

Gas Holder Site, Reading

CEMP

April 2019



**Construction
Environmental
Management Plan**

**Gas Holder Site,
Reading**

**Prepared for
Danescroft (Kenavon Drive
Project Management) LLP**

by

**Stuart Michael Associates
Limited**

March 2019



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1.0 INTRODUCTION

- 1.1 Stuart Michael Associates Limited (SMA) has been appointed by Danescroft (Kenavon Drive Project Management) LLP to develop a Construction Environmental Management Plan (CEMP) for the proposed development of 130 units at the Gas Holder Site at Alexander Turner Close, Reading. The location of the site is shown in **Figure 1.1**.
- 1.2 This CEMP summarises the proposed methods of the clearance and deconstruction of the existing Gas Holder located on Alexander Turner Close, Reading. It is estimated that the remediation and relocation of the SGN depot may take up to 18 months.
- 1.3 This CEMP also summarises construction control methods for the 130 proposed units. Finally, the CEMP outlines measures that will be taken to minimise the impact of construction on the surrounding area.
- 1.4 This plan has been prepared on behalf of Danescroft (Kenavon Drive Project management) LLP in respect of the works proposed. It will ensure any potential impacts arising from the construction activity is actively identified, managed and minimised in accordance with the planning conditions and Health & Safety Policy.
- 1.5 This report will remain a live document and will be maintained, reviewed and updated by the site management, as necessary and as required throughout the construction process. The monitoring of progress and review of environmental performance on a regular basis is an essential part of the Health & Safety Policy.

Background

- 1.6 This CEMP has been prepared as part of the application to Reading Borough Council (RBC) for the development of 130 units at the Gas Holder Site at Alexander Turner Close, Reading.
- 1.7 The site is accessed via the existing Alexander Turner Close which will allow for vehicular and pedestrian access to the site.
- 1.8 RBC require a CEMP in order to control aspects of construction on the site, including noise and air pollution, the routing of construction vehicles and the cleanliness of the surrounding road network.



Scope of Report

1.9 This CEMP has been developed to take into account the relevant conditions considered of relevance to the development. These include, but are not limited to:

- Parking of vehicles of site personal, operative and visitors.
- Areas for loading and unloading of plant and vehicles.
- Storage of plant and materials used in deconstructing the existing Gas Holder
- Storage of plant and materials used in constructing the development.
- Details of wheel cleaning facilities.
- Temporary portacabins and welfare for site operatives.
- Construction management plan to include lorry routing and delivery times.
- A Construction Logistics/ Site Organisation Plan.
- The erection and maintenance of security hoarding.
- External lighting of the site.
- Measures to control the emission of dust, dirt, noise and odour during construction.
- Measures to control contaminated land during deconstruction and construction.
- Measures to control surface water runoff.
- Measures to ensure no on-site fires during construction.
- Measures to prevent ground and water pollution from contaminants onsite.
- Construction working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site.
- Details in respect of measures to minimise, re-use and re-cycle waste; minimise the pollution potential of unavoidable waste; and dispose of unavoidable waste in an environmentally acceptable manner.



Assessment Methodology

1.10 Research undertaken in connection with this assessment has included:

- Desktop and field study of local road types to establish suitable routing of vehicles.
- Consideration of appropriate measures to reduce vehicle movements and associated impacts on local residents.
- Information provided from the developer regarding on-site facilities and protocols.



2.0 SITE MANAGEMENT

2.1 This statement has been developed by SMA and will be adopted by Danescroft (Kenavon Drive Project Management) LLP Ltd. This statement shall be a live document, which shall be continuously reviewed to take into account additional environmental information encountered during the detailed design and construction phase. It shall allow for the inclusion of any further conditions and amendments that arise from the granting of consents or legitimate concerns of third parties.

2.2 All personnel and sub-contractors working on the project shall perform their duties in accordance with the requirements of the statement. The Site Team shall report regularly to the Contract Manager on the status and effectiveness of its implementation.

Programme of Construction Works

2.3 It is anticipated that the site clearance, dismantling, remediation and relocation of the depot could take 12-18 months. The site construction could be approximately 18 months.

2.4 The programme of works will consist of the following;

- Enabling works comprising perimeter fencing/security provisions, site compound, site clearance, ground investigation, initial service works, demolition and access works.
- Sub infrastructure works, ground works and foundations.
- Construction of superstructures.
- External works such as car parking and landscaping.

Construction Travel Management

2.5 During construction works, impacts on the local community from construction traffic will be minimised by its contractors. The impact of road based construction traffic will be reduced by identifying clear controls and restrictions on vehicle types, hours of site operation and routes for delivery vehicles.

Construction Director / Area Build Manager

2.6 The Construction Director shall be responsible for appointing an Environmental Manager / responsible person and Contract Manager.



2.7 The Contract Manager shall be responsible for;

- Appointing a Waste Representative – a person to undertake weekly Site checks.
- Compound Checks, and persons to supervise refuelling of tanks and bowzers.
- Ensuring the required consents are in place before work starts.
- Ensuring environmental and waste requirements are included on requisitions and in subcontracts and orders.
- Ensuring oil and diesel is stored in properly bunded tanks with drip trays.
- Ensuring Waste Transfer Notes / Special Waste Consignment Notes are checked against invoices before payment.
- Reporting incidents and non-conformances to the developer.
- Liaising with statutory authorities, the Main Works Contractor and the developer as required and ensuring records of communication (including verbal communication) are kept. Statutory authorities should always be accompanied on site visits.
- Approving the Construction Method Statement and ensuring employees and subcontractors implement the controls.
- Ensuring employees and subcontractors receive Induction Training (including project environmental issues) and Tool Box Talks, as appropriate.
- Ensuring personnel needed for audits are available when required.
- Verifying actions resulting from Corrective Action Requests and Observations raised during audits are completed by the deadlines.
- Ensuring environmental training is provided.



Access Strategy

- 2.8 Consideration will be given to accessing the site by the river as well as by road. This CEMP considers access by road in detail as this information is available. Should access by river be the preferred option, the CEMP will be updated to reflect this. Risks associated with this such as contamination of water may make this option unfeasible.
- 2.9 Due to the sites location, vehicular access is only available from Alexander Turner Close to the east of the site. Vehicles accessing the site will turn off the Forbury Road on to Kenavon Drive, Robert Parker Road and on to Alexander Turner Close.
- 2.10 An access drawing has been prepared to demonstrate the routes construction vehicles will have to follow, see **Figure 2.1**. This drawing highlights the proposed route as well as the areas where construction traffic is not permitted.

Deliveries

- 2.11 There will be both vehicle size and time restrictions in place for all deliveries to the site. There will also be a delivery window in operation between 09:00 and 15:00. This avoids the peak periods and prevents large vehicles from disrupting the flow of traffic on the Forbury Road and Cemetery Junction network.
- 2.12 All delivery vehicles will be parked on site, as indicated in Figure 2.1. This prevents HGV's from parking on the surrounding highway network.
- 2.13 Care will be taken during deliveries, particularly when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tank levels are checked before delivery to prevent overfilling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available should any incident occur. All employees are to be briefed on the actions that are required in the event of a spillage.
- 2.14 Restrictions are in place for the size and type of delivery vehicles that will be accessing the site. There will be no articulated vehicles delivering to site at any time, all deliveries by HGV must be done so by a rigid vehicle. Deliveries will be restricted to an operational window of 09:00 to 15:00 Monday to Friday and 09:00 to 12:00 on Saturdays. No large vehicles will access the site outside of



these time periods. This is to ensure that deliveries are not undertaken in the traditional peak periods for commuters and school trips.

- 2.15 **Drawing 5757.014** sets out the tracking of the rigid delivery vehicle to the site access along this route. This indicates that the size of vehicle can access the site safely.

Site Manager Contact Details

- 2.16 The Site Manager details are to be confirmed in due course.
- 2.17 The Site Manager will be responsible for and ensure that:
- Reporting major incidents to the Contract Manager, the project team immediately, and to statutory authorities where required.
 - The operation of the site is regularly monitored and managed throughout the construction period to ensure that this provides safe, unhindered and convenient access at all times.
 - Logging and monitoring incidents and non-conformances.
 - Carry out pre-start and end of day site inspections.
 - Disseminating information, including changes to legislation, and relay to relevant contractor's employees.
 - Identifying employees who require environmental training and maintain training records in line with the contract for the works.
 - Providing advice and dealing with queries and correspondence on environmental issues.
 - That all parking, deliveries, loading/unloading, servicing etc. only takes place within the site and not upon the public highway, no materials will be lifted over site hoardings.
 - That all construction vehicles, plant etc., will leave the site and enter the public highway in clean condition.
 - That all vehicles enter and exit the site in forward gear only.
 - That construction plant will not be permitted to leave the site and enter the public highway.



3.0 CONSTRUCTION METHODS

Measures to Control the Emission of Dust and Dirt during Construction

- 3.1 Extra precaution will be taken during deconstruction given the gas holder size and structure.
- 3.2 A key issue to consider is the creation of dust during deconstruction and construction. It is not expected that large amounts of dust will be emitted. However in dry weather, water suppression may be used to dampen down dust and prevent dust from migrating to neighbouring properties.

Site Operation

- 3.3 The site will be operational between the hours of 08:00 and 18:00 (Monday to Friday) and 08:00 to 13:00 on Saturdays. As such no people or vehicles will access the site outside of these times and on Bank Holidays. This will ensure minimal disturbance to the local community.
- 3.4 All vehicles associated with the development will be parked internal to the site and no vehicles are permitted to park on the surrounding highway network.
- 3.5 Any potential noise and vibration would be during this period and kept to a minimum as far as possible.
- 3.6 The potential environmental impacts associated with construction vehicle movements are to be addressed through the strategy by way of:
- Minimising traffic movements where practicable.
 - Minimising fuel consumption through the use of local materials and sub-contractors.
 - Implementing noise and dust reduction strategies throughout the construction process.
- 3.7 Vehicles leaving the site, where deemed necessary, will be cleaned with a jet washer prior to leaving site to prevent deposits of mud, slurry and other debris being taken onto the public highway.
- 3.8 Roads will be kept free of debris and dirt as necessary, by sweeping or hosing down. During the works a road sweeper will be operating when the need arises.



A Scheme for Recycling/Disposing of Waste Resulting from Construction Works

- 3.9 The contractors will be expected to be aware of which materials can be recycled and should make an effort to do so, likewise any non-recyclable material should be disposed of with the appropriate level of care and concern.
- 3.10 A secure area will be established on site to provide an area for storage, collection and disposal of rubbish from the development during the construction phase.
- 3.11 This area will contain multiple skips for different materials, and will be covered over by netting to prevent any material being picked up by wind and blown across or out of the site.
- 3.12 Waste vehicle movements will only take place between 09:00 and 15:00 (Monday to Friday) and 09:00 to 13:00 on Saturdays. This will ensure minimal disturbance to the local community.

Boundary hoarding

- 3.13 Enabling works for the site will comprise perimeter fencing/security provisions. The construction and maintenance of fencing and hoardings will be carried out to industry acceptable standards to prevent unwanted access to the construction site, screening, and site security where required. The following will be provided:
- Painting the side of hoardings facing away from the site, and to keep them free of graffiti or posters.
 - Site information boards with out of hours contact details, 24 hour telephone number(s) (for comments/complaints), community information and information on the works programme, positioned at key locations.
 - Display notices and signs on the site boundaries to warn of the hazards on site, such as deep excavations, construction access, etc.
- 3.14 Fencing and hoarding will, as far as is reasonably practicable, be located such that it does not damage trees or hedgerows.



Protection of the aquatic environment in terms of water quantity and quality

- 3.15 The following activities give rise to potential risks to water course contamination. The proposed mitigating measures against this have been identified throughout this report.

Storage

- 3.16 Materials used in construction operations, such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution. All fuel, oil and chemical storage must be sited on an impervious base and secured. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked on the tank, and a notice displayed requiring that valves and trigger guns be locked when not in use.

Security

- 3.17 All valves and trigger guns are to be protected from vandalism and unauthorised interference and turned off and securely locked when not in use. Any tanks or drums are to be stored in a secure container or compound, which is to be kept locked when not in use. Bowsers should be stored within site security compounds when not in use.

Excavations

- 3.18 Measures are to be taken to prevent water from entering excavations. This could be by the use of cut-off ditches to prevent entry of surface water and well point dewatering or cut-off walls for ground water. Personnel and/or plant are not to disturb water in the excavation. The means of dewatering excavations in the event there is ingress is to be agreed with the project manager.

Spoil Heaps

- 3.19 Spoil heaps are to be located and configured in a way that will avoid the risk of contamination of drainage ditches / watercourses.

Plant and Wheel Washing

- 3.20 To minimise waste and dust which might collect on vehicles and subsequently transfer to the local roads and environs a wheel washing facility (jet washer) will



be provided at the site exit. A road sweeper will be made available should the need arise to ensure no watercourses are contaminated.

Silt

- 3.21 Water containing silt is never to be pumped directly into watercourses or surface water drains. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing.
- 3.22 As the site is located between the River Kennet and the River Thames, it is vital that silty water is dealt with correctly.

Dealing with silty water

- 3.23 Catchpots or silt traps on drains will be used to remove suspended solids such as mud and silt to prevent contaminated water entering surface water drains, surface waters or ground waters, or draining onto the land. Before wheel washing takes place checks will be carried out to ensure that they are in place during cleaning. They will be emptied and checked at regular intervals.
- 3.24 Adequate provision for dealing with silty water is to be agreed in advance. Any planned discharges off the site will require prior approval with the appropriate authorities.

Refuelling

- 3.25 Care will be taken during the refuelling of plant to avoid potential spillage. Mobile plant is to be refuelled in a designated area, preferably on an impermeable surface away from any drains or watercourses. A spill kit is to be available in this location. Hoses and valves are to be checked regularly for signs of wear and turned off and securely locked when not in use. Diesel pumps and similar equipment are to be placed on drip trays to collect minor spillages. These should be checked regularly and any accumulated oil removed for disposal.

Concrete

- 3.26 Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready mix concrete vehicles so that washings do not flow into any drain or watercourse or seep underground.



- 3.27 In the event of a spillage on site, the material must be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages are to be reported to the Site Manager.

Measures to ensure no on site fires during construction

- 3.28 There will be no fire or burning of materials on the site. The Site manager will ensure that all staff and contractors will be made aware and adhere to this.
- 3.29 The site and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires.

Noise and Air Quality Management

- 3.30 Danescroft (Kenavon Drive Project Management) LLP look to introduce noise control measures as part of a standard site set up, these include, hoarding installation, noise screens surrounding cutting equipment and considered positioning of noisier plant ensuring that, where possible, noisy is further away from sensitive receptors.
- 3.31 Regular checks will be undertaken to ensure that the plant is in good working order to and not running at a noisier than expected level.
- 3.32 All workers on site will be made aware of the need to keep noise and disruption to a minimum from plant, radios and vehicles. Site managers will ensure this is conveyed as part of the initial site induction and is maintained with good site management. Should any noise levels become unacceptable tool box talks will be used to ensure all site personnel are aware of environmental constraints.
- 3.33 All vehicles waiting to deliver or delivering to the site will wait in a suitable location and have their engines switched off.
- 3.34 Where appropriate, a suitably qualified acoustic consultant will be appointed for each phase to undertake a full noise assessment and give advice on acceptable noise levels.
- 3.35 All subcontractors will be responsible for monitoring and implementing prevention methods. Noise monitoring will be carried out by a competent person and recorded on a noise assessment form.
- 3.36 Occupiers of the houses on Kennet Walk and Kenavon Drive may be concerned about potential noise. The following list therefore summarises key activities which has the potential to generate noise during the construction period:



- Ground decontamination.
- Clearing area of any gas infrastructure.
- Deconstructing the gas holder.
- Ground excavation and earthworks.
- Loading lorries.
- Distribution of material – haulage and dumping load.
- Rolling and compaction.
- Bulldozing.
- Ground investigation drilling .
- Directional drilling.
- Pumping water.
- Mixing concrete.
- Pumping concrete.
- Lifting.
- Trenching.
- Core drilling concrete.
- Cutting concrete floor slab.
- Cutting concrete blocks / paving slabs.
- Moving equipment.
- Diesel generators providing on-site power.
- Sweeping and dust separation.
- Spreading chippings / fill.

3.37 All vehicles delivering materials to the site as well as removing waste from the site will be suitably covered.



- 3.38 The supporting Air Quality Management Assessment report provided as part of the application, concludes that during the construction phase of development, there is a Medium Risk of potential health effects and ecological impacts caused by dust soiling. Therefore mitigation measures will be implemented as necessary including water suppression to dampen down dust and prevent dust from migrating to neighbouring properties and wheel washing and sweeping.

Use of Fuel or Other Chemicals on Site

- 3.39 All chemicals used on site have the potential to cause serious pollution and environmental damage. Therefore all fuel, oil and chemical's used on site must be stored in a secured container on an impervious base. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor.
- 3.40 Contents of any tank will be clearly marked on the tank itself, with a notice displayed requiring that valves and trigger guns be locked when not in use
- 3.41 Care will be taken during the transfer of fuel or chemicals on site. A spill kit will be available in any locations that the transfer of fuel or chemicals will be taking place. Drip trays will be provided near any transfer device, such as a hose or nozzle, to prevent chemical ingress into the ground.

Details of the Import of Materials and the Subsurface Construction Methodology

- 3.42 The contractor will import material and construct subsurface infrastructure in accordance with the agreed design proposals. The appointed contractor will provide a method statement in due course providing details on how the works will be undertaken.

The Considerate Constructors Scheme

- 3.43 The site will be managed by principles set within the Considerate Constructors Scheme (CCS). This national scheme, endorsed by Central Government, has been created by the construction industry to improve the industry's image through better, more professional working practices.
- 3.44 The scheme requires for all registered sites to follow its Code of Practice with its broad principles being as follows:



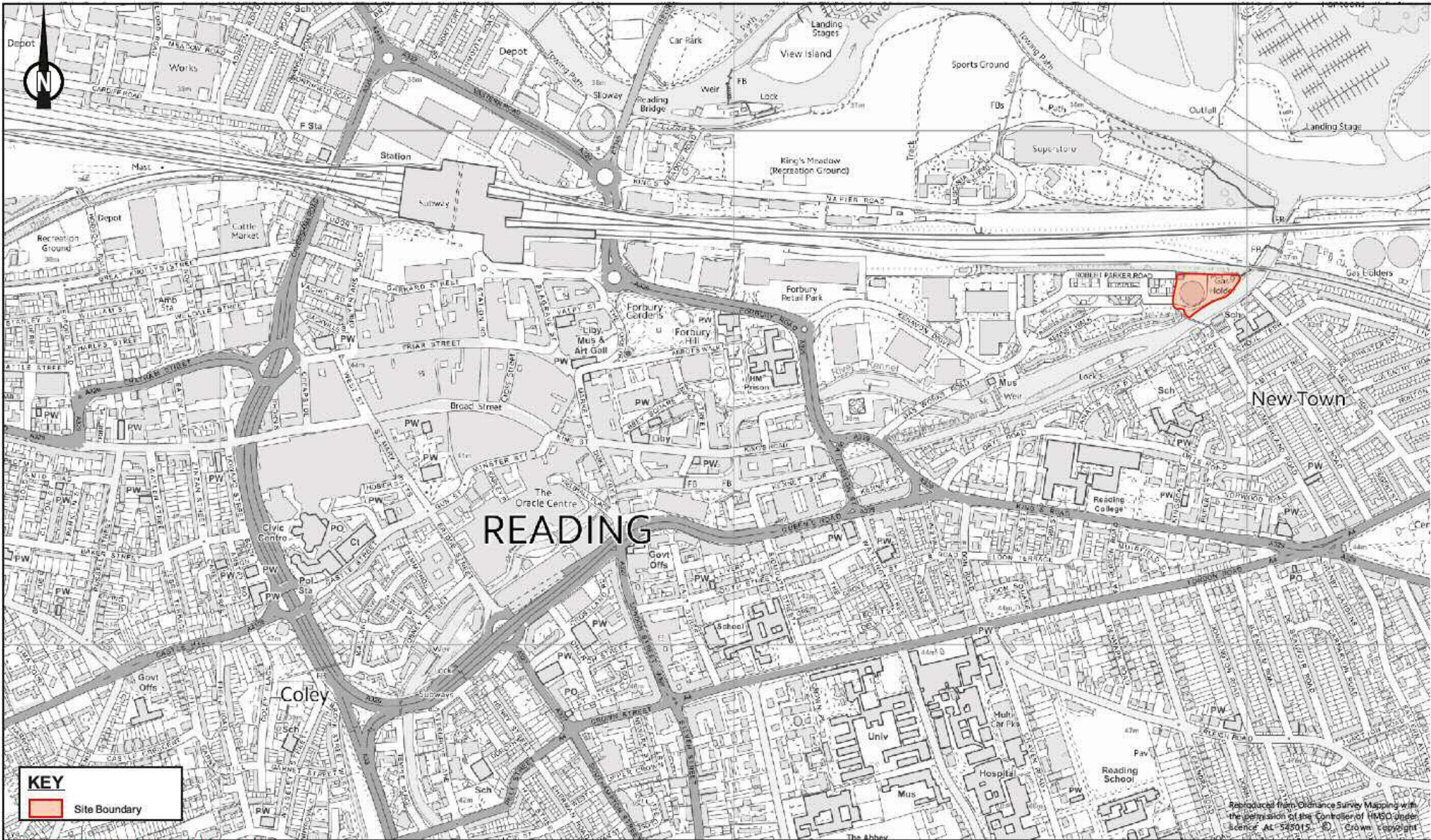
- Considerate – Work to be carried out with consideration to the public, businesses, site personnel and visitors.
- Environmentally Conscious – Noise to be kept to a minimum with attention to waste management and pollution.
- Cleanliness – Site to be kept clean at all times.
- Good Neighbour – Good communication with neighbours.
- Safe – all working practices to be carried out with care and consideration.
- Accountable – site contact details can be easily accessed.



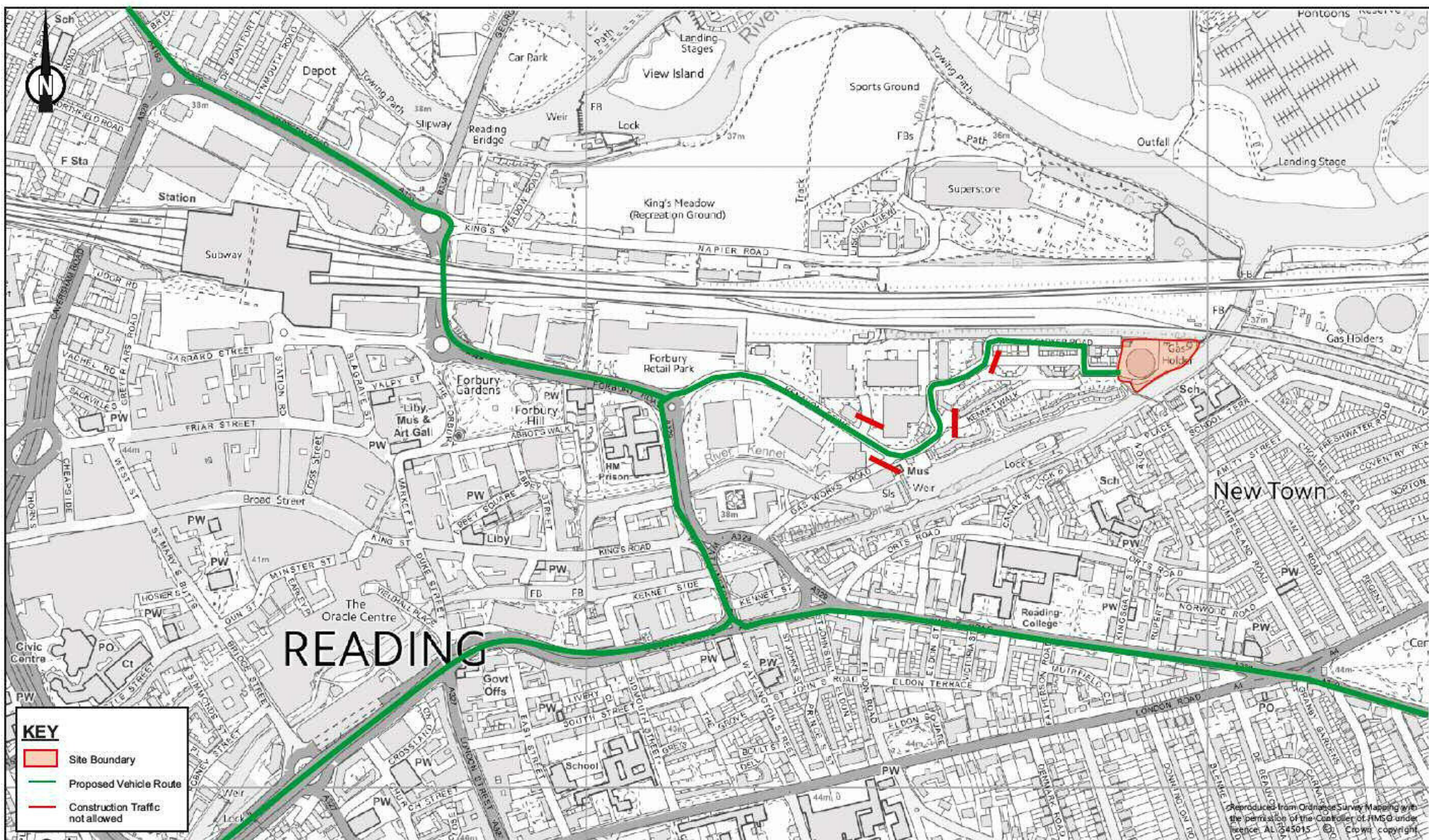
4.0 SUMMARY AND CONCLUSION

- 4.1 This report sets out the overall framework for the Construction Environment Management Plan (CEMP), including managing the movement of construction and delivery traffic to/from the development site, for the construction of 130 dwellings at the Gas Holder Site on Alexander Turner Close, Reading. The location of the site is shown in **Figure 1.1**.
- 4.2 A CEMP is required by RBC before the commencement of the development in order to ensure that all aspects of construction is controlled and monitored and does not cause issues to third parties who surround the development site.
- 4.3 Its main purpose is to ensure that a range of extensive preventative measures are in place to minimise the potential impact of the development on the travelling public, whilst also ensuring the large delivery vehicle movements associated with the development do not create any unnecessary safety concerns.
- 4.4 Access for construction vehicles will be sought via the Forbury Road Roundabout, Kenavon Drive and then accessing the site via Robert Parker Road and Alexander Turner Close. This strategy is illustrated in Figure 2.1. A second option to use the river may be considered if this is deemed viable.
- 4.5 Deliveries to the site will be restricted in terms of vehicle size and delivery periods. All vehicles associated with the site will be parked internal to the site and are not permitted to park on the surrounding road network.
- 4.6 A Site Manager will be appointed and contact details of the Site Manager will be provided when they become available. All local residents will be informed of any disturbances that may arise as a result of the construction period.
- 4.7 In view of the above it is considered that this Construction Management Plan and the ongoing monitoring and management of the construction process satisfies the requirements of RBC.
- 4.8 It is acknowledged that small variations to the CEMP may be necessary as development progresses and the phasing programme may change as a result. It is proposed that this would be addressed through an 'Open Book' approach. In this event, updated plans and drawings will be prepared and made available if required by RBC Highways team.

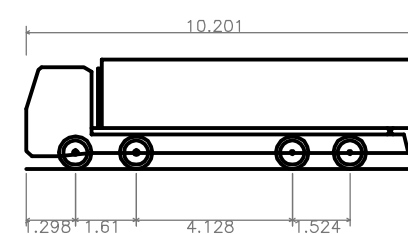
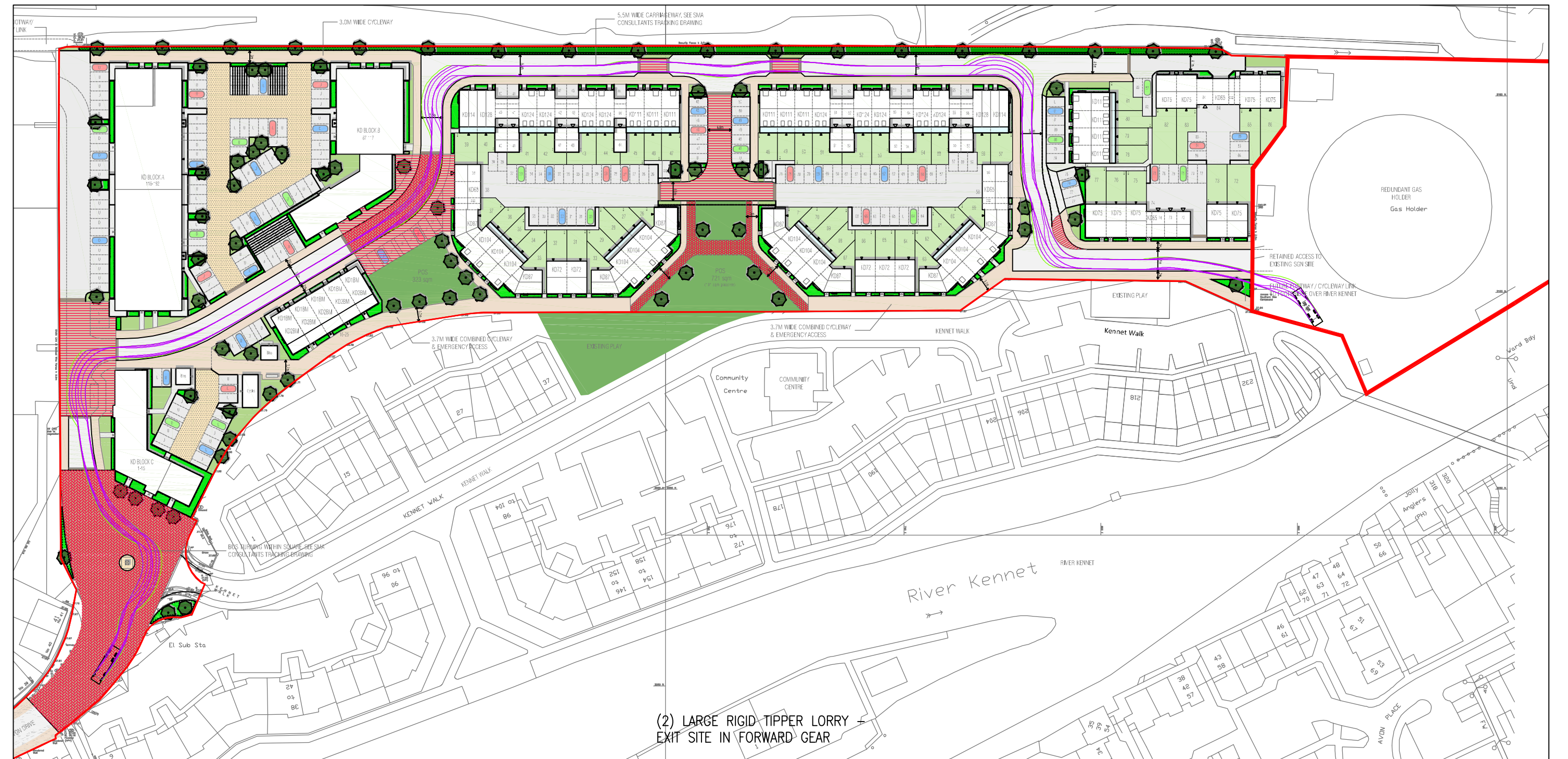
FIGURES



 STUART MICHAEL ASSOCIATES CONSULTING ENGINEERS Stuart Michael Associates Ltd Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF T: 01635 867 711 e: mail@stuartmichael.co.uk F: 01635 861 715 w: www.stuartmichael.co.uk	JOB TITLE Gas Holder Site, Alexander Turner Close, Reading	DRAWING TITLE Site Location Plan	FIGURE NO. FIGURE 1.1 © This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates.
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DRAWINGS



Large Rigid Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 11.550m

A SITE LAYOUT AND TRACKING UPDATED		JGP	ALC	11.4.19
Rev	Description	Drn	Chk	Date
REVISIONS				
DRAWING STATUS				

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**GAS WORKS HOLDER,
ALEX TURNER CLOSE**
**AUTOTRACK SWEEP PATHS
RIGID CONSTRUCTION VEHICLE**

DATE	DATE	DATE	DATE
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