

# Construction Environmental Management Plan

C233 Maylands Avenue  
Hemel Hempstead



**January 2024  
Issue 3**

**Condition 10  
Planning approval ref 22/03304/MFA**

**VERSATILE BY DESIGN, QUALITY IN CONSTRUCTION**

**parkway**  
Construction

Document Control

Issue Date	Issued To	Revision	Issued By
17.01.2024	Alistair Dunsdon – Wrenbridge Laurence Alden – Kam	Issue 1	Matthew Vicarage PCL
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Document Amendments

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5, 6, 7 & 8	Minor amendments	Amy Snaith	19.01.2024
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LEGAL ASPECTS OF PARKWAY CONSTRUCTION

**Company Registration Number**

**04894337**

**Incorporation Date**

**10 September 2003**

**Registered Offices**

**5, Newton Court, Kelvin Drive, Knowlhill, England, MK5 8NH**

**Company Type**

**Private Limited Company**

**Nature of Business**

**41201 – Construction of Commercial Buildings**

**Directors**

<b>Allan J Carr</b>	<b>Design &amp; Technical Construction Director</b>
<b>Jason Moore</b>	<b>Director</b>
<b>Matthew Vicarage</b>	<b>Contracts Director</b>
<b>Chris Horsey</b>	<b>Commercial Director</b>

**Trading Address**

**5, Newton Court, Kelvin Drive, Knowlhill, England, MK5 8NH**



This document covers all items requested in Condition 10, Construction Management Plan under planning approval reference number 22/03304/MFA

## CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

This document sets out the approach that will be adopted during the construction of the new industrial unit at Maylands Avenue, Hemel Hempstead.

Condition 10 of decision notice 22/03304/MFA states:

Prior to the commencement of any below ground construction works including the erection of any foundations a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should consider all phases (excluding demolition) of the development.

The construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:

- construction vehicle numbers, type and routing;
- traffic management requirements;
- construction and storage compounds (including areas designated for car parking);
- siting and details of wheel washing facilities;
- cleaning of site entrances, site tracks and the adjacent public highway;
- timing of construction activities (to avoid school pick up/drop off times);
- provision of sufficient on-site parking prior to commencement of construction activities;
- post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- construction or demolition hours of operation; and
- dust and noise control measures.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

The site is located in Hemel Hempstead to the west of the A4147, Maylands Avenue and the south of Duxons Turn.



The new development site is bound by existing employment uses and Duxons Turn to the north, an existing tree belt between the residential properties to the West and similar tree belt separation to the Southern boundary between a larger industrial unit. The Eastern frontage of the site sits back from A4147, Maylands Avenue where there are residential uses. Main access to the site is off A4147, Maylands Avenue, with a secondary access located off Duxons Turn.

Access into the plot during construction will predominantly be via the existing access from Maylands Avenue for large vehicle deliveries. The access from Duxons Turn will only be utilised for operatives in smaller vehicles to access the site compound. This will be controlled with suitable signage. This access will then be closed, prior to occupation, as required under condition 9 of decision notice 22/03304/MFA

The work will commence with site security CCTV installation, fencing if required post demolition and statutory / public advice safety signage and site welfare provisions. Timber hoarding will be present to the site frontage along Maylands Avenue, left in-situ from the demolition phase of the works. Security fencing to the other boundaries is secured through the use of 2m high Heras fencing that will be adapted as required during the works. This will prevent any unnecessary access of construction plant into adjoining ownerships, whilst preventing general public access into the site, this will be inspected daily and recorded on a weekly basis.

Tree Protection will be provided as approved by planning as noted in the plans provided below -

[C233 – Maylands Avenue- Tree Protection Plan](#) **Appendix A**

Following this enabling work, cut and fill works to plateau the site to the agreed levels will prepare the site. Capping to the entire footprint will be carried out utilising the site won crushed and certificated demolition arisings.

Construction of the new industrial unit will follow the enabling upon a suitable site footprint for unhindered construction activities. Initially the building footprint will receive VSC piling to act as a ground improvement technique. The works will include traditional foundations, steel frame construction, retaining walls, acoustic fencing and street furniture, wall & roof cladding, concrete ground floor slabs, curtain walling screens & windows, sectional overhead doors with steel fire exit doors. Internal walls, partitions, ceilings, M, E, AC & Vent, floor finishes and decorations will form the full extent of the fitout construction. Externally all associated works including drainage, attenuation, footpaths, block paved parking bays and asphalt carriageways together with concrete hard standings in the yards.

Installation of gas, water, electricity, and BT services, together with highways alteration works will dovetail into the above programme. It is anticipated that lane closures will be required for services connection works and bell mouth entrance alterations.

2 weeks prior to works commencing, all adjacent properties will be letter dropped providing full contact details of the project site team including mobile phone numbers to director level.

The challenges identified for the construction team which are specific to this project have been identified as follows –

- Maintaining clear and uninterrupted highway access
- Maintaining clear and uninterrupted access to the site
- Maintain unhindered pedestrian access across the site entrance
- Keeping surrounding carriageway , i.e. outside of the works, clear of materials, plant and lorries at all times.
- Keeping surrounding carriageways clear of dirt and general construction rubbish at all times.
- Maintaining safe pedestrian and cyclist access across both access and egress points to the site.
- Maintaining a dust free and noise compliant site at all times
- Maintaining all "live" services on, under and around the site.





- Working safely at all times throughout the construction phase of the project
- Ensure that the works do not impact on the office and retail occupiers locally, especially the adjacent industrial estate occupiers and residential area to the east and west side of the site
- Ensure that any wildlife that may be found within the site confines is removed in a sensitive and appropriate manner, utilising professional ecologists where required.
- Ensuring impact on the surrounding areas and environment are kept to a minimum throughout the works.
- Maintaining programme and quality of construction to realise the project design concept and to meet the planning and client's requirements.
- Properly plan and manage the works to minimise any impact on road users.
- Letter drop all properties adjacent the site informing them of the project start, duration, team etc, giving phone and email contacts for everyone involved.
- Update the occupiers of the adjacent properties on a 4-weekly basis of the works that are planned and co-ordinate all activities with them.
- Ensured site traffic routing is designed and implemented to minimise disruption to the residents and businesses surrounding Maylands Avenue.
- The detailed Routing plan will be a condition bound into all orders placed for works and materials and will be rigidly enforced by the site, **see appendix B** or click the link below.

[C233-SSP-002 – Traffic Routing Plan](#)

- All site staff and operatives will park in the onsite carpark provided, this has been sized to accommodate all vehicles travelling to the site, and under no circumstances will any of these vehicles be allowed to park on the highway surrounding the site
- For details of the approach that will be adopted during the demolition and highways works please see **Appendix C** or click the link below.

[Construction Traffic Management Plan](#)





- For details of the number and type of vehicles attending site please see **Appendix D** or click the link below.

[C233 - Maylands Avenue – Proposed Vehicle Types & Movements](#)

- For details of the swept path analysis for the largest vehicles entering and exiting site please see **Appendix E** or click the link below.

[C233 Maylands Avenue – Entrance & Exit Swept Path Analysis](#)

This method statement sets out to demonstrate our ability to carry out the works in optimum time, in the safest manner to achieve a completed project to the satisfaction of all parties involved.



## METHOD STATEMENT CONTENTS

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## 1. General

This method statement has been prepared and issued to give an indication of our general approach to the construction and management of the project.

Specific operations will be the subject of specialist considerations and site-specific detailed method statements relating to specialist activities will be submitted to Parkway Construction (MK) LTD for comments and approval prior to commencement of the works.

## 2. Planning and Programming

The whole project has been programmed to complete within a 1-year period in line with the following working hours:

Any works which can be heard outside the site boundary must only be carried out between:

- Monday to Friday – 08.00am to 18:00pm
- Saturday - 08:00am to 13:00pm
- Sunday – Site Closed
- Public / Bank Holidays – Site Closed

The construction programme will be monitored, tracked and updated on a regular basis and any corrective action applied as necessary, please see **Appendix E** or click the link below.

[C233 - Maylands Avenue - Contract - 9.1.2024](#)

A Procurement Schedule will be prepared from the construction programme that will identify the key dates to be achieved within design, detailing, approval and manufacture/procurement processes for individual trade operations.

Due consideration has been given to the effects of the development on hedgerows & trees, species including Bats, Birds, Invertebrates, Reptiles and other mammals, no tree or hedge removal works will take place in the bird nesting period.

Due consideration has been given to local properties whilst planning site lighting, particular consideration has been given to residential receptor in the form of light spill, dark sky, glare, curfew periods, working hours etc, we will use lighting and switching to ensure lights are not unnecessarily left on and are sensitively angled to avoid nuisance.

Due consideration has been given whilst planning environmental management of the site, our Project Manager will be the "Environmental Champion" on this project.



Together with this we are a “Considerate Constructor” and have robust Compliments, Complaints and reporting procedures to ensure compliance at all times.

This site will be registered with the Considerate Constructors Scheme immediately an order is placed and definitely prior to any works being undertaken on site.

### 3. Site logistics

The way in which the site is established and managed is critical to the success of the project.

All works will be completed from within the confines of the site boundaries. On this site all boundaries will be screened using Heras fencing. Timber hoarding will be present to the site frontage along the east Maylands Avenue, left in situ from demolition phase.

A schedule of dilapidation's will be undertaken with, and issued to, HCC Highways for highway areas and carriageways adjoining the actual site area. This inspection will take place on the day before works are scheduled to commence in order to identify accurately the condition immediately prior to commencement.

All enabling works will take place within the site footprint. All materials will be off loaded, loaded and incorporated into the works from within the site confines.

Loading and unloading of materials will take place wherever practical at their point of use on site in order to reduce double handling which could create a noise nuisance or cause damage and waste.

Loading and unloading of the many material types used for construction will be undertaken by various means, lorry mounted Hiab cranes, mobile cranes, forklifts and/or excavators, all of which are designed and sized for the specific operation, in order to minimise noise nuisance.

Loading and unloading areas are highlighted on the Site Setup Plan, please see **Appendix G** or click the link below.

[C233-SSP-001-SITE SET UP PLAN](#)

These have been placed to ensure they are screened from sensitive noise receptors.

All loading and unloading of plant and vehicles will be under the control of a banksman.

### 4 Site Management



The management for this project will comprise of site based, trained and competent, experienced managers, i.e. a visiting Contracts Manager & QS with a team of 1 Senior Project Manager and a setting out engineer, with non-working trades foremen and labour as required.

The site team will be fully supported and assisted by our head office together with the Design and Technical Director, Contracts Director and Commercial Director to ensure the implementation and compliance with legal, planning, company procedures/requirements and safety policies and to monitor the ongoing quality and operational standards set by Parkway Construction.

The management structure on site is as described below:

- Design & Technical Director – Allan Carr (07971 533328)
- Contracts Director – Matt Vicarage (07834 518872)
- Senior Project Manager – Andy Brookhouse (07706 315028)
- Engineer - TBC
- Commercial Director – Chris Horsey (07593 441913)
- Quantity Surveyor – Laura Nessfield (07923 245082)
- Safety Advisor – Wayne Hodgson – SML

These details will be provided to the local residents as part of a letter drop introducing our team prior to works commencing.

## 5 Security and Site Establishment

Heras fencing will be erected to the site perimeter as shown on the attached site setup plan, please see **Appendix G** or click the link below.

[C233-SSP-001-SITE SET UP PLAN](#)

Existing hoarding will be retained in position from the demolition phase.

The site perimeter fencing will be regularly inspected and recorded weekly, it will be maintained throughout the contract and adapted as required to suit operations during the contract. As part of the weekly site perimeter inspection regime the safety signage and fencing will be inspected to ensure it is still visible.

CCTV monitored security will be in place for the duration of the works.

Areas will be allocated on the fencing to receive safety artwork generated for us by school children.

No access will be allowed for plant, heavy machinery or storage outside of the site confines.



## 6 Personnel

All personnel entering site will attend Parkway Construction's site safety and environmental induction prior to gaining access to site. Site specific rules and details will be given during this induction.

## 7 Site Access and Deliveries

Vehicular and pedestrian access to the site parking and compound will only be off of Duxons Turn. HGV traffic will enter and exit through the existing site entrances that are constructed off of Maylands Avenue during the early construction phase until the structure is erected.

Deliveries / arrivals to site shall not arrive before 08:00 in the morning. HGV's, delivery vehicles or trades vehicles (cars & vans) will not be allowed to wait outside the site entrance on Duxons Turn and Maylands Avenue before 08:00. The site setup will be designed so that all vehicles will pull directly into the site upon arrival.

Deliveries and construction activities shall be planned so that they arrive outside of peak hours where possible.

Temporary pedestrian routes will be provided across the site entrance/exit and within the site boundary to gain safe access to the site parking, compound, accommodation and working faces.

Clear signage will be installed to ensure safe access and egress onto and off of the site. When required a road sweeper will be in attendance during the movement of materials onto or off the site to ensure a clean road.

Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption, they will be banksman controlled, please see **Appendix G** or click the link below.

[C233-SSP-001-SITE SET UP PLAN](#)

Wheel Wash facility comprising of high-powered petrol driven jet washers will be set up at the final exit point out of the site. All vehicles leaving site will be inspected for cleanliness by the banksman before being allowed to exit onto the highway, please see **Appendix H** or click the link below.

[Wheel wash](#)

All deliveries to site will be directed to use the M1 junction 8, the A414 taking the exit onto Maylands Avenue. All vehicles should progress along the A414 to the works and enter through the appropriate access point on the left. Signs will be placed on Maylands Avenue within the site demise or fence mounted detailing "Caution Site Entrance" "Caution

Vehicles Turning" etc. This requirement will be written into sub-contract and material orders, it will also be signed into their pre-let meeting minutes and contracts.

See drawing reference Construction traffic Routing Agreement Plan, please see **Appendix B** or click the link below.

[C233-SSP-002 – Traffic Routing Plan](#)

Temporary pedestrian, cyclist and footpath routes will be provided across the front of the site as detailed on the approved Traffic Management Plans once submitted. These will be maintained throughout the works.

Advanced Warning signage will be installed as detailed on the Construction Traffic Management Plans, to ensure priority, safe access and egress across and through the road and footway to the front of the site.

In adverse weather conditions or when required due to specific operations that might cause contamination to enter the highway, a road sweeper will be in attendance to ensure a clean road is maintained.

Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption.

The movement of plant, vehicles, machinery and equipment together with the unloading, hoisting and distribution of materials will be undertaken by appropriately trained, qualified and certificated banksmen

Construction



## 8 Signage

Adequate signage will be installed such that vehicle access to the site is clearly identified within the general site area. Small directional fingerboards will be placed discretely to direct deliveries directly to the site in order to prevent congestion.

Site signage will be provided at the entrance and within the confines of the site to notify all visitors of the following –

- Mandatory traffic route requirements
- Office, accommodation and toilet location and access routes
- Access and delivery instructions
- Pedestrian crossing and vehicle movements
- Site speed limits
- Underground services
- PPE requirements
- Location of first aid station and welfare facilities
- Pedestrian routes
- Fuel and material storage areas
- Site management details and numbers
- Considerate constructor details and banners etc

No advertising, posters, signs or notices shall be affixed to the site hoarding, or displayed from, or within the site, without client approval.

Should a development sign board be erected it should be in a form, context and prominence approved by the client. This sign board will announce the project and will reference the following details only:

- Name of Fund
- Name of Developer
- Name of Contractor
- Name of the Various Consultants
- Name of the Tenant

## 9 Storage and Handling

Designated storage areas will be provided within the site boundary and adapted as the site progresses.

Where possible materials will be delivered and off loaded adjacent to their point of use to minimise vehicle movements and handling.

Vulnerable materials and equipment will be stored within locked site containers.



Construction Plant will be secured and locked in the compound at the end of each day, i.e. within range of surveillance from our monitored, police response approved CCTV security system.

The movement of plant, vehicles, machinery and equipment together with the unloading, hoisting and distribution of materials will be undertaken by appropriately trained, qualified and certificated banksmen.

## 10 Waste Management

In order to meet the requirements of Part K, we include our Site Waste Management Plan that has been generated prior to any works being undertaken on site, this document will subsequently be updated to include the actual waste generated through the construction process, waste carrier details and waste transfer docket will be filed alongside this document and the percentage of waste streams recycled reused, recovered or disposed of at landfill will be recorded.

The generation of site waste will be continuously monitored and updated throughout the project. Site skips will be stored within the site boundary in the designated area.

Parkway Construction (MK) Limited is conscious of its responsibilities for the protection and improvement of the environment and is committed to minimising environmental impact throughout its sphere of activities.

It is the aim of Parkway Construction (MK) Limited to carry out its operations, according to the procedures given herein, together with its targets and goals detailed in its ISO 14001 registrations and to the latest good practice guidelines.

Management and Site Staff are responsible for the operation and implementation of the Policy and all sub-contractors are expected to co-operate with the company in order to fulfil its legal obligations.

Our procedures will cover the following areas and will be reviewed annually or as changed in legislation dictate:

- Segregation of waste on site to, as minimum, inert material, wood, metal, paper and cardboard, and mixed materials prior to removal from site.
- Or waste will be removed from site by a registered waste carrier who will sort and recycle the waste. Reports will be issued detailing the percentage recycled from each skip with the volume sent to land fill also identified.
- We will work with our suppliers to reduce packaging (including the use of pallets) and recycle as required.

We will work with our designers to review construction procedures and products (to minimise waste and use recycled materials where specification allows and where it is economically viable) and to keep as much material on site in the overall scheme design.

We will look to re-use spare, surplus materials on site where this is appropriate.

Our staff will be dedicated to the management of waste on site (All skips will leave site full and correct waste transfer procedures followed.)

Our staff and Sub Contractors will actively reduce waste by ordering the correct quantities of materials, they will then store and use them in order to minimise waste. Materials will be ordered, when economic, to arrive just on time to minimise the possibility of damage through handling and storage and will be rejected if they arrive damaged or incorrect.

Rejected materials will be recycled by the supplier.

During Site Induction all labour will be informed of our onsite procedures and actively encouraged to run a 'TIDY' safe site.

All sites will display the relevant Waste Carriers registration certificate and the licence for the disposal site.

A recorded daily litter pick will be undertaken across the entire site to help prevent a nuisance to local residents and wildlife.

All sites will have a competent person responsible for full implementation of Site Waste Management, on this site it will be Eric Pickering.

## 11 Temporary Services

Temporary site power will be provided via a site generated supply, if mains power is not connected, it will be used for small power for tools and equipment as well as the site accommodation and facilities.

Water will be taken from an existing water supply on site, which will be metered to record the usage.

Site accommodation and toilets will discharge to an onsite storage tank and be tankered off of site, until the mains are connected, it will then be piped to discharge directly into the main foul sewer running within the site boundaries.

Site telephones will be via mobile phones and internet provided for email from 4G/5G dongles.

## 12 Dust, Debris and Wheel Wash Control

The site will be accessed from Maylands Avenue, this will be swept regularly and damped down with water to reduce the amount of dust on site should this be necessary.

The majority of material are retained on site, the bulk earth moving / filling operations will be undertaken in the most efficient manner to ensure that open ground will not dry and dust up causing a nuisance. Should it be required, damping down will be adopted using on site dust suppression in the form of sprinkler hoses, mist spray cannons and dumpers with dust suppression bowsers.

All dust suppression will be as described in the HSE publications, No 36 and 54.

During aggregate delivery, muck shift periods, and times of high vehicle movements the site wheel wash will be set up at the Site Entrance off of Maylands avenue and Duxons Turn. This will include the use of a pressure washer controlled by our banksman to ensure mud transfer is minimised to the surrounding roads. The Pressure washer, labour with brushes and shovels will be the first line of defence on a day-to-day basis, please see **Appendix H** or click the link below.

### [Wheel wash](#)

Road sweepers will be available throughout the duration of the project to collect and clean any mud or debris accidentally transferred on the surrounding roads, this will be planned and managed by site as "planned" work activities dictate, it will not be used simply as a reactive measure, it will be programmed around the specific site activities. The sweeper will be fitted with an external pressure washer lance to give flexibility to the cleaning activities to the surrounding roads and paths.



Parkways Site Management Andy Brookhouse will ensure compliance with the above at all times.

See Parkway Guidance Notes for Noise & Dust for further details, please see **Appendix J** or click the link below.

[Guidance Notes for Site – Noise & Dust Control](#)

### 13 Safety

Full recognition and regard will be given in the management and execution of the project of the current HSE and Construction Design and Management Regulations.

All trade contractors are obliged to provide safety policies, safe working procedures, risk assessments and method statements which will be reviewed, revised as required and signed approval will be issued by Parkway Construction (MK) LTD 2 weeks prior to commencement of the works.

Safety Management LTD will provide external safety inspections and support with frequent site visits to review and monitor safety standards as they deem appropriate.

### 14 Noise Control

Management of noise pollution and vibration control will be given a high priority on this scheme.

Possible impacts have been assessed and no unacceptable effects have been identified when using modern, well maintained equipment.

The construction site is in reasonably close proximity to the residential buildings, but is central to an established industrial estate, Parkway Construction will ensure acceptable levels of noise are adhered to where possible and will work to the following hours:

- Monday to Friday – 08:00am to 6:00pm
- Saturday - 08:00am to 13:00pm
- Sunday - No noisy work
- Public / Bank Holidays - No noisy work

In all cases Parkway Construction will adhere to its Guidance Notes, please see **Appendix J** or click the link below.

["Guidance Notes for Site – Noise & Dust Control"](#)

All plant operated on site will conform with the following Sound-Power Levels, please see **Appendix K** or click the link below.





### [Construction Plant Sound-Power Level Data](#)

Deliveries and construction activities shall be planned so that they arrive outside of network peak and school peak hours where possible.

The anticipated number and type of vehicle visiting site is detailed here, please see **Appendix D** or click the link below.

### [C233 Maylands Avenue – Proposed Vehicle Types & Movements](#)

#### **15 Sequence of Works**

Sequence of works to be followed are as the agreed programme, please see **Appendix F** or click the link below.

### [C233 - Maylands Avenue - Contract - 9.1.24](#)

#### **16 Handover Documentation and Training**

Prior to the completion of the project Parkway Construction will implement monitoring procedures to ensure information production relating to the handover documentation are implemented to allow handover of operation and maintenance for PC.

#### **17 Conclusion**

The above method statement has been developed to demonstrate Parkway Constructions understanding of the project requirements and methodology required to carry out a project of this nature successfully.