

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)



Project Name: Pixmore Avenue

Project Number: DP502

Project Address: Land North of Pixmore Avenue

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1. INTRODUCTION

The purpose of this document is to outline how Ashe will manage and where practical minimize the impact of the development's construction upon the site's surroundings. This is to ensure that the activities of Ashe comply with its Environmental and Sustainability policies and targets, current legislation, Regulations and ISO-14001.

Ashe is committed to achieving high environmental standards and working closely with the local community and other stakeholder throughout the development period.

The National Planning Policy Framework (NPPF) policies have been taken into account during the planning of this project.

2. SITE DESCRIPTION

- Site is location on land north of Pixmore Avenue, as indicated on the site plans
- There are no immediate Residential Neighbours though we are conscience of the site location being at the edge for the Letchworth industrial area and that there are residences reasonably close by.
- The Site is currently cleared of buildings and structures and has been levelled, over time the site has been left fallow and is now consequently populated with a few self-seeded trees and general scrub that has occurred since the demolition and site clearance.
- The site beneath the generally comprises capped and stockpile of crushed graded material
- The Site has had requisite Ecological investigations and surveys and is deemed clear.

3. THE PROPOSED DEVELOPMENT

- The proposed redevelopment of brownfield will provide 4 units in two storey building or low rise B2-B8 Business Units, described as light industrial with mezzanine ancillary accommodation
- Proposed development includes low energy technologies and on site generation
- Proposed developed include associate landscape and external features to support he business operation in accordance with planning policy and guidance, including disabled car parking bays cycle racks, waste management station, Electric Vehicle charging station etc..
- Proposed development includes SUDS features including attenuation in accordance with the submitted architects and Engineers drawings and supporting documentation

4. DURATION OF PROJECT AND WORKING HOURS

Subject to a successful planning Application and subsequent discharges of any Conditions/Obligations arising. The project would be due 3rd quarter. The site will be open for the hours 07-30 to 17:00 Monday to Friday and 08-00 to 13-00 on Saturday, but actual works and operations will be within the restrictions on working hours as directed by any Planning approval unless otherwise agreed, with prior approval.

5. SECURITY AND STORAGE

The site is largely contained by existing linked mesh fencing and Heras fencing. On possession of the Site for construction operations we will ensure a continuous and presentable secure containment about the entire plot.

This will comprise Heras fencing to the internal boundaries (north and East) and a site hoarding to the principal front and the first 5m return down the flank (West and South) facing the road and visible form the general main road. Hoarding will be boards 2.4m high with head and toe boarding and will be painted.

The site will be fully enclosed in accordance with CDM and good practice and be maintained to a good visible standard to protect the amenity of the surrounding areas

Any hoarding will display necessary information: including

- General information including nature of the redevelopment and developers' details
- Details of the planning permission and contact details for the Council
- Out of hours contact and emergency information
- Health and Safety information and Notices
- Considerate Contractors Branding and scoring information (as required by that standard)

This will be monitored and maintained on a regular basis to ensure a safe working environment and prevent risk to the public.

All valves and trigger guards are to be protected from vandalism and unauthorised interference, turned off and securely locked when not in use. Any tanks and drums are to be stored in a secure container or compound area, and to be kept locked when not in use. Bowsers should be stored within site secure compound when not in use.

Many materials used in construction operations such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution. All fuel oil and chemical storage must be sited on an impervious base with a bund that can hold 110% of the contents of the largest container and be secured. The base and bund walls must be impermeable to the material stored and of an adequate capacity. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked on the tank, and a notice displayed requiring that valves and trigger guns to be locked when not in use.

6. PROJECT SPECIFIC ENVIRONMENTAL REQUIREMENTS

6.1 A 3rd party company (Reconomy) will be employed to assist in all waste management on this project.

6.2 Considerate Constructors

The site will be registered with the Considerate Constructor scheme as part of the client requirements. The target score is 36 or more.

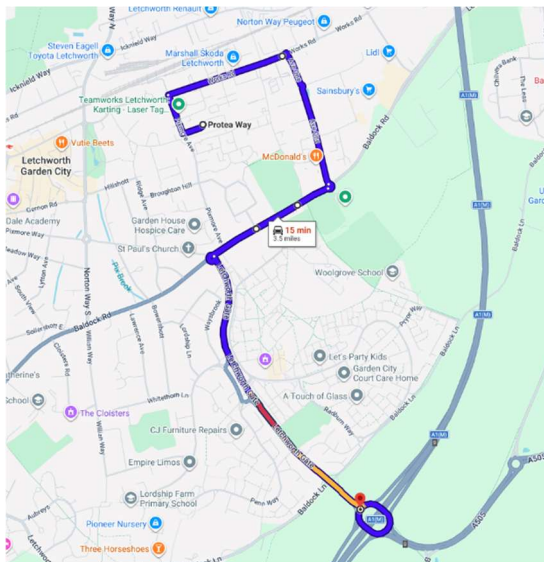
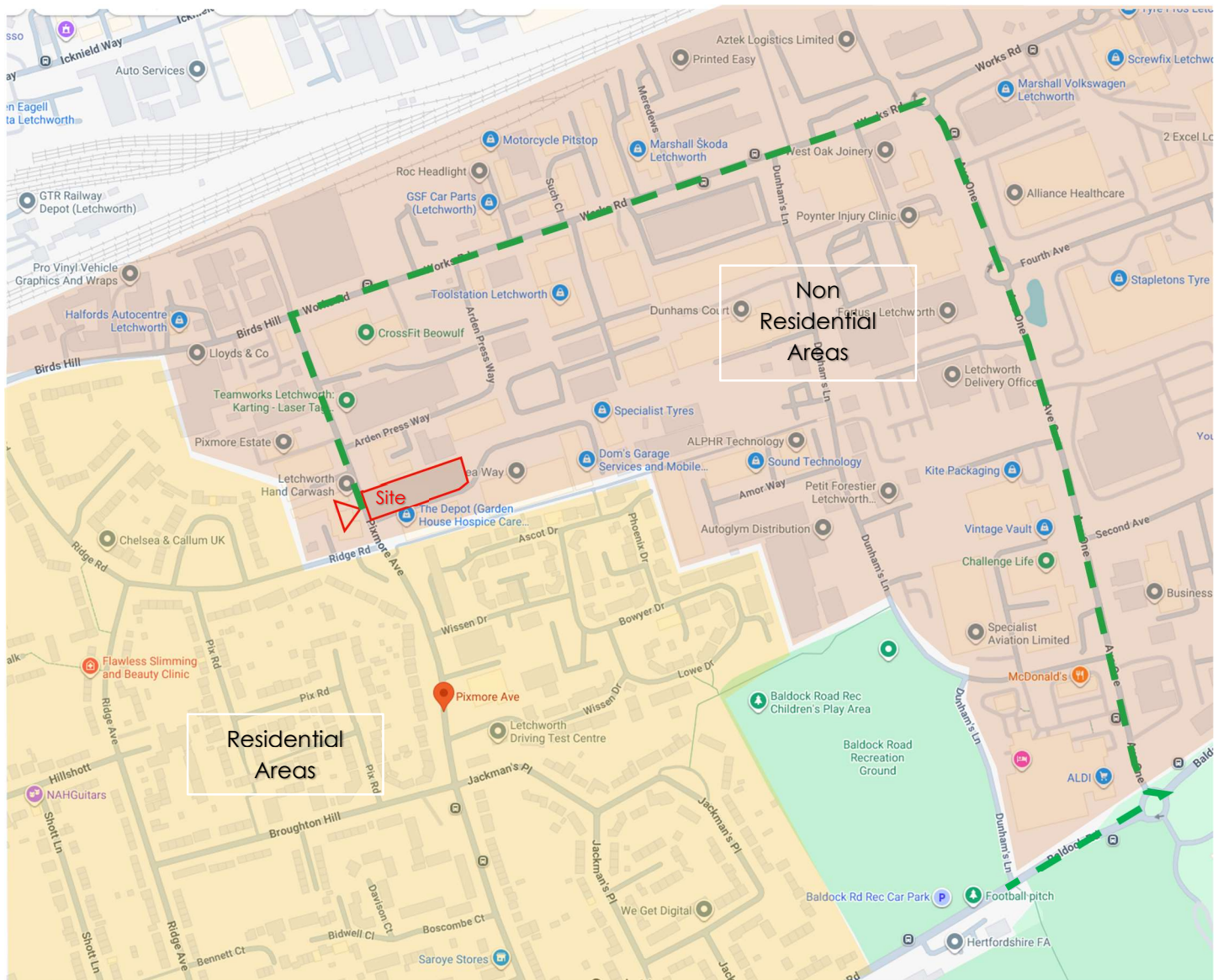
7. MANAGING IMPACTS OF CONSTRUCTION ACTIVITY

7.1 Construction Traffic Management

The Development will use the existing entrance and crossover until such point toward the Highways amendments have been programmed, there is no proposal to use any other remote accesses egress or use any form of temporary crossover from adjacent private roads.

Prior to commencement of work on site a Traffic Management Plan **SHEQ-021** will be compiled, the route to be taken by HGV's and heavy plant accessing the site. All vehicle routes must be at positions away from residential areas, and vehicles must not wait on the road. The approved plan will be implemented throughout the duration of the construction works.

The proposed routing is indicated below. This avoids the use of small roads and routes passing through the adjacent residential areas, All construction traffic will be routed through commercial and industrial areas as indicated:



Vehicle route indicated in green dashed line, highlighting route through non-residential areas linking to Baldock Road B656 leading to Letchworth Gate and from there, it is 1.48KM to the A1(M).

Prior to the commencement of work, a dilapidation survey of the public roads adjoining the site shall be jointly undertaken with the Employers' representatives.

Vehicular access to the site will be guided by signage. An appointed person must supervise all large deliveries and any operations involving the reversing of vehicles. Suitable warning signage posted at site entrance. All deliveries and reversing of vehicles will be supervised by a qualified banksman.

All contractors parking is to be on site within the area allocated for development. There will be no parking of contractor's staff or deliveries on neighbouring streets.

Traffic restrictions affecting waiting and delivery times:

An appointed banksman must supervise all large deliveries and any operations involving the reversing of vehicles.

Access routes must be kept clear. We will instruct suppliers and sub-contractors to avoid deliveries between 08-30 till 09-30 and 14-30 to 15-30 (Mon – Thursday) 13:30-14:30 (Friday) Vehicles are to be banked on and off the site at all times. We will employ just in time deliveries to minimize disruption

Wheel cleaning facilities will be located on site to lessen the impact of dust and debris on the site surroundings. The wheel cleaning facilities to be securely constructed with no overflow and effluent should be contained for proper treatment and disposal.

7.2 Noise and Vibration

All noise generated during the site preparation, groundwork and construction phases and associated ancillary operations of the use hereby permitted shall meet the following criteria:

Location		Maximum Limit	Time period
Boundaries		80dBA	As short as reasonable
Boundaries		Not exceeding background noise levels	<i>Before 0800 and after 1800 Monday to Friday Before 0900 and after 1300 on Saturdays At all times on Sundays and Bank Holidays</i>

These will be the benchmark from which contractors are to apply the prescribed noise levels.

In addition, the site will comply with the working hours 07:30 to 17:00 Monday to Friday, 08-00 to 13-00 on Saturday and the following:

- All statutory or other identified noise control limits.
- All management and supervisors will be issued with communication radios to prevent the need to shout instructions on site.
- Where necessary, plant and equipment will be silenced, screened and/or enclosed in accordance with the guidance of British Standard 5228, and particularly noisy activities will be shielded by the erection of hoardings and screening.

7.3 Air Quality

The location of the site and the planned construction activities do not give rise to a serious risk to air quality. However, contractors will be expected to take measures to minimise the presence of air borne dust during construction (see attached Dust Management Plan **SHEQ-037** and Mud & Debris Management Plan **SHEQ-036**).

In addition, the following measures are to be taken:

- Design controls are to be implemented for construction equipment and vehicles, and appropriately designed vehicles are to be used for materials handling.
- The site is to be regularly inspected, and site boundaries checked for dust deposits and removed as necessary. In addition, local roads are to be checked and cleaned as necessary.

- There is to be no burning of materials on site.
- The graded crush materials on site in conjunction with soil stabilisation will reduce substantially vehicle movements to and from site and associated noise and dust from loading and distribution of quantities of inert materials.

7.4 Archaeology and Cultural Heritage

Due to the previous developments on the site, It is not envisaged any archaeological interest is likely. However, if areas of the site are found to include remains of archaeological significance, they will be fully investigated prior to any construction commencing in their vicinity.

7.5 Visual Impact

Site hoardings to principal elevations painted and maintained
Refer planning drawings for proposals

7.6 Ecology and Protection of Trees

The site has historically been cleared, though sufficient time has elapsed since then and there has been growth of self-seeded trees and scrub over the graded hardcore supported by soil deposit from rainfall

Ecological Studies and a Biodiversity Net Gain Assessment has been submitted with the Planning proposals Outlining provision off site to offset these losses.

There are no retained trees or planting on this site however prior to re-clearing the site trees and planting will be checked to ensure they are clear for the protection of any wildlife, nesting birds or any fauna and prevention of any harm or cruelty.

7.7 Protection of Water Resources

The following activities give rise to potential risks to water course contamination. The proposed mitigating measures against this have been identified:

(a) Deliveries

Special care is to be taken during deliveries, especially when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tanks levels are checked before delivery to prevent over filling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available to deal with any incident that occurs (spill kits etc.). All employees are to be briefed on the actions that are required in the event of a spillage.

(b) Security and Storage

Refer to section 5.

(c) Silt

Water containing silt is never to be pumped directly into any lake or surface water drains. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing.

(d) Excavations

Excavation will not be left unprotected overnight, they will either be backfilled, covered or have suitable barriers and signage in place.

(e) Spoil Heaps

Spoil heaps will be minimal as we propose to re-use crushed material on site but any mass will be located and configured in a way that will avoid the risk of contamination of drainage systems

(f) Plant and wheel washing

Wheel washes and plant washing are to be securely constructed with no overflow and effluent should be contained for proper treatment and disposal.

(g) Site Roads

These are to be kept free from dust and mud deposits. In dry weather dust suppression measures may be required.

(h) Dealing with Silty water

Adequate provision for dealing with silty water is to be agreed in advance. Any planned discharges off the site will require prior approval with the appropriate authorities.

(i) Refuelling

The risk of spilling of fuel is at its greatest during the refuelling of plant. Mobile plant is to be refuelled in a designated area, preferably on an impermeable surface away from drains and water courses. A spill kit is to be available in this location. Hoses and valves are to be checked regularly for signs of wear and tear and be turned off and securely locked when not in use. Diesel pumps and similar equipment are to be placed on drip trays to collect minor spillages. These should be checked regularly and any accumulated oil removed for disposal.

(j) Concrete

Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. We will be employing soil stabilisation methods to ensure shallow excavation for foundations (pads) and there are proposals for piling or deep excavation to protect the water course and substrates. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready-mix lorries so that the washings do not flow into any drain or watercourse or seep underground.

In the event of a spillage on site, the material must be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages are to be reported to Ashe who will inform the Environmental Agency

7.8 Contaminated Land

The site is a low risk of ground contamination. Notwithstanding the low risk of ground contamination, the site will be continually monitored and reported should any contamination become evident during construction activities. There may be further sampling prior to construction operation below ground

7.9 Protection of Existing Services

Subcontractors and employees will be made aware of any known services. Prior to any dig or reduction of levels the site will have a Ground Penetrating Radar and PAS 128 survey including desktop searches as well as physical non destructive methods. Just prior to any dig CAT scan of routes will be carried out and hand excavation made to expose the location of services. Service routes will then be marked prior to mechanical excavation being commenced.

A permit to dig will be required to be issued prior to any ground penetration, and all operatives who may come into contact with any services will be required to read and sign the service avoidance plan SAP.

Amendments to the amended Road access will be subject to a separate Highway's application and subsequently full services enquiries will be made, we anticipate this may require slot trenches to confirm depths prior to the arrangement of any lowering or diversion of services. Though due to the existing entrance this isn't anticipated. All will be conducted to Highways Standards and in line with approval processes and standards.

7.10 Community Responsibility and Site Management

The Contractor is to liaise with Neighbouring owners and occupiers, so that any concerns they might have can be aired and resolved. The site will be registered with the Considerate Constructors Scheme and embraces its objectives.

The site management carry out regular Environmental audits. In addition, site management will carry out the following.

- At the end of each working day the site manager will ensure that the site is checked and secured.
- All Permits for hot works must closed out to ensure the works ceased at least 2 hours before the end of the normal working day and the area monitored, no risk of fire.
- All ladders are to be secured or removed from the workplace to remove access to scaffold and high levels.
- All plant is to be switched off, keys removed, and plant secured.
- All hand tools to be removed from the workplace outside working hours unless otherwise agreed with the site management, if left they should be locked in the site stores or other wise suitable secured.
- Heras fencing is to be checked to ensure all fixed and braced correctly and the site boundary is secure. As minimum panels are to be double clipped.
- All materials on site are to be stored safely and tied down as necessary.
- All generators and mains power to be isolated.
- All welfare is to be checked and locked.
- The site is to be checked to ensure all personnel have signed out and left site and the main gates are to be locked.
- Emergency contact details (site manager) are to be displayed at the main entrance to the site.
- Site management will have current CITB Site Environmental Awareness Training Scheme (SEATS) training.