

APPENDIX 1 CONSTRUCTION MANAGEMENT PLAN

ENVIRONMENTAL MONITORING AND CONTROLS:

The site is managed by Clare Aldous who can be used as a point of contact during the construction. Any issue of an environmental nature can be brought to his attention.

CODE OF PRACTISE FOR CONTROLLING NOISE, DUST AND VIBRATION

NOISE:

1. Noisy operations will not commence before 08.00hrs and will cease at 18.00hrs Mon-Fri and will be restricted to the hour's 0800-1300hrs on Saturdays.
2. Where the construction team identifies noisy operations they will give to the site manager.
3. All plant will be checked on a regular basis to ensure that it is functioning correctly and is not left running unnecessarily.
4. Loading activities will be arranged to avoid reversing and the use of reversing alarms wherever possible.
5. Construction methodology will be carefully chosen to avoid noise wherever possible.
6. Site buildings and parking areas will be located away from adjacent properties.
7. Static plant will be sited will be located as far away from adjacent properties as possible and will be shrouded when necessary.
8. Noise monitoring will be undertaken for particular activities that will generate high noise levels.
9. Deliveries will be scheduled to occur between 0800hrs and 1730hrs Mon-Fri.

DUST:

1. Water bowsers will be available at all times during the bulk earthworks and will be used to dampen down haul routes.
2. Water bowsers will be available during dry periods and will be used to control dust levels.
3. All vehicles used to remove waste from site will be covered.
4. A site speed limit of 10mph will be enforced.
5. Buildings identified for demolition will be dampened.
6. High risk activities will be screened where practical.
7. All concrete, brick or block cutting required on site will be wet cut.
8. Wherever possible elements will be fabricated off-site.
9. At the exit point from the site (see attached site plan) all construction vehicles will be required to travel across a wheel cleaning system (www.drivethrusystems.co.uk or similar). This will normally be used without water but if further cleaning is required a jet wash will be available.
10. Operation specific haul routes will be established and these will be kept clean.

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VIBRATION:

1. Construction techniques will be chosen to avoid excessive vibration.
2. Static plant will be located away from sensitive receptors.
3. Traffic routes will be kept away from adjacent properties where practical.
4. Low impact techniques will be used for demolition/ground breaking i.e hydraulic crushers.

CONSTRUCTION PROGRAMME AND HOURS OF WORK

A copy of the most current construction programme is attached and is based on the hours of work identified below:

Monday to Friday – Normal Hours of Work - 07.00 to 19.00

Saturday (If required) – Normal Hours of Work – 07.00 to 19.00

WHEEL CLEANING

A dry wheel wash system (see above) will be used during the construction period to prevent mud from being carried on to the highway. The wheel wash will be placed inside the site boundary adjacent to the exit from the site. All vehicles leaving the site will be directed to the wheel wash.

In addition a banksman will inspect vehicles as they are leaving site to ensure they have used the wheel wash and check large stones are removed from the tyres and, if necessary, will be able to further clean the wheels and chassis of vehicles using a jet wash.

To further augment these measures a mechanical road brush will be on call to attend site in the event of mud being dragged out onto the public highway or if the above on-site facilities are unavailable due to mechanical or other failure.

TRAFFIC MANAGEMENT

It is intended that all personnel bringing vehicles to the site will be able to park in dedicated areas within the site boundaries rather than on adjacent access routes.

All delivery vehicles, on arrival at the site, will report to the manager at the site entrance to obtain access. The drivers will be advised to whom and where they should report and dedicated areas inside the access will be kept clear at all times for delivery vehicles (see attached site plan). At no time will vehicles be allowed to block the access routes to the site.

A 10mph site speed limit will be enforced.

WASTE MANAGEMENT

The protocol for waste management during the construction phase is outlined on the attached table. Wastes created during the construction phase will be segregated and stored on site for onward re-use and recycle. Wherever possible wastes shall be re-used and recycled on site. As one of the Countries leading recycling companies Valencia will seek to treat waste as high up the waste hierarchy as practicable and only dispose to landfill where there are no suitable recycling or recovering outlets.

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