



Keady

Keady

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Keady Construction Limited – Dalefield Way, Gravesend, DA12 2FL

Business Offices
Construction of new office building

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1.0 EXECUTIVE SUMMARY

This Construction Environmental Management Plan (CEMP) has been prepared for the development of a new three-story office building and an industrial workshop within the existing compound that houses our sister companies, OHOB and B&T. The site is located at Dalefield Way Industrial Park, Gravesend, Kent DA12 2JH, which is utilized by B&T Plant Hire, O'Halloran & O'Brien, and Keady Construction.

The proposed redevelopment includes:

Office Building: A three-story structure with a total floor area of approximately 780 sqm, designed to support our administrative operations. The building will include an associated canteen/breakout space on the ground floor and will be constructed with sustainability in mind, incorporating features such as photovoltaic panels on the roof.

Workshop: A single-story industrial storage unit with a total floor area of 234 sqm, primarily intended for use by B&T to support their plant hire operations. This facility will provide covered storage for equipment and materials, aligning with the existing B8 Use Class of the site.

2.0 INTRODUCTION & SCOPE

Keady Construction Limited (KCL) has prepared this Construction Environmental Management Plan (CEMP) to outline the procedures and management strategies that will be implemented during the construction phase of the new three-story office building and an industrial workshop within the Dalefield Way Industrial Park, Gravesend. The project will be managed with a strong emphasis on minimizing disruption to the surrounding community and ensuring compliance with all relevant environmental and safety regulations.

Construction Management Arrangements

Prior to the commencement of any construction activities, a comprehensive Construction Environmental Management Plan (CEMP) will be implemented. This CEMP will address key aspects such as construction schedules, traffic management, communication with affected properties, contractor parking, and the control of noise and dust emissions. The plan will be carefully monitored to ensure that construction activities proceed with minimal impact on the local environment and the operations of our sister companies within the compound.

Lighting Scheme

Although a detailed lighting scheme is not required at this stage, KCL will ensure that all construction lighting is carefully positioned and managed to prevent any disruption to the residential properties located across the road from the site. Measures will be taken to direct lighting away from these areas, ensuring that local residents are not adversely affected during evening or early morning work.

Noise Pollution Control

To mitigate noise pollution during construction, KCL will implement several strategies aimed at minimizing disruption to the surrounding area, particularly the residential properties located across the road. Construction activities will be scheduled during standard working hours to reduce the impact on the local community. Additionally, machinery and equipment will be maintained to operate efficiently, with noise-reducing measures such as silencers or acoustic barriers deployed where necessary.

Crime Prevention Measures

The site will rely on the existing compound security measures, which include a comprehensive system of cameras and perimeter fencing, to maintain a secure environment throughout the construction process. This will ensure that the site remains secure both during and after construction.

Environmental and Health & Safety Considerations

KCL will be responsible for managing the construction works in accordance with KCL's environmental policies and procedures, adhering to current best practices and guidelines. Particular attention will be given to minimizing the impact of construction activities on the nearby Westcourt Marshes. Strategies will be implemented to control dust, noise, and waste, ensuring compliance with environmental regulations.

Noteworthy Site Details

The Dalefield Way Industrial Park, while situated near a wildlife zone and a residential neighbourhood, does not have any direct impact on these sensitive areas due to its strategic location within the compound. The new office and workshop buildings are designed to complement the existing infrastructure and will include sustainable features such as photovoltaic panels and energy-efficient construction methods.

The works included in this planning application will be constructed by Keady Construction Limited who will fully project manage and construct the works in accordance with current best practices and construction methods. KCL will undertake to manage the works giving due regard to our environmental policies and procedures and giving full consideration to best practice and recommended guidelines. The aim is to minimise the impact of the works on the local residents and the surrounding community and environment.

2.1 SITE LOCATION

The site is located within the Dalefield Way Industrial Park, Gravesend, Kent, DA12 2JH. The development area covers approximately 1,595 square meters (A new office building of three stories, Use Class E (g) (i); Total floor area 1,170sqm and A storage building of one storey, Use Class B8 Total floor area 234sqm + immediate surrounding area) within the larger industrial compound. The site is predominantly flat and rectangular, featuring existing industrial infrastructure and storage areas. It is strategically situated in an established industrial zone, with direct access from Dalefield Way, which connects to the A226, providing easy access to the A2 and wider regional road networks. The site's central grid reference is approximately TQ 67034 73564. The existing site is used for industrial purposes, with surrounding areas comprising both industrial and residential properties, as well as nearby ecological conservation zones.



2.2 SITE & IMMEDIATE SURROUNDING AREA

The Dalefield Way Industrial Park is situated in Gravesend, with the town centre located approximately 1.5 miles to the West. The site benefits from good transport links, with Gravesend Station a 7-minute drive away, offering direct rail connections to London and other surrounding areas. The A226, which runs nearby, provides easy access to the A2, facilitating quick connections to the M25 and the wider motorway network. There is also a bus service stopping at Damigos Way Bus stop on Dering Way, a short 5 minute walk away from the new offices.

To the south of the site, across Dalefield Way, lies a residential neighbourhood, while to the north and east are the Westcourt and Great Clane Lane Marshes. The site's location within an established industrial park ensures that it is well-positioned for both logistics and accessibility, supporting the operational needs of Keady Construction and its sister companies.

2.3 THE SCHEME

In 2023, Keady Construction Limited initiated plans for the redevelopment of a key section of the Dalefield Way Industrial Park to enhance the operational capabilities of its businesses within the compound. The redevelopment includes the construction of a new three-story office building and a single-story industrial workshop, designed to support the administrative and operational needs of Keady Construction, O'Halloran & O'Brien, and B&T Plant Hire.

The proposed office building, with a total floor area of 1,170 square meters, will serve as a modern administrative hub, incorporating energy-efficient features such as photovoltaic panels, high capacity insulation and advanced HVAC systems. The new workshop, covering 234 square meters, will provide much-needed storage and workspace for B&T Plant Hire.

The development is strategically situated within an established industrial zone, ensuring minimal disruption to surrounding residential areas. The site's proximity to main transport routes, including the A226 and A2, ensures easy access for staff and deliveries. Public transport options are also conveniently available with a bus stop only 5 minutes walk distance on Dering Way and with Gravesend Station just a 7-minute drive from the site.

The site's location within the industrial park, coupled with planned green space improvements and landscaping between the new Keady Structure and the existing OHOB Structure, aims to create a balanced environment that supports both industrial activity and ecological sensitivity. The project is designed to make effective use of the site while ensuring that the surrounding natural areas, such as the nearby Westcourt Marshes, remain protected and undisturbed.

2.4 CONSTRUCTION

This document outlines the construction process, including the enabling works, substructure, superstructure, internal fit-out, and external landscaping for the project.

Prior to commencement, the Health and Safety Executive (HSE) will be notified of the project's start date, and all necessary health and safety documentation will be completed and submitted.

Site Setup and Enabling Works

The initial phase of the project will focus on setting up the site, which includes access routes to the already established welfare facilities for workers, securing the perimeter, and conducting comprehensive inspections. Site security will be a priority, with the installation of perimeter fencing around the perimeter. The overall site wide security is covered by the existing security measures implemented to the entire industrial park. Service and drainage surveys have already been performed to facilitate the connection of essential utilities, including initial effluent connections. As this is an existing concreted area there are no tree protection orders, existing vegetation or habitats that require attention. On-site parking will be provided as indicated in the logistics plan.

Construction Phases

Enabling Works:

Strip of the building perimeter by removing existing concrete and ground preparation.

Substructure Works:

Construction of foundations, piling, pile caps and, installation of drainage systems, and other essential services.

Superstructure Works:

Erection of the concrete frame for the three-story office building and the single-story workshop. This will include approximately 3 meters per level for the office building.

External Walls Works:

Installation of the building façade, including brickwork and fenestration, followed by water-tightening to protect the interior from weather conditions.

Once the external façade is completed, the access platforms will be removed.

Internal Fit-Out:

Completion of internal spaces, including the installation of walls, floors, ceilings, and MEP (mechanical, electrical, and plumbing) systems.

Landscaping:

Hard landscaping around the site, including paving and installation of external features such as parking areas and walkways.

Soft landscaping, including the planting of trees, shrubs, and grass to enhance the site's aesthetics and environmental value.

Finalization:

Removal of any temporary security measures and making good of any disturbed areas.

Final site clean-up and preparation for handover.

Logistics Strategy:

The construction logistics will be managed in a phased approach to accommodate evolving site conditions.

Phase 1: Focuses on the groundworks and superstructure construction of the office building and workshop. This phase will be coordinated with any ecological mitigation measures required for the site, ensuring that construction activities do not interfere with protected areas. Dust and Noise control measures will be implemented.

Phase 2: Involves the completion of the fit-out and external landscaping. The logistics plan will evolve to address changes in site access and material delivery as construction progresses.

This phased approach ensures that the construction process is efficient, safe, and minimizes disruption to the surrounding area.

Adverse effects of the construction phase

A risk assessment of the potentially damaging construction activities will be undertaken prior to construction works starting. Environmental and Nuisance controls are further detailed in this document.

Additionally, the site methodologies will be incorporating the measures identified in this document, along with more specific measures to mitigate or eliminate where possible to avoid any adverse impacts of the construction process.

2.5 DURATION

The overall duration of works is expected not to exceed 6 months from the start of enabling works, with 4 weeks for initial groundworks, 4 weeks for superstructure followed by 2 weeks for initial watertightness. Once this stage is complete the fitout is expected to last for approximately 8 weeks, 2 weeks for internal finishes and 4 weeks for landscaping works.

2.6 WORKING HOURS

Construction Works hours:

- 8.00am – 6.00pm Monday to Friday
- 8.00am – 1.00pm Saturdays only if required.

No work will be carried out outside of these times or on Sundays or Bank or Public holidays without written consent. Work outside of these days or times may only take place if it is associated with an emergency or carried out with the prior written approval of the relevant planning authority.

3.0 CONTACT DETAILS

3.1 SITE MANAGER

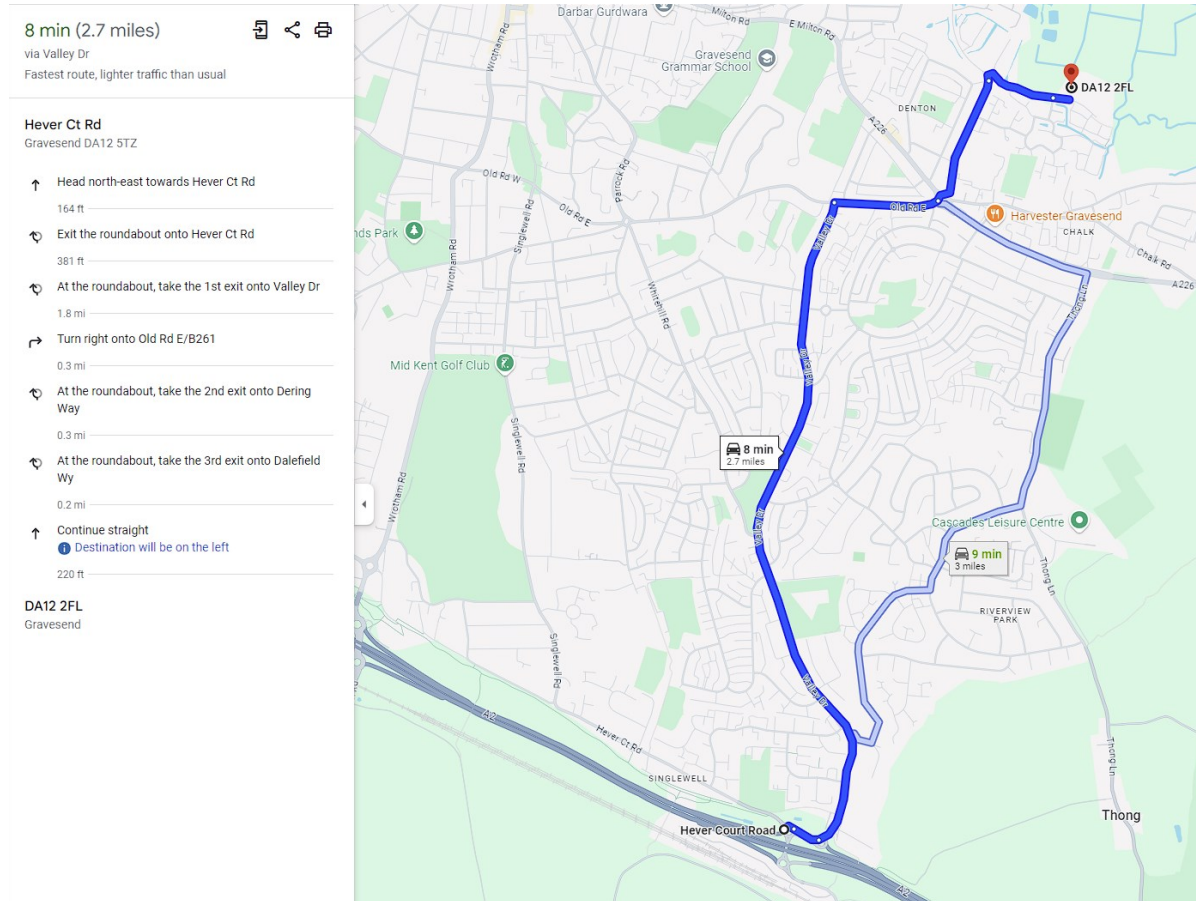
Keady will install a display board at the site entrance which will clearly identify the contact details of relevant personnel that can be contacted during normal site operating times and an emergency number for all other times. This will include key personnel, contact addresses, web site and emergency / daily telephone numbers and, complaint contact numbers. Additional information may include details of the scheme and its progress.

3.2 CONSIDERATE CONSTRUCTORS

There is no requirement to register the site for the Considerate Constructor Scheme (CCS) but the site will be run in accordance with CCS rules.

4.0 ACCESS TO / FROM AND ON THE SITE

Access to site will be gained in most instances from the A2, although some vehicles can approach through local traffic routes. For general haulage, the main route will be from Watling St (A2) to the Hever Court Road Roundabout, then along Valley Drive and then turn right onto Old Rd E up to the Lion Roundabout, taking the 2nd exit onto Dering Way up to Dalefield Way Roundabout, taking the 3rd exit onto Dalefield Way and driving 300m to the Industrial Estate entrance gate on the left. The return route will follow the same roads, in reverse.



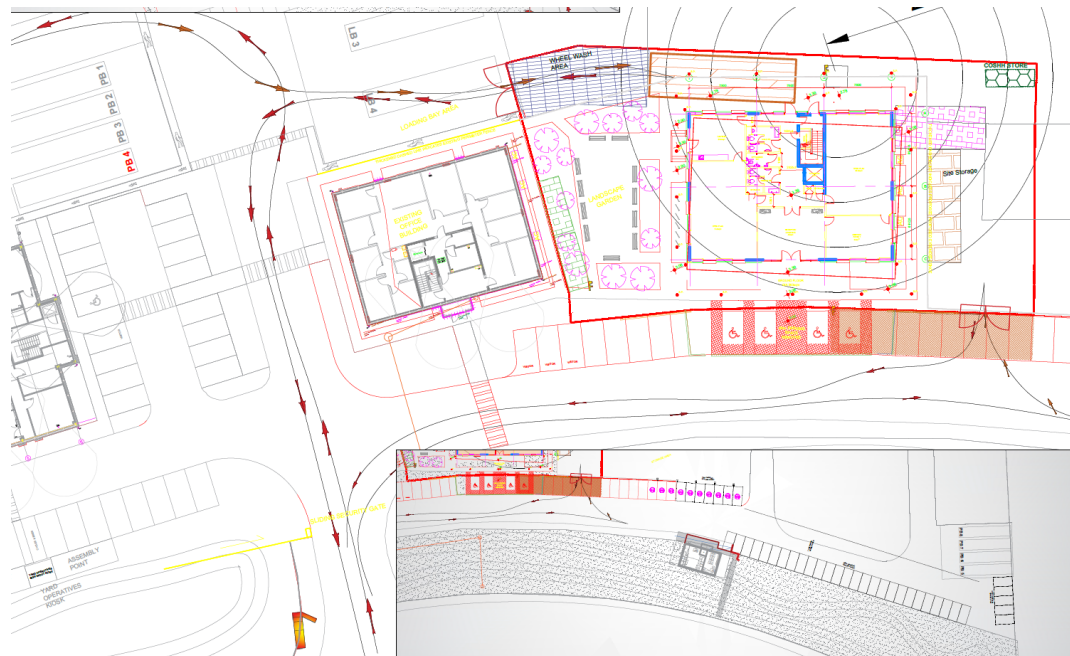
4.1 CONSTRUCTION VEHICLES

Registration for the Fleet Operator Registration Scheme (FORS) and Construction Logistics and Community Safety (CLOCS) will be encouraged for Keady Transport Operators used, and the haulage sub-contractors they use.

Construction Plant – such as excavators, dumpers, rollers and so on are not required to be compliant with the new NRMM regulations but the supplier (sister company B&T Plant Hire) has the vast majority of plant already compliant with the new NRMM regulations coming into effect in January 2025.

4.1.1 ROAD ACCESS

There are 3no access routes on site. A swept path analysis has been carried out to ensure safe and clear vehicle movements within the site. The following diagrams show the movements of an articulated lorry to the north access gate and small delivery vehicles such as vans to the south access gate of the internal site compound. The workshop area gate will service both heavy and small deliveries.



4.1.2 EMERGENCY PROCEDURES

The site management must ensure that throughout the operations, at no time should the vehicular and pedestrian gates become inaccessible. Management is responsible with being able to give clear and concise guidance to emergency personnel attempting to reach site.

Health and Safety Manual procedures that shall be implemented on site:

Accident Reporting Investigation

Fire Precautions

Emergency personnel must be identified and clearly displayed on the site notice board and must include as a minimum: First Aiders, AP, TWS, Fire Marshal.

A&E – nearest facility:

Gravesham Community Hospital

Bath St, Gravesend DA11 0DG

Web: <https://www.nhs.uk/services/hospital/gravesham-community-hospital/RYYDN>

Tel: 01474360500

Google Code: C9V8+65 Gravesend

Map below.

9 min (2.5 miles)

via A226



O'Halloran & O'Brien

O'HALLORAN & O'BRIEN LTD, UNIT 2 DALEFIELD
INDUSTRIAL PARK, Dalefield Wy, Gravesend DA12 2FL

> Take Dering Way to Rochester Rd/A226

1 min (0.5 mi)

> Follow A226 to Rathmore Rd

6 min (1.7 mi)

> Continue on Rathmore Rd to Bath St/A226

1 min (0.2 mi)

⬆ Merge onto Bath St/A226

25 sec (318 ft)

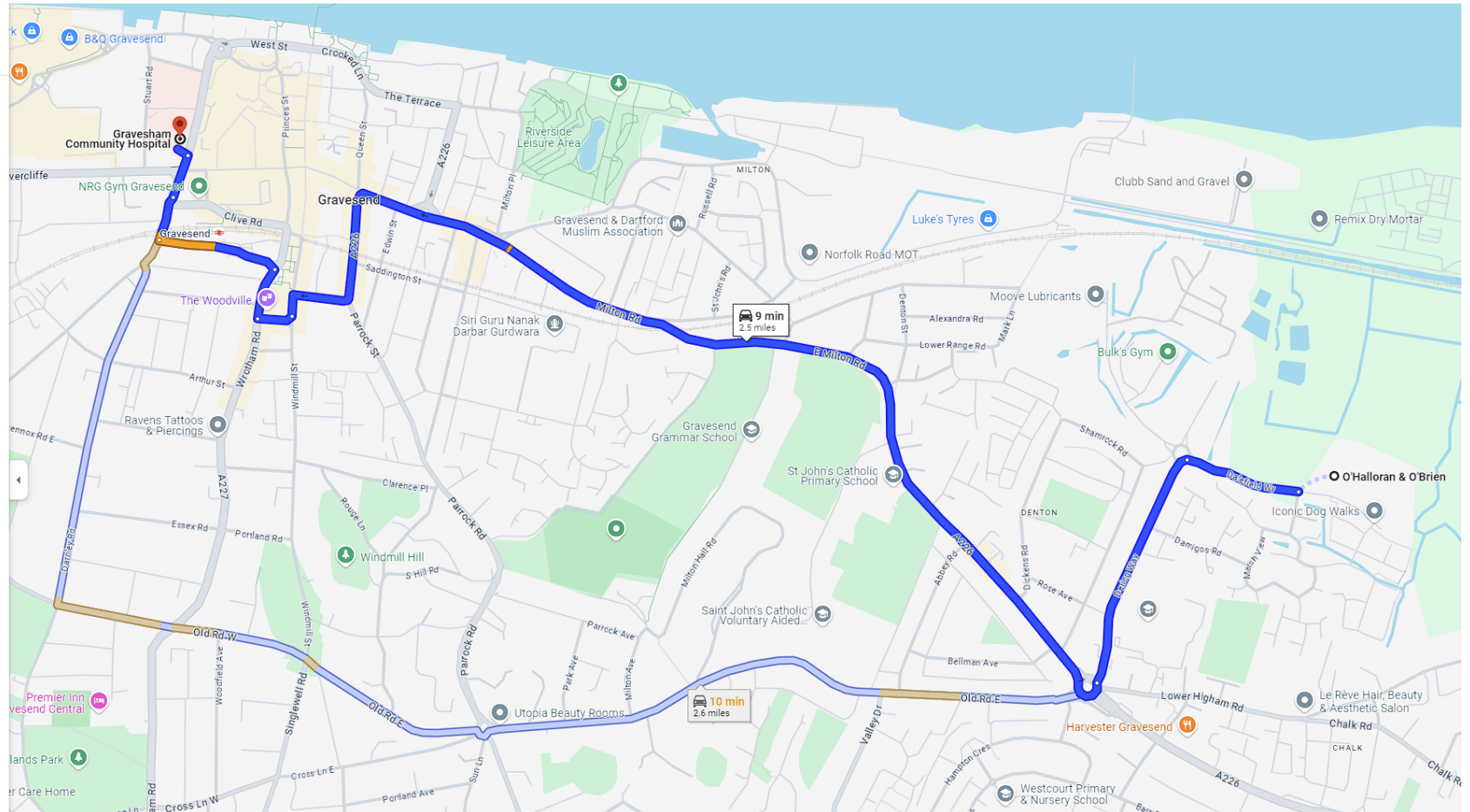
⬅ Turn left

Destination will be on the right

11 sec (92 ft)

Gravesham Community Hospital

Bath St, Gravesend DA11 0DG



4.1.3 RESTRICTIONS ON SIZE / HEIGHT / WEIGHT TO ENSURE NO DAMAGE TO SURROUNDING ROADS AND UTILITIES

Given the location within an established industrial park and the presence of sister companies, the logistics for this project will be streamlined and efficient. B&T Plant Hire already has all the necessary plant equipment on site, including excavators, dumpers, rollers, static and mobile concrete pumps and so on. Decking and access gear is stored within the O'Halloran & O'Brien (OHOB) compound storage areas and will be delivered as needed to the construction site via forklift or telehandler through the North gate.

Vehicle Types and Movement

A variety of construction vehicles are expected to visit the site, including transit vans, articulated trucks, ready-mix concrete trucks, skip lorries, and tipper trucks. These vehicles typically range in weight from 5 to 32 tonnes, with overall lengths between 4 meters and 16.5 meters. These are standard vehicle types for the area, and they do not exceed the typical 44-tonne gross weight limit for public roads.

However, in the unlikely event that there may be a need for transporting heavy items plant for example, additional measures will be implemented. These transport vehicles, classified as "abnormal and indivisible loads," could have a gross weight of up to 60 tonnes. These heavy loads will be transported using multi-wheeled articulated vehicles designed to distribute weight effectively, ensuring that no single axle exceeds the 10-tonne limit specified by Highways England.

Abnormal Load Management

For any transportation that involves abnormal loads exceeding 44 tonnes, Keady will coordinate with a transportation company from the supply chain that specializes in handling such loads. This company will be responsible for submitting all necessary notifications and obtaining approvals via Highways England's Electronic Service Delivery for Abnormal Loads (ESDAL) system. They will also communicate with relevant authorities, including local councils, police departments, Network Rail, and other affected parties, ensuring all necessary precautions are taken.

Should any bridges or structures be affected by these routes, the transportation company will notify and work with the respective owners, such as Network Rail, to secure the required approvals.

Pre-Commencement Condition Survey

Given that the site is in an active industrial area where HGVs regularly operate, and the fact that transport vehicles do not exceed typical road weight limits, a formal pre-commencement condition survey of the surrounding highways is not required. However, should any abnormal load routes be utilized, a condition survey may be undertaken to ensure no damage occurs to the infrastructure. This survey would be communicated to all relevant parties involved.

4.1.4 DELIVERY CONTROLS

For the Construction Works Phase, KEADY estimates that during the height of construction the maximum one off daily of vehicle movements to be in the worst case scenario up to 30. For clarity a vehicle movement is travel in one direction only, so any delivery will have 2 vehicle movements. There is overlap between operations but this would translate to approximately up to 15 vehicle movements that will include HGVs and other such vehicles and the rest as a smaller delivery vehicles, such as vans for material/consumables deliveries every day.

On average, we expect the actual number of vehicle movements to be in the 10 region, which will translate to approx. 5 vehicles per day including all sizes.

Please note that these movements are estimate only. Deliveries to the site will preferably be organised in such a manner that they will avoid peak periods. We will aim as much as possible to eliminate deliveries during rush hour. Enforcing will be managed through the booking in system implemented with the suppliers.

No deliveries or collection prior 8am. We will target no deliveries during the week past 5pm and no traffic movements after 5:30 pm for deliveries and 6pm for commute – during weekdays, and 12 noon in the unlikely event of Saturday works for vehicle movements and deliveries and 13:00 for commute.

4.1.5 SITE PERIMETER ACCESS POINTS

The site features a controlled access system with one main compound entrance and two specific site access points designed to manage different types of deliveries and traffic efficiently.

Main Compound Gates: The primary access point to the overall compound, which serves as the main entry for all vehicles and personnel. Security protocols at this gate include vehicle registration checks and pedestrian sign-in at the security hut. All individuals entering the site must adhere to these procedures, ensuring safety and security within the compound.

North Gate: This access point is designated for heavy vehicles, including HGVs, articulated trucks, and other large construction vehicles. A qualified banksman will be stationed here to control all vehicle movements in and out of the build site, ensuring safe and efficient operations. Wheel washing facilities will be installed at the North Gate to prevent debris from being transferred onto the rest of the compound and the public roads. All heavy vehicles will be required to pass through the wheel washing area before exiting the site.

South Gate: This gate is reserved for smaller deliveries, such as those made by vans and light goods vehicles. It is designed to streamline the delivery of materials that do not require the heavy handling capabilities of the North Gate. Smaller delivery vehicles will be directed to this gate, where a traffic marshal will manage entry and exit, ensuring that site operations remain organized and efficient.

Workshop Gate: This gate will service both heavy goods and small deliveries. As this workshop will be a clad steel frame, there will be a relatively small number of deliveries.

Traffic Management and Site Safety

All vehicle movements within the site will be carefully managed by traffic marshals and banksmen. Drivers will be required to observe all site traffic signs and signals, adhering to the site speed limit of 5 mph. This controlled environment is essential to maintaining safety for both workers and visitors.

Pedestrian access to the site will be strictly via the security hut at the main compound gates. Here, all site operatives and visitors must sign in and out, ensuring that everyone on site is accounted for at all times.

By implementing these controlled access points and maintaining stringent traffic management procedures, the project will ensure a safe and efficient construction process with minimal disruption to ongoing operations within the compound.

4.2 WORKFORCE AND VISITORS

The Construction Works Phase Contractor's workforce and visitors will be encouraged to make use of public transport whilst travelling to and from the site.

West Malling Train station is approximately 20 minutes away walking distance. We will encourage the use of public transport and are considering using site transport to ferry part of the workforce to and from the train station.

Operatives are also encouraged to cycle to work, as cycle parking will be available on site.

Parking spaces will be made available for visitors and a selected part of the workforce, especially workforce that requires tool transport in vans, for example, for their daily activities, will take priority.

Double biometric turnstile gates will be located at the entrance adjacent to the vehicle gates. All site staff members will be required to pass through this gate before entering the PPE zones

4.3 SAFE PEDESTRIAN ACCESS PAST THE SITE ON EXISTING PUBLIC FOOTPATHS

Before the commencement of the Enabling Works Phase, Keady will conduct comprehensive risk assessments for all construction operations on-site, particularly focusing on potential impacts on the surrounding public access routes and footpaths. Appropriate safety measures will be implemented based on these assessments to ensure the safety of both the construction team and the public.

Site Access and Traffic Management

During normal working hours, site operations will utilize the main compound gate, which interfaces directly with the public. It is anticipated that there will be an average of 30 one-way vehicle movements per day through this gate. While there should generally be sufficient time for pedestrians to cross the entrance safely, contingency plans will be developed and implemented as part of the risk assessments to address any potential issues. These plans may include:

Subcontractor Scheduling: Instructing subcontractors to avoid using the vehicle entrance during specific times of the day when pedestrian traffic is expected to be higher.

Traffic Marshals: Deploying traffic marshals to prevent vehicles from entering or exiting the site during any unplanned incidents, ensuring that pedestrian safety is maintained at all times.

Incident Management: If access to the site becomes blocked, traffic marshals will redirect vehicles away from the entrance until the issue is resolved.

Pedestrian Safety: Traffic marshals will also be responsible for directing pedestrians as they cross the site entrance, ensuring safe passage and minimizing risk. It is worth noting that the North Side footpath of Dalefield Way does not normally see pedestrian use, as the residential area is to the South of Dalefield Way, and the public naturally prefers to use the footpath closest to them.

Site Maintenance: Site operatives will be tasked with keeping the footpath and driveway at the entrance clean and free from obstructions, such as branches after high winds or spills from construction vehicles. Regular maintenance will be conducted to ensure that these areas remain safe and accessible.

Boundary and Perimeter Safety

Given the nature of the works and the existing boundary and neighbouring structure locations, the current plan includes the installation of Herras Fencing around the build site perimeter. This is expected to be sufficient for the duration of the project. However, should circumstances change, Keady will reassess and implement additional safety measures as required to maintain site security and Compound Worker safety for the operatives working within the compound but not on the build site itself.

5.0 SITE ESTABLISHMENT

5.1 HOARDINGS & GATES

The overall compound is securely enclosed with a 2.4m high fence around the perimeter, ensuring a safe and controlled environment for all activities. Specific areas within the build site, particularly those requiring additional protection, will be enclosed with Herras fencing. The main gates for the build site are installed at the northern elevation, providing controlled access for heavy vehicles and essential site personnel and secondary gates to the south of the build site.

All access to the build site will be strictly controlled. The main gate will be secured, and entry will only be granted following communication with designated site personnel. Visitors will only be allowed on-site if they are accompanied at all times by an inducted employee (manager or site supervisor), who will be responsible for ensuring that the visitor adheres to all safety precautions and wears the required PPE.

To maintain a professional and organized appearance, the entire compound and build site will be kept clean and tidy. There are no facilities for public viewing of the. Gatekeepers and traffic marshals will be employed to manage security and control traffic movement.

5.2 SITE OFFICES & WELFARE FACILITIES

The build site will utilize the existing welfare facilities within the compound, which are already established to meet CDM requirements and the best practices of the Considerate Constructors Scheme. These facilities are sufficient for the current workforce and will accommodate the additional personnel working on the build site.

The welfare provisions include:

Site Offices: For administrative tasks and project management.

Changing Rooms and Drying Rooms: To provide comfort and hygiene for site operatives.

Toilets: Fully equipped to handle the needs of the increased workforce.

Meeting, Briefing, and Induction Rooms: For conducting daily briefings, safety inductions, and project meetings.

Sign-In and Sign-Out Station: To ensure all personnel on site are accounted for.

Canteen and Kitchen Area: To offer a space for staff to take breaks and prepare meals.

These facilities will be maintained and monitored to ensure they continue to meet the needs of the workforce throughout the project. The use of existing facilities streamlines operations and ensures that all personnel have access to the necessary amenities.

The current welfare facilities have all the necessary provisions for pest control. Rodent traps are maintained by a specialist subcontractor for the entire compound.

No eating will be allowed anywhere except for the provided eating areas.

5.3 ACCESS ROUTES AND WAITING AREAS ON SITE

The interaction between plant, vehicle movements, and personnel is one of the primary health and safety risks on this project. To mitigate these risks, Keady will utilise the main haul road, running from the entrance to the North Gate and the existing road across the south elevation to access the South Gate. Existing pedestrian walkways around the site perimeter will be used.

Crossing points are already clearly marked where personnel need to cross vehicle routes. A “Thumbs Up” policy will be enforced across the site, requiring plant operators to acknowledge pedestrians with a thumbs-up signal before they cross, confirming that the driver has seen them.

Traffic marshals stationed at the build site entrance will brief drivers on the site speed limit (5 mph) and any current restrictions. Speed limit signs will be strategically placed throughout the site, and regular spot checks will be conducted to ensure compliance. Penalties for speeding include an initial warning for the first offense, a fine for the second offense, and a permanent ban from the site for a third offense.

For additional safety, a resident banksman will be positioned at the gate to control access and egress from the highway. A second banksman will assist with any reversing movements in the turning area, ensuring safe and efficient operations.

The overall compound has existing waiting areas – which can be used if required. Movements to and from these areas will be managed by the existing compound workforce, as they are not only accustomed to the site layout and rules, but also as this is the safer option for this particular situation.

5.4 WHEEL WASH FACILITIES

Wheel wash facilities will be located in close proximity to the North Gate, and will consist of a jet wash draining to a catch pit.

Keady will ensure that mud removed at the wheel wash centres is collected in a sump pit and removed off site on a regular basis. In addition to the above the site hard paved roads and hard standings and surrounding public roads will be cleaned using a mobile road sweeper, as and when required, not periodically.

5.5 WASTE MANAGEMENT

An unavoidable by-product of construction activities is the generation of waste. Major sources of waste within the construction process are:

- Packaging - plastics, pallets, expanded foams etc.
- Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.; and
- Dirty water, for example from basement dewatering (potential) and site run-off containing silt

Keady will drive-out waste from the site activities and from those of the supply chain. This can be achieved in a variety of ways:

- Using 'Lessons Learnt' reports from other projects.
- Engaging with product and materials suppliers to review value stream.
- Carrying out specific studies
- Shared Systems and Processes

Keady will instigate a 'Site Waste Management Plan' on the project. All the relevant contractors, sub-contractors and members of the supply chain will be required to investigate opportunities to:

- Eliminate waste at source; i.e. avoiding un-necessary packaging.
- Reducing waste; cutting back on packaging, etc.
- Maximising re-use of packaging; i.e. returning packaging to source for re-use – (think pallets, stillages and the like as a minimum)
- Recycling where the Construction Phase Contractor are unable to eliminate, reduce or re-use.
- Where waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials.

Wherever feasible, arisings will be dealt with in a manner that reduces their environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place on-site. The destination of all waste or other materials removed from site will be notified to the relevant authority by Keady for approval. Indicative potential haulers should be approached prior to works being awarded, in order to better manage the process and mitigate incorrect placement of removed materials.

A 'Site Waste Management Plan' (SWMP) will be maintained, compiled with the aid of the logistics and other contractors, and regularly monitored. Along with the SWMP, a 'Site Pollution Incident Response Plan' (SPIRP) must also be in place, as pollution incidents may occur, irrespective of how well managed the site is, and therefore this document needs to be developed to set out the appropriate response to the occurrence of such an unwanted event.

To prove the correct depositing of excavated material and to prevent the occurrence of fly-tipping, a docket system/waste monitoring system offsite will be used. Keady and all associated trade-contractors will operate a sequentially numbered docket system, to confirm that each load is received at the approved disposal site. Copies of the dockets are to be provided to the nominated manager, and available for inspection on site, and also kept on a storage system that can allow access to the authorities if/when required. Waste targets (and the use of early indicators) will be set for each trade/trade-contractor, based on measurements taken from previous experience.

No burning of waste or any other material will be undertaken on the site.

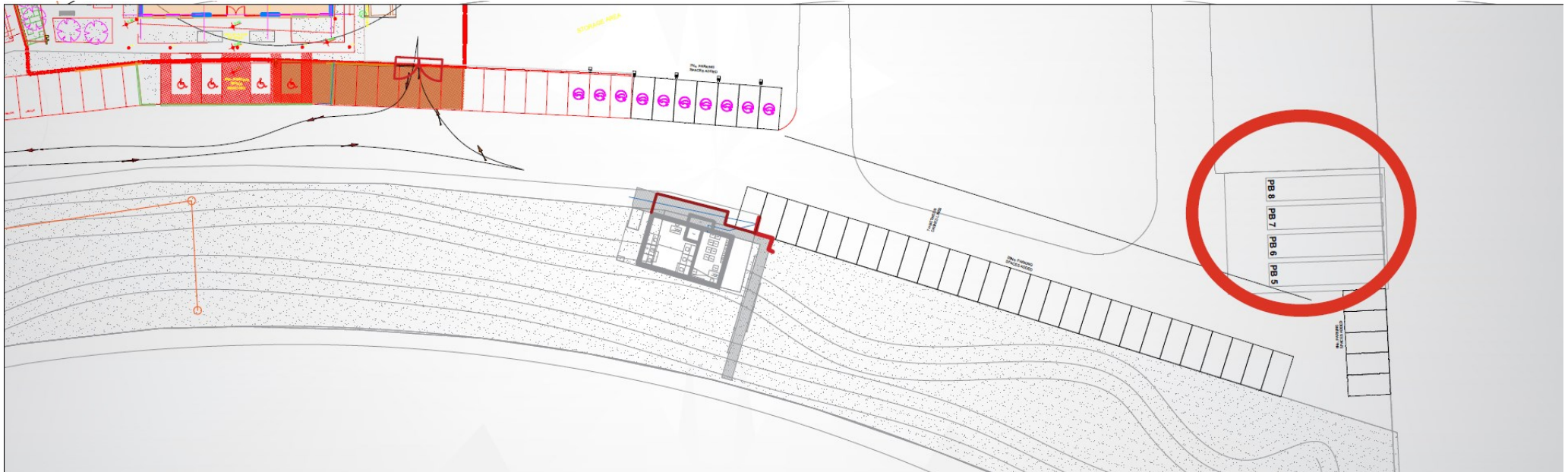
5.6 VEHICLE LAYDOWN / WAITING ZONES

Areas of the overall site will be designated as laydown and vehicle waiting zones. These are clearly delineated, and sign posted. This will ensure that vehicles are not parked in the surrounding roads and can arrive early on site prior to “just in time” deliveries, or if delayed, by traffic for example, they can wait their belated turn in the bays.

Although this site does not have issues with restricted space, it will be unfeasible and possibly dangerous to maintain parking spaces for all the operatives during the duration of the works, therefore a limited number of parking bays will be provided for operatives.

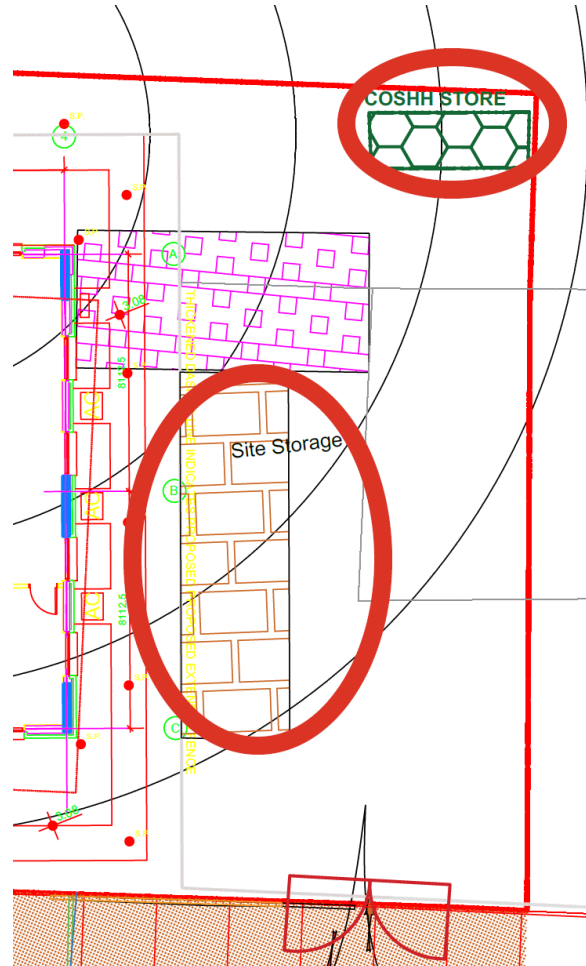
All vehicles coming to site, will be banked in 1st gear to the laydown areas, then they will be banked in reverse to the loading/unloading areas. Once loaded/unloaded the vehicles will be banked in 1st gear out of the building site. Operative vehicles will be banked in and out of the building site in 1st gear. Operative vehicles will use the parking bays for reversing operations.

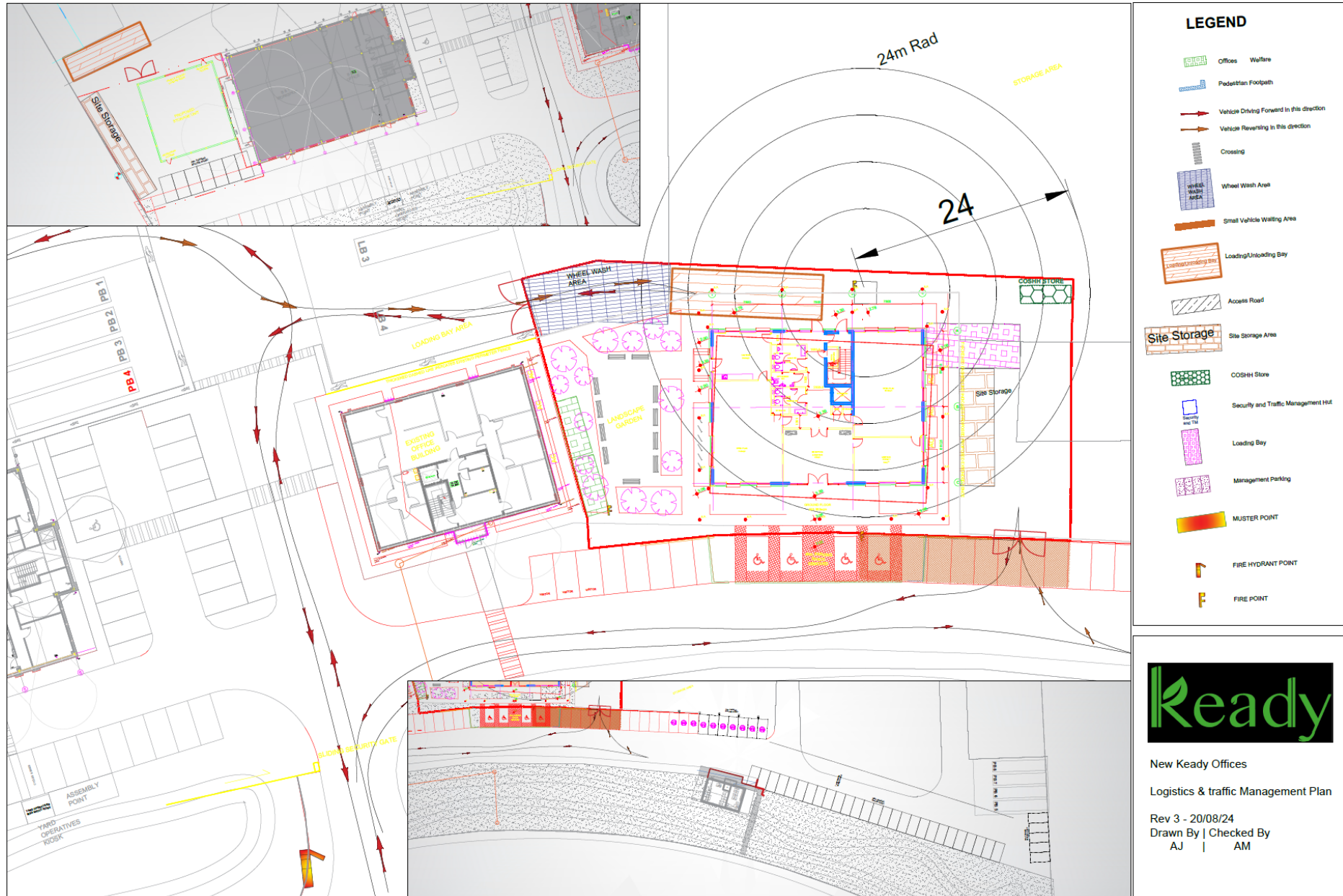
Waiting and laydown area shown below in the red circle:



5.7 TMLP CONSTRUCTION PHASE – AND ADDITIONAL INFORMATION

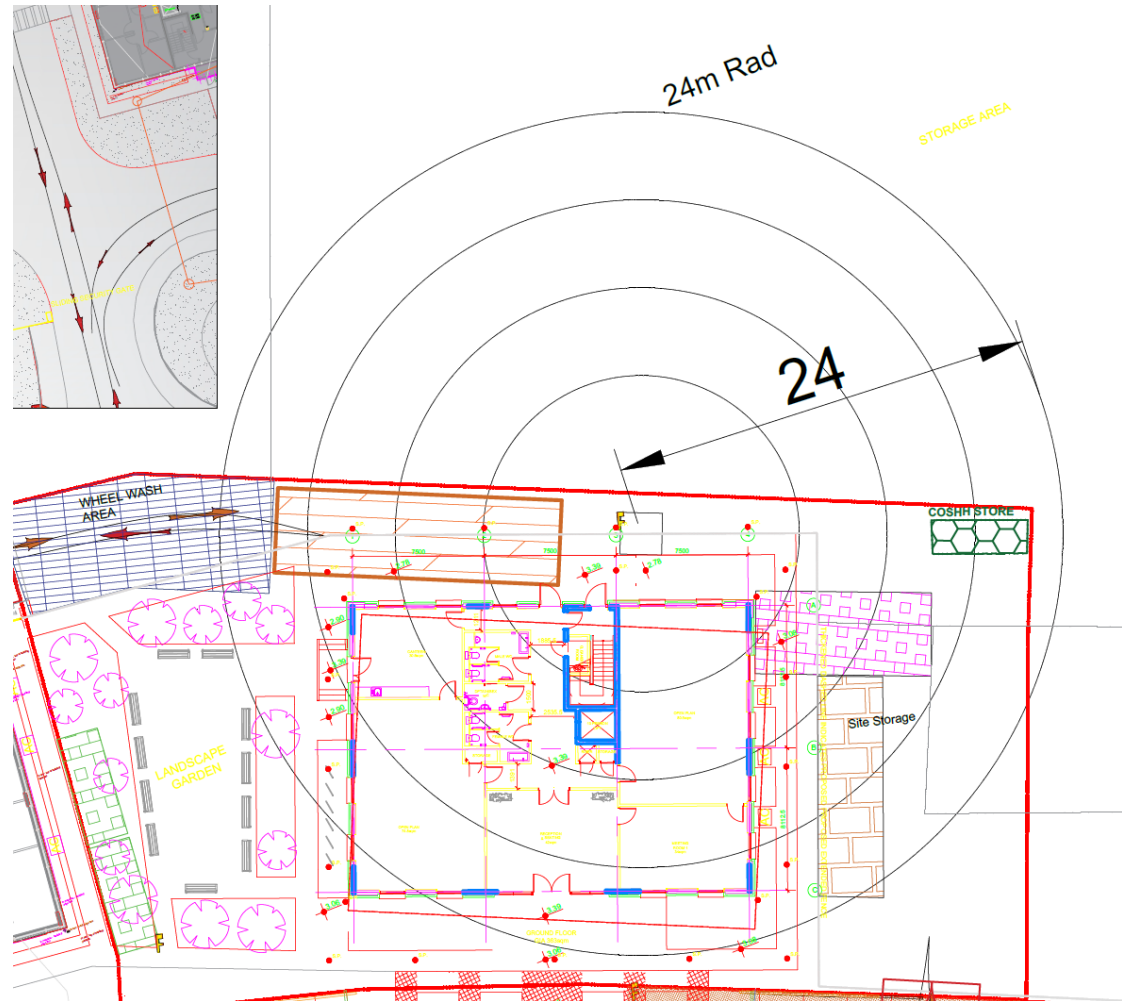
On top of the items relating to the Traffic Management and Logistics plan, the following storage areas are being proposed in order to enable better segregation of material types, based on trades and use. They will be able to be accessed via telehandler and where applicable, crange as both are within the crane radius.





5.8 CRANAGE

Craneage will be covered by a single 24m radius crane, located within the build site as indicated below. The workshop will not require craneage, as the install will be made using heavy plant.



5.9 UPPER LEVEL ACCESS

Access platforms for external envelope will be used along the perimeter of the façade. This will be used to install the brickwork and fenestration. Access to upper levels will be via the stair core which will be build ahead of floor plates.

6.0 ENVIRONMENTAL & GROUND RELATED ISSUES

6.1 SITE HOUSEKEEPING

Keady will instigate management and organisation systems in order to implement measures to ensure that good housekeeping practices are employed on a daily basis, and, importantly, as and when required basis, throughout the entire period. A dedicated team will be used to ensure the offices, gates and welfare facilities are kept in a clean, tidy and safe manner at all times. Site operatives located in the work zones, general compounds and storage areas will be responsible for making sure that these areas remain clean and safe on a regular basis throughout the day and before leaving the site each day.

All site roads, laydown and general vehicle movement areas will be kept free of debris and clean as required, as and when and daily. Due to the nature of the works, site layout and controls placed, the use of mechanical cleaning equipment (road sweepers, etc) will not be necessary. As a precaution, mechanical cleaning equipment can be kept as an option for when extreme weather combined with certain work sequences might produce an excess of dirt and debris that cannot be otherwise managed.

6.2 NOISE & VIBRATION MONITORING & MANAGEMENT

The Construction Phase Contractor will:

- Adopt high standard of environmental community liaison and management using best practices. This will include the approach to noise and vibration levels to comply with Section 61 of the Control of Pollution Act 1972.
- Demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours from excessive noise and vibration, as defined by Section 72 of the Control of Pollution Act 1972.

Where appropriate, the following measures to minimise noise and vibration levels should be adopted:

- Employing only modern, quiet and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009);
- Using low impact techniques, use of rotary drill rather than compact hammers for foundation piles.
- Careful planning of the sequence of work in order to minimise the transfer of noise/vibration to neighbours.
- Careful handling of materials & waste such as lowering rather than dropping items.
- Erection of safety scaffolding with acoustic screens where necessary.
- Avoidance of unnecessary noise (such as engines idling between operations, shouting, loud radios or excessive revving of engines) by effective site management.

Where control at source is not practicable or adequate, the distance between noise/vibration sources and sensitive neighbours would be maximised and the transmission path interrupted, with options considered in the order of source-pathway-receptor. Where practical this can be achieved by:

- Siting of stationary plant and loading/unloading areas;

- The use of temporary structures such as the erection of temporary Heras Panels with acoustic material at key areas and cutting of transmission pathways for vibration.
- Ensuring that as much of the noise producing kit is placed at a distance that exceeds a minimum of 10m from all site boundaries where residents or other community members reside. A list of plant and noise levels at 1m and 10 m can be issued.

Prior to commencing works on site Keady may do noise checks prior and during the Enabling Works Phase at pertinent locations around the perimeter of the site, and take base readings. Following this, trigger levels are to be confirmed and checks at key points in the programme to occur and readings taken. If trigger levels are exceeded then Keady will need to take the appropriate measures in order to resolve the situation. If the issue continues to exist, the works contractor will be instructed to cease the site operation until a suitable resolution can be made.

As works commence and are in progress, levels will be monitored. Noise levels will be measured from outside the window of the closest resident to the site to ensure levels of 90db/15minutes is not triggered – if noise levels get close to trigger levels the management will employ additional controls such as the use of phonic barriers.

Additional noise level monitoring can be made during site operations to ensure that the maximum level of 75db/10hr period / weekday and 5hr period / Saturday working hours will not be exceeded.

6.3 AIR POLLUTION & DUST CONTROL

Keady will demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours from air pollution and dust, as defined by Section 72 of the Control of Pollution Act 1972.

Air quality can be affected by the dust generated during the enabling works phase on building sites which, in turn, can result in poor health of workers as well as residents close by. With good management the impact of this can be considerably reduced.

All works will be executed in accordance with the Considerate Constructor's Scheme Standards and have regard to the GLA Supplementary Planning Guidance (SPG) The Control of Dust and Emissions During Construction and Demolition (2014).

Keady will need to use a number of mitigation, elimination and control measures related to air pollution and dust control, such as: wheel wash for vehicles, misters, wet cutting of concrete, air extraction when cutting wood or timber, air extraction when drilling holes in concrete and air extraction during welding operation, control of site run-off and so on.

Prior to commencing works on site, Keady may wish to have air pollution and dust control checks prior and during the Enabling Works Phase at pertinent locations around the perimeter of the site and take base readings. Following this, if desired, trigger levels are to be agreed and checks at key points in the programme may occur and readings taken. If trigger levels are exceeded, then the contractor will need to take the appropriate measures in order to resolve the situation. If the issue continues to exist, the contractor may opt to cease the site operation until a suitable resolution can be made.

The potential for dust generation and its transport to sensitive receptors is highest during dry and windy conditions. The employment of Best Practicable Means (BPM) by the contractor would minimise the risk of adverse effects from construction dust and will reduce the risk of causing nuisance to local residents and adjacent neighbours.

Additionally, the works contractor should aim that no non-road mobile machinery (NRMM) to be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (the aim is to meet or exceed standards coming in to force in January 2025) published by the Centre for Low Emission Construction and until it has been registered for use on the site on the NRMM register (or any superseding register). This is a contractor choice and is not a requirement.

6.4 UNEXPLODED ORDNANCE

A Desktop Study related to Unexploded Ordnance (UXO) Study was carried out. There is a low risk of UXO presence. Please note that the existing building to the west of the new offices has been completed in 2018 with no signs of UXO.

The following recommendations may be implemented:

Site Wide

- Explosive Ordnance Safety and Awareness Briefings to all personnel conducting intrusive works.

The Construction Works Phase Contractor has been provided with a copy of the report and instructed to implement these recommendations.

6.5 ASBESTOS SURVEY AND REMOVAL

Highly unlikely as the area has been previously checked during construction works finished in 2018. The contractor shall remain vigilant during the enabling works phase.

6.6 GROUND WATER TREATMENT & DISPOSAL

Best practice for water pollution prevention will be followed by Keady to prevent the accidental contamination. All appropriate guidance issued by the Environment Agency shall be considered, and all works will be subject to the Control of Hazardous and Harmful Materials Regulations during their storage, transportation and use to control the exposure to employees and others from substances hazardous to their health.

Keady will be obliged to undertake measures for all deleterious liquid materials such as oils and hydrocarbon to be stored and utilised (where possible) in bounded /contained designated areas (also commonly named COSHH STORES). Pollution of surface runoff can be caused by rainfall washing away solids and/or liquids accumulated on the ground (from excavation, wheel washing and concrete deliveries) or by deliberately hosing down a spill. Keady will be expected to explore methods to mitigate against this pathway by restricting the potential for spillages at source both by preventing contamination of the ground surface by suitable delivery, storage and usage procedures, and by treating the runoff using interceptors, settlement tanks or filters

before discharge to an acceptable drain (subject to the consent of the sewerage undertaker). In addition, “Just in Time” deliveries may be utilised to prevent the build-up of any stored deleterious materials, and consequentially avoid the materials causing possible blockages to the local drainage system.

Potential methods to prevent water pollution include:

- Promote the travel of all tracked vehicles in straight lines wherever possible when moving around site;
- Encourage tracked vehicles to change direction at a limited number of locations, perhaps on prepared surfaces;
- Avoid unnecessary slewing of tracked vehicles and turning of large site plant. This will avoid excessive soil structure damage and will reduce the amount of material available for entrainment in site water; and
- Place silt fences of geo-fabric or similar material around open or exposed ground and stockpiles.

Keady will be expected to maintain a tidy site and provide site signage to clearly identify the bounded/designated areas, as well as providing all site operatives with well-informed Tool Box Talks, and training to raise awareness and understanding for the prevention of water pollution.

6.7 DEWATERING

The Enabling Works finish above the existing ground water level and thus dewatering operations will not be required.

In any event, on site investigations and monitoring will take place to ensure that there is no unexpected water ingress during any of the works.

In the unlikely event that water ingress will be observed, the following steps should be incorporated in the respective contractors’ methodologies:

- Form a series of strategically positioned sump pits to a pre-determined level to allow the water to be lowered below a threshold level that will allow works to continue.
- Install and operate the dewatering system: Dewatering sump pumps will discharge into a network of hoses which will be connected to silt busters (or similar system) to remove suspended particles prior to discharging the water into the existing surface water sewer system (this will necessitate obtaining the required permissions, permits and licences).
- Keady will be required to produce and gain approval of the dewatering method they will be using. This will need to include: operating times (normal or 24/7), and associated personnel levels; noise and pollution control; emergency and back up plans associated with plant and equipment failures; etc.
- Part of the dewatering system may be retained for operation on an “as and when basis” to cater for rainwater removal and until the groundworks phase of the Enabling Works Phase is complete.

6.8 SOIL MANAGEMENT MEASURES

Keady will need to be capable of ensuring soil sustainability during this phase of the construction project. The measures detailed below are aimed at reducing the risk of losing, damaging or contaminating valuable soil resources, whether the soil will be retained for future landscaping on-site, or used or sent off-site.

- There should be a set of drawings that will be showing topsoil and subsoil types and areas to be stripped, areas to be preserved and areas that require imported topsoil. Notable is the fact that the construction area is over an existing concrete hardstanding.
- The contractors should ensure that any areas of soil that need to be protected from construction activities are clearly marked out by barrier tape and exclusion signs. These areas are unlikely to be affected as they are not in the vicinity of the build site.
- Subsoil is not as fertile as topsoil, but - because of the vital role it plays in storing and transmitting water – the contractor should still minimise any damage during stripping. Subsoil in areas designated for landscape plantings often just needs to be protected from damage rather than stripped. However, the contractors should remove subsoil from all areas that will be disturbed by construction activities or to make way for haul roads.
- There are a number of best practice measures the contractors should follow when stripping topsoil or subsoil to avoid soil damage as much as possible, such as:
 - using tracked machinery
 - carrying the work out in the driest conditions possible
- To enable soil to be reused on site at a later stage, it needs to be stored in temporary stockpiles to minimise any damage or loss of function. There are a number of important considerations when creating stockpiles - including soil erosion, pollution to the stockpile if placed in risk areas and the risk of flooding. These will be affected by the size, height and method of forming the stockpiles, and how they are protected and maintained.

The build contractor will be responsible with constructing and managing the following:

- build site haul routes
- location and content of each soil stockpile
- schedules of volumes for each material
- expected after-use for each material
- have a person assigned responsibility for supervising soil management

Additional to the above there are a number of specific activities that will be required to be actioned by the Enabling Works Phase contractor. These activities have been based on a number of Soil Investigation Reports, risk assessments, and proposed remediation strategies – all available to be shared with any interested or relevant parties. These reports have identified previous uses and the associated potential contaminants, mitigation strategies that tackle the various pathways and set up a plan of action that will be implemented by the Construction Works Phase Contractor.

In the event that contaminant cleanup works are carried out, logs and measurements will be taken during the management works in order to compile a report that will include results of sampling and monitoring carried out to demonstrate that the site remediation criteria, where required, have been met. It may also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, a maintenance timetable and arrangements for contingency action arising from the monitoring.

6.9 CONSTRUCTION IMPACT MITIGATION ON ECOLOGY

Keady will have to follow the Wildlife & Countryside Act 1981 (as amended) in England and Wales.

Every construction project that has the potential to disrupt wildlife and the habitats specific to them requires careful analysis. This in turn reveals a series of proven ways to ensure the building site does not destroy, disturb, or otherwise negatively affect the immediate environment.

As the works for both office and workshop are over existing hard standings within the site compound, there is a very low likelihood of directly affecting any wildlife.

6.10 LIGHTING

Keady will follow the HSG38 'Lighting at Work' (Second edition, published 1997). Therefore, every part of the construction site that is in use should be well-lit, either with natural light or artificial lighting. This ensures that wherever people are working, they are able to do their work effectively and move around the site safely and efficiently.

If work needs to carry on beyond daylight hours, or the building structure is enclosed, artificial lighting must be used.

For construction sites to work effectively and safely, it is important that the site is well lit, either by natural or artificial lighting. The following considerations need to be covered by the Construction Works Phase Contractor:

- Suitable and sufficient artificial lighting
- Natural light, as far as is reasonably practical
- Suitable and efficient emergency lighting provided where needed (Important areas are escape routes within the blocks, around the welfare and along the exit path to the gate)
- Hazards should be easily noticeable so they can be assessed.
- All lighting must be suitable for the work undertaken and the environment.
- Different coloured lights must be easily distinguishable to promote safety. (ie green lights for escape routes)

- No strobes, flickers, or glares should be caused by lighting.
- Lights should not pose a risk to health and safety.
- Lighting should be easily accessible so that maintenance can be carried out and units can be replaced with ease.

The following means of maintaining a lit environment will be used:

- Lighting can be fixed to support poles and scaffolding,
- Flood lights can be installed on the tower crane
- Temporary Mobile Diesel Task Lights can be used outside
- Light beams, Festoon Lights and small neon light towers will be used internally.
- The use of tungsten, tungsten halogen lights, high intensity discharge lamps, carbon-arc and short-arc lamps is forbidden on this project.

Keady will aim to reduce impact of site lights towards the Neighbouring Residents by ensuring that work lights are not projected towards their windows. The aim is for any projecting light not to spill over the compound boundary.

7.0 NEIGHBOURS & COMMERCIAL OCCUPIERS

7.1 LIAISON

Keady will appoint a community liaison manager to manage the interaction with local residents and groups. As a minimum, prior to commencement, posters will be placed on the hoarding highlighting a date and time on the premises, where a consultation with the local residents and business will take place.

The liaison manager will conduct, a high level public consultation which will provide information on the pre-construction methods, programme and project, using information provided by the Construction Works Phase Contractor. The strategy will include the contact details and programme for engagement in order to maintain a dialogue and information exchange with the local residents, commercial organisations, community facility providers, and so on. As part of the strategy, the 1st steps required from the Construction Works Phase Contractor will be to apply appropriate liaison measures by posting on the external notice board briefings and presentations concerning:

- Details of the 'Scheme of Works' in a readily understandable form.
- Readily understandable quarterly progress presentations.

Along with

- Contact details for enquiries; and
- Complaints Procedure.

The community liaison manager will establish a system and procedure for dealing with enquiries and complaints from the public, which will require a designated complaints/incidents logbook or register covering:

- The nature of the complaint.
- The cause; and, where appropriate; and
- The remedial action taken.