



**Construction & Environmental  
Management Plan**

**For the Development of Land at  
Regents Park Phase 6  
Consett  
Co. Durham**

**Updated: February 2024**

## **1.0 Introduction**

This Construction and Environmental Management Plan (CEMP) has been produced by Amethyst Homes (the developer) on behalf of Project Genesis Ltd for the proposed construction of 71no residential dwellings at Regents Park Phase 6 Consett Co. Durham.

## **2.0 General Description of the Development**

This proposal is for the development of the site known as Land at Regents Park Phase 6, Consett, Co. Durham. The proposed works involves the construction of 71no new residential dwellings and associated infrastructure works.

Given the location of the development, special consideration will be given to existing residents of Regents Park in general, but specifically those of Duchy Close. Likewise due the proximity of the C2C Cycle route, consideration for cyclists and walkers alike will also require specific consideration.

The works will be phased to minimise the disruption to both existing and new residents. Temporary accommodation will be provided on site to facilitate the construction operations.

The agreed contents of this CEMP will be complied with and the Project Manager shall work with the council to review the Plan should any problems arise in relation to the construction of the development.

## **3.0 Construction Start / Completion Dates**

Amethyst Homes confirm the development will be carried out in complete accordance with all approved plans and specifications. In addition, the development shall commence before the expiration of three years from the date of the approval.

It is assumed that the contract will be completed in several manageable phases, with the build route being planned to ensure the least disruption to new residents on the development as works progress.

### **Enabling and Infrastructure Works**

- Duration: 24 weeks (approx.)

### **Main Construction Works**

- Duration: 3.0 years (approx.)

## **4.0 Proposed Working Hours**

All works will only take place during the agreed working hours as detailed within the approved planning permission.

In general, the hours in which construction vehicles will arrive and depart will coincide with site hours, which are from 8.00am until 6.00pm. It is not proposed to work weekends, however if weekends are

worked, vehicle movements will be limited to between 8.00am to 1.00pm on a Saturday with no working on Sundays or Bank Holidays unless agreed in writing by the LPA.

### 5.0 Proposed Traffic Routes

Details of agreed access/egress routes will be issued to all our suppliers and subcontractors. This will be policed as far as practical, but it must be recognised that we have no jurisdiction over the vehicles once they have left our site.

Vehicles will be directed to the site from Genesis Way onto Monarch Road and then onto Abbots to the site entrance. Appropriate temporary directional signage will be erected.



Fig.1 Access route in and out of site

### 6.0 Size of Vehicles

Numerous types of delivery vehicles will be used to bring materials to and from the site. These include:

- Skip Lorry. These will include roll on/roll off skips. (Approx. size 7.5m long and 2.4m wide) and standard 8-yard skips for waste (approx. size 7m long and 2.4m wide).
- Ready mix concrete lorry. (Approx. size 8.25m long and 2.45m wide).
- Flatbed delivery vehicles for the delivery of various materials including scaffolding, steelwork, reinforcement, bricks/blocks, timber, roofing materials, plaster, joinery etc. (approx. size 8.5m long and 2.45m wide).
- Articulated Lorries, for delivery of precast concrete units, brick, blocks and other large components.

## **7.0 Details of any highway works necessary**

All works to existing highways will be in agreement with Durham County Council prior to commencement.

A photographic survey of the existing carriageways will be undertaken before work commences. Durham County Council will be invited to take part in the survey and the results will be copied to both the Highways and Planning Department.

## **8.0 Parking and Loading Arrangements**

A strict delivery procedure will be implemented to ensure that disruption to existing residents will be minimised. Where necessary, site operatives will ensure that traffic flow is maintained at all times.

All parking for site construction operatives and visitors will be in designated compound car park areas within the site boundary.

All vehicles will pull into the site for loading / unloading, ensuring Abbots Way is free of construction traffic.

Materials will be stored within the boundary of the site, with movement on site via all terrain forklift / telehandler. This will operate on construction roads wherever possible.

## **9.0 Segregation / Site Protection**

It is proposed to completely segregate the development from the public by the use of a 2.0m high temporary fence to any open boundaries. The purpose of the fence is to both protect the public and secure the site. A secure mesh fence will also prevent any airborne debris from leaving the site.

Litter caught within the fence will be removed at timely intervals.

Security cameras may be used on this development. If they are, they will be placed so as not to intrude on current or future residents.

## **10.0 Details of any Hoardings**

The contractor's compound will be enclosed with a 2.4m high hoarding. This will be adapted as necessary and will include the company's livery.

We will ensure that hoarding panels are maintained and kept clean for the duration of the project.

## **11.0 Details of how pedestrian and cyclist safety will be maintained**

When vehicles are entering or leaving the site, these will be supervised by site operatives. The general public / pedestrians and cyclists will have the right of way along the public footpath adjacent to Abbots Way

Appropriate construction signage will be installed to make the public aware of safe routes and crossing points to protect them from construction activity.

## **12.0 Management of traffic to reduce congestion**

Material deliveries will be kept to a minimum during busy periods of road use (typically between the hours of 8 & 9am and 4 & 5pm). The Site Manager will be responsible for the day-to-day management of all deliveries to the site. In order to reduce traffic movements, we shall call off full loads whenever possible and only accept part loads when essential.

### **Off Loading and Storage Areas**

Vehicles will be directed to their designated delivery point or holding/storage areas, which will be marshalled by site personnel at all times especially during unloading/manoeuvring activities.

All deliveries will be notified in advance to the site team.

No delivery vehicle will, as far as it is possible to enforce, leave the site empty. A “take-back” policy will be adopted whereby all return vehicles will take “associated waste/packaging” with them.

### **Personnel and Vehicle Segregation**

All pedestrian routes on site will be clearly defined utilising temporary fencing and pedestrian route signage where necessary.

Pedestrian crossover routes will have appropriate warning signs displayed, e.g. give-way signs, vehicles crossing points etc.

All site operatives will be given a specific site induction and briefed with reference to the use of designated pedestrian access ways and crossover points.

### **Highway Works**

All new highway works will be subject to the correct notifications / agreements with Durham County Council. Notices and details of traffic management proposals associated any works to the highways and footpaths will be given under the Highways Acts 1980 and Road Traffic Act 1998.

### **Temporary Road Closures**

No permanent road closures are anticipated, however temporary road closure / part road closures may be required for the connection of services to the site entrance.

This will be agreed in advance and in accordance with the required statutory process and procedure. Notices regarding any planned closures and diversions of either roads or footpaths shall be given to the relevant bodies together with a letter drop to all residents informing them of the works.

### **13.0 Control of Dirt and Dust on the Public Highway**

The following three principles are central to the control measures detailed within this plan, which follow a hierarchy to control the emission of dust and reduce human exposure:

- Prevention
- Suppression
- Containment

Mud and debris on the road are some of the main environmental nuisance and safety problems arising from construction sites.

We will make provision to minimise this problem. Where ground works are being carried out, onsite vehicles will be prevented from using the public highway.

Provision will be made for cleaning of the road, when required, by an approved road sweeper.

We will insist on all muck away lorries be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

Vehicle movements may result in dust emissions (by re-suspending dust from the road or spilling from dusty loads) and exhaust emissions, however a number of control measures can be adopted to minimise such emissions:

- Damping down of site haul roads by water bowser during prolonged dry periods
- Regular cleaning of hard surfaced site roads using road sweepers
- Restricting vehicle speeds on haul roads and other unsurfaced areas on site
- Ensuring that dusty materials are transported appropriately
- Operations likely to cause dust will be subject to further monitoring

Once constructed, road gullies will be protected to prevent debris entering the watercourse.

### **14.0 Targeting Zero Non-hazardous Waste to Landfill**

As part of our environmental approach, we seek to source materials from local companies provided that specification requirements and costs are met.

### **15.0 Energy Usage**

Where practicable, we seek to source green energy providers for the construction phase. Meters will be supplied for the site enabling energy consumption levels to be monitored.

## **16.0 Fuel Consumption**

We strive to procure local contractors for the project therefore minimising transport costs and impact on the local environment.

## **17.0 Waste Management**

Sub-contractors will be responsible for removing waste emanating from their works to a central point on site. Timber, Plasterboard, Inert Waste and Mixed Waste will be segregated on site and sent to an appropriate re-cycling depot wherever possible.

## **18.0 On-Site Activities**

### **Site Establishment and Security**

The first stage of the construction programme will be to secure the site boundaries and prepare the site for works to commence.

The working areas will be secured, and the general public will be separated from the works by the use of solid, well maintained open mesh fencing. Where appropriate, this will be Heras type fencing fixed to timber posts covered in debris netting to act as further screening of the building works.

All site facilities will be contained within the site area.

### **Consents and Licenses**

All Statutory Consents & Licences required to commence an onsite activity will be obtained ahead of works starting and giving the appropriate notice period. These will include:

- Notices for works on the Highway in accordance with the Highway Acts 1980 (Ref 5-5) and Road Traffic Act 1998 (ref. 5-6)
- Construction Notices
- Connections to existing utilities and main sewers
- Licence to discharge water from the Site into the public sewer

### **Access and Egress**

Genesis Way, Monarch Road and Abbots Way will be the main construction access and egress to the site.

### **Material Storage and Handling**

Contractors and their subcontractors will be expected to maintain a tidy site and to operate a “just in time” policy for the delivery and supply of materials for the works, particularly the final phase of the works when on site storage will be at a minimum.

Materials will be stored on site to minimise damage by vehicles, vandals, weather or theft.

Tanks and drums of liquid chemicals and fuels would be stored in bunded compounds.

Packaging will be returned or recycled where ever possible.

### **Site Accommodation**

It is the intention to provide a main site welfare office and where necessary, supporting satellite facilities on the site. Site welfare facilities will be maintained and will be cleaned on a regular basis, especially around canteens and toilets.

### **Visitor Management**

Visitors will only be allowed to enter the Site via designated pedestrian and vehicular gates and will be required to have the appropriate PPE prior to entering. Visitors will be expected to attend a specific site induction before access is granted.

Open days for local residents, schools and other members of the local community will be encouraged.

Sufficient on-site parking will be provided once the roads and sewers have been constructed to prevent visitors and tradesmen parking on roads.

## **19.0 Safety, Health and Environmental Considerations during Construction**

### **General Safety, Health and Environmental Consideration**

Construction works will be carried out in such a way as to limit, as far as is reasonably practicable, adverse environmental impact. As part of the Construction Method Statement, the Design Management and Review process will ensure that construction techniques and materials used are a fundamental consideration of the design and intended long-term use, the aim being to achieve, design for durability and low maintenance, design for flexibility and adaptability, use of materials from sustainable sources; and use of local materials where possible.

Safety, health and environmental issues on the Development are a primary factor in influencing the construction methods adopted. The construction team will develop detailed health and safety plans, specific environmental, fire and accident procedures to suit the construction sequences of the Development.

Contractors involved in the Development will ensure that all non-English speaking employees are provided with relevant health and safety information in their national language, that adequate multi-lingual supervision is provided so as to ensure that employees continue to be adequately and effectively informed and supervised on all matters affecting their health and safety, and that suitable bi-lingual arrangements are in place to ensure that statutory related matters are complied with.

All contractors will be required to adopt the Construction Skills Certification Scheme (CSCS) or equivalent skills certification, combined with health and safety training for 100% of their workforce. General operatives will be required to complete the health and safety training element of the CSCS



scheme and may be given the opportunity to pursue a relevant NVQ qualification. Supervisor training shall also be provided by the contractor/subcontractors.

A formal Health & Safety Policy Statement will be adopted, in accordance with the requirements of the Health & Safety Executive and other statutory and Local Authority Guidelines to ensure compliance with the relevant mandatory provisions.

### **Control of Substances Hazardous to Health**

The strategy for controlling all substances coming onto site and all work activities and progress which may generate hazardous substances will be managed and controlled in accordance with the 'Control of Substances Hazardous to Health' regulations (COSHH), 1999 and best practise guidance, such as that published by the Environment Agency.

Some control measures to be employed are as follows, all fuels and chemicals will be stored in designated areas, with deliveries of all hazardous materials supervised, storage tank or container facilities will be appropriately bunded with designated areas as far as possible from any watercourses or surface drains. In case of spills or discharges, remedial action will be taken as soon as possible, and set procedures will be compiled with. A logistics plan will be developed to take into account the management and control of hazardous substances on site and personal protective equipment (PPE) suitable to prevailing conditions will be used by all construction workers.

### **Trees and Hedges**

Any trees, hedges and alike will be identified, with a clear strategy on what is to be retained and what is to be removed. Any trees to remain will be appropriately fenced off and protected from the construction works.

No works will be undertaken to trees or hedges during the nesting season.

## **21.0 Air Quality**

### **General Provisions**

Construction works will be carried out in such a way as to limit the emissions to air of pollutants (particularly dust and fine particles (PM10)), employing Best Practicable Means. The site will be managed to minimise the potential effects on air quality from construction.

### **Effective Material Storage and Handling**

The storage and handling of construction materials can be a significant dust emission source. The adoption of appropriate dust control measures will greatly reduce dust emissions from these sources and ensure that any adverse effects are reduced or eliminated. Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Prolonged

storage of debris on site will be avoided. Vehicles carrying dusty materials into or out of the site shall be sheeted down to prevent any escape of materials.

### **Construction Plant**

Construction plant can be a significant source of emissions although control measures can be implemented to minimise any adverse impacts. The following measures will be employed:

- Site plant and equipment will be kept in good repair and maintained in accordance with the manufacturer's specifications
- Plant will not be left running when not in use
- Plant with dust arrestment equipment will be used where practical
- Where practical, cleaner fuels will be employed for construction plant

### **Vehicle Movements**

Vehicle movements may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. However, a number of control measures can be adopted to eliminate or minimise such emissions:

- Damping down of site haul roads by water bowser during prolonged dry periods
- Regular cleaning of hard-surfaced site entrance roads
- Road sweeping be utilised to maintain safe clean roads surrounding the development
- Ensure that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials)
- Confinement of vehicles to designated haul routes within the site
- Restricting vehicle speeds on haul roads and other unsurfaced areas on the site

### **Dust**

Dust control will be best achieved at sources, and where possible, activities will be carried out in a manner so as to preclude dust generation.

Dust levels will be controlled and, if required, consent sought from the relevant local authority to ensure that the Development is operated in a way which is not detrimental to the amenity of local residents.

If dust is generated, steps will initially be taken to protect workers in the vicinity who shall, as a minimum, be issued with dust masks. Dust will, if possible, be contained in the location in which it is generated and be controlled and managed therein. Dust suppression measures will be carried out to ensure that dust nuisance affecting neighbouring properties is minimised.

Dust emissions from construction will be controlled through careful pre-project planning and effective site management.

The following control measures and good management practices, will be employed:

- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools, residences and ecological designated sites
- Burning of materials on site will be prohibited
- Loading and unloading will only be permitted in designated areas
- Provision of water sprays in particularly dry periods
- Stockpiles of soil, arising or other granular material will be sealed using an appropriate material to prevent dust raising that may cause risk to health or nuisance to the public

## **22.0 Noise and Vibration**

### **General Provision**

Noise and vibration levels will be controlled as set out below to ensure that the Development is operated in a way that minimises detrimental impact to the amenities of local residents.

### **Construction Noise**

Off-site infrastructure works, excavations, piling works and foundation construction will be among the most significant activities. Although concreting operations will also give rise to noise, the levels generated would not be considered to be significant.

As the buildings within the proposed Development rise above the ground, there will be some noise from scaffolding and formwork erection, but the majority of activities and plant (e.g. concrete pumping) are considered to generate low noise levels.

During construction, the measures summarised below, are to be employed:

- Details of construction activities, prediction levels/assessments will be discussed with the relevant authority, both prior to construction and during construction. Detailed construction programmes will be available in advance of work starting on site. Prediction, evaluation and assessment of noise and vibration as well as discussions between the construction team and Environment Officer will be an ongoing activity throughout the construction period.
- Where the potential for noise exists, 'Best Practicable Means' will be used to reduce noise to achieve compliance consistent with the recommendations of BS 5228, and may include:
  - Careful selection of plant items, construction methods, programming, implementing a 'noise and vibration protocol', which outlines monitoring frequency and action levels etc.
  - Design and use of site hoarding and screens/noise barriers, to provide acoustic screening at the earliest opportunity; and
  - Choice of routes and programming for the transport of construction materials.

## **Soils and Contamination**

### **Existing Conditions**

The ground underlying the site mainly comprises of a topsoil cover with made ground below associated with the former steelworks use.

The presence of former mine workings has also been recorded, with 3 redundant shafts being identified.

### **Strategy**

The strategy for controlling and mitigating potential adverse environmental or health and safety effects during construction will be to adopt the procedures and methods set out within this CMEP.

### **Operational Control**

The strategy for controlling and mitigating potential adverse environmental or health and safety effects during construction will include the following, as appropriate.

Minimisation of potential risks to site workers as required by the Construction (Design and Management) Regulations 2007.

Sampling and testing of excavated spoil, in order to assess the suitability of materials for re-use on site against site-specific criteria.

Dust suppression from any contaminated soils by the regular use of water sprays during any dry conditions, sheeting of haulage vehicle loads, with stockpiles adequately treated to prevent windblown dust.

Adequate drainage will be designed and installed during construction work to manage surface water runoff and prevent any contaminated water from entering watercourses, either directly as surface runoff, or indirectly via the surface water drainage systems

All rainwater gullies will incorporate a porous membrane under the grill to prevent any surface contaminants entering the system. All fuel storage on site will be in double bunded protected storage areas with the appropriate spill kits should a spillage happen.

### **23.0 Litter**

The site manager and the prime contractors in charge of the construction site shall maintain the construction site in such a manner that litter will be prevented from being carried from the premises by the elements. All litter from construction activities or any related activities shall be picked up at the end of each workday and placed in containers which will prevent litter from being carried from the premises by the elements. Particular care will be taken prior to periods when high winds are predicted, and the Site Manager will review and modify procedures to maintain high standards.