



Chalkdene, Royston Road, Baldock

Construction Strategy & Management Plan

August 2025

Doc Ref: CMP_ Royston Road, Baldock

Rev No: 6

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1 PROJECT DETAILS

1.1 Contacts

Principal Contractor/Company Operational Details: Construction & Civil Works

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Contact Number:	-

Client:

Contact Name:	Justine Fancy
Company:	Chalkdene Developments LLP
Address:	Kent House, 14-17 Market Place, London, W1W 8AJ
Contact Number:	-

On-site Personnel responsible for compliance with the CMP:

Contact Name:	TBA
Company:	Lovell Partnerships Ltd
Site Address:	TBA
Contact Number:	TBA

1.2 Introduction

The site is owned by Hertfordshire County Council, and will be built out, in due course, by Chalkdene Developments. Chalkdene Developments (LLP) is a partnership between Herts Living (owned by Hertfordshire County Council) and Community Solutions for Regeneration (Hertfordshire) Ltd (owned by Morgan Sindall Group).

Rock Townsend have been appointed by Chalkdene Developments to prepare and submit a detailed pre-planning advice application for the residential development of the site consisting of 42 dwellings. This report sets out the initial work that has been carried out, including our understanding of the site context and an analysis of the constraints, early design proposals, site layout, form and massing, appearance and landscape design.

Chalkdene's contractor considers this document to be a 'live' Construction Management Plan that will be updated and improved upon as the project progresses and any logistical changes force a change to the Programme and method of working.

We have identified the following headings to provide the response to this condition:

- Project Details.
- Programme of Works, including hours of work.
- Welfare and Management of construction works.
- Logistics and Traffic Management, including specification of plant and equipment to be used, construction route and parking.
- Carbon Reduction – Minimisation of dust emissions arising from construction activities on the site, and an undertaking that there shall be no burning of material on site at any time during construction.
- Considerate Constructors Scheme.

This document sets out the approach that will be taken to respond to this condition and the mitigation that will be put in place to reduce the impact of the works on the environment, neighbours and the surrounding area.

1.3 Site Details

Site Location

The site is located on the northeastern edge of Baldock on the southern side of Royston Road near the junction of Royston Road with the Baldock Bypass. The nearest bus stop is on Yeomanry Drive, which is approximately 60m to the west of the site, with routes directly into Baldock Town Centre and serving the Royston - Letchworth routes.

Site Description, Existing Structure & Surroundings

Baldock East (BA4) is a site owned by Hertfordshire County Council located within the council authority of North Hertfordshire District Council ("NHDC"). The site area is approximately 1.843ha. It is currently an unused greenfield site and borders land allocated as green belt. There are several unofficial footpaths running through the site, although no public rights of way.

The use of the existing land around the site comprises: -

- To the north, mainly arable farmland with several smallholdings and areas of open storage. This land is currently in Green Belt.
- To the east, an area of rough grassland which rises towards a public bridleway and the junction of Royston Road with the A505 Baldock Bypass, which runs in a cutting to the southeast of this higher ground.
- To the south and west, a large estate of two storey houses mainly dating from the early 1980's known as Clothall Common.

SITE USE

Most of the site comprises an area of unused land with rough grassland and scrub, apart from some trees and hedges around the perimeter, the site is largely devoid of significant trees or any other features. It is generally

SITE ACCESS

VEGETATION.

ECOLOGY

FLOOD RISK

Figure 1: Site Location Plan



Figure 2: Surrounding Area

1.4 Contractors Commitment

Chalkdene's Contractor aims to be a good neighbour and minimise the impact on the local community caused by construction activities.

They will endeavour to minimise the effect of the works on the surrounding area, including scheduling of deliveries to avoid busy times, managing parking and waiting on site/surrounding roads and controlling the noise and dust from the site.

2 PROGRAMME OF WORKS

This section will address the timeline of the project which consists of:

- Outline of the scheme
- Sequence of works
- Programme

2.1 Outline of the Scheme



Figure 3: Proposed Development

The development provides 42 new homes in a circular layout accessible from both Constantine Place and Aleyn Way.

2.2 Sequence of Works

The development will be constructed in 3 phases and will involve the following:

- Enabling works: Site Setup, Hoardings, Temporary Entrance, Services Disconnections & Diversions.
- Flood Management Works
(Excavation & Remediation/Road Construction/Relocation of the temporary site car park)
- Groundworks & Superstructure.
- Fit Out & Landscaping

The site will be constructed in three phases across two stages. The first stage will include the site set up and the first two handovers. The second stage will include the final handover, the soft landscaping and site clearance. The stage 1 logistics will include an extended contractors car park to accommodate the expected car usage on the site at the peak construction time, with the car park reduced at stage 2 to form the rear garden areas for plots 19 – 21 for the final handovers at the end of the construction period.



Figure 4A: Phasing Plan



Figure 4B: Outline Logistics Stage 1



Figure 4C: Outline Logistics Stage 2

2.3 Programme

An indicative programme has been prepared for the scheme and is shown in Appendix C. The expected construction period is 81 calendar weeks. The working hours for the site will be 8am until 6pm Monday to Friday and 8am until 1pm on Saturdays. No work will take place on Sundays and Bank Holidays. These times apply to work which is audible at the site boundary as well as making a conscious effort to comply with the Considerate Constructor Code of Practice.

3 WELFARE & SITE SET-UP

3.1 Welfare and Office Compound

During the early stage (first 15 weeks) the site security set up and compound will be established, and the road works, drainage and service duct works will be progressively installed around the site. Hoarding will be in line the external areas around the site boundary. Heras fencing will be installed within the internal areas.

The site logistics plans for stages 1 and 2 are included in figs 5b and 5c which set out the location for the site welfare, office compound and site parking at each stage of the works. This information is also included in Appendix A.

The area of the site compound and parking will be stripped of topsoil and vegetation and dressed in tarmac throughout construction works. The area will be redressed periodically as necessary to maintain a clean surface for vehicles and pedestrians using the compound which will prevent any mud or debris from being deposited on the public highway. Vehicles in the car park will be periodically inspected and subject to jet washing if required to

The area used for the site compound will be returned to a grassed area and landscaped as per the soft landscaping plan at the completion of the works.



Figure 5a: Site Compound Area for Phase 1 & 2 Works



Figure 5b: Site Compound Area for Phase 3 Works

3.2 Welfare Facilities

Welfare facilities will be provided on site in strict compliance with the Construction Design and Management Regulations 2015. These facilities will be made available from the outset of construction work until completion. Male and female toilets, washing facilities, changing rooms, rest facilities and a canteen will be available for office staff and operatives sized to meet the expected number of workers on site.

3.3 Hoardings & Site Gates

Chalkdene's contractor intend to position the solid 2.4m high close boarded timber hoarding along the red line boundary. This will provide privacy for the adjacent residential properties and provide a visible boundary to the site entrance area hoarding line. The site will be secured with construction site gates at the construction access from Royston Rd. Vehicular access will follow the one-way construction access route which will be accompanied with a banksman/traffic marshal when needed. Temporary gates will be installed at the end of Aley Way, and kept locked unless the show home is open.

All hoardings will be inspected regularly by the Site Manager who will ensure that the site access points are clearly marked with all necessary and appropriate health and safety signage installed.

The hoardings can be painted with Chalkdene's corporate branding to make the site easily identifiable with CGI images of the new properties. On many of our schemes we have engaged with the local schools to allow them to prepare artwork that can be installed on the hoarding where the hoarding can be used as a mural (as shown in figures 6 and 7 below).



Figure 6: Electrifying artwork by students from Highlands School, Enfield



Figure 7: Young Islington artists at Dover Court transform construction hoarding into winning artworks

3.4 PPE & First Aid

Specific PPE will be worn as identified in each method statement and risk assessment along with standard protection including hard hats, safety boots, high visibility vests as mandatory site wear. It is the responsibility of individual persons to inspect their PPE for damage before each use. Damaged PPE must be replaced.

Site Foremen will monitor the use of PPE and issue verbal and written warnings for non-conformance as necessary.

Adequate provision will be made for suitable persons to be trained in First Aid. Equipment and facilities will be made suitable to Health & Safety (First Aid) Regulations 1981. First aid equipment will be located in the site offices and the welfare facilities. The equipment will be checked regularly by a designated person to ensure that supplies are sufficient. First aiders will be posted inside welfare facilities and the site offices.

First aid procedures are as follows:

- 1 no. first aider per 50 persons on site and they will be present on site at all times of working.
- Notices will be posted to notify all of the names of first aiders and will be included in induction talks.
- First aiders will hold a 'First aid at work' certificate, or equivalent 3-day course.

3.5 Monitoring, Supervision & Training

All workers and visitors to the site will be briefed on the fire and emergency arrangements during the induction process. Upon entering the site for the first time, persons will be required to have a site safety induction briefing.

This will be carried out before starting any works. The induction will make persons aware of the site rules, the key safety hazards, safety procedures, PPE requirements, 1st aid arrangements and fire evacuation procedures.

Operatives will also receive task specific method statement briefings before starting works, and regular toolbox talk training sessions aimed at appropriate site related issues.

3.6 Management of Construction Works

Chalkdene's contractor have an established team of construction management professionals that are all experienced in managing and delivering very tight and challenging sites.

4 LOGISTICS AND TRAFFIC MANAGEMENT

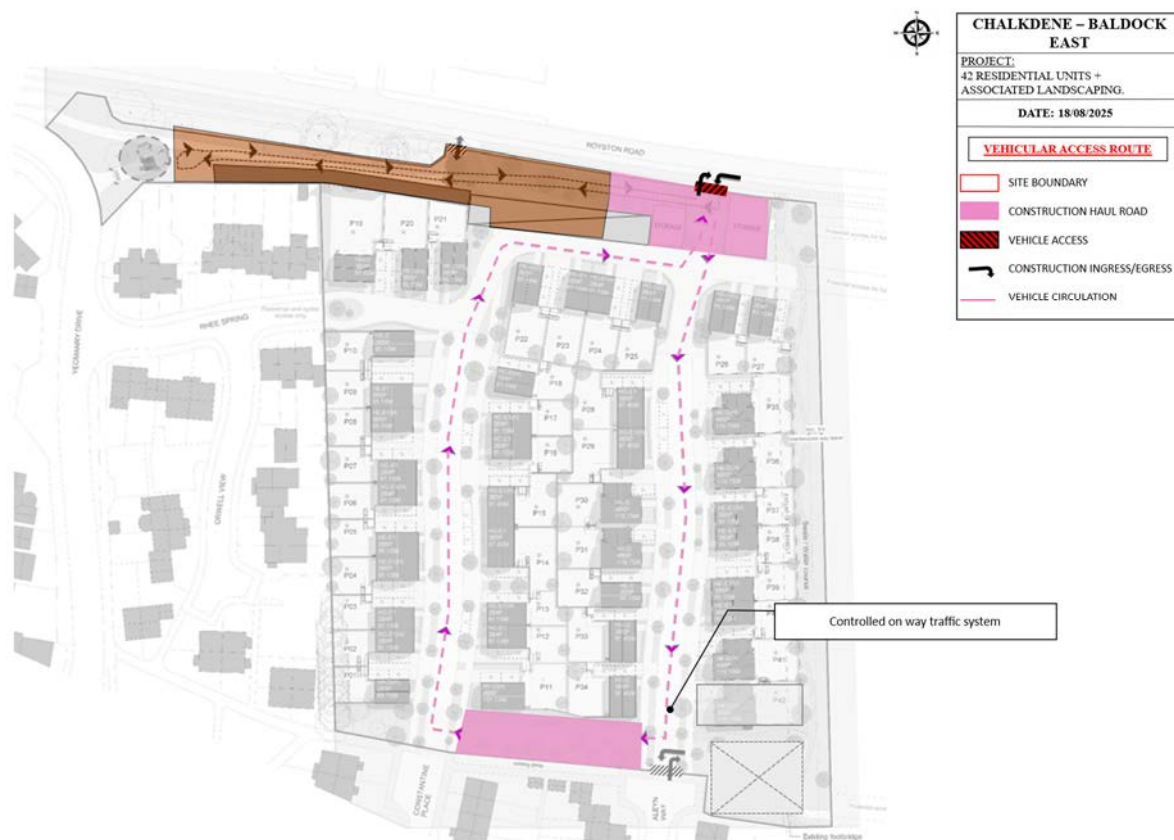


Figure 8: Logistics & Traffic Management - stage 1 (first two handovers)

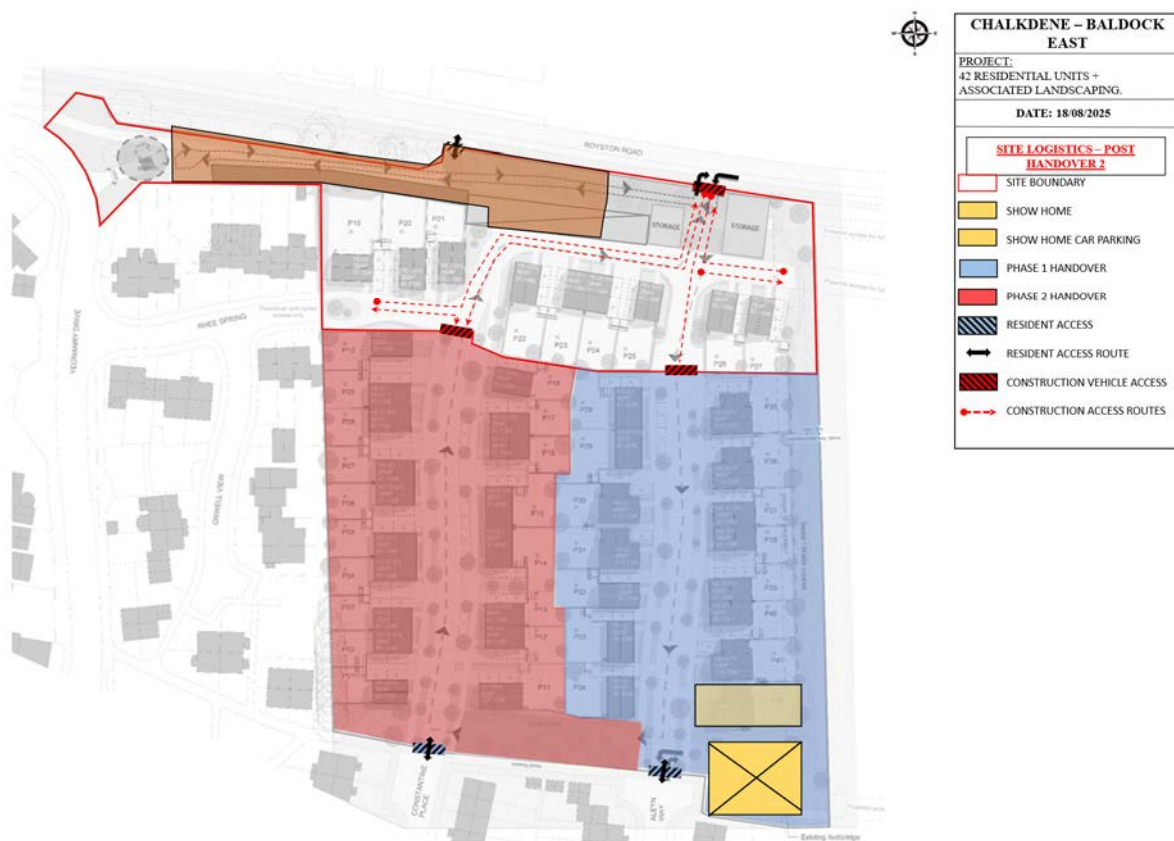


Figure 9: Logistics & Traffic Management stage 2 (post-handover 3 to completion)

4.1 Site Access & Egress

Figure 8, 9 (Also in Appendix A) illustrates which route construction traffic will be taking to access the site. Traffic will be routed through Royston Rd maintaining a one-way system through the site and then will exit back onto Royston Rd during the majority of the works with a two way system on site after the second handover so vehicles can enter and leave the site in a forward gear.

Access for residents and other vehicles after the first handover will be via Aleyn Way. Similarly, after the second handover, the access from Constatine Place will be opened for public use.

On completion of the scheme the link road in stage 2 (handover 3) will be opened to the public creating a circular route for all public traffic around the site.

A banksman will be present, as necessary, at the site entrance and on site to guide vehicles around the construction site roads.

Chalkdene's contractor have completed the compliance requirements to become registered CLOCS champions in 2020. They already comply with the key essentials as part of their standard operating procedures. These include:

- Site vehicle movements managed and controlled with the vehicle drivers and banksmen suitably trained and experienced will manage vehicle movements onto and off the site and the immediate local area.
- Provision of substantial site roads and accessways for vehicles delivering to site.
- CSCS inspections including CLOCS requirements for vehicle management and control as part of the evaluation process at each visit.

Pedestrian access will be from the current access route from Royston Rd through a set of turnstiles which will be setup to allow access for authorised site staff only. It reduces the risk of unauthorised access onto the site during construction works. There will be dedicated pedestrian routes throughout the site to ensure the safety of staff

and site operatives. Dedicated crossing points will also be present to allow mobility around the site to specific work areas.

The vehicle movements and access arrangements to the site with swept path analysis are included below:

4.2 Controlling Access

Chalkdene's contractor will strictly control access to the site and ensure the health and safety of all in the proximity of the site at all times. Signage will be placed next to the site gates to ensure pedestrians are aware of the construction site entrance.

Directional arrows will be posted along the route ensuring that the vehicles follow the defined routes into and out of site. When any vehicle is due to make a delivery to site, the drivers will be required to give prior notice and book a delivery slot with the site team. We recognise that traffic will be directed to the site from the Bypass to the NE and will be directed out the same way to avoid introducing congestion in the town centre

A 2.4m solid boundary hoarding will be installed to secure all boundaries to the site (as noted in Section 3.3 - Hoardings & Site Gates above), with additional gates to provide access to the show home from Aleyn Way at the appropriate time. Access for site operatives will be via a pedestrian pass-controlled gates as noted on the site-specific logistics plan attached in Appendix A.

The site boundaries and the hoardings will be inspected daily and repaired if any damage is found. Gates will be shut at all times when not in use.

4.3 Deliveries & Construction Traffic Details

All deliveries are to be reported to the Site Manager and all deliveries will be pre-booked. The Site Manager's instructions will be followed for all personnel and visitors to the site, No phones or hands-free kits are to be used whilst driving, either on site roads or on public roads.

Chalkdene's contractor will plan works including vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times. In the event of HGV's entering site, footpaths will be blocked off from pedestrian access using temporary barriers. Footpaths shall reopen once HGV's have left site.

All deliveries will be co-ordinated and programmed to alleviate pressure on the existing road network, mindful of the rush hours and local amenities. This will be achieved via the use of weekly sub-contract meetings where deliveries will be planned and booked. Deliveries will only take place Monday to Friday between 08:00am and 06:00pm and Saturdays 08:00am and 01:00pm. All deliveries will be made within working hours in order to avoid peak hours during weekdays as far as reasonably practicable.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan (figure 8 and 9), which will include a prescribed route into the site to deliver materials.

As part of Chalkdene's contractor's plans to mitigate the impact of the project and its deliveries on the road network they will in the first instance look to their supply chain to store materials off site and only deliver the materials when they are needed.

Chalkdene's contractor anticipates that during the early stages of the works there will be 150 large lorry movements over the first 6 weeks onto and off the site with plant deliveries, muck away wagons, concrete and other large deliveries. During the busiest part of the construction work this will increase to typically 30 large lorry movements per week with plant movements, brick deliveries, roof trusses and tiles, and fit out materials for the first few units. This will reduce towards the end of the build process with less than 10 large lorry movements per week. Throughout the programme there will also be daily small lorry and van deliveries providing small tools and plant, welfare and sundry and small material deliveries.

4.4 Parking and Public transport

Access to the site from Royston Road is for construction traffic and access for vans and cars to the designated car parking area, including deliveries and the unloading areas. The nearest rail station is Baldock (figure 10), which is a 15-minute walk away from the site for those who wish to use public transport. We will control use of the contractors car park and ensure that workers do not congregate there causing a nuisance to existing residents.



Figure 10: Public Transport

4.5 Plant Details

Noise & Vibration Management:

In order to manage the noise and vibration around site, Chalkdene's contractor will ensure that modern plant is being used and that it has been properly serviced and silenced. Vibration will be limited to vibrating concrete and machinery movement.

Piling Details:

Chalkdene's contractor will be using a 'house deck' solution which is more environmentally friendly than traditional methods, using less concrete and generates less arisings. By typically using less concrete and minimal excavations there will be less vehicle and plant movement on site, and consequently less CO2 emissions.

Crane Details:

There will be no fixed cranes on site for construction works. Mobile cranes will be hired when required for specific lifting such as roof trusses and operated by a competent person accompanied by a trained banksmen and co-ordinators.

Forklifts:

Telescopic forklifts will move materials from an unloading point and into site to dedicated loading bays and storage areas. These will vary to suit the progress of the works. All movement of the forklift will be carried out by a fully trained driver and marshalled by a banksman. Lorries and vans making deliveries will be brought into site except for special pre-arranged circumstances.

Delivery Vehicles:

There will be a variety of delivery vehicles that will be supplying plant and materials for the project. The largest delivery being mobile cranes, piling rigs and 360-degree excavators that will need to arrive to site via an articulated lorry that will be up to 16.5m in length.

It is anticipated that during the excavation the site will be served with 9.1m long rigid tipper lorries to remove spoil and deliver engineered material to the site.

4.6 Construction Routes

All construction traffic will be routed through Royston Rd. Traffic will be directed to the site from the Bypass to the NE and will be directed out the same way to avoid introducing congestion in the town centre and the adjacent estate.

4.7 Details of how Pedestrian and Cyclist Safety will be maintained

The construction site gates will be kept closed and monitored by the site team, only when deliveries are made to the site will they be opened to allow vehicles onto the site. The site manager will ensure that the external perimeter of the site is regularly patrolled to ensure any debris is kept clear of the pavements.

The general public/pedestrians will have the right of way along the pathways that surround the site. Existing unofficial footpaths through the site will be closed. Footpath closures around the site will be avoided where possible except for statutory works.

As part of the sub-contractor procurement process, Chalkdene's contractor will ensure that all sub-contractors and suppliers delivering materials to the site follow the conditions outlined.

4.9 Wheel Washing

In order to keep the roads and footpaths free from deposits of soil, mud and the like Chalkdene's contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site, then these areas will be cleaned via the use of water hoses and manual sweeping. In addition, a mechanical road sweeper will be used periodically to clear any debris on the public highway.

5 Carbon Reduction

The legislative guidance that we have reviewed and will comply with in connection to environmental controls for the site are:

- Control of Pollution Act 1974
- Environmental Protection Act 1990 (ss79-82)
- BS 5228:2009, Code of Practice for Noise and Vibration Control on Construction and Open Sites
- Non-Road Mobile Machinery Register (NRMM)

5.1 Techniques to Control PM10 and NOx Emissions from Vehicles and Plant

Chalkdene's contractor will adopt the following measures in connection with the control of PM10 (Dust) and NOx (Nitrogen Oxide):

- All vehicles will be covered or in the case of waste disposal lorries, have mechanical dust covers.
- During dry weather all demolitions arising's will be water doused.
- During dry weather footpaths and roads will be kept clean and wet to reduce the incidence of dust.

- Once a delivery has arrived on site and parked within the site, it will be instructed to turn off its engine.
- Mechanical plant will not be left running unless it is needed for the work in hand.
- Low emission plant fitted with catalysts, diesel particulate filters or similar devices which are regularly maintained shall be used.
- Non-road mobile machinery will use ultra-low Sulphur tax-exempt diesel and be fitted with appropriate exhaust after-treatment such as catalysts. Diesel particulate filters as stated on the approved list managed by the Energy Saving Trust – this will be established with the sub-contractors at each order stage.
- All construction vehicles shall comply with the Euro 4 Emissions standard and where possible use low emission fuels if possible.

5.2 Techniques to Control Dust Emissions from Construction and Demolition

Site operations will be controlled to control dust emissions from construction and demolition.

- Plan site management and logistics so that receptors for demolition arising are not located where they might cause a nuisance to our neighbours.
- Avoid site run off from vehicles.
- Regular boundary inspections.
- Clean down hoardings using wet cleaning methods.
- Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities.
- Keep the public highway clear of any debris using wet cleaning methods.
- Damp down any stockpiled excavated materials on site.
- Water suppression will be used where required.

5.3 Techniques to reduce CO2 Emissions from Construction Vehicles

Chalkdene's contractor will adopt the following to reduce CO2 emissions from construction vehicles and plant:

- Select the right size plant for the job in hand, i.e. do not over size plant.
- Establish a site accommodation set up that does not need generators – use the local power supply
- Once a delivery has arrived on site the engine will be turned off.
- Ensure that all delivery vehicles have passed the necessary DoT vehicle inspection tests.
- Promote the use by the supply chain of modern low emission vehicles.
- Ensure deliveries are using the most efficient route to the site – this will be communicated via pre-start meetings and the sharing of knowledge of the local transport network
- Restrict and prevent on-site car parking therefore promoting workers to travel to site via public transport.
- Develop site toolbox talks that raise plant operator awareness of the benefits and savings of fuel-efficient plant operation.
- Work with employer federations and equipment manufacturers to reinforce the message within the workforce.
- Promote the purchase and hire of efficient plant.
- Promote and adopt 'green fleet management practices' with the supply chain to seek a 10% reduction on CO2 emissions.

7 APPENDICES

A - Site Logistics

The site logistics will be set up as shown below to reflect the expected phased handover.

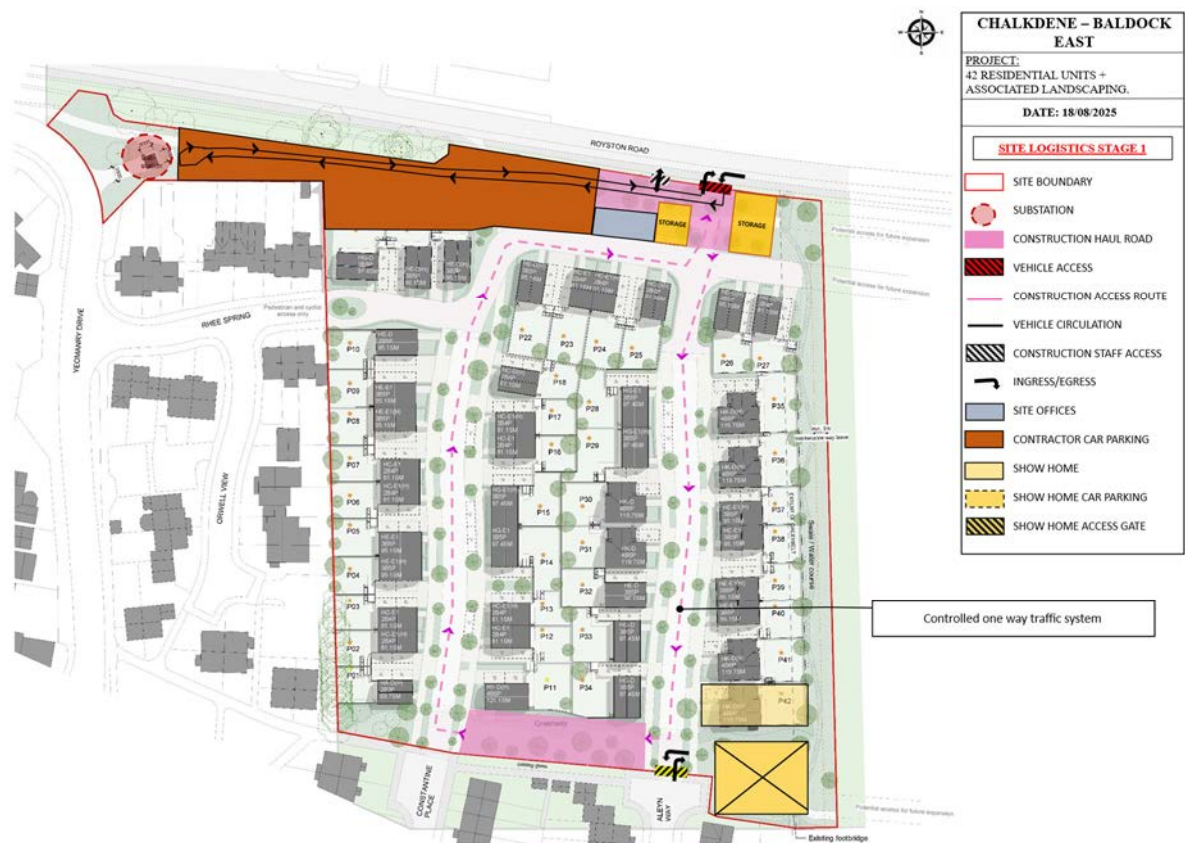
We will provide separate temporary accesses from the Highway at Royston Road onto the site for vehicles and pedestrians. We will temporarily restrict Roston Road with tidal flow traffic during

construction to manage public safety. There are some services under the footpath which will require lowering to form the entrance and this will be carried out as the first activity. This will require a temporary footpath closure, which will then allow the construction of the temporary concrete vehicle crossover onto the site. All these works will be carried out with the agreement of the statutory bodies and the Highway Authority.





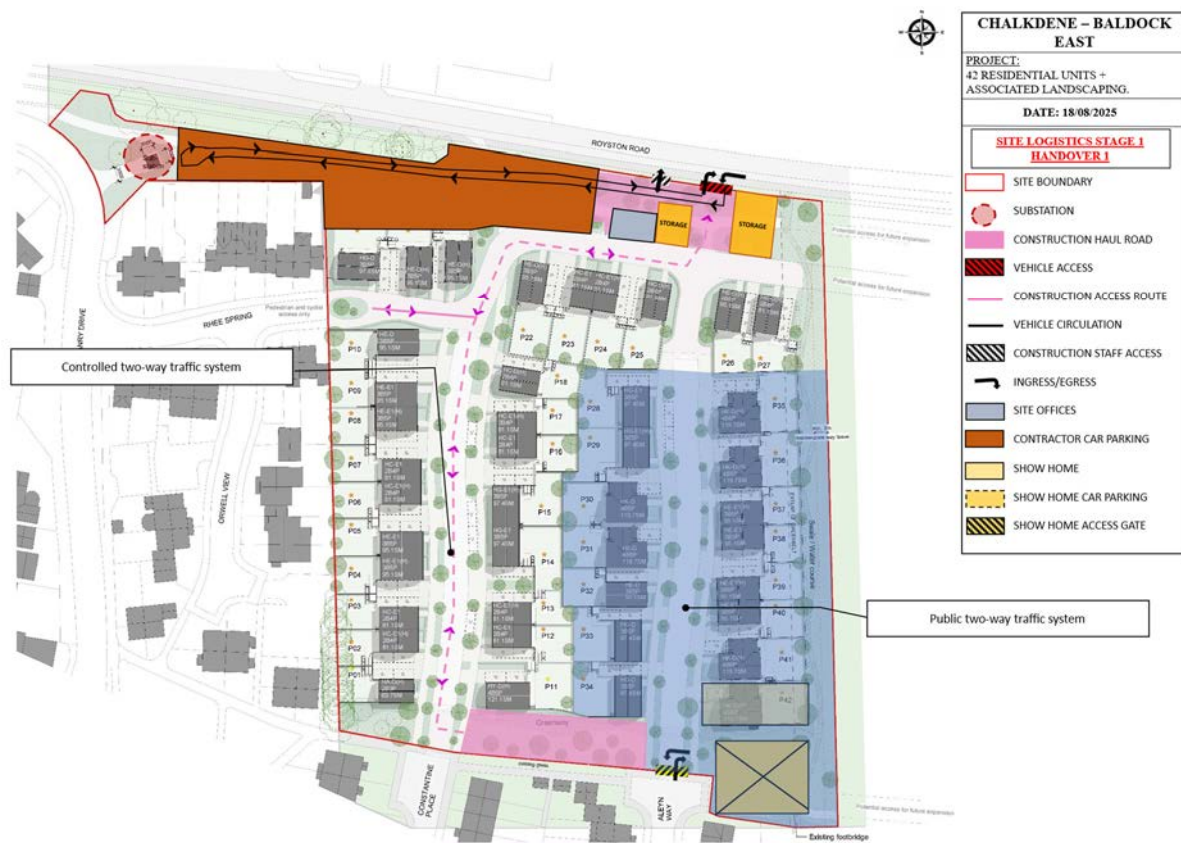
Stage 1



Once access has been secured onto site the site compound, offices and the contractor compound and parking will be established. Ducts will be installed under the contractor's car park and storage areas for future provision of services to the compound and the remainder of the site as work proceeds. This is particularly relevant to provide the electric supplies from the new substation on Yeomanry Drive.

The road down to Aleyn Way will then be constructed with drainage and service ducts to provide access to the Show Home. A temporary link road for construction will be provided across to Constantine Place within the site, (shown in pink). The road from Constantine Place to will then be constructed to create a circular route around the site for efficient distribution of materials and construction.

Stage 1 – first handover (blue)



Construction will commence with foundations to Plots 28 – 42 as road construction is completed to Plot 42 (show home) once the road is completed to Aleyn Way. The temporary car park for the show home will also be constructed ready for viewings. Priority construction of the show home will be carried with dedicated access from Aleyn Way separate from the construction activities.

After the show home, sequential construction will commence with Plot 28 to 41 following a traditional construction sequence ready for the first handover.

Once the area is completed, the site boundary around this phase will be moved back to the edge of the final handover area Phase 3.

Stage 1 – second handover (red)



The construction sequence will follow the same approach as the first handover, and the second phase will be handed over (highlighted red), and the public access from Constantine Place opened up for residents. As with the first handover the site boundary will be moved back to the edge of the final handover area Phase 3.

The temporary crossover between Aleyn Place and Constantine Way will remain in the short term to provide refuse and emergency turning for the new properties within the site. Temporary bollards will be placed to prevent unauthorised public access between the two handover areas.

Stage 2

A similar sequence of road and plot construction to Stage 1 will be continued on Stage 2 from plots 1 and 11 to plots 10 and 18.

Stage 2 of construction from plots 19 – 27 will complete handovers of the occupied site. Once the properties have been completed, we will progressively remove the contractor parking and compound reinstated and returned to soft landscaping and removing the cross overs from Royston Road and completing the site.

The access and control of the show home will remain with Chalkdene until the last sales have been secured. The show home will then be available for occupation and the car park will then be removed and returned to soft landscaping.

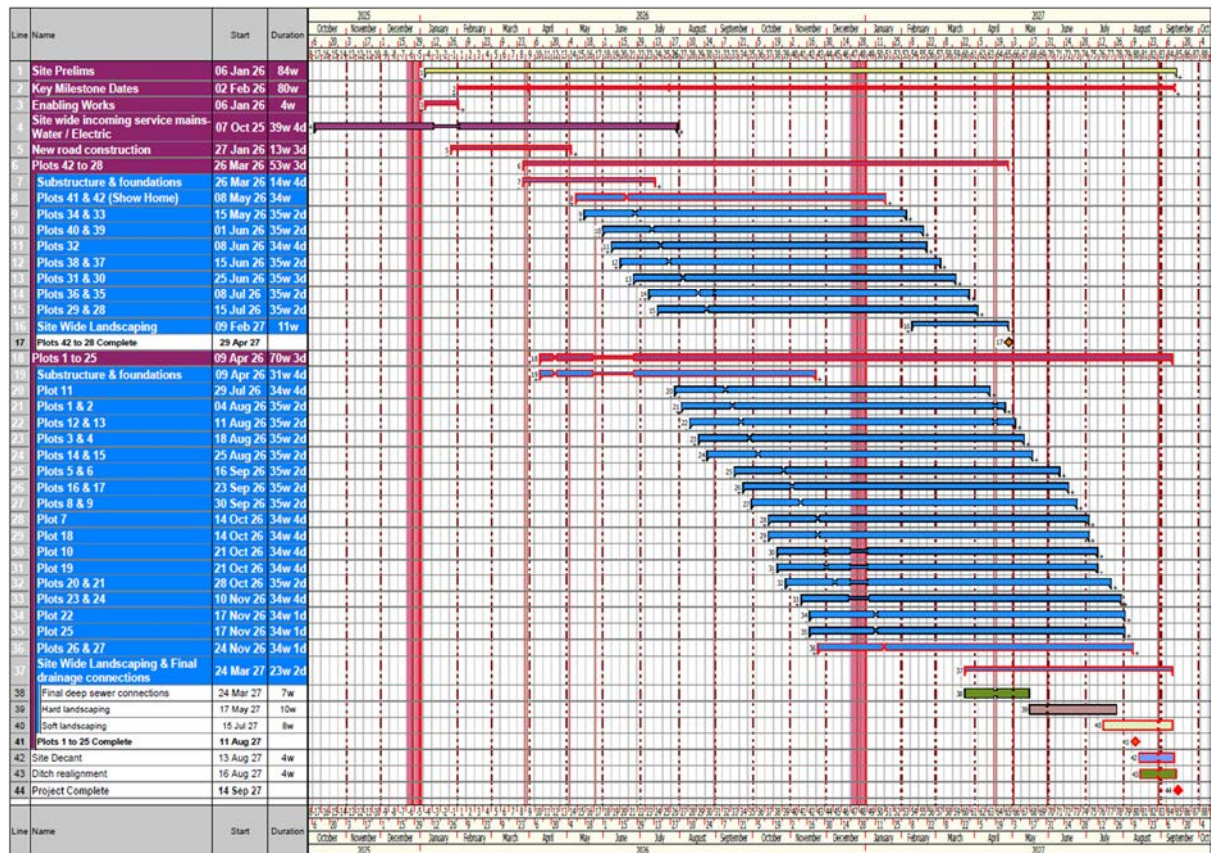
On completion of these homes, the construction link between Constantine Place and Aleyn Way will be removed and returned to soft landscape as all vehicles can use the circular route within the site.

B – Construction Phase Plan

The sequence of handovers is outlined below.



C – Programme



D - Site Waste Management Plan

The Site Waste Management Plan is prepared for all our sites by our partner Kenny Waste who provide all waste management and recycling facilities for the sites including monthly reports on progress.



2025.08.19_Lovell_S
WMP Baldock.xlsx

The file is attached here.

The file content and framework is printed below.

Waste Strategy Review

 kenny waste management recover - divert from landfill - recycle	
Saved to this PC	
Waste Strategy	
Project Type	The site is currently an unused greenfield site. The site currently borders land allocated as green belt. Baldock East (BA4) is a site owned by Hertfordshire County Council located within the council authority of North Hertfordshire District Council ("NHDC"). The site area is approximately 1.75ha. There are a number of unofficial footpaths running through the site, although no public rights of way. Design and build of 42, 2 storey dwellings. The buildings are a mixture of 2B3P, 2B4P, 3B5P and 4B6P.
Proposed Start Date	
Proposed End Date	
Gross Internal Floor Area	4500m2
BREEAM	
Considerate Constructors Scheme	
Estimated Waste Budget	
Waste Champions - Lovell	
Name	
Job Title	
E-mail	
Phone Number	
Waste Champions - Subcontractors	
Name	Company
Day to Day Waste Management Requirements	
Skip Exchanges	0161 790 3737
Waste Champions - Kenny Waste Management	
Name	Jamie Welsh
Job Title	Field Account Manager
E-mail	jamie.welsh@kennywastemanagement.co.uk
Phone Number	07805401168
Name	Carly Dodd
Job Title	Internal Account Manager
E-mail	carly.dodd@kennywastemanagement.co.uk
Phone Number	07495 149 847

Preconstruction Measures

 	
Pre-Construction Measures	
Soil materials management strategy agreed with groundworkers and briefed with site management and operatives.	
Demolition	
Use of recyclable demolition waste ie concrete and bricks.	
Material Storage	
Containers, drop down areas and locations. Material orders to request handling, storage and installation guides to prevent damage	
Delivery Controls	
Site checking of delivery tickets to ensure order is correct, ensure off load and storage is in line with suppliers guidance. Refuse damaged materials and return reusable packaging and pallets at point of offload	
Order Inclusions for the Above	
Site checking of delivery tickets to ensure order is correct, ensure off load and storage is in line with suppliers guidance. Refuse damaged materials and return reusable packaging and pallets at point of offload	
Schedule of Materials Checked Before Order	
Ensure orders are reflective of quantities needed, ensure delivery schedules and call offs match plots quantities. Material orders are for the materials to be used and not include incorrect materials.	
Waste Collection Points	
Agree waste collection points to encourage correct collection and segregation at point waste is generated. Avoid long distance travel with tipping skips or collection bags	
Waste Collection On-Site Resources	
Ensure responsibility for waste collection and management is assigned and communicated as well as adequate for the materials being delivered, distributed and waste collection. Direct, supplier and subcontractor labour	
Education and Induction	
Site staff and supply chain to be briefed on waste collection and our expectations ahead of orders and sign up to the waste plan as part of the overall commitment.	

Waste Management Procedures

	
Waste Management Procedure	
Waste Compound	
Will there be space for a waste compound?	Yes
Waste Streams to segregate:	
General Mixed Waste Skips	
Skip Size Recommended	12yrd skip 8yrd lifting skip
Recommendations	Use for Light Compactable Mixed waste Only e.g. packaging, brick banding, plastics Strongly Recommend Brick/Block/Concrete/Inert is not placed in this skip Skip Signage for clear segregation is recommended Skip should be compacted regularly if possible to ensure no voids and ensure maximum utilisation is achieved.
Plasterboard	
Skip Size Recommended	Contractors are responsible for the removal of Plasterboard
Recommendations	Plasterboard waste segregation is mandatory. Non compliance may incur additional charges due to significant processing required. Skip Signage for clear segregation is recommended.
Timber	
Skip Size Recommended	12yrd open
Recommendations	Site are using community wood recycling for waste wood Send pallets back to suppliers. Site also have the option to use pallet loop Set up an area for offcuts of timber to be re-used on the project. Use spare pallets for storage of materials.
Inert	
Skip Size Recommended	Grab Hire / 6yrd skips
Recommendations	Stockpile waste brick/block/inert/concrete and reuse on-site where possible, with excess removed via grab wagons.
Insulation Waste	
Please contact Kenny Waste Management for the most cost-effective solution.	
Hazardous Waste	
Hazardous Waste Station Procedure	Site will contain hazardous waste packaging in UN-approved 205ltr drums. Waste streams will be kept separate. A clear hazardous and tidy hazardous waste compound will be maintained with clear signage for correct segregation.
Hazardous Waste Streams Expected	Empty Silicones & Mastics Empty Glues and Adhesives Empty Aerosols Expanding Foam

Waste Management Procedures (contd)

Simpler Recycling	1100ltr wheelie bins for Dry Mixed Recycling 240ltr Food Bin 1100ltr wheelie bin for Residual waste Emptied Fortnightly
1 Tonne Bags	1 tonne bags will be made available to segregate waste from plot to plot.
Tipping Skips	An adequate number of tipping skips will be made available during the build with clear signage for correct segregation.
Vapes/E-Cigarettes	A container that holds approx. 750 units will be placed onsite for disposal of vapes and e-cigarettes. Vape pens must be disposed of correctly. Batteries cause fires in waste vehicles, which have risen 30% since 2017. Incorrect disposal presents the same risk as placing a smouldering BBQ in the waste.
Battery Recycling	The Battery Recycling Box can be used for waste of all battery chemistries including button cell, mercury, alkaline, lead acid, zinc, Ni Cad, and lithium-ion.
Important information	
Placing Any of These Items In a Skip Will Incur Additional Charges	Mattresses; Plasterboard; Fridges; Freezers; TVs; Monitors; Gas Cylinders; Fire Extinguishers; Tyres; Car Batteries; Large Tree Stumps & Roots; large amounts of Carpet, Carpet Tiles, Vinyl Flooring or Insulation; Food Waste.
	Contact Kenny Waste Management for an arrangement.
	Asbestos or any asbestos containing materials (Under no circumstances should this be placed into the skips, please contact Kenny Waste Management).
	Tubes; Adhesive Packaging; empty Glue Packaging; Hilti Gun Cartridges; Hazardous or Toxic Material; Aerosols; Fluorescent Tubes; Clinical or Medical Waste; Solvents; Liquids; Oil.

Toolbox Talk



TOOLBOX TALK:
WASTE SEGREGATION

SCAN ME, WATCH NOW



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Or visit this link:
bit.ly/lovell-tbt-ws

We are excited to provide this EARLY RELEASE of this "Virtual Toolbox Talk" video to your team! The information provided through this video is provided solely for informational purposes to encourage responsible site behaviour, helping your construction sites to achieve your environmental targets throughout the UK. This video is the property of Kenny Waste Management Ltd and for your confidential internal use only and must not be shared with or distributed to external parties or colleagues.

Actions & Measures

Please refer to the Monthly Group Waste Report

Procedure Documents

Please click the link below to be directed to the dedicated page on the Kenny Waste Management website

E-Cigarette Fire safety Poster

Fire Safety - Lithium Ion Batteries

Kenny Waste Management Social Enterprise Information

Plasterboard Skip Guidance

POPs Waste Legislation Warning

Skip Loading Safety Advice

Social Value Poster

WEEE Fire Safety - Lithium Ion batteries

Wood Skip Guidance

Zero Carbon Statement

Simpler Recycling