St Nicholas

Construction Environmental Management Plan

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Produced for: Vale of Glamorgan Council

Produced by: Redrow Homes Limited
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Summary

This Construction Environmental Management Plan (the Plan) has been prepared in support of the proposed residential development on St Nicholas.

The Plan includes measures for the below:

- Site Contact
- Timings of works
- Deliveries
- Noise Limitation
- Parking of vehicles of site operatives and visitors
- Sustainable transport
- Site Waste Management Plan
- Security
- Dust Prevention and Control
- Cementitious Materials
- Storage of materials
- Wheel Cleaning
- Silt Management
- Sheeting of Lorries leaving the site
- Considerate Constructors Scheme registration
- Machinery overview

This document should be read in conjunction with:

- Construction Management Plan and Traffic Strategy (3936/1001)

and any approved documents approved as part of the planning permission.

Timings of Works

	Start	Finish
Monday to Friday	08:00	18:00
Saturday	08:00	13:00
Sunday & Bank Holidays	Site to remain closed to plant and machinery, only internal works to take place.	

Method Statement for Deliveries

Deliveries will only take place between the hours of 08:00 – 18:00. There will be a competent operative tasked with traffic management. Lorries will be kept on site to prioritise incoming deliveries. At the site entrance, a jet washer will be present if any wheel washing is necessary prior to leaving site. A road sweeper will be used on an 'as and when' basis. No site visitors or contractors are to park off-site.

Tree/Ecological Impact

Prior to any construction work start, protective fencing will be installed and maintained for the existing trees and hedgerows along the areas shown on Construction Management Plan & Traffic Strategy (3936/1001) attached. No construction work or material storage is to take place inside the protection zone. The protection zone will be highlighted during the site induction to all visitors on the site.

Method Statement for Noise Limitation

The processes anticipated for the construction of the houses and associated infrastructure has been assessed and do not present a significant continuous noise nuisance. The potentially noisy activities are assessed as follows:

Serial	Activity	Noise Potential	Mitigation Measures
1.	Plant & machinery	Medium	▪ Working hours to be observed. ▪ Engines to be switched off or reduced to idle when not in use. ▪ Exhaust silencers to be fitted. ▪ Bolts to removable covers to be kept tight to prevent rattling. ▪ Hinged access panels to be closed in operation and rubber inserts fitted to prevent rattling. ▪ Silos to be used instead of diesel mixers wherever possible. ▪ White noise reversing alerts to be used.
2.	Deliveries	Low	Deliveries will only be made during site operating hours, unless otherwise agreed by the Local Planning Authority.

The Site Manager is to plan activities with noise control in mind. Plant is to be positioned with consideration to adjoining properties. Liaison with local residents and businesses will be undertaken and they are to be kept informed of activities by mail drop.

Management Plan for the parking of vehicles of site operatives and visitors

No parking will be permitted on A48 or on adjoining residential streets.

During site roads and house construction, site operative parking areas will be constructed in the site compound as shown on the Construction Management Plan. The positioning of car parking facilities has been positioned with consideration to existing properties. The sales area will contain the provision for a minimum of 8 parking spaces.

The site parking arrangements will be subject to continual review by the Site Manager in terms of location and area to ensure adequate parking is available.

Method Statement for Sustainable transport

To promote more sustainable modes of transport, bus and train timetables will be mounted on the wall of the canteen. Car sharing will also be encouraged to and from site. A storage facility for bicycles will be provided.

Site Waste Management Plan

Redrow operate a procedure to reduce all waste on site. The first step is to prevent any waste being generated through educating the sub-contractors. This is also done by using factory produced materials to reduce the offcuts generated. The second step is to reuse any materials or items as many times as reasonably possible before disposal. The third step is to recycle materials. This involves separating materials into hazardous waste, timber, metals etc. The recycle bins are regularly emptied to avoid any overflowing of the bins. Hardcore materials are crushed and used as aggregate on site where possible. The final step is to dispose the material as waste to the respective landfill. After following these steps, the waste from site to landfill is reduced by around 90%.

Construction Phase Drainage

The surface drainage during the construction phase will be managed through the use of soakaways. Additional soakaways will be put in place in to anticipate heavy rainfall events. Foul drainage from the site compound will be confined in a suitably contained tank. The tank will be emptied every week where the operative will follow their company's best practice manual whilst carrying out the work.

Method Statement for Security

Access to the site will be controlled by a single point of entrance to the development in the early stages. As the construction phase expands into the northern field, the site will be controlled by two points of entrance. Secure fencing will surround the site preventing any access from members of the public. The fencing will be checked daily to ensure it is in sound condition. All personnel including visitors will be given a site induction which will include

briefing on the key points from this CEMP affecting their elements of work. If needed, site security measures including CCTV will be continually reviewed throughout the development.

The development will be phased to separate the completed areas from the areas under construction to ensure a safe area for members of the public. The areas will be separated with secure fencing and signage clearly defining the boundary of where the construction site begins. Before moving in, the possible dangers will be highlighted to the residents as a further precaution. Any construction traffic needing to gain access through the completed area will strictly follow the speed limit and respect the residents.

Method Statement for Dust Prevention and Control

Vehicles entering or leaving the site will be covered to prevent dust escaping during transport, and road sweepers will be used if dust and mud is tracked off site.

On-site speed limits will be established and routes will be paved as soon as is practical.

A daily monitoring regime to keep records of dust conditions (noting weather conditions, construction activities and their location and duration on site) will be kept and updated by the site manager. Speed limits will be placed on haul roads.

Fine spraying of water is the most effective way to suppress dust. Repeat spray regularly, especially during windy and sunny weather when water will evaporate quickly. However, make sure that excessive mud is not created that can cause run-off into drains and watercourses.
Consider spraying:

- Unpaved work areas subject to traffic or wind
- Sand, spoil and aggregate stockpiles
- During loading and unloading of dust-generating materials

Method Statement for the Control of Cementitious Materials

Cement bags will be sealed after use to prevent leaks and dust. Large areas of concrete will be swept down to reduce the dust present. Concrete, cement and mortar materials will be stored away from any watercourses or drains. The COSHH procedures will be followed by those working with cementitious materials to reduce the risks to health.

Method Statement for storage of materials and plant used in constructing the development

Materials such as bricks, blocks, concrete rings, steels, timber and any similar materials that require stacking must be stacked on a good firm level base to prevent any unwanted movement of the materials. (See storage location/site compound on construction management drawing).

Bricks and blocks must not be stored more than two packs high; this will reduce the risk of packs accidentally tipping. Only good sound pallets that are the correct size for the packs must be used. Space must be allowed for machines to move between the packs to prevent the machine displacing any part of the loads or packs. A stacking area must be provided away from public access and, if possible, be fenced off.

Concrete rings that are large in circumference and narrow in width must be laid flat so they cannot be moved or rolled by any person, especially children.

Timbers must be de-nailed and stacked in a manner so that they cannot be easily displaced. Packing should be used underneath the stack so that forks or slings can be used to reposition them at a later date.

Steel/reinforcement bars must be stacked in an area adjacent to the works to reduce the amount of handling and carrying. Timber packing must be used underneath steel; this will allow for forks and slings to be positioned for the next movement and help to prevent accidental slips of the materials.
Waste is to be removed from storage as it is produced. Incoming deliveries will be controlled to match production & available space. Any surplus materials will be returned to storage area(s) and not left around site. Restock surplus materials to be returned from site in good order.

A regular maintenance schedule will be followed for all plant and equipment on site to ensure it is running correctly. Any oil stored on site will undergo a weekly check including the containers, secondary, containment systems, pipework and other ancillary equipment. Annual inspections and a service will also be carried out by a qualified technician. The storage tanks will be situated in an impermeable bund to contain any leaks and spills/The storage tanks will be self-bunded tanks to contain any leaks and spills. Oil tanks will not be stored within 10m of a watercourse or within 50m of a well or borehole. Oil bowsers and deliveries will be fitted with the necessary locks and valves to prevent any spills. Should the unlikely event of a spill happen, the incident response procedure will be followed.

Any hazardous waste generated through this will be disposed of in an environmentally friendly manner.

At the end of the day, mobile plant to be parked in the secure compound on firm level ground. The ignition key removed, the cab locked and any windows and covers closed.

The positioning of storage facilities has been carefully considered and has been positioned with consideration to existing properties.

Method Statement for Wheel Cleaning

The construction sequence of the main site will be phased to ensure that the roads are constructed as early as practicable in order to provide a clean, solid running surface throughout the development that can be easily maintained.

In addition to this, a visiting road brush will be on site weekly throughout the development works, and will be available to the Site Manager to increase frequency if conditions require. As a standard, a road brush will be permanently on site during periods of muck-shifting, tasked with maintaining the cleanliness of both the local public highway and estate roads.

Method Statement for Silt Management

The site is phased so that the potential silt problems are prevented and kept separate from any completed areas. Excavation works and soil movement will be avoided during heavy rainfall events.

If required, a silt barrier will be erected around the curtilage of the site leading to the watercourse to prevent silt transport into the watercourse through surface water runoff. It is also positioned depending on the gradient of the site to prevent any silt runoff entering neighbouring properties. This barrier will be made up of a geotextile, allowing water to pass and filter out the silt. This barrier will be regularly checked to ensure that it remains effective throughout the construction process.

If possible, soil stockpiles will be covered or seeded.

Method Statement for deliveries and sheeting of lorries leaving the site

Deliveries should be carefully planned by the site manager to avoid peak traffic periods and 'backing up' of lorries, where possible. Site teams should ensure the effective co-ordination and storage of materials to minimise unnecessary deliveries.

The collection of waste material skips is the only activity which requires sheeting or netting. There will be no other materials removed from site requiring sheeting or netting.

Considerate Constructors Scheme

The site will be registered with the Considerate Constructors Scheme (CCS). Contact information will be placed on display boards at the site entrance along with Considerate Constructors Scheme banners. The site will adhere to conform to the Considerate Constructors compliance scoring scheme.

Types of General Construction Vehicles to be used for build processes:

Excavator

Dumper

Telescopic fork lift

Bulldozer

Earthmover

Road roller

Tipper

Road sweeper

Delivery lorry

Soil transporter

Articulated Lorry

Delivery/Contractor's Vans