Cole Easdon

TECHNICAL NOTE – 9107/01
CONSTRUCTION MANAGEMENT PLAN & WASTE AUDIT

Proposed Change of Use to Commercial, Pry Farm, Purton, Wiltshire on Behalf of Pry Farm Ltd

Project Title:	Pry Farm, Purton, Wiltshire				
Client:	Pry Farm Ltd				
Project No.:	9107	Date:	May 2023	Issue No.:	2
Title:	Construction Management Plan & Waste Audit				
Written By:	C. Hall BSc (Hons)	Checked By:	B. East BEng (Hons) MCIHT	Authorised By:	B. East BEng (Hons) MCIHT

1.0 INTRODUCTION

1.1 This *Construction Management Plan & Waste Audit* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Pry Farm Ltd to accompany a planning application for the proposed change of use of former agricultural buildings to commercial use at Pry Farm, Purton, Wiltshire.

1.2 This *Construction Management Plan* provides a framework for the management of general construction and construction vehicle activity to the site to ensure that the impact of the construction phase on the local highway network is minimised.

1.3 Policy WCS6: Waste Reduction and Auditing of Wiltshire Council's *Wiltshire and Swindon Waste Core Strategy 2006-2026* (July 2009) states that for '*any development of business, industrial, distribution or storage development where the gross floorspace / increase in gross floorspace accounts to 300m^2 or more*', a *Waste Audit* must be provided to accompany the application. In total, the re-development of Pry Farm will result in a net increase of 313m^2 of floorspace and therefore a *Waste Audit* is also provided as part of this Report.

1.4 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities. The Site Manager's details will be provided to the highway authority in advance of any work being carried out.

1.5 This Report should be read in conjunction with the *Transport Statement (TS)* which has also been prepared by CE for the proposed scheme.

2.0 CONSTRUCTION MANAGEMENT PLAN

Working Hours

2.1 The construction site would be operational between 07:30 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays. No noisy activities will take place on site on Sundays and Bank Holidays.

Hours of Deliveries

2.2 Site deliveries will be arranged before and after the network peak hours of 08:00-09:00 and 17:00-18:00 where possible to avoid exacerbating the existing traffic level. Quiet deliveries can take place before 08:00 to aid with the construction progress on site.

Delivery Vehicle Routing

2.3 Delivery vehicles can exit the M4 motorway at Junction 16, join the A3102 before turning left at the Blagrove roundabout onto the B4534 and follow this north-eastbound through West Swindon until they reach the Withymead roundabout. Construction traffic will turn left at this roundabout onto Mead Way (B4534) and follow this through Shaw before turning left onto the B4553 at the Sparcells roundabout which routes to the site. Refer to CE Plan 9107/206 [*Indicative Construction Routing Plan*] enclosed with this Report.

2.4 The location of the site access point, unloading points and any storage areas are provided within this Report. Deliveries by larger vehicles will take place via the new, widened access proposed as part of this development, which will be provided at an early stage. The Site Manager will determine in advance if additional space is required within the site for manoeuvring of larger delivery vehicles and will cone off areas as required. Refer to CE Plan 9107/205 [*Indicative Construction Logistics Plan*] enclosed with this Report.

Parking of Vehicles Associated with Site Deliveries, Site Personnel, Operatives and Visitors

2.5 All operatives, delivery drivers and visitors must report to the site office prior to entering the construction site for full induction prior to commencing works or making deliveries.

2.6 There will be on-site parking for site personnel with parking arrangements being made clear when appointing a contractor(s).

2.7 Access to the construction site by visitors will be strictly controlled and overseen by the Site Manager.

2.8 As illustrated on the enclosed CE Plan 9107/205 [*Indicative Construction Logistics Plan*], there is an area highlighted within the site where it is envisaged site personnel, delivery drivers and tradesmen can park. This is positioned away from the northern turning area where large delivery vehicles will be manoeuvring, however parking may also occur in other areas within the site grounds as deemed appropriate by the Site Manager. Although this indicative parking area will be provided during the construction phase, it will become an official marked out parking area once construction has completed.

2.9 Personnel will be advised not to park along the B4553. This is very unlikely to occur given the amount of space on-site for potential parking places.

2.10 All site personnel will be instructed regarding access and specified restrictions, and any visitors will be asked to report to the Site Manager upon arrival. A notice programme will include a detailed breakdown of all site activities and will be subject to the approval of the Site Manager or Contract Administrator.

2.11 If deemed necessary by Wiltshire Council, the contractor will arrange with them for signage to the site to be installed from the major A-road identified on the route plan to the site and from it if the exit route is different.

2.12 Developers are to commit to co-operation with Wiltshire-led utility co-ordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the highway network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged wherever practicable. Developers should commit to bringing utility connections up to site in a single, co-ordinated set of works with the final connection to then be made when practical.

Facilities for Loading and Unloading of Plant and Materials

2.13 Care should be taken when leaving and entering the site from the main road.

2.14 On arrival to site, larger delivery vehicles will access and leave the site via the access off the B4553 into the hardstanding area at the northern end of the site. Refer to the enclosed CE Plan 9107/205 [*Indicative Construction Logistics Plan*].

2.15 All deliveries made by larger vehicles will be unloaded from within the site. Materials will be tidily stacked within the designated materials storage area or within the specific buildings they are intended for, should materials be needed immediately. All stored materials will be properly protected and secured at all times.

2.16 Care will be taken to ensure that delivery of materials coincide with the relevant stage of construction.

2.17 Loading and unloading of materials will be undertaken within the permitted working hours, unless agreed otherwise with the Local Highway Authority.

2.18 Deliveries to the site will be made by prior agreement with the Site Manager who will be responsible for scheduling deliveries to avoid disturbance with neighbours and to avoid the peak hour periods where rush hour and school runs occur.

2.19 Local suppliers will be used to reduce travel distances and improve delivery performance times where possible.

2.20 Multiple deliveries may be permitted at the same time however, size and frequency of deliveries will be in accordance with the site-specific requirements.

2.21 The contractor will need to commit to FORS (Fleet Operator Recognition Scheme) rating for vehicles over 7.5t.

2.22 The contractor will need to comply with the non-road mobile machinery (NRMM) Regulations 2015. The Primary Contractor should nominate a person to manage the NRMM requirements and it is their responsibility to ensure that the site is compliant. These include:

- ensuring that all relevant site workers are aware of the requirements and are adequately equipped to carry out their roles;
- keeping all relevant machinery emissions information and documentation centralised on site; and
- ensuring that the NRMM online register is kept up to date. Each sub-contractor should nominate one person to be responsible for ensuring that the NRMM being brought to the site is compliant and to provide the Primary Contractor with the relevant details for each machine.

Storage of Plant and Materials

2.23 The storage of plant and materials will be within easy access of the point of unloading to minimise movements through the site for vehicles and plant. It should be close to the contractor's compound and free of any obstruction.

Details Outlining Dust Control Methods and Noise Mitigation Measures

2.24 Burning of materials on site shall not take place and emphasis will be placed on using methods that will not cause unnecessary emissions of dust or smoke. Dusty pollution will be minimised by screening and/or water dampening.

2.25 Wheel washing facilities will be provided close to the site access. Stockpiles of earth will be suitably treated to prevent the emission of dust from the site and the area around the site will be regularly swept to prevent any accumulation of dust and dirt. Watering of rubble chutes will be undertaken where necessary to prevent dust emissions.

2.26 Noisy plant or equipment will be situated as far as possible from neighbouring buildings. Any vehicles and mechanical plant that will be used for the purpose of the works will be fitted with an effective exhaust silencer. Compressors will be fitted with properly lined and sealed acoustic covers. Pneumatic percussives will be fitted with mufflers and plant used will be maintained in good working order so that noise from mechanical vibrations will be reduced to a minimum.

Security Arrangements for the Site

2.27 There will be fencing and hoarding present to protect the site with additional security personnel staying overnight if necessary.

2.28 In terms of site access monitoring, developers are to agree whether to install CCTV on their site to monitor all site access and egress points. The data from these cameras would be retained for at least two weeks after the time of recording and is to be made available in full to Wiltshire officers upon request.

Means to Prevent Deposition of Mud on the Highway

2.29 Provision for wheel washing facilities would be provided and any vehicles leaving the site will have their wheels checked and cleaned if required.

Drainage

2.30 During the construction phase, any disused drains must be sealed off at the junction with the sewer under the public road.

3.0 WASTE AUDIT

3.1 As noted in the Introduction, Policy WCS6: Waste Reduction and Auditing of Wiltshire Council's *Wiltshire and Swindon Waste Core Strategy 2006-2026* (July 2009) requires developers to submit a Waste Audit / Management Plan to accompany a planning application, if the development falls within the policy thresholds. Because the application proposes an increase in gross floor area of more than 300m^2 (net increase of 313m^2), it means that this development is within policy threshold.

3.2 It is important to note that a final detailed version of this *Waste Audit* cannot be produced at this planning stage due to there being a number of unknown factors. This includes information on volumes of materials used and waste generated, potential suppliers and the routes taken by which materials arrive on site and waste is taken away. These uncertainties will become clear once a Site Contractor has been appointed. The Applicant would be willing to accept a planning condition, by which a final agreed version of this CMP and Waste Audit will be submitted prior to any work commencing on site.

Type and Volume of Waste Generated

3.3 The application site consists of a number of agricultural buildings that will be converted and undergo a change of use. Therefore, there will only be a minimal amount of new building construction occurring on-site. This is limited to a replacement of a single structural bay of one of the warehouses, addition of a loading bay and ramp and the introduction of a first floor within the Dutch Barn to provide office space. In addition, a new 10m wide access will be constructed approximately 25m north of the existing access which is to be blocked off.

3.4 At this stage, it is difficult to quantify the exact volume of waste likely to be generated during construction until a Site Contractor has been appointed, however the main types of waste likely to be produced on site will include:

- wood;
- metal;
- plastic;

- glass;
- concrete, bricks, tiles and ceramics;
- excavated soil;
- plasterboard;
- packaging (paper and cardboard); and
- some organic waste from site clearance.

Steps Taken to Reduce, Re-use and Recycle any Generated Waste

3.5 Policy WCS5 of the abovementioned Wiltshire Council document sets out the Waste Hierarchy to be used by new developments in Swindon and Wiltshire. This is to ensure that developers consider and promote the most sustainable option for waste management. Figure 3.1 below illustrates the preferred methods of managing waste as depicted in the Waste Hierarchy.

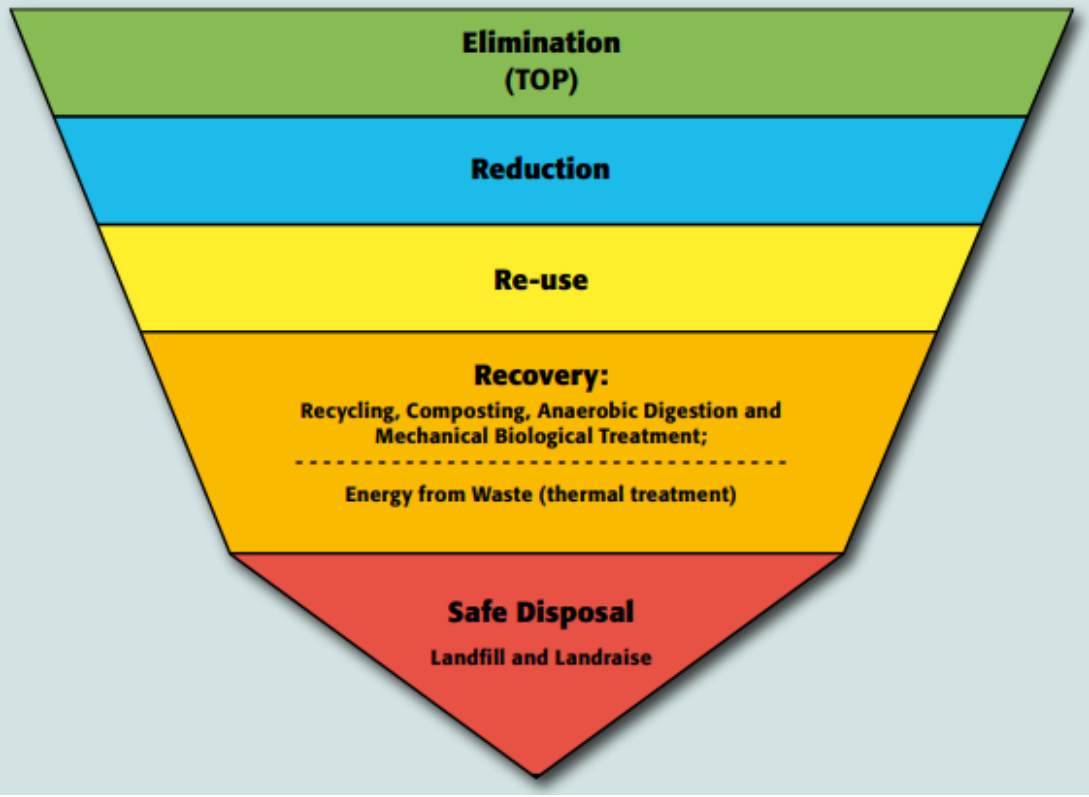

Figure 3.1: Wiltshire & Swindon Waste Hierarchy and Sustainable Waste Management
Source: Wiltshire and Swindon Waste Core Strategy 2006-2026

3.6 Excess volumes of waste materials generated during the construction phase will be avoided where possible. A large proportion of waste generated should be capable of being re-used and recycled, subject to appropriate management and control processes. When all of these possibilities have been exhausted, waste will be sent for safe disposal.

3.7 Recyclable materials generated will likely include plaster, packaging (paper and cardboard), off-cuts of wood, metal and glass. Any recyclable waste leaving the site should be taken to waste transfer stations for processing.

Steps Taken to Reduce Production and Use of Hazardous Waste Materials

3.8 In the early design stages, measures will be taken to utilise materials that are non-hazardous where possible. If the use of hazardous materials is required during the construction phase, a review will be undertaken to limit the amount used. Reduction is one of the first stages when considering potential waste, as demonstrated in the Waste Hierarchy in Figure 3.1. Examples of hazardous waste that may be used on site include solvents, emulsions, aerosols and adhesives.

3.9 Any hazardous materials and waste on site should be managed using the following methods:

- care should be taken when deliveries occur, particularly when hazardous materials are involved. Deliveries should be supervised at all times and clear labelling instructions should be provided on all containers to show the corresponding contents and volume, along with any necessary care information. Content levels should be checked prior to any deliveries occurring in order to prevent overfilling;
- loading / unloading delivery areas should be clearly marked and located away from any surface water drainage systems;
- where possible, hazardous materials should be stored within a lockable facility, with any fences surrounding the site being made secure. Gates should be kept locked when no personnel are present on site;
- any oil stored on site should be kept in a storage tank or drum and should be positioned away from any drainage outlets. Any empty or damaged oil containers should be removed from site immediately and disposed of appropriately;
- any leftover residues of hazardous materials at the end of the construction phase should be emptied by a competent operator ready for safe disposal;
- any equipment used for the safe storage and disposal of hazardous materials should be checked and maintained regularly and repaired as soon as possible if damaged; and
- there should be a document kept on site containing a list of all hazardous materials used, with appropriate guidance showing handling and disposal methods.

3.10 It is likely that all of the hazardous waste will be disposed of safely within a landfill. In order to minimise the amount of hazardous waste, it will be treated separately to any non-hazardous waste to prevent any cross contamination.

Steps Taken to Minimise Use of Raw Materials

3.11 The usage of raw materials should be considered during the design stage to assist with minimising their usage during the construction phase. Where raw materials are used, it should be ensured that they are sourced ethically and responsibly.

3.12 Where possible, any raw materials used should be from recycled materials and any wood should be sourced from a sustainable forest.

Steps Taken to Minimise Pollution Potential of Unavoidable Waste

3.13 Prior to any construction, an environmental document should be agreed and produced which highlights any risks to the local environment that may arise during the construction phase.

3.14 As previously mentioned there will be no materials burnt on site, with emphasis being placed on using methods that will not cause unnecessary emissions of dust or smoke. Dusty pollution will be minimised by screening and/or water dampening.

3.15 There will be wheel washing facilities provided close to the site access. Stockpiles of earth will be suitably treated to prevent the emission of dust from the site and the area around the site will be regularly swept to prevent any accumulation of dust and dirt. Watering of rubble chutes will be undertaken where necessary to prevent dust emissions.

3.16 No noisy activities will take place on site on Sundays and Bank Holidays. Any quiet deliveries can take place before 08:00 to aid with the construction progress on site.

3.17 Noisy plant or equipment will be positioned as far as possible from any neighbouring buildings. Any vehicles and mechanical plant that will be used for the purpose of the works will be fitted with an effective exhaust silencer. Compressors will be fitted with properly lined and sealed acoustic covers. Pneumatic percussives will be fitted with mufflers and plant used will be maintained in good working order, so that noise from mechanical vibrations will be reduced to a minimum.

Steps Taken to Dispose of Unavoidable Waste in an Environmentally Acceptable Manner

3.18 Any non-hazardous waste generated should be treated prior to going to landfill in order to separate any waste materials that can be recycled. This reduces the volume of waste going directly to landfill and reduces the reliance on them as an option for waste management.

3.19 Any hazardous waste will be safely handled and transported in compliance with relevant guidance and law.

3.20 Overall, waste will be handled in accordance with the relevant waste management regulations and should be continuously monitored by the Site Manager. Waste bins should be emptied on a regular basis to prevent any overflowing occurring which will improve the cleanliness and safety on site.

Steps Taken to Ensure Maximum Waste Recovery Once the Development is Completed

3.21 The submitted layout with this planning application allows for the provision of council-sized refuse vehicles to enter and egress the site safely and efficiently to collect general waste and recyclable materials (stored in separate bins). This means that waste collection and recycling can be continued by future occupiers of the site.

Proposals for Transport of Waste Created During Development and Subsequent Use of Site

3.22 Any handling of waste, whether it be hazardous or non-hazardous, should be transported safely and responsibly and within the relevant regulations and guidelines for waste disposal.

3.23 The location of where specific types of waste will be transported to is currently unknown but will be finalised at a later stage once a Site Contractor has been appointed.

Cole Easdon Consultants Limited
May 2023

Enclosures

CE Plan 9107/205	Indicative Construction Logistics Plan
CE Plan 9107/206	Indicative Construction Routing Plan

The methodology adopted and the sources of information used by Cole Easdon Consultants Limited (CE) in providing its services are outlined within this Report. Any information provided by third parties and referred to herein has not been checked or verified by CE, unless otherwise expressly stated within this Report. This Report was checked and approved on the date shown in the Title Block and the Report (including its base information, adopted parameters and assessment methodology) is therefore valid on this date. Circumstances, regulations, assessment methodology and professional standards do change which could subsequently affect the validity of this Report.

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Enclosures

Existing hardstanding area to be extended

Indicative temporary parking area

Closed and open storage

Proposed new site access

Wheel washing provision

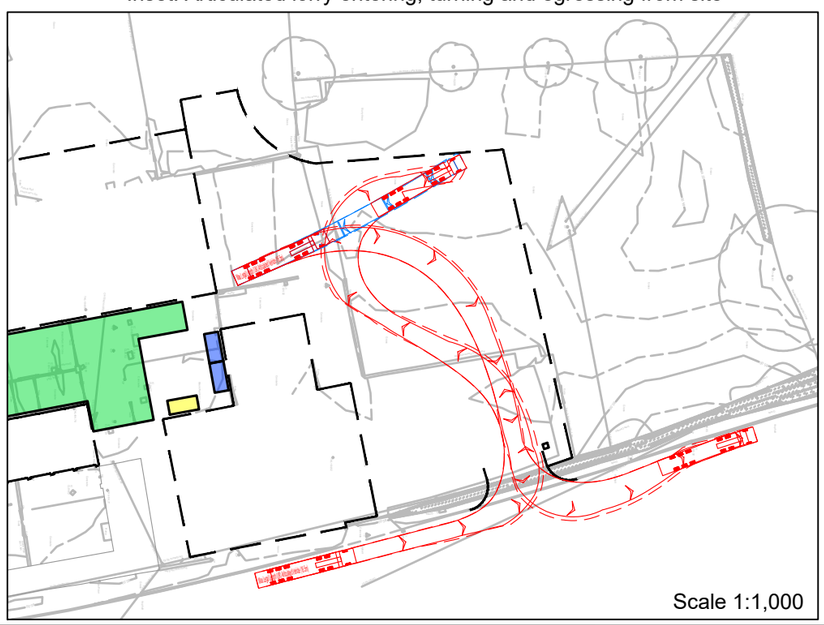
Office/site cabin

Existing access

Outline of buildings to be re-developed

Scale 1:500

Inset: Articulated lorry entering, turning and egressing from site



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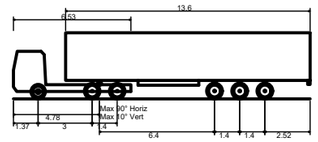
Key

Caution Site Entrance Sign

Caution
Site entrance



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
22102.109-B	Site Layout	–	–	Mathewson Waters Architects
24955-200-01	Topographical Survey	A	Nov 2022	Brunel Surveys Ltd

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Client: Pry Farm Ltd

Job Title: Pry Farm, Purton, Wiltshire

Drawing Title: Indicative Construction Logistics Plan

Drawing Status:

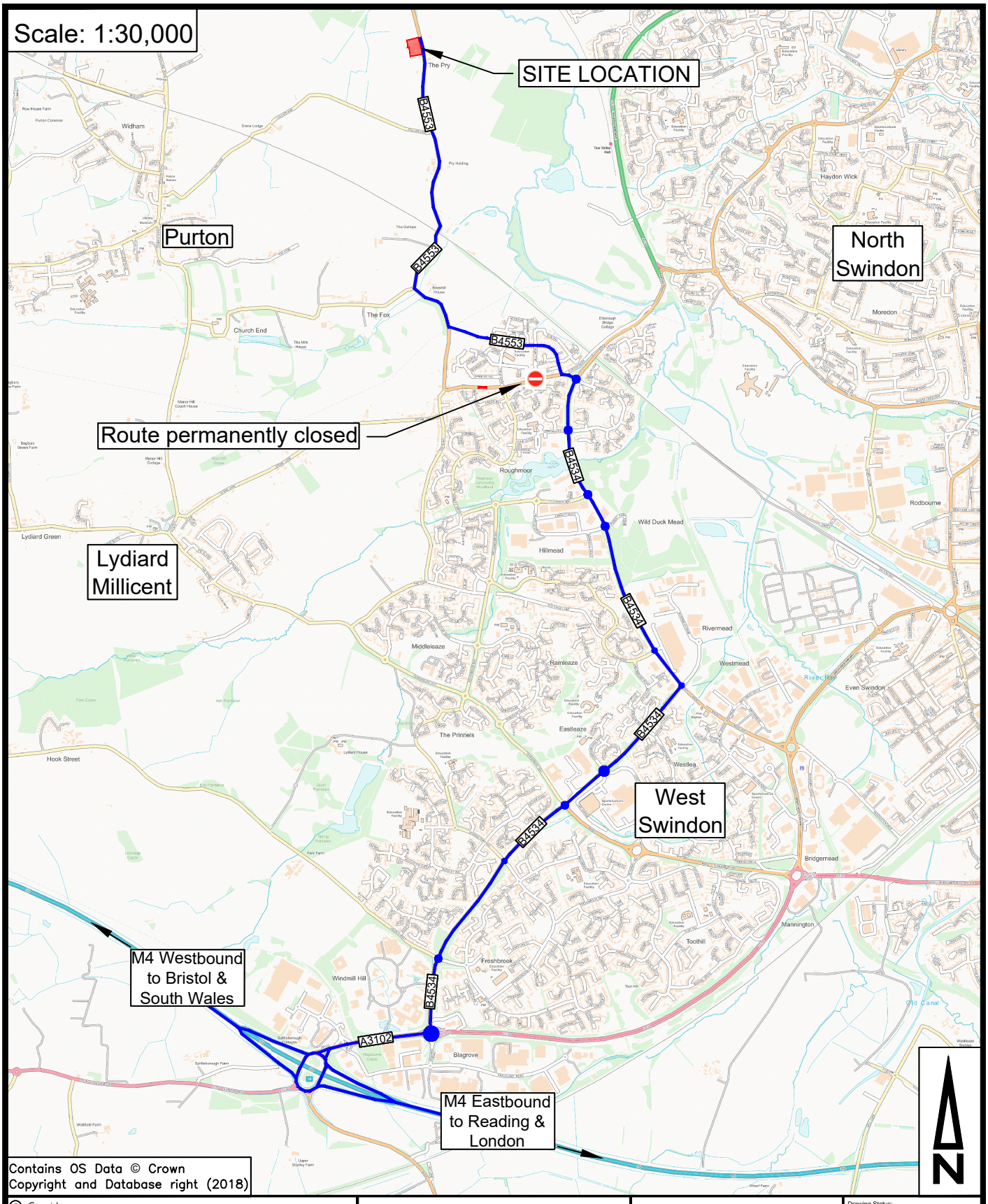
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
CH	CH	BE

Date	Scale
May 2023	As Shown (A3)

Drg. No.	Rev.
Plan 9107/205	-



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Job Title:
Pry Farm
Purton
Wiltshire

Client:
Pry Farm Ltd

Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK		
	FOR COMMENT	
	FOR PLANNING	X
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION	
	AS BUILT	

Drawing Title:
Indicative Construction Routing Plan

Drawn By	Date Drawn	Scale
CH	May 2023	1:30,000 (A4)

Checked By	Drawing No.	Revision
BE	Plan 9107/206	-