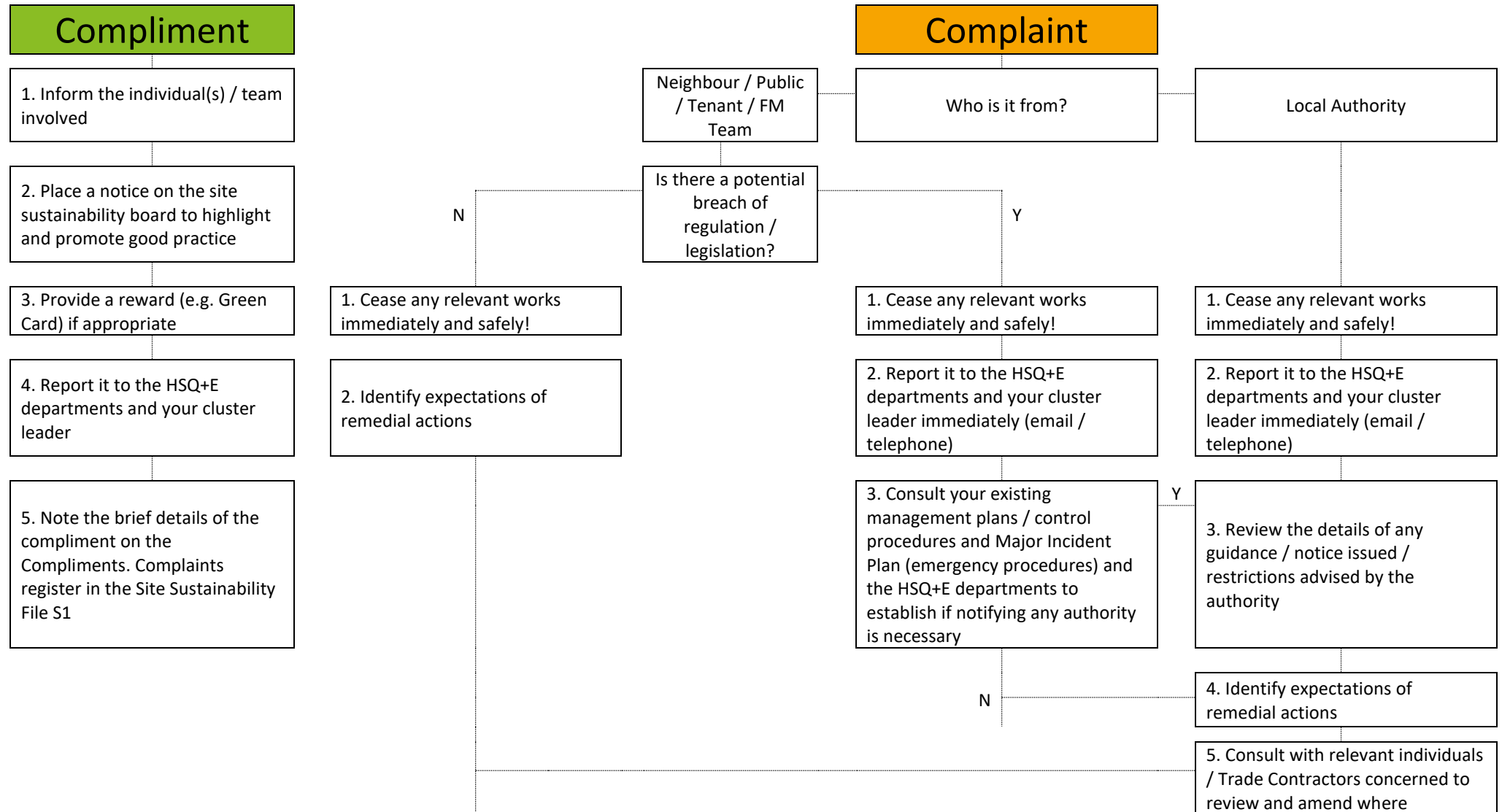
9.3 Complaints from Members of the Public

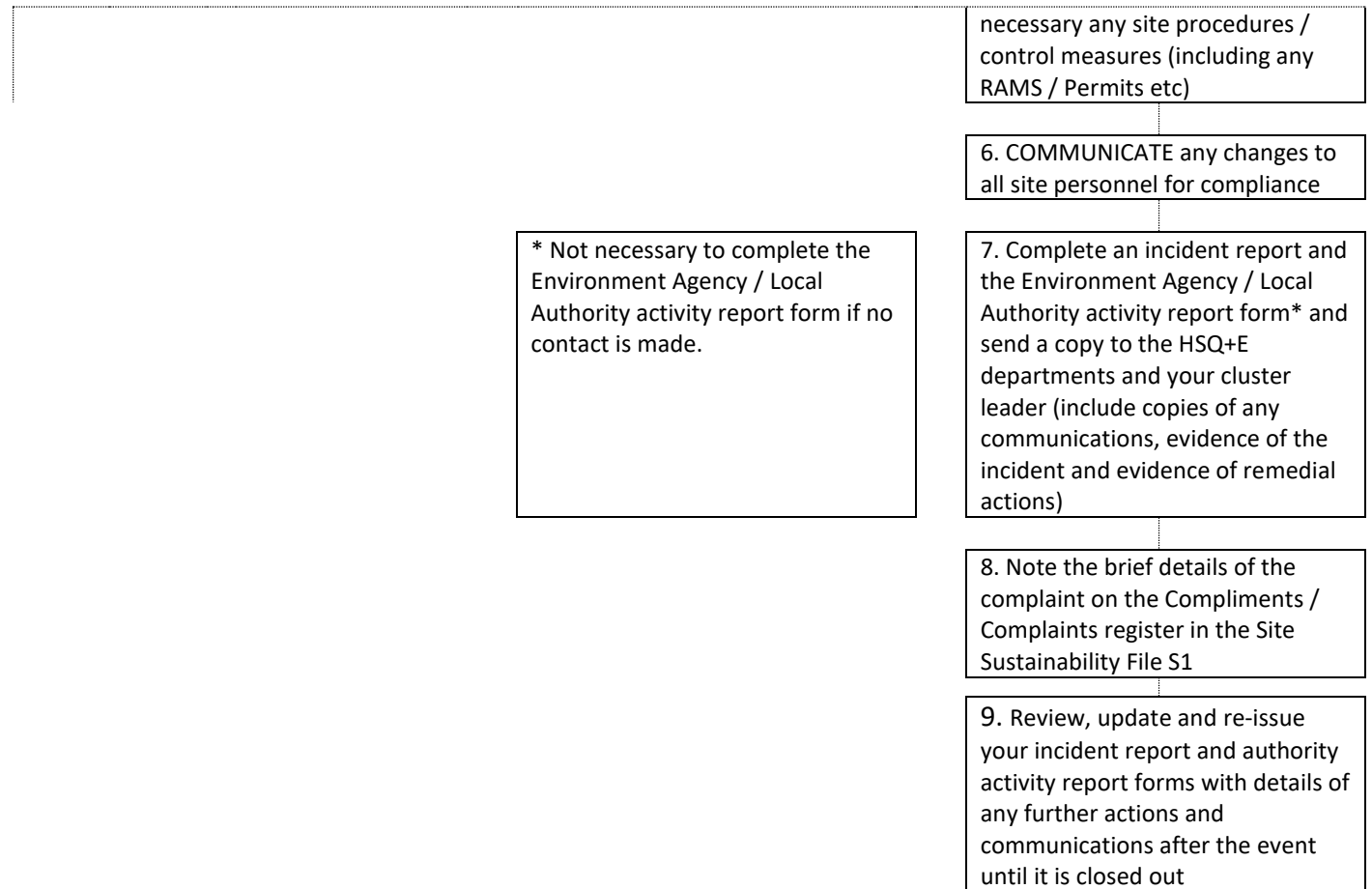
Through our membership of the Considerate Constructors scheme we have a proven method of recording complaints that are monitored. The process will record the nature of the complaint; the cause; and, where appropriate, the remedial action taken.

To enable communication between parties we will display on our hoardings both the Project and Senior Construction Managers contact details, as well as details of the ISG head office phone number, email and postal addresses to facilitate any complaints.

We will also produce a monthly newsletter issued by hand to our local neighbors and parties affected by the works. Hoarding licenses will be in place and laminated copies displayed at all times. If a complaint is made, ISG will respond by investigating the complaint quickly and sympathetically, taking action to resolve the problem where the complaint is justified. If resolution cannot be reached the complaint will be referred to the relevant higher authorities.

The ISG compliments and complaints procedure is as follows:





10. Training

All operatives will have a minimum of a CSCS card which includes environmental test questions as well as a site-specific induction which will set out the basic control measures for dust, noise and vibration prevention.

All subcontractors that are likely to undertake works with the potential for nuisance issues will read and sign to say they understand their Risk Assessment and Method Statement which will include the necessary environmental controls. Daily activity briefings and Environmental Tool Box Talks written by CIRIA will enforce the message. Regular subcontractor progress meetings also include a section for the Environment.

11. Monitoring, Continual Improvement & Review

Regular inspections by the ISG site management team will identify if improvements need to be made, which will be implemented as part of our best practice procedure.

12. Reporting

Reporting is weekly and monthly throughout the life of the project to all parties concerned, which records will be available on request.

13. Appendices

APPENDIX 1 - Phase II Geo Environmental Site Assessment prepared by enSAFE Consultants – submitted separately to this document.