

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Enabling Works
Oct 24



Marple Community Hub

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1.0 Introduction

This Construction Environmental Management Plan (CEMP) has been developed for the Marple Community Hub project and will be subject to further development in response to changing strategy, constraints, methodologies, and variations.

The CEMP sets out the methods and procedures that will be adopted with consideration to minimise the impact of the development on the local community and residents, businesses, the general public and environment. It will address the potential environmental impact of the construction and the methods to mitigate the specific environmental disturbances such as noise, vibration, dust and plant emissions.

1.1 Project Overview

Prior to commencement of main works, an element of enabling works will be undertaken including demolition (library, police station and toilets), service diversions, tree felling, formation of a site compound and construction of a layby to Memorial Park Drive. In order to facilitate these works (and the main works) the main memorial park car park will be closed.

Throughout construction, Hollins House, Marple Clinic, Senior Citizens and Marple Scouts buildings will remain open and in use.

Location Map



2. Programme

The total programme for the enabling works is anticipated as being 12 weeks.

2.1 Table 1 Key Milestone Dates

KEY MILESTONE DATES	
Vacant Possession Of Site	21 st October 24
Asbestos Removal & Demolition	4 th November 24
Works Complete	10th January 25

3.0 Site Logistics & Deliveries

3.1 Site Accommodation and Welfare Facilities

Willmott Dixons site office will be situated in Hollins House with welfare situated on the grassed area North East of Hollins House and will be a 6 on 6 modular set up.

The compound facility shall be protected at night by CCTV cameras and marshalled during the day by WDC operatives.

Hollins House will provide offices for Willmott Dixon Construction's Site Management and supply chain team, together with a canteen and toilet facilities. The external setup will provide canteen, drying room and toilet facility for our operatives. The offices will be equipped with telephone, computer and e-mail facilities and will contain photocopying and first aid facilities.

Waste bins and skips will be self-closing to prevent bird access, with the storing of food waste in the open in plastic bags prohibited, due to the risk of the bags being accessed by scavenging birds and mammals.

3.2 Site Access and Security

All visitor and sub-contractor parking for the construction works will be held off site. Approximately 45 spaces will be provided at the old swimming pool site off Stockport Road. The area will be utilised in its current form, compacted stone surface and weld mesh fencing to the perimeter. The existing access off Union Road will be retained, utilising the drop kerb and gates (which open inwards) to access the site. Vehicles will be parked along the fence line to the left and right of the entrance gates with parking managed to maximise efficiency.

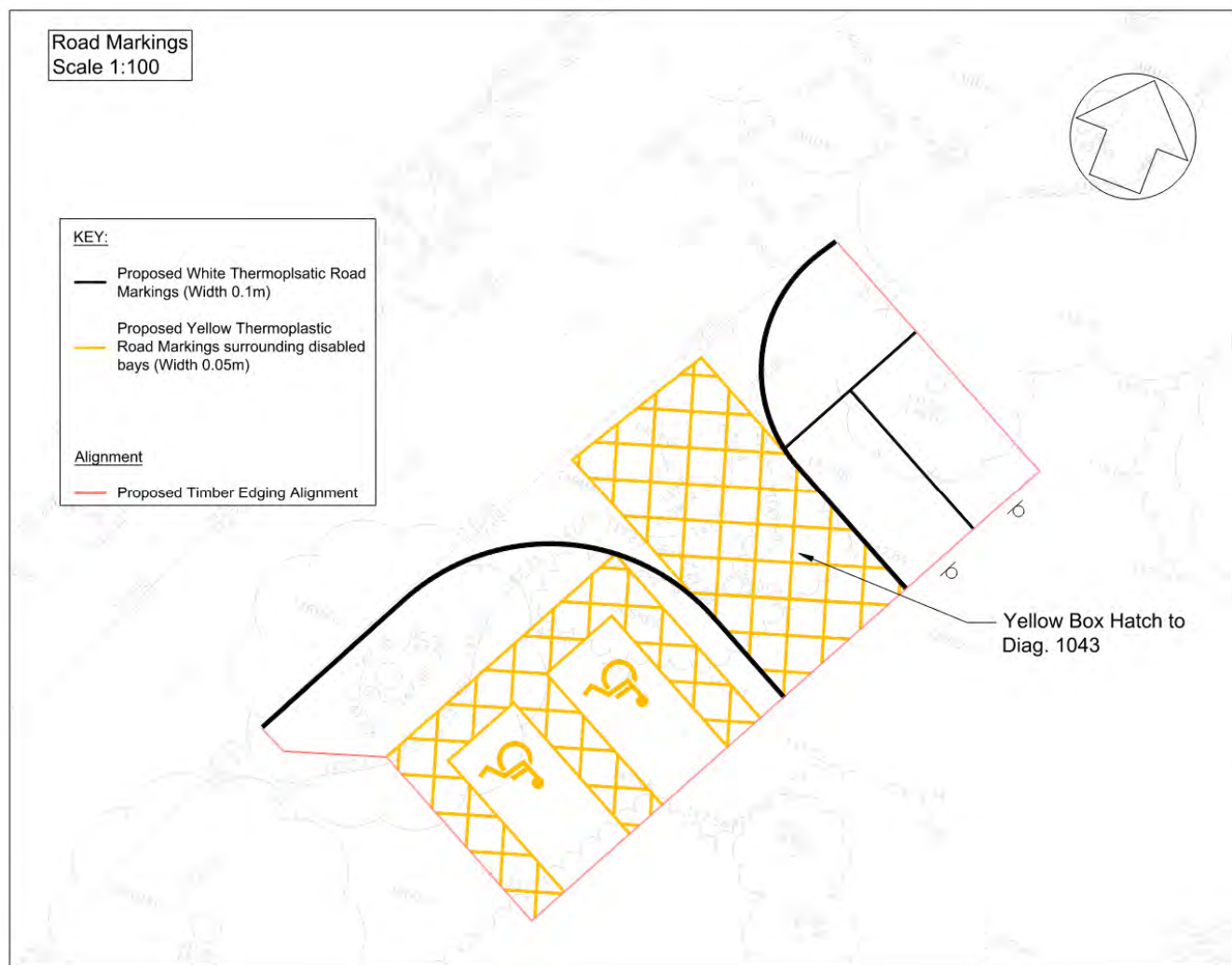
Clear visibility along Union Street is available when accessing/ egressing the site. The footway crossing point will be monitored during the use to ensure any deterioration of the surface due to the access arrangements are recorded and rectified.



Existing site entrance off Union Road.



As per our logistics plans attached in this document, our main access and egress into the site will be via Memorial Park Drive. During our construction period, there will be no vehicular access up Memorial Park Drive, except for emergency access, maintenance, delivery and drop off/pick up access to the Clinic, Scouts Hall and Senior Citizens Building. An area will be provided at the top of Memorial Park Drive for vehicles servicing the Scouts Hall, Clinic and Senior Citizens building to drop off and turn.



Turning and Disabled parking area at the top of Memorial Park Drive.

A secondary access gate has been established at the bottom of Parkfield Avenue for smaller deliveries, which is not to be used day to day but only in specific scenarios when construction works near the main gate will prevent site access. This will be limited to small delivery vehicles such as vans and small lorries.

Metal pedestrian barriers will be installed against the kerb line of Memorial Park Drive to segregate the public from vehicle movements.

All vehicle access gates will be locked when not in use and all deliveries banked into and out of site.

During construction works, a temporary toilet block will be installed on the outside of our hoarding, to replace the existing bowling green toilet which will be no longer accessible.

A temporary footpath will also be constructed, running from the Station Road entrance through to the centre of the park by the bowling green. This will be 1.5m wide with build up and surfacing agreed with SMBC.

Pedestrian access to the main construction site area will be through a facial recognition-controlled turnstile. All visitors to the scheme will be required to report to the site office before entering the site and sign the site visitors register. Upon leaving the site all visitors will be required to sign out.

On initial entry, operatives and visitors are required to undergo a site-specific induction, with all operatives needing to have undertaken the WDC 'all safe to work online induction' prior to attending site. This induction will be carried out by an authorised member of the Willmott Dixon Construction

project team and is intended to make all personnel aware of Health and Safety issues relevant to the site.

All persons entering the site must be equipped with adequate personnel protective equipment which consists of a minimum of; safety footwear, hard hat, gloves, and high visibility vests, all of which must comply with the relevant British Standard. Failing to possess necessary equipment will result in access to the site being denied. Willmott Dixon Construction will provide a quantity of such equipment for those acting on behalf of the Employer.

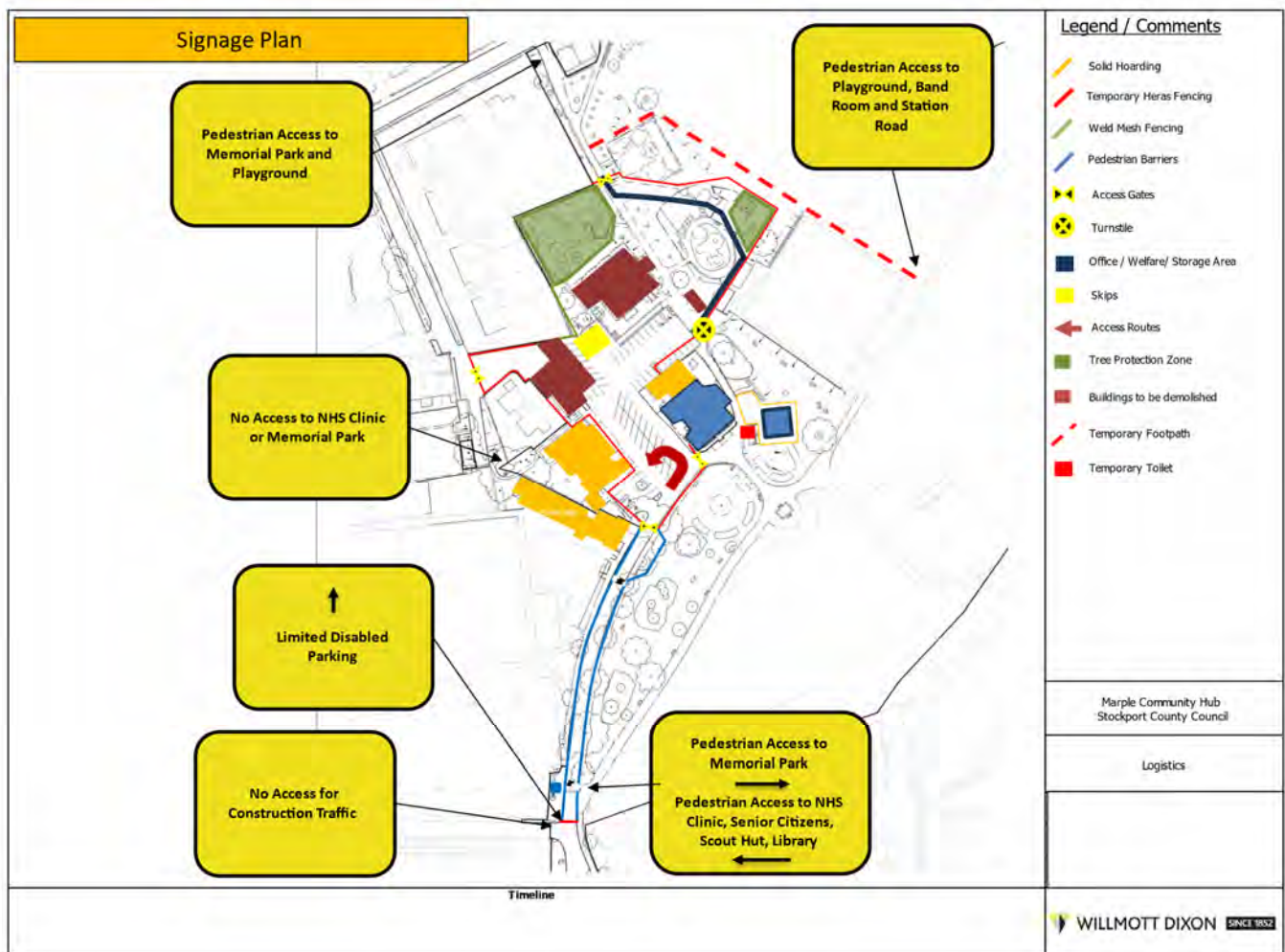
The project will operate a maximum speed limit of 10mph.

33 Signage

Signage will be erected around the site perimeter warning the public of the demolition/construction site.

Signage to access gates will include speed limits, access requirements and out of hours contact information.

Directional signage, as the attached plan, will be placed at the Memorial Park Drive, Parkfield Avenue and Station Road entrances to direct the public during the works.



A number of Highway signs on Stockport Road will be altered, in conjunction with Highways, to remove references to the library and parking area for the duration of the works.

34 Security Hoarding

The site compound shall be completely fenced off. This will be done initially with heras type fencing and later replaced with a mix of the permanent weld mesh fencing and WDC approved hoarding, around the full perimeter, with access gates erected where needed. Materials for the project will be kept well within the site boundary to decrease the chances of thefts and arsons occurring when nobody is on site.

The fencing will house adequate mandatory signage demonstrating the dangers of a construction site and clearly denoting no unauthorized access being allowed. Other signage around the perimeter will provide contact details for the security companies and contact details of Willmott Dixon in the event of an emergency.

All hoarding and site fencing will be subject to rigorous weekly inspections accompanied by photographs undertaken by a WDC staff member and logged on Willmott Dixons priority 1 field view system.

35 Material Movement

WDC will designate space for supply chain partners' storage. Material stored outside of a lockable container will be in designated areas and monitored by site management for Health & Safety purposes.

A philosophy of 'just in time' deliveries will be adopted where materials will be given a delivery date/time and recorded and controlled by WDC site management via MSite. All material deliveries will be considered and well planned. Deliveries will be controlled by a gateman and delivered/loaded out direct to the appropriate workplace.

The gateman will also maintain the site entrance/exit so it will be kept clean and tidy at all times and control pedestrians crossing the sites vehicle access routes. Presentation of the site is of paramount importance to Willmott Dixon and daily checks will be made to ensure that dirt, dust, weeds, graffiti etc. are removed from site perimeters and the surrounding area on a daily basis. If for any reason that a build of debris is presented at the entrance to site, then this will be cleaned via a road sweeper or Willmott Dixon operatives using a jet wash.

Principal storage areas will be displayed on a site layout and unloading will be supervised by a trained operative/manager who will have a clear understanding of our material control process.

A telehandler will be used at specific times of the works programme to ensure materials are dropped as close to the working areas as possible to avoid manual handling. All plant and machinery will be operated and manoeuvred by competent and trained persons at all times.

36 Access Arrangements for Vehicles

All personnel responsible for delivering material to the site and/or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access routes and delivery times and advised that failure to comply with the agreed route, will result in appropriate action being taken against the driver and his employer.

37 Vehicle Delivery Requirements

The traffic management plan will require all delivery drivers to contact the duty gateman/banksman

before they approach site and to ensure that they are clear to proceed to site. Deliveries will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait before proceeding to the site. The delivery times will be communicated with all with any restrictions noted.

Where any vehicle is waiting to be unloaded, it is to remain stationary with the engine switched off within the boundary of the main site. The number of movements onto and off the public highway will vary depending on the nature of the activity but will be managed accordingly so not to cause congestion within the area.

Traffic marshalls will supervise all arrivals and departures of vehicles. All vehicles leaving the site will have their wheels inspected/washed as required to ensure that no deposits are left on the road and in extreme cases when there is a large volume of vehicles exiting the site and weather conditions prevail a road sweeper will be deployed. All vehicles leaving site will have their loads suitably sheeted and secured.

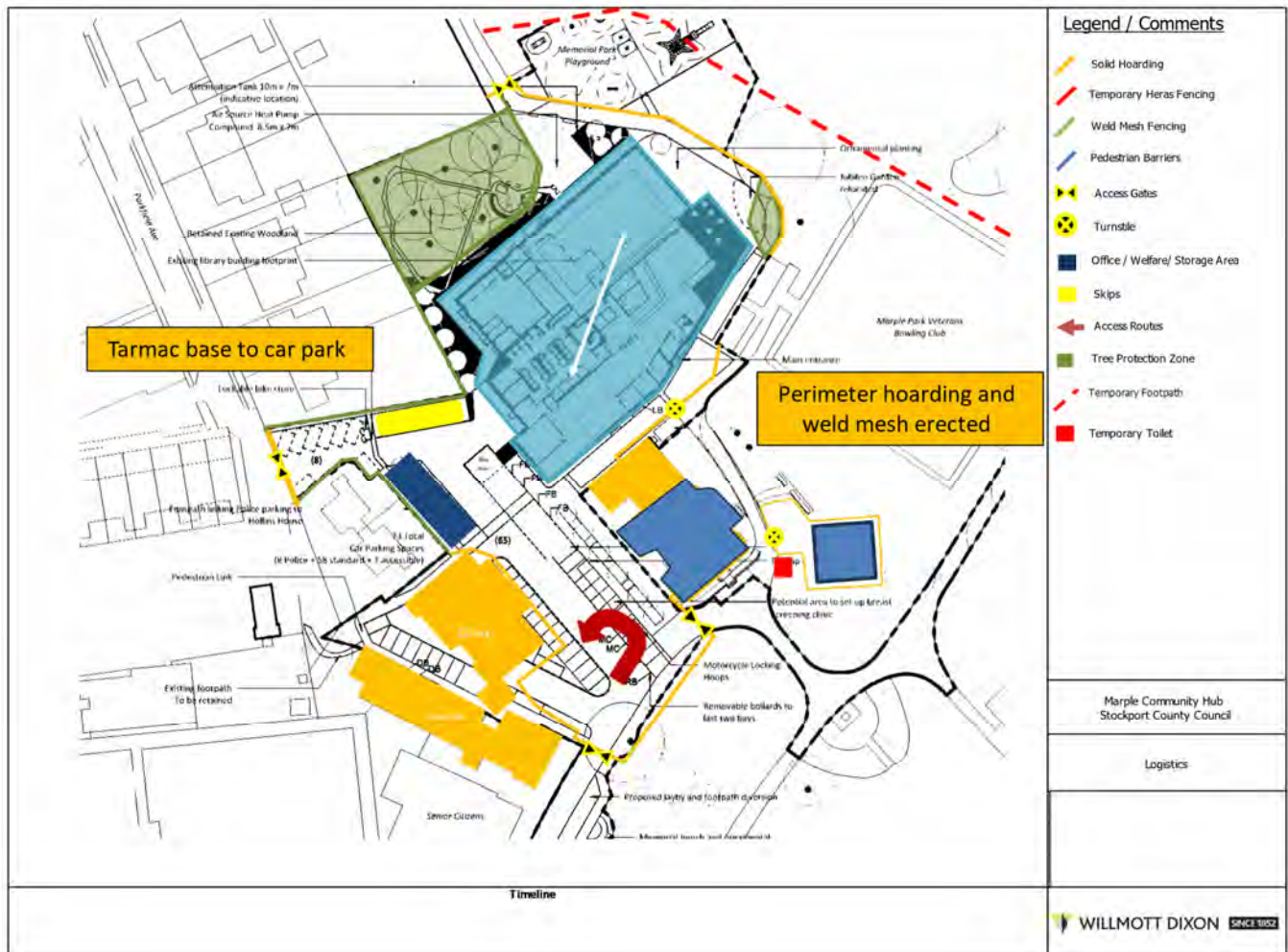
3.8 Hours of Operation

The construction site will operate between:

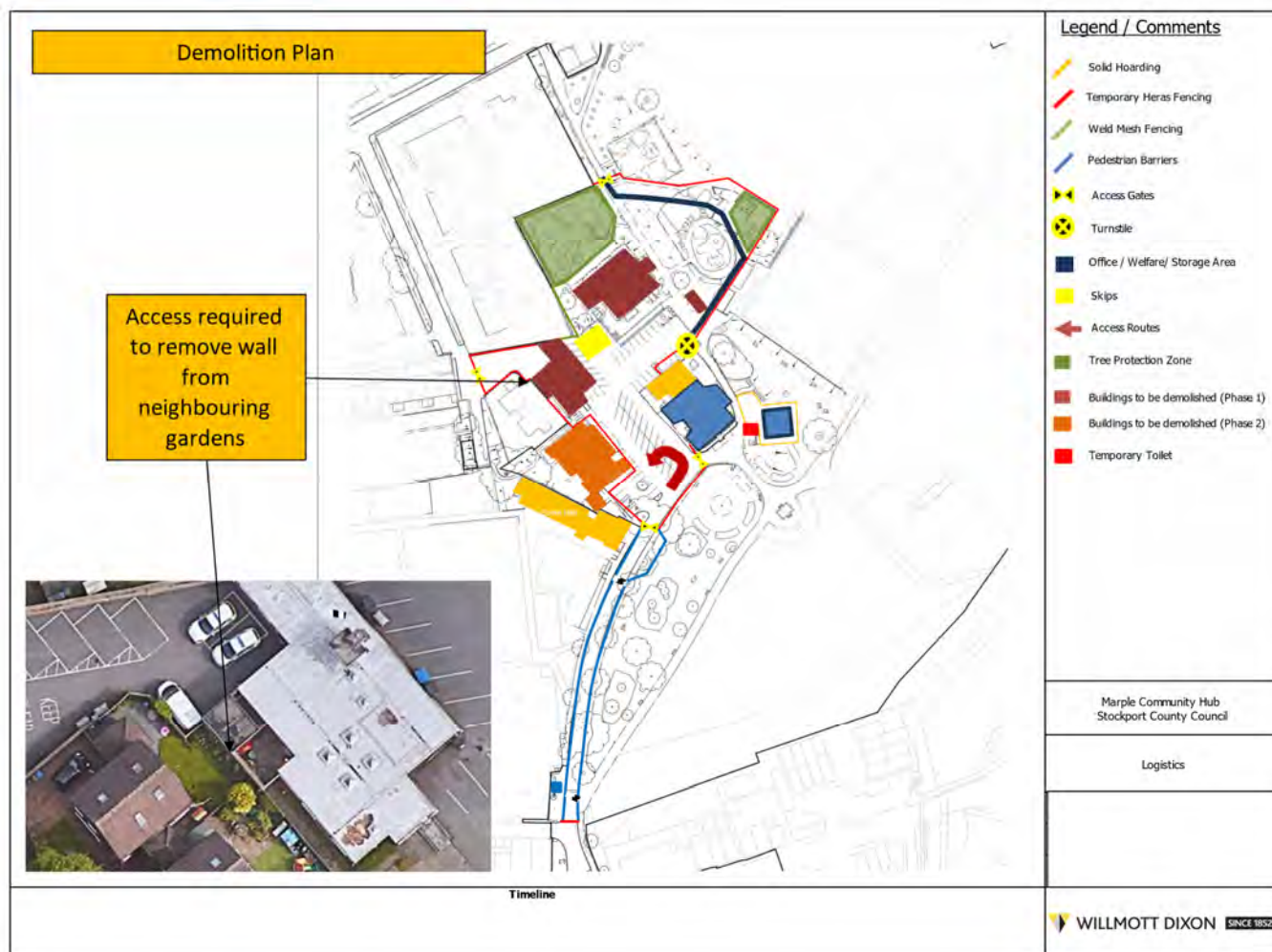
- Monday – Friday 07:30 – 17:00
- Saturday 08:00 – 12:30 (As required)
- No Out of Hours, Sunday or Bank Holiday working (unless approved by SMBC).

39 Site Logistics Plan

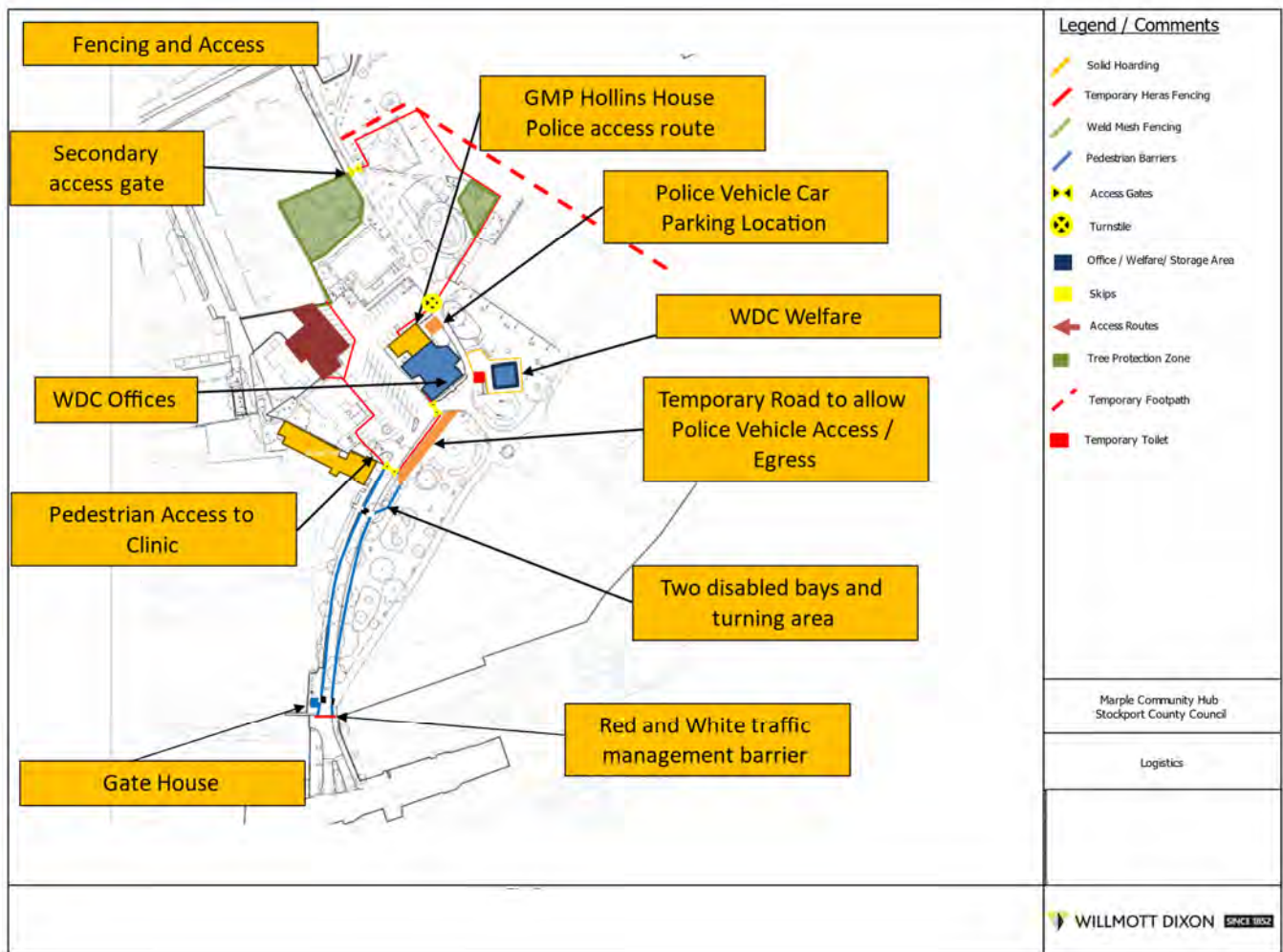
3.9.1 Full Site Logistics



3.9.2 Demolition Plan



3.9.3 Access Plan



4. 0 Environmental Mitigation/Construction Control Measures

4.1 Ecological specialist

Willmott Dixon have employed Collington Winter to provide ecological assistance with regard to bat and other ecology monitoring and surveys, tree removal and invasive plant management plan. A full preliminary roost assessment and bat survey has been completed.

4.2 Invasive and Protected Flora

No records of non-native invasive flora species were located within the 1 km search area.

No non-native invasive species were observed during the survey.

4.3 Trees & Timing of Works

Works have been planned and programmed to ensure that minimal disruption is caused to any wildlife on site, i.e. tree felling. In total, there are 7 trees to be removed and 1 group as part of the proposed development (none of these trees are considered ancient or veteran trees). There will also be a part removal of 2 groups.

If there is any concern regarding the presence of a protected animal, our environmental manager Ewan Moffatt will be informed, works ceased and an ecologist called.

The Proposed Development will result in several minor RPA incursions and the requirement to work inside the RPAs of retained trees. Engineering solutions and tree protection measures have been recommended where necessary to ensure foreseeable damage to retained trees does not occur.

Details of specific construction methods and tree protection measures should be set out in a detailed Arboricultural Method Statement (AMS), as part of a planning condition following approval.

4.4 Protected Species

4.4.1 Birds

Any vegetation clearance will take place outside the bird nesting season between October and February. If there is any doubt an ecologist will be asked to survey the tree/ vegetation prior to removal. If vegetation clearance cannot be completed outside the nesting season an ecologist will undertake a survey of the area 24 hours before any works commence. If any nesting activity is found, works will stop until nesting activity complete.

4.4.2 Bats

Three of the buildings on site were subject to a PRA (the buildings to be impacted by the proposals), which found both the Police building and Library building to have negligible potential to support roosting bats. Both buildings hosted flat roofs, were well sealed and contained no loft voids. No opportunities for roosting bats were present.

The NHS building on site was found to have 'low' bat roosting potential. The NHS building was flat roofed and single storey, with metal cladding to the upper. The building was generally well sealed and no external opportunities for roosting bats were found.

Further bat surveys have been completed, and concluded that a watching brief is sufficient during the tree removal.

4.4.3 Badgers

No signs of badger presence were recorded within the site or the surrounding 30 m during the site visit. The site provides suitable conditions for foraging and sett building, however the species were found to be currently absent from the site.

4.5 Sensitive Working Practices

4.5.1 External Lighting

External lighting will be in place around the site to ensure safe access and egress. Lighting will not be sited such that it will cause a nuisance to anyone living or working near the site. The lighting will be sensitive to the recommendations suggested in the bird hazard management plan.

4.5.2 Noise Control

Vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

On site where environmental disturbance may arise, compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which must be kept closed whenever the machines are in use, and pneumatic percussive tools must be fitted with shrouding or silencers of the type recommended by the manufacturers.

Equipment that breaks concrete by munching or similar, rather than by percussion, shall be used as far as is practicable.

Noisy plant or equipment will be sited as far away as is practicable from noise sensitive buildings. The use of barriers, e.g. Soil mounds, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable.

Care shall be taken when loading or unloading vehicles or dismantling scaffolding or moving materials, etc. to reduce impact noise.

Should a need ever arise to work past the specified site operating hours due to unforeseen circumstances, Willmott Dixon will inform the council immediately and the surrounding community by form of a letter drop.

4.5.3 Vibration

We shall ensure that measures are taken to:-

- 4.5.3.1 Protect the residents, users of buildings close by and passers-by from nuisance or harm and
- 4.5.3.2 Protect buildings from physical damage
- 4.5.3.3 Protect wildlife from disturbance.

Upon determining appropriate vibration levels, we shall consider:-

- 4.5.3.4 Human exposure
- 4.5.3.5 Protection of structures
- 4.5.3.6 Wildlife

Construction activities will be carried out in such a way that vibrations arising will not cause significant damage to adjacent structures and minimised disturbance to local communities. During sensitive activities like demolition monitoring equipment maybe be used to raise an alarm when levels exceed permissible levels so that appropriate action can be taken to lower the levels.

4.5.4 Dust

Good housekeeping and control of waste dusts and silt at source will prevent windblown debris accumulating and, with prevailing weather, create mud or dust carriage from site. Mud and Dust pollution risk and community nuisance can be avoided by employing the Safe Systems of Work controls but also through:

- Hard landscaping / laying sub-base, base coat or stoning up access roads and parking facilities, preventing exposure of soil/stone to wind-blown/runoff risk.
- Covering dust generating loads and piles of materials, such as sand and topsoil.
- Employing a roadsweeper to remove mud / dust from the roads on and around site where other measures have failed to reduce the spread to an acceptable level.
- Address in pre-enrolment, site orientation and delivering trade specific TBTs.
- Keeping plant / vehicles on site to the site speed limit.
- Dust suppression will be used during the demolition works.
- Using dust capture / suppression equipment on tools and plant.
- Housekeeping. Removing dust risk at source and maintaining robust housekeeping. Sweep and pick-up dust (not to be left in piles to be kicked or blown by wind).
- Control of cutting or grinding of materials on site. Dust-generating machinery e.g. Disk cutters must be fitted with vacuums and water suppressions will be adopted.

Regular inspections of the site perimeter will be completed, with weekly inspections and any items raised being recorded.

A complaints/ compliments log will be maintained throughout the project.

It is considered that given the adoption of the mitigation measures detailed above that any potential effects from dust from construction works would be minimised to such an extent as to be insignificant, however we will look to install a dust monitoring system adjacent to the A6 to raise the alarm in real time if dust becomes an issue so that action can be taken.

4.6 Air Quality

The burning of materials on the site will not be permitted. All necessary precautions shall be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas.

Plant shall be well maintained and shut down in the intervening periods between work or throttled down to a minimum.

Plant and equipment should optimise the use of renewable/ sustainable fuel sources, where possible, such as HVO or battery operation.

A travel plan will be included with the project environmental plan covering sustainable transport options to the project.

4.7 Waste Management

Waste is managed in the most efficient way by encouraging re-use and re-cycling on-site and maximising segregation. Rubbish will not be allowed to accumulate and cause a fire hazard; all waste will be collected from site in skips. These shall be emptied regularly.

Though site waste management plans are no longer a legislative requirement, we continue to use them to help us create resource efficiency action plans for our construction projects.

The site team will include a waste champion, and there will be a visiting Environmental Manager to audit operations and ensure procedures to minimise the environmental impact of operations. They also review the site's energy and waste data.

Waste storage locations are shown on the site logistic plan.

4.7.1 Waste contractors

All our waste contractors must complete a pre-qualification questionnaire to assess that they meet our standards, before they can become approved and listed within our Supply Chain System. This asks that they report their performance in accordance with PAS 402 (a specification for performance reporting for waste management organisations) in accordance with our Sustainable Procurement Policy. We carry out a detailed on-site audit on their premises, so we can be sure that they have the right segregation capabilities and can meet our data return requirements. We check their documentation for duty of care compliance and view working conditions for their employees.

4.8 Drainage

Site drainage, including surface runoff and dewatering effluents, will be discharged to sewers where reasonably practicable. Site drainage will meet the requirements for effluent and flood risk standards required by the sewerage undertaker. Permanent surfaces will be installed as soon as possible to control the rainwater flow. A system of inspections will be setup when weather conditions are wet to ensure the water discharging from site is clean; these inspections will be recorded on a daily basis.

During construction, protection measures to control the risk of pollution to surface water will be adopted. These will include:

Any containers of contaminating substances on site will be leak proof and kept in a safe and secure building or compound from which they cannot leak, spill or be open to vandalism. The containers will be protected by temporary Impermeable bunds with a capacity of 110% of the maximum stored volume.

- Areas for transfer of contaminating substances will be similarly protected.
- All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface which provides protection to underground strata and Watercourses and away from drains as far as reasonably practicable. Vehicles Will not be left unattended during refuelling.
- All wash down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses and will comply with EA's Pollution Prevention Guidance.

The Pollution Prevention Measures and good construction practices will ensure that any oils, hydrocarbons or hazardous materials stored on site will not leak onto the ground surface and thereby ensure that there is no pathway for contaminants to affect the water course.

Demolition Method Statement

(Including site clearance work, earthworks and remediation)

Site name		
Site address		
Name of developer		
Planning application number/s		
Developer contact	Name:	
	E-mail:	
	Telephone:	
Site contact (e.g. site manager)	Name:	
	E-mail:	
	Telephone:	
Demolition start date		
Demolition end date		
Site Working Hours	Weekdays	
	Saturdays	
	Sundays	
Will demolition be phased?		
If so, which phase does this statement relate to (a separate statement should be produced and submitted for each phase)?		
If so, briefly outline what the phasing strategy is		
Will there be a vehicular access/s into the site during demolition?		
Will a temporary access/s be required for demolition?		
Will a loading / unloading area be provided within the site during demolition?		
Will a turning / manoeuvring area be provided within the site for heavy goods vehicles during demolition?		
Will a banksman be provided to assist with loading / unloading and site access?		
If yes, how will the banksman operate?		
How will the site be secured / fenced during demolition?		
Can all demolition work take place within the site or will any part of the public highway (including footways) need to be temporarily closed (using hoardings)?		
If a hoarding in the highway is required, has a hoarding licence been obtained from the Highway Authority (Stockport Council)?		
Will scaffolding need to be placed on the public highway during demolition?		

If scaffolding in the highway is required has a scaffolding permit been obtained?		
Will any signage (traffic management signage) be provided within the highway?		
Will temporary traffic signals need to be used on the highway at any time?		
If signage or temporary signals are to be provided, please provide details		
Has the Highway Authority approved the traffic management arrangements?		
Will skips need to be placed on the public highway?		
If yes, has a skip licence been obtained from the Highway Authority?		
Will a mobile elevating work platform (e.g. a Cherry Picker, Hoist or Scissor Lift, or similar) be used within the highway for demolition?		
If yes, please provide details		
If a mobile elevating work platform is required, has a licence been obtained from the Highway Authority?		
Will demolition require the temporary closure of a bus stop or controlled crossing, temporary lane closures or other such highway closures?		
If yes, please provide details		
What is estimated parking demand during demolition (e.g. what is the maximum number of contractors' cars / vans at any time expected to be?)		
How many parking spaces will be provided within the site during demolition?		
Where will contractors park if they cannot park on site?		
What types of vehicles will collect materials / waste?		
Where will materials / waste be stored?		
How many HGVs will visit the site each day (the maximum number)?		
Will vehicle movements be timed to avoid the AM and PM peak periods?		
Will vehicle movements be timed to avoid school start / finish times?		
Will vehicle movements be planned to avoid more than one HGV being at the site at any time?		
What route/s will HGVs use to travel to / from the site?		
Will a wheel-wash facility (e.g. a jet wash or a drive-through wheel wash) be provided within the site during demolition?		
If so, what type of facility will be provided and where will it be located?		

Will all vehicles exiting the site be checked for mud / debris and washed before leaving the site if mud / debris are found?	
Will the road/s outside the site be regularly inspected for mud / debris that may have been come from the site?	
Will the road/s outside the site be swept / cleaned as soon as possible in the event that mud / debris from the site have been deposited on the road/s?	
Has a demolition phase site layout plan been produced for each phase of demolition (this should be attached to this method statement)	
What is the drawing number/s and title of the demolition phase site layout plan?	
Is the development registered under the Considerate Constructors Scheme (or similar)?	
If so, please provide details	
Method statement author	
Contact details (Tel / E-mail)	
Date of method statement	

Are the following documents attached?

Demolition phase site layout plan	
Traffic Management plan	
Post-demolition site restoration plan	
Other drawings (please state)	

Notes:

- 1) This template method statement can be used to provide details of how most buildings and structures will be demolished and sites will be cleared. For larger or more complex demolition or site clearance projects, however, a more detailed statement may be required. Where a more detailed statement is to be produced, this template should be completed and a copy of it included as an appendix to the main document.
- 2) This method statement is intended to be used to outline how demolition and site clearance work will be managed so as to minimise the impact of demolition and site clearance activities on the local highway network and ensure the site can be safely accessed and serviced. A separate method statement which outlines how buildings and structures will be demolished and sites will be cleared so as to minimise the environmental impact or such activities (normally referred to as a Construction Environmental Management Plan (CEMP)), may also be required.
- 3) If the demolition is to be phased and there are differences in how different buildings and structures will be demolished or how different parts of the site will be cleared, a separate Demolition Management Statement must be produced and submitted for each phase.
- 4) A demolition phase site layout plan for each phase of demolition must be submitted with each method statement. This should show how the site will be accessed, pedestrian and vehicular access routes within the site, on-site parking facilities, loading / unloading areas, materials / waste storage areas, site cabins / welfare facilities, the location of any tower cranes, the location of any mobile crane working areas, the positioning of

site fences / hoardings and associated gates, the location of wheel wash facilities and the location of any signs.

- 5) If traffic management signage or other traffic management is required to be provided, a Traffic Management Plan must also be submitted (this should have regard to Safety at Street Works and Road Works - A Code of Practice (2013)).
- 6) Developers / contractors must note that permission is required from the Highway Authority to erect hoardings and scaffolding and place skips and signage within the public highway, to close any part of the public highway, to operate cranes or mobile elevating work platforms within the public highway or over-sail a highway with a crane. All relevant licences / permits must be obtained prior to carrying out these activities.
- 7) Developers / contractors must note that permission is required from the Highway Authority to carry out any work within the public highway, such as the formation of a temporary or permanent access. Such permission must be obtained prior to any work on the public highway being carried out. A construction method statement may be required for such works.
- 8) If advice is required in respect to any aspect of completing a Demolition Method Statement, the developer / contractor should contact the Highways Team within Development Management (0161 474 4905/6).