

Construction Environmental Management Plan
Tim Hortons (formally Pizza Hut) Project
Unit G, Imperial Retail Park
Thames Way
Gravesend
DA11 0DQ



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Disclaimer

This Construction Environmental Management Document has been drafted, based on information which has been received from Thompsons Contracts Ltd and is accurate at the time of writing, based on the aforementioned information received, as of the date detailed at the front of this document. The information contained within this document has been created specifically for, and intended solely as a Construction Environmental Management Document in support of the project works at Unit G, Imperial Retail Park, Thames Way, Gravesend, DA11 0DQ

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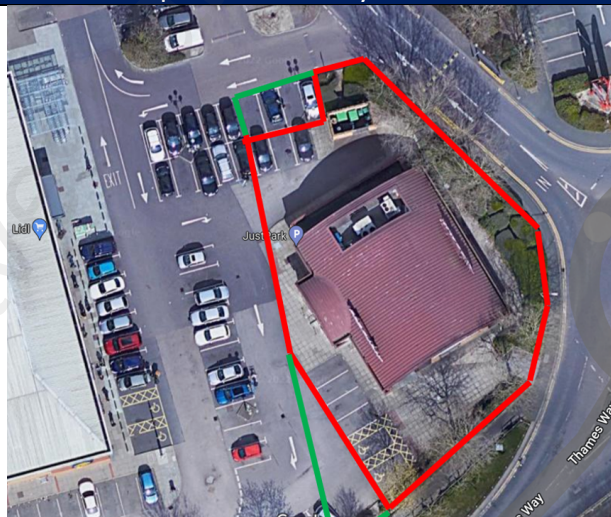
1.0	Project Environmental Compliance Statement
	Thompsons Contracts Limited have engaged USP Ltd, to provide this Construction Environmental Management Plan on their behalf in their duty holder position of Principal Contractor for the project works at Unit G, Imperial Retail Park, Thames Way, Gravesend, DA11 0DQ. This document, written to support the Construction Phase Plan and associated project documentation as required under the Construction (Design and Management) Regulation 2015, details the environmental management procedures to be adhered to during the project works. There are a number of associated management procedures which will support and complement this environmental management document, including the traffic management plan, fire risk assessment and wider logistics planning for the controlled movement of plan and equipment. The primary objectives of this document and applicable management systems in place for the project is for the abatement of any statutory nuisance elements including noise, artificial lighting, dust, smoke, gases and fume. This will be achieved through the effective implementation of this document and applicable controls by the project team in association with the local management of the project at site level. Environmental management controls will be implemented through a programme of induction, information and instruction with all contractors and company employees as well as (where needed) the dynamic assessment of environmental matters on a day-to-day basis.

1.1	Project Details
Project Details	Thompson's demise is a former Pizza Hut retail unit, which is a one storey building located on a retail park. External alterations, internal alterations, fit out, reconfiguration of car park and associated works to form a new Tim Hortons drive through & bake restaurant. • Works comprise the following: • Soft Strip • Demolition of internal walls • New slab • New cladding • Structural Steelwork • Drainage • Glazed screens, Windows & Doors • Partitions • Plumbing, Mechanical & Electrical installation • Alteration of services • Full internal fit out including ceilings, floors • Internal Finishes • Formation of drive through lane • Landscaping and road lining, including drainage. • Site signage and Totem • Electrical & Mechanical & Structural Design a. Planned Start Date of Contract: 31st August 2022 b. Planned Contract Duration: 11 weeks. c. Planned contract finish date: 15th November 2022 d. Minimum Time Allowed from Appointment of Principal Contractor & Instruction to Proceed e. Extent & Location of Existing Plans: As per architects drawing package.

1.2	Project Environmental Objectives
	Abatement of environmental nuisance elements including noise, artificial lighting, dust, smoke, gases and fume.
	Management and minimization of visiting site vehicles and idling as well as control of any highway obstruction by waiting vehicles.
	Management of contractor's vehicles and parking.
	Minimization of construction dusts from bulk 'tipped' materials as well as from demolition activities and road debris.
	Management of interface between project activities/personnel and visiting vehicles and adjacent businesses and personnel.
	Control of any liquid spillage risks causing ground pollution.
	Control of construction waste both on site and when loaded for removal off-site.
	Management of any asbestos containing materials which may have been used in the original construction of the structure

1.3	Project Working Hours	
Period	Hours	Site Restrictions (if applicable)
Monday-Friday	07:30 – 18:00	Any noisy works must comply with any statutory nuisance noise restrictions by Local Authority. Any additional working hours will need to be agreed with the Local Authority.
Saturday	08:00 – 13:00	
Sunday	No construction activities will take place at any other time including Sundays, Bank or public holidays without the prior approval of the Local Planning Authority having first been obtained.	
Public Holidays		

Proposed Boundary of the Site



Above details the overall boundary of the site. Site boundary will be demarcated by HERAS fencing with dedicated/separated entry and exit points, both for pedestrians and vehicles/plant.

Environmental Management Standards

2.0	Environmental Management Standards
The Environmental Management Standards as detailed in this section must be observed and all management processes and procedures followed by the Site Manager and relevant sub-contractors involved in the project. Project governance documentation in the form of risk assessments and method statements must include information and controls on the management of any environmental impacts posed by the Principal Contractor and any appointed sub-contractors works. From a wider perspective, the environmental management standards as detailed in this document must be discussed and agreed with all personnel and sub-contractors involved in the project works prior to the commencement of their respective works packages on the project. Environmental management of project activities must also be discussed at induction stage of the project, to ensure all project personnel are aware of their duties to comply with these standards.	

2.1	Management of Asbestos
An asbestos Refurbishment survey was completed on 15th April 2021 by Greenshield Environmental, which confirms that there are no asbestos containing materials within the structure. Notwithstanding, all site personnel will have the relevant skills, knowledge and experience in relation to the identification of asbestos containing materials, and will stop works and follow the site procedures for the inadvertent discovery of asbestos containing materials both within the structure and on site generally.	

2.2	Construction Drainage
All drainage on site will be identified, marked and protected in respect of site activities. A substantial control element in respect of drainage protection from site materials pollution will be achieved through effective housekeeping and correct storage of materials; thereby minimising the risk of pollution of identified drainage points. As part of the pollution prevention and control system, storage of materials and any substances used on the project will be stored away from sensitive areas. Spill protection and mitigation of any spills, will include the use of drainage covers. These spill response kits will be positioned close to any pollutant risks, thereby aiding in the timely response and mitigation of any pollution. The Site Manager will be responsible for ensuring that drainage points are inspected on a regular basis and action taken if needed to clear any blocked drains with gulley pump equipment if needed. A drainage CCTV survey will also be undertaken at the end of the project to quantify that all drains are free from any pollution, or obstructions.	

2.3	Management and Control of Debris and Good Order
The Site Manager will be responsible for ensuring the effective control of debris and good order across the site. As part of the day-to-day management of debris and good order, a daily tour of the site will be undertaken to ensure all litter and debris is removed from site.	

2.4

Control of Construction Noise

Noise on the project will be monitored on-site, and at the boundary by the Site Manager. Daily records will be made of noise levels at key operating times, to manage any risks in relation to statutory nuisance noise arising from the works. Records of noise levels will be retained in the project documentation.

All works will be undertaken between the hours of 07:30 and 18:00 hours.

As part of the standing controls for the project, the Site Manager will ensure that standing machinery is not kept running when not in use. Likewise, visiting vehicles (for the delivery of materials and removal of waste) will be instructed not to stand/wait on site with engines running.

All works will be undertaken within the standard operating hours of the site, which is not positioned close to any residential areas. The risk of noise pollution is not foreseen above that of normal construction-related activities.

2.5

Site Security and Hording

In-line with the project Construction Phase Plan, the site will be secured with an appropriate level of site fencing/hoarding. Classed as lower level 'temporary works' this fencing/hoarding will be securely installed and regularly inspected to ensure stability and security. Access to and from the site will be managed through the dedication of both vehicular and pedestrian entry/exit points.

Entry and exit points will also be secured as part of the standing security protocols for the project.

As detailed by the Client, there will be no advertising attached to the HERAS fencing.

The fencing design is a standard HERAS panel with high visibility securing feet (as shown in the example below). The dimensions of the panels are a standard supply at 2-metres tall. Again, as detailed below, Anti-tamper fixings will also be used to secure these panels together. Each of the entry/exit points will be fitted with Digi-coded padlocks, to secure the fencing during non-working hours.



2.6

Management of Light Pollution

The working time on the project (07:30 – 18:00). Due to daylight saving time (27th March 2022) all works will be carried out within daylight hours. To this end, there will be no requirement for task of general lighting on the project.

Any lighting installed on site will be PIR security lighting, to cover non-daylight hours security requirement.

2.7

Storage of Fuels and Chemicals

There will be no fuel stored on site for vehicles/plant. Any chemicals in the form of paints etc. which will be required for designed finishes, will be safely stored and bunded, with any bunding capturing 110% of the stored substance within or on the bund.

For health and safety and fire safety reasons, flammable substances will be stored externally from the structure to ensure that any 'fire loading' to the structure is minimised.

2.8

Traffic Management/Logistics – Deliveries Parking and Storage of Materials

As detailed in the layout plans in this section, the Principal Contractor has a developed Traffic Management/Logistics plan for the project works. This plan includes:

1. Arrangements for the parking of works vehicles in the dedicated spaces provided.
2. Dedicated parking areas have been identified within the wider project documentation. These areas will be demarcated and used by trade vehicles only. Deliveries of materials and removals of waste from the project;
3. Deliveries will be on a 'merchant' or 'just in time' arrangement, to minimise the number of stored materials on site and visiting vehicles on site. To reduce the numbers of vehicles visiting the site at any one time, only one visiting vehicle will be permitted on site at any time, with deliveries and waste removals undertaken before 10:00 each day.
4. Vehicles visiting the site for deliveries and removal of construction waste will be controlled through effective logistics management; to avoid any queuing of vehicles, in a bid to minimise impact on the local environment from vehicle emissions as well as posing obstructions on the highway.
5. It is anticipated that there will be between 4-6 vehicles per day visiting the site, with a maximum of 10 vehicles during the busiest phase of the works. Vehicles visiting the site will be delivery vehicles and waste removal vehicles.
6. Management arrangements will be in place for the control of interface with members of the public and any other persons not involved in the project works, who could be affected by the project's undertakings including the loading of waste vehicles and unloading of materials;
7. Arrangements will be in place for the safe and controlled storage of materials and equipment during non-project hours.
8. As detailed below (28A-28B) laydown areas, skip locations and storage unit locations have been developed for the site. The Site Manager will be responsible for ensuring that these areas are used and maintained during the life of the project.
9. All vehicle movements will be marshalled on site by the use of traffic marshals. Unloading and maneuvering areas will be kept free of site personnel and visitors.
10. The Implementation of a one-way system will ensure that maneuvering of visiting vehicles is kept to an absolute minimum, with the need for reversing on site removed through the use of the one-way system.
11. Where skips are used on the project, these skips will be placed in a controlled area, with sufficient controls in place to manage/minimise the risks associated with fire and arson attack, as well as leaching from skips

into the ground or surface water drainage.

12. There will be minimal spoil arising from the construction processes. The only foreseeable risk in relation to transfer of spoil onto the highway is from the 360 excavator which will be delivered and removed from site by low loader.

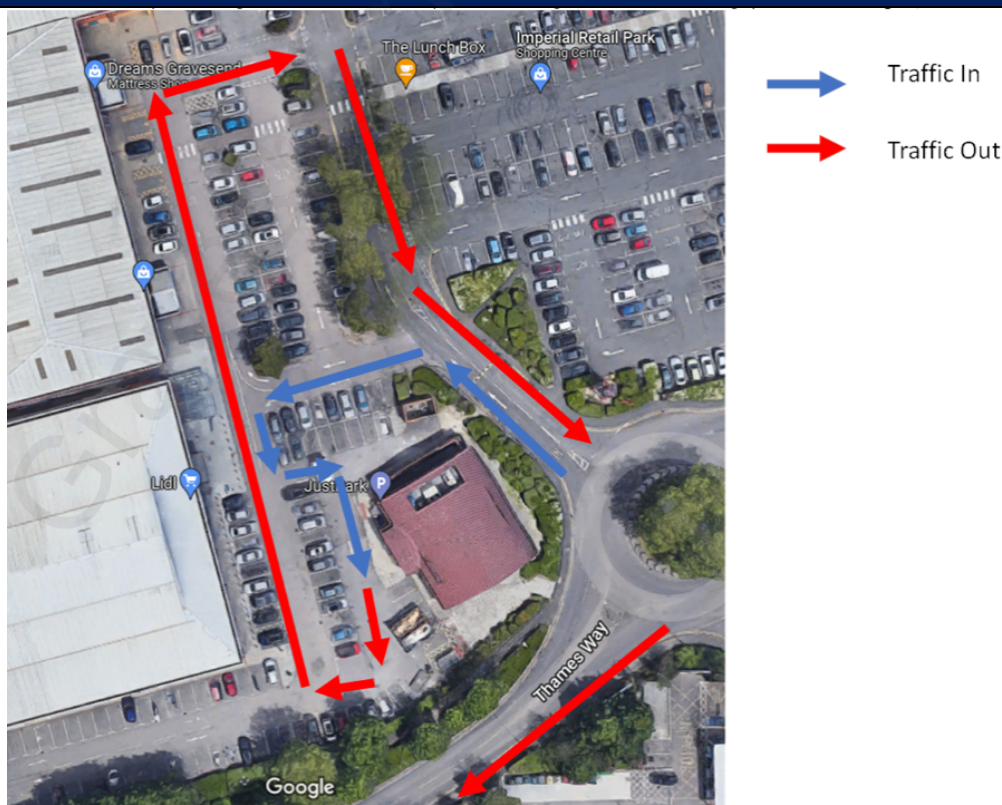
2.8A

Location Points: Storage, Welfare, Access and Storage Units



2.8B

Location Points: Traffic Access/Egress, Unloading and Maneuvering



2.9

Interface Management

As detailed within the project construction phase drawings and the wider project documentation, the structure under construction is positioned within a very busy area.

The management of interface between construction personnel and construction activities, including the movement of site personnel and vehicles will be planned and dynamically managed on site by the Site Manager, to ensure a continued level of interface management is achieved.

Construction vehicles will be marshalled entering and leaving site so as not to cause any additional risks to highway and footway users.

All personnel will wear the required personal protective equipment as well as high visibility clothing. Loading and unloading activities will be tightly controlled so as not to pose any significant risk to the immediate businesses and visitors to this area.

As shown in the photograph below, pedestrians will be redirected along the side of the site boundary, providing a safe walking route.



2.10

Controls on the Removal of Waste

Removal of waste will be managed to ensure minimisation of dusts during the transferring process.

Dust suppression will be implemented through damping down and (where appropriate) further water mist suppression during the transfer of waste into visiting waste vehicles.

All waste vehicles will sheet waste loads, to ensure that dust and debris loss from the waste vehicle are kept to the lowest level possible when leaving the site.

2.11

Minimisation of Construction Dusts

Care will be taken in respect of dusts from both construction activities and from removal processes, this will include regular damping down of working processes as well as any spoil heaps waiting to be removed.

Activities on site where there is a foreseeable risk in relation to the production of process dusts will be controlled through the use of on-tool extraction and suppression systems, including water suppression for disc cutting.

Spoil heaps will be sheeted where possible to do so. Where sheeting is not possible, then these spoil heaps will be subject to damping down.

Demolition and soft stripping of the structure will also be managed in relation to the production and control of dusts.

2.12

Cleaning of Access Roads

To ensure the immediate project area and access/exit roads are maintained, vehicular road sweeping/cleaning will be undertaken in line with the requirements of the Construction Phase Plan.

The Site Manager will regularly inspect these areas and (where needed) arrange for additional sweeping and cleaning of these identified roads to ensure dusts/debris on these roads is kept to a minimum so as not to have a detrimental environmental impact on the immediate environment and adjacent businesses and other road users.

2.13

Control of Burning On-site

There is a total ban on the burning of waste on-site. This restriction is raised at induction stage for all project personnel and sub-contractors and this important site rule will be managed and monitored by the Site Manager.

2.14

Construction Phase Design Changes

A process is in place for capturing and recording of any construction phase design changes. These changes will be formally recorded, to ensure that any residual risks in relation to environmental impacts are identified and suitable environmental controls implemented in light of these changes.

2.15

Fire Safety Arrangements

As part of the wider fire safety strategy for the project, a fire risk assessment/fire safety plan will be produced, to support the Construction Phase Plan.

The above-mentioned documentation will be specific to the project and project activities and focus on the identification and mitigation of fire risks arising from the project works, which not only pose a risk to life and property but also pose a risk to the local environment from smoke heat and flame as well as fire water run-off.

The fire risk assessment will need to detail the on-site fire safety arrangements which include the procedures for raising the alarm, and for emergency evacuation, as well as measures for calling the Fire and Rescue Service, which must also identify key environmental risks and areas of particular environmental sensitivity.

Notwithstanding, the fire risk assessment should follow the requirements of a number of pieces of fire safety guidance including:

1. CDM 2015 (Regulations 29, 30, 31,32)
2. HSG 168 – Fire Safety in Construction
3. JCoP 9th edition – Fire Prevention on Construction Sites

The Site Manager will ensure that they liaise closely with all site personnel, sub-contractors and visitors to the project in respect of the fire safety management and emergency procedures.

The project must have a set of dedicated fire extinguisher points within the project area. These extinguisher points should be fitted with:

4. Two relevantly sized fire extinguishers, relevant to the classes of fire which are foreseeable on the project
5. Fire alarm point
6. Fire extinguisher class signs
7. details of the emergency evacuation plan.

These fire extinguisher points should be maintained at all times and positioned in focal points within the project.

2.16

Pollution Prevention and Control

In order to protect the surface water interests surrounding the site, the following mitigation measures will be adopted by the Principal Contractor and managed by the Site Manager during the construction process.

As previously highlighted, spill kits will be kept on site within vulnerable areas at all times and procedures for use put in place;

Where any bunds are required, this will be in the form of bunded pallets, positioned away from any sensitive areas including surface drainage points. All bunding will be capable of holding 110% of the total volume of the substance being stored.

Drip trays will be employed for any static plant used on site. Mobile plant and vehicles will be maintained to ensure risks associated with engine oil and hydraulic oil leakage are minimised.

Daily checks will also be undertaken by plant operators to ensure all risks associated with leakage are further limited.

The washing out of any Ready-Mix Lorries shall be strictly controlled. The effluent from such cleaning shall be disposed of appropriately.

Any temporary foul drainage to serve welfare facilities will be provided at the start of works on site. Foul water will be disposed of appropriately.

Delivery lorries will arrive on site in a clean condition, within the tarmacked area, unload their delivery within the loading bay area and then will exit site as per site logistics plan. No delivery vehicles will be required to drive within the excavation area, this will be barriered off. This procedure will be monitored throughout the duration of the project, if site logistics change, and a wheel washing system is deemed necessary, then a rumble strip grid system will be installed at this point.

A rumble strip grid will be installed to ensure that vehicles leaving the site do not transfer any debris from the site, onto the surrounding car park or public highway. The majority of visiting vehicles will leave site through a clean tarmac area on the site. With this in mind, the transfer of any site debris by vehicle tyres is not seen as a significant risk issue.

All works on site will follow the best practice guidelines outlined in section 5 and 6 of CIRIA C532-Control of Water Pollution from Construction Sites (CIRIA, 2001).

2.17

Protection of Existing Drainage and Water Apparatus Including Piling

There will be minimal excavations site undertaken as part of the project works. Detailed plans of the site, including civil engineering have been reviewed and the site subject to detailed survey.

As part of the 'standard' approach to any excavation works on the project, all survey information including plans and drawings, and information from statutory bodies will be reviewed prior to any excavation works being undertaken. Any sewers or water apparatus will be physically marked on site.

Excavation works will then be undertaken and hand digging will be employed wherever needed, to ensure the integrity of both sewer and water apparatus.

Regular checks will be made by the Site Manager in relation to any excavation works being undertaken to ensure that both health and safety as environmental protection processes are fully employed for the works.

Risks in relation to piling or the vibration arising from these processes, this is not an issue as there are no piling works planned for this project.

2.18

Ecological Measures

Future planting on site will be in line with the approved plans (Condition 14). Wherever possible, construction works will be undertaken or timed to minimise the ecological disruption, as there are no night time works planned for the project. Prior to the removal of any planting, checks will be made that there are no habitats where birds may be nesting.

A Schwegler 1MR Bird Home will be installed as required under Condition 15.at a height of 2 m on the northeast elevation of the bin store where shrub and tree planting will provide cover, increasing the likelihood of use.

Control, Monitoring and Review of Environmental Management Standards

The environmental management standards detailed within this Construction Environmental Management Plan will be controlled by the Site Manager and wider Thompson's project team. The implementation of these standards on-site will be achieved through cooperation and coordination with all personnel and sub-contractors, as well as through a programme effective site management.

Monitoring and reviewing of site will need to be booked in with the Site Manager and Project Manager 48 hours prior to attendance from any representatives. PPE will not be provided but is mandatory on site.

The controls as detailed in this document will also be monitored for effectiveness in controlling all foreseeable environmental impacts to the local environment, and will be reviewed and amended as needed, with any amendments brought to the attention of all project personnel and sub-contractors through effective communication and information. For LPA contact during the project the Project Manager details are given below:

CNeuwirt@thompsonslimited.co.uk 07884605135