

DOCUMENT REF: 593-CEMS-01

PROJECT NAME: Land formerly St Marks Church &
neighbouring plot, Brook Hey Drive, L23 6US



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SCOPE OF WORKS

The project entails the construction of 4No. 4storey blocks of residential affordable apartments to create 90 units, in total 45x 1bed & 45x 2bed apartments with on site parking, cycle provision, land scaping and waste management. The site currently has no structures on it and is the former site of St Marks Church (demolished). The site has been stripped and excavated. We will then build the dwellings using traditional methods as per the proposed plans. All works will be under the jurisdiction of Mr Mark nelson.

PREPARATORY WORKS

Works will commence on site in July / August 2026 and are expected to last 24 months, with practical completion expected in the last week of June 2028. Our first task shall be to secure each site with hoarding/heras fencing and then clear the sites of all existing furniture and vegetation. During these works, we will also be setting the sites up sufficiently for the duration of the project.

HOURS OF OPERATION

The site hours shall be:

Monday to Friday – 0800 to 1800
Saturdays - 0800 to 1300
Sundays & Bank Holidays – no working hours permitted

NOISE REDUCTION

The measures we intend to employ to control, where practicable, noise are as follows:

- The use, where possible, of low noise emittance plant and equipment
- The monitoring of noise exposure and suitable protection for persons exposed to levels above 85dB
- Plant equipment will be chosen based on noise emission. With the quietest appropriate plant systems employed.
- All plant equipment will be regularly checked and maintained to ensure smooth and quiet running.
- Plant to be operated in a manner to minimise noise, including shutting off plant when not in use, keeping covers in place, etc.

- All noise emitting plant equipment to be placed as far as possible from sensitive buildings as possible unless shielded by site buildings or barriers.
- The provision of mains power to the site will be priority at the earliest stage possible to reduce the requirements for generators.
- All Deliveries to be kept within hours of operation
- All radios (if necessary, to be used at low noise levels)
- All foundations to be raft foundations relieving any requirement for pile drilling.
- Any vehicles used regularly on site to have white noise / broadband reversing alarms fitted.

CONTAMINANT CONTAINMENT

The measures we intend to employ to control, where practicable, all contaminants such as dust, mud and airborne waste are as follows:

- The use of wet cutting systems for stone and abrasive wheels
- Designated cutting areas as far as possible and practical away from residential and pedestrian areas
- Minimise the use of loose powders where possible
- Ditches to be dug at lowest points of site (in accordance with site level information) to prevent silt run off into main waterways.
- Water spray(s) will be available on site and used when necessary
- Any regularly used routes across the site shall be hard surfaced so that they can be kept clean by regular brushing and water spraying if necessary.
- Vehicle movements and speeds across unsurfaced sites shall be minimized
- Effective wheel cleaning arrangements will be made so that mud (and subsequently dust) is not tracked out of the site. In any event road cleaning with a vacuum sweeper may still be required, although its use must be kept to a minimum.
- All stockpiles of potentially dusty material shall be stored away from the boundary with existing dwellings / businesses, within enclosures and damped down using suitable water sprays during dry weather
- There will be no burning of materials or rubbish to take place on site.
- Static plant powered by internal combustion engines shall be sited away from dwellings, offices, etc.
- All wagon loads entering and leaving site will be covered
- A road sweeper if requested by KMBC

SITE STORAGE/COMPOUNDS

The proposed areas of storage and welfare facilities are shown in drawing 593-P-11.

The site compound is to be located on the centre of the site as shown on the drawing- 593-P-11

Materials and plant are to be stored within the perimeter of the site within the designated areas.

We propose to use timber posts and plywood boarding with lockable gated access to create a secure perimeter to the site.

Site workers are to arrive on site via public transport and car sharing whenever possible to alleviate the need for mass onsite parking.

Where onsite parking is provided it has been shown on the plan. Any vehicle will be subject to wheel washing requirements as usual.

HIGHWAY CLOSURES/TRAFFIC MANAGEMENT

There is minimal requirement to close any pedestrian walkways due to the nature of the site layout. In any case that does require footpath closure, appropriate redirecting of pedestrians will be implemented to ensure all regular routes followed by pedestrians can be accessed with minimal change and disabled pedestrians will not be hindered by the change in levels during any road crossings.

All appropriate signage and crossing apparatus will be provided within the pedestrian detour.

Staff and visitor parking are to be kept to a minimum where possible and we intend to utilise an area of the site when necessary.

The access of construction traffic is to be through the designated site entrances as shown in the site plan 593-P-11. This traffic is to be closely monitored and marshalled by site management.

Deliveries to site will only be permitted during the hours of 0915 and 1530. This is to consider the pedestrian traffic from the nearby houses.

A banksman will be used for any large vehicles entering or exiting the site and for any vehicle in a circumstance of reduced visibility. No reversing onto the highway will be allowed under any circumstance, due to the layout of the site, turning of vehicles will be possible within the boundaries of the site and all vehicles leaving the site will do so in a forward gear.

WHEEL WASHING FACILITIES

Given the nature of the site, in terms of space, we intend to employ a small wheel washing facility that is to be used within the compound as set out in the site plan. The wheel washing strategy to be used employs a raised platform ramp in conjunction with a jet washing facility, all water used will be channelled into a waste water containment vessel and recycled where possible and disposed of in a safe manner that ensures it does not return to the main water/sewerage network.

WASTE MANAGEMENT

All waste will be disposed of correctly and using the appropriate means.

Where possible, waste from site will be recycled. There will be separate waste collection points to allow the separation of materials prior to removal from site. This will ensure that the materials that can be recycled, can be taken to the appropriate centre for disposal.

A record of all waste transactions will be kept in the site office.

TEMPORARY LIGHTING

The majority of works performed on site will require no lighting due to hours of operation. At this present time there is no requirement for temporary lighting other than any internal lights used within dwellings during construction. The lighting used in these cases will not exceed standard lighting levels for domestic internal lights.

If any larger temporary lights are required in winter months, they will be angled such that they are not aimed into any adjacent building and will only operate during work hours.

ABNORMAL WEAR AND TEAR TO HIGHWAY

Access to site requires travel over footpaths at any point, therefore the chosen location for site entrances as shown on drawing 593-P-11 will be protected with ground-mats at sensitive points and inspected following prior to practical completion with any defects logged and repaired by approved workers.