

# Bakkavor Boston Amenities'

## Construction Environmental Management Plan (December 2021)

### Rev A

This is to read in conjunction with Lindum Site management plan.



Date	Revision	Prepared by	Checked by	Approved	Client
03-12-21	B	M Marshallsay			Bakkavor

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## 1. Introduction and Purpose

This document has been produced to support the application for the new amenities facilities at the former Bakkavor Boston site. The purpose of the document is to demonstrate the code of practice to manage construction activity in order to protect the amenity of the area during construction works.

The measures within the code of practice will be conveyed to all subcontractors & suppliers working on this or any Lindum development. These measures will be implemented and enforced throughout the construction period by our management team, both within the office & at site level. As the development proceeds, unforeseen issues may arise, at which point the code of practice will be reviewed & any changes implemented will be discussed with Boston Council or Environmental Health Officers.

It is our intention to construct the scheme in two phases as indicated in Figure 1. Phase 1 will include the early construction of the temporary base for re- location of temporary facilities and the second phase will consist of new permanent toilet building with associated drainage and external works

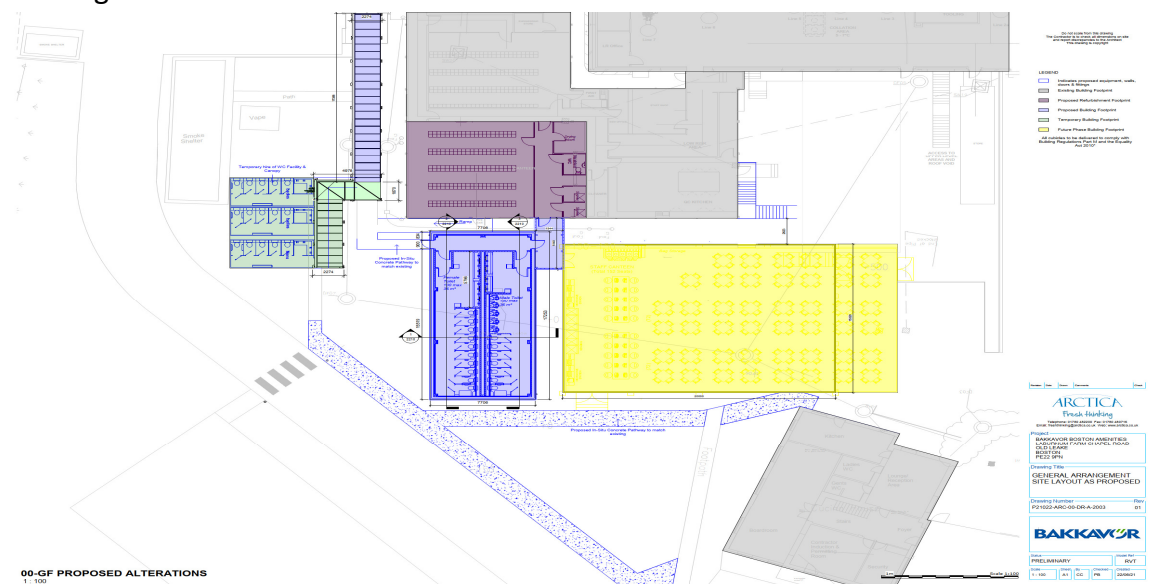


Figure 1 Site Phasing Plan

## 2. Community liaison

Lindum Group are based in North Hykeham with offices in both York and Peterborough. As a company, have worked in Lincolnshire for many years on a range of projects and have excellent relationships with the local supply chain.

As part of this project, Lindum will assess and benchmark our performance and strive for continued development and improvement.

Lindum always endeavour to re-assure the wider community that we are serious about protecting the environment and engaging with our client, our workforce and our neighbours.

The site management team for this scheme will be.

- Construction Manager Matt Marshallsay
- Site Manager Neil White
- Safety Manager Rob Wright

An initial letter drop to residents within a 250m radius of the site will be undertaken to advise of works commencing & provide the contact details of the site manager, our office & out of hours contact details. Notices, placed in local shops and business premises, containing the same information, will be used to ensure the availability of communication details.

Further letter drops & discussions with residents will be undertaken throughout the course of the project. These will advise of specific activities or events which may have an impact upon them i.e., excavations & service connection work outside existing occupied properties affected by the works.

Liaison will continue throughout the project to avert & resolve any concerns existing or future residents may have.

During this development a road closure will take place and it is the intention of Lindum to minimise this to minimise disruption to the local residents. This is to be planned in conjunction with Highways.

### 3. Hours of work

Working hours will be as listed below, Saturdays will only be worked from time to time.

These working hours will be fully compliant with the planning requirements

**Monday to Friday 0730hrs to 1800hrs**

**Saturday 0800hrs to 1300hrs**

**Sundays and Bank Holidays - No activity at any given time**

### 4. Construction Traffic Management

#### Access

The access onto the site is via existing Facility entrance on Chapel Road. No alterations to the configuration of the road will be required

No contractors' vehicles shall park, or unload stood on any existing roads. Designated areas are to be provided within the site for parking within the existing factory car park, material storage & loading / unloading will be within the factory boundary and indicated on the plan

Traffic management for the construction of the new road openings will be carried out in conjunction with highways.

Deliveries will be managed working alongside our suppliers & contractors to reduce the use of articulated vehicles & ensure deliveries are prearranged with our site team. Deliveries are to be organised to avoid times of high traffic volume, for example school time.

Lindum will utilise many of the existing hardstanding areas on this site as 'holding zones' in which delivery vehicles can park and be unloaded. The use of these hardstanding will mean that less mud and debris will be tracked around the site.

*Figure 2 Existing site condition*

Figure 2 shows the site in its existing state and the areas of hardstanding are visible. These areas are ideal for storage of materials and for establishing 'holding zones' for the parking of lorries and plant.

All heavy goods vehicles will be required to exit via a manual wheel wash facility when appropriate

Car parking will be on site in a designated area as indicated on the site management plan. This car park is to be kept clean and tidy at all times

## **5. Wheel washing**

Access roads are to be kept free from dust and mud deposits. The site manager will carry out daily inspections of the roads & ensure they are cleaned as necessary, manually or with road sweeper.

We propose to install an onsite Jet wash wheel washing station to clean the wheels of vehicles when they exit the site, a technique which has proven to be a very effective method on many of our projects. This will be supported by mechanical sweeping if required. The use of the existing concrete roads will also assist with this process.

To prevent mud going onto the existing road, Jet washing facilities are to be provided at the site egress points & must be used as instructed by the site manager when weather conditions dictate the need for the use of this facility.

The wheel wash will drain into a temporary tank in the ground and, when full, will be emptied with a sludge gulping lorry and removed from site.

## **6. Compound – materials / plant storage**

A site compound will be established on the site with site cabins & space for parking, unloading & storage of materials. A proposed site set up plan is included as part of this application. Please refer to Lindum site management plan shown below (Figure 3).

The fencing to the site compound is to be regularly checked for integrity and damage and adjusted as necessary. Regular fencing checks are to be documented on an inspection sheet which will be filled in and dated and signed. These inspection sheets are to be kept in the site office.

Plant will have a dedicated, secure, storage area and will be monitored by one of the security cameras.

Site and all designated access routes will display sufficient directional signage to direct delivery vehicles to the appropriate material storage areas. At no time are vehicles to be parked on Chapel Road

Consideration must be given at all times to the local area and as such clear signage and direction is very important.

Guidance will also be provided to all suppliers within their purchase orders. This guidance will incorporate times that are to be kept free from vehicle movement, such as school opening and closing times.





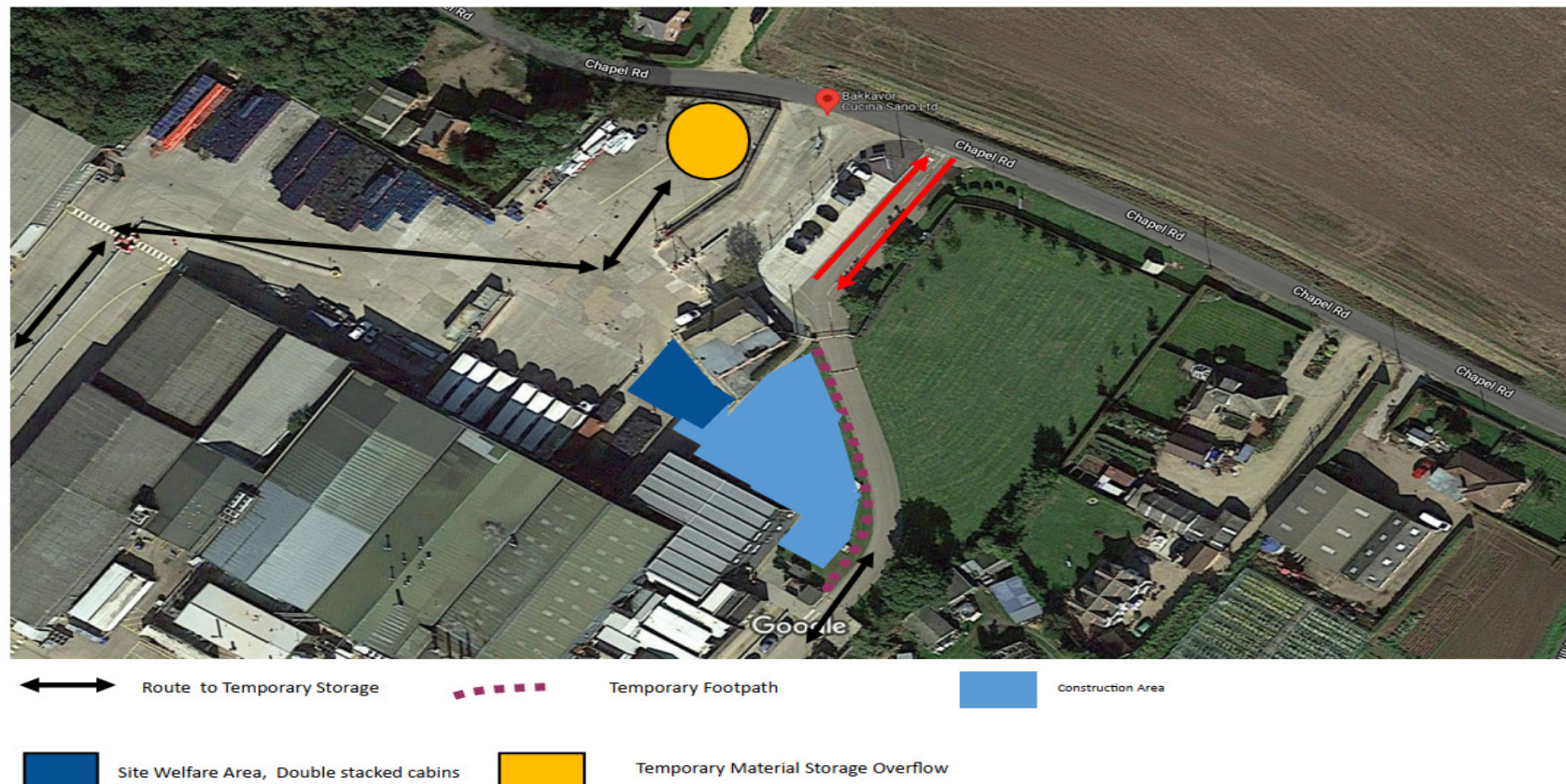


Figure 3 Site Management Plan





*Figure 4 Typical Heras fencing for site*



*Figure 5 Typical Strut Arrangement*

## **7. Construction Activities**

The construction works do not involve any demolition, drilling, dredging or site concrete production. However, excavations & plant operations will be a daily occurrence.

The construction work will be carried out in accordance with Lindum Environmental Policy & an Environmental Aspects & Impacts Register will be produced for the development in accordance with our ISO 14001 procedures.

Various potential impacts have been identified as a result of the proposed works & control measures have been identified with reference to Environment Agency Pollution Prevention Guidance & our own Risk Control Guidelines.

The initial works are going to be carried out through winter and therefore particular care needs to be given to mud , as such, wheel wash facilities will have to be used when appropriate.

## **8. Noise**

Lindum Group & its sub contractor's will take measures to avoid noise nuisance from daily construction activities.

This will include:

- Not using poorly maintained plant.
- Not leaving plant running if not in use.
- The use of radios on-site is to be prohibited.
- Battery operated tools will be used which limit noise.
- Lindum will carry out noise monitor testing and keep on site records of such monitoring,

## **9. Dust**

Lindum Group & its sub contractor's will take measures to minimise the presence of air borne dust arising from construction activities,

- Bulk excavation work will be timed to avoid dry / windy weather or working area will be damped down utilising bowser & spray hose.
- Completed earthworks are to be vegetated as soon as practicable.
- Lorries carrying dry materials should be sheeted. **(Mandatory)**
- Fine, dry materials should be stored in a silo or covered to protect from the wind.
- Ensure cutting and grinding operations are adequately shielded or wetted.
- There is to be no burning of materials on site.

## 10. Accident Management Plan (Oils and Fires)

The fuel for the construction works will be stored in a double bunded fuel tank and spill kits will be readily available for any spillages should they occur. The fuel area is to have a fire extinguisher station adjacent to the tank with the appropriate fire extinguisher. The fuel area is to be monitored at all times by the site management team. The location of the fuel Bowser is to be in a designated plan storage area. The fuel bowser will also utilise a solar panel to operate the Electric pump.



*Figure 6 Typical 'Spill Kit' to be used on site*

Any incidents of spillage or accidental discharge of pollutants which are liable to cause a detrimental effect to the local environment shall be recorded and reported immediately to Lindum Head Office and the Contracts manger.



*Figure 7 Typical Fuel Bowser With Solar Powered Pump*

Each Lindum development site has a site specific Fire Plan. This includes identifying the site operative responsible for fire safety (traditionally the site manager). The plan also includes a set of emergency procedures to be followed in the event of a fire. The emergency procedures in the event of a fire at this site are detailed below:

## EMERGENCY PROCEDURES

### Action in the event of a fire

#### Person discovering the Fire

- Alert other personnel by shouting FIRE! FIRE! FIRE! Or sound the alarm at the fire point.
- If the fire is small, attempt to put it out using a suitable fire extinguisher.
- Go to the assembly point.

#### All Operatives / Contractors

- Isolate any gas appliances.
- Go directly to the assembly point and report to the Site Management.
- The Senior Person from each contractor must check if anyone is missing. At the assembly point, contractors are to report to their supervisors and all other persons are to report to Site Management. Every operative must sign in to this site on a daily basis to assist with this checking process (This is a mandatory requirement)

#### Site Manager

- On being alerted of a fire, sound the alarm (if appropriate)
- Obtain outline details of the emergency and alert the emergency services.
- Detail a guide to direct the emergency services onto the site. The guide should be positioned at the main entrance to the site.
- Go to the Assembly Point and assess the situation & control from there.
- Check with contractors if any operatives are missing.
- Receive and brief the emergency services, giving location of the emergency water supplies/hydrants (as appropriate).

A weekly fire drill will be implemented and a record of these will be maintained in the site office.



Figure 8 Typical Fire Alarm Stations to be used on site

## 11. Surface water management.

The proposed site is to have alterations to an existing surface water system installed.

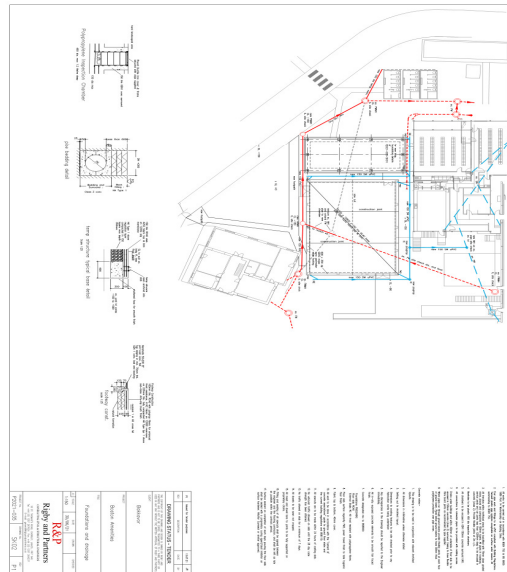


Figure 9 proposed drainage scheme

Major issues with control of surface water are not envisaged due to the nature of the works, but if During the construction works there are issues Lindum propose to place filter tanks and pump ground water into the tanks though the filter system. This will ensure that only clean water enters the surface water system. This method will be utilised should we encounter ground water.

The tanks will be cleaned out on a regular basis by using a tanker and the contents of the tanks will be removed from site. The filters will also be cleaned and changed on a regular basis.

As hard standing, such as roadways, are constructed, the surface water will naturally drain into the surface water drainage system via the road gullies.

As the area of hardstanding increases, this will also naturally drain into the surface water systems.

To support the filter tanks, sump pipes will be installed in the ground. These will be surrounded by gravel which will largely eliminate contaminated water and therefore keep the filters cleaner.

The Filters and the tanks will be checked following each use to ensure that the filters are clean.

To prevent any contamination from the highways entering the surface water system, the road gullies will be sandbagged at the top level, which will prevent any sludge running off the road and into the road gullies. In addition to this, we propose to place a filter over the

outlet to the road gully and then fill the gully with clean gravel filter material. With these two combined measures, no sludge or debris will enter the surface water system.

At the end of the project the filters and gravel will be removed.



*Figure 10 Typical Filter Tank*

#### Cleaning of filter tanks

During pumping of groundwater operations, the filter tanks will be checked daily by visual inspection. The tank will be checked for sediment and the filters will also be checked and cleaned or replaced as required.

The pumping of groundwater will be occasional and each time it is carried out the above process will be adhered to.

A register will be kept on site to record these checks. As previously noted, any sumps will be installed by a large diameter pipe being bedded in clean gravel and surrounded by gravel. This will completely minimise and sludge entering the filter tank and as such minimise the excessive changing of filters. This site is a site which in itself drains very well, we are not dealing with a high-water table. Very little ground water is anticipated on this project, and we are very confident that our proposed measures will control any pollution of any water course.



## **12. Waste Management**

All waste is to be monitored by Lindum managements and Lindum waste will provide Monthly reports. The site also records all waste on a site waste management plan.

Lindum are an ISO 14001 accredited company and will exercise their responsibilities

Accordingly, throughout the duration of the project. Prior to any works commencing an environmental risk register will be compiled and all necessary arrangements to protect vulnerable areas will be put in place.

All reasonable measures will be taken to avoid environmental damage and pollution. Any incidents will be promptly acted upon, reported and recorded in line with our management procedures. A list of environmental Work Instructions had been included in Appendix XI

All waste on site will be dealt with in accordance with the Duty of Care Regulations. The following aspects will be utilised throughout the contract in relation to waste management on site;

At the outset. The Environmental risk assessment will identify what waste materials will be generated on site and classify if they can be re-used, recycled or landfilled. All waste must be identified by type before being placed into a skip.

A local registered waste carrier will be appointed upon receipt of their waste transfer licence. Waste transfer dockets will be raised for every collection. It is important to identify with the waste contractor where they will be depositing 'landfill' waste – the waste transfer docket will be signed by the collector along with the description of waste being transferred in compliance with the European Waste Code. Copies of all transfer dockets must be kept on site for inspection.

The site manager is responsible for ensuring that skips are removed promptly (when full) by a licensed waste contractor (and to a licensed landfill site.)

Hazardous waste such as waste oils, oily rags, asbestos etc will be dealt with in accordance with the statutory Hazardous Waste Regulations. A container clearly marked 'Hazardous Waste' will be kept on site to store oily rags, fuel filters etc from plant maintenance and will be disposed of by a licensed contractor. Waste oil must be securely stored with a covered bund / container and be disposed of by a specialist contractor licensed to remove waste oil.

Waste will be segregated on site to encourage re-use of materials and significantly reduce the cost of waste going to landfill. Research will be done prior to commencing on site to identify recycling facilities in the area licensed to take waste timber , metal, etc.



### 13. Signs

Typical signage that will be utilised on the project are set out below.

- Constructions works warning
- Pedestrian Access and pedestrian crossings
- No parking areas
- No Waiting areas
- Directional signage
- Speed Limits

### 14. Speed Limits

A 10mph speed limit will be introduced on the approach to the site. This will be reduced to 5mph in busy areas.

Speed Limits will be communicated to all sub contactors during pre-let meeting and inductions. Frequent tool box talks will take place throughout the project to reinforce these rules.



*Figure 11 Typical Speed Limit Signs To Be Adopted*

### 15. Pedestrians

Pedestrians should remain unaffected by the construction works, however, due to the nature of this project, a number of pedestrian diversion routes will be in place and these will be established in conjunction with highways.

Pedestrian safety is paramount at all time on site, as such, safe walkways are to be provided at all times and personnel will be well informed of changing site conditions. On site all personnel will wear high visibility clothing and all routes will be clearly signed and appropriate barriers put in place. Access routes are to be clean and clear of construction plant and materials.

## 16 Safety and Quality Observations

Lindum operate an ongoing safety observation booklet which is in operatives pockets at all times. All operatives are empowered to make safety and quality observations at any time. These are then reported to the site manager and the health and safety department. Observations can also be for good practice.



The above is a copy of the Lindum observation booklet. In addition to this the site teams are supported by the health and safety department.