

ARTIFICIAL GRASS PITCH (AGP) REFURBISHMENT
KINGSWAY PARK HIGH SCHOOL

CONSTRUCTION METHOD STATEMENT

S24-012
MAY 2024

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DOCUMENT CONTROL	
Project Title	Artificial Grass Pitch (AGP) Refurbishment
Document Title	Construction Method Statement
Client	Altus Education Partnership
Project Number	S24-012
Note	Plans included in this statement should not be scaled - please refer to scaled plans included with application pack

REVISION HISTORY				
Revision	Description	Issued By	Date	Status
.00	Planning Issue	TB	13 05 2024	For Approval

1 REQUIREMENT

This Construction Method Statement concerns the proposed refurbishment of an Artificial Grass Pitch (AGP) at:

Kingsway Park High School
Turf Hill Road
Rochdale
OL16 4XA

This Statement outlines our commitment to responsible environmental management throughout the construction phase of this project with the primary intention of reducing any adverse impacts from construction works on local sensitive receptors and the surrounding environment.

The development site is defined as any area where there will be a requirement for temporary or permanent works to facilitate the construction of the development (the AGP).

This includes areas required for access, temporary construction, and temporary storage.

This Statement establishes responsibilities concerning compliance with legislation and management measures to minimise environmental impact from the construction phase of the development. It collates mitigation measures and describes how construction activities will be controlled to avoid or minimise potential adverse environmental impacts.

This Statement is intended to be a practical tool for tracking environmental mitigation and managing measures and is designed to address the potential environmental effects that could occur because of constructing the development.

It is a **dynamic** document, which will be regularly updated and revised as the construction phase progresses.

It will be reviewed as appropriate and approved versions of the document will become controlled documents, issued to members of the project team with a role or responsibility for environmental management.

This document should be read in conjunction with other plans prepared as reports in support of the construction phase for this project. These documents provide further information relating to the coordination of the demolition and construction activities, and how works will be undertaken during the demolition and construction phase whilst ensuring the safety and integrity of the local environment.

Also, and in advance of commencing site works; a detailed Construction Phase Health and Safety Plan will be prepared in accordance with the Construction (Design and Management) Regulations 2015. This plan will be progressively refined and developed as trade package contractors and specialists are appointed, and more specific and detailed methods, techniques and requirements are established.

2 ACCREDITATIONS

S&C Slatter is recognised, accredited, and certified by governing and advisory bodies. These embrace quality management systems (QMS), procurement, supply chain management, risk management as well as sports and construction-specific performance standards.



Internationally recognised Quality Management certification.



Approved pitch builder to the AGP 2020 Framework (The Football Association, The Football Foundation, Premier League, Department for Digital, Culture, Media & Sport)



Supporting Institute of Groundsmanship work and initiatives.



Health & Safety Executive approved accreditation of compliance with health and safety construction regulations.



Proven commitment to customer service, quality, and value for money as a supplier to independent schools.



(British Standards) certification of corporate and social policies.



Supporting the Sports and Play Construction Association.



Approved pitch builder to the International Hockey Federation (FIH).



Independently certified by The Contractors Health and Safety Assessment Scheme.

3 ROLES AND RESPONSIBILITIES

The success of this Statement will depend on its implementation, which will be achieved by good leadership, management, communication, and training.

Individuals responsible for commitments listed below will be advocates of the proper execution of these processes and measures.

An overview of S&C Slatter's key roles and responsibilities is provided below:

Duty / Role	Key Responsibilities
Managing Director	Responsible for the appointment and allocation of a Senior Contracts Manager and Health Safety Environmental Quality (HSEQ) Manager and holds overall responsibility for activities on-site and the implementation of this CEMP.
Senior Contracts Manager	The Senior Contracts Manager is responsible for directing the project construction phase and leads the responsibility on contractual appointments, including: - Checks that S&C Slatter has allocated sufficient resources to deliver the works in accordance with the requirements of this Statement; - Assigns specific requirement / duties to competent members of the construction team; - Co-ordinates communication with key stakeholders and other third parties as required; and - Reviews the findings of the monitoring programme and directs the construction team and HSEQ Manager as required.
Contracts Supervisor	Responsible for the day-to-day management of construction activities on-site, ensuring that activities adhere to the actions set out in this CEMP, including: - Ensures that construction activities are conducted in compliance with this Statement; - Checks the qualifications and competence of site workers / sub-contractors are appropriate for appointment; - Ensures that all site workers undertake environmental awareness training (including an induction for all site workers / sub-contractors to support the implementation of this Statement) and are provided with sufficient supervision and instruction to fulfil this requirement; - Ensures that all site workers / sub-contractors allocated specific environmental responsibilities are notified during their appointment and confirms that their responsibilities are clearly understood; - Ensures that demolition and construction activities are undertaken in accordance with this Statement;

	▪ Monitors the performance of site workers / sub-contractors and provides guidance as and when required; ▪ With the HSEQ Manager, undertake a monthly audit of this Statement; and ▪ Undertake corrective actions in the event of non-compliances.
Site Supervisor	Responsibilities of the Site Supervisor include, but are not limited to: ▪ Leads the practical construction activities of the development, including the day-to-day co-ordination of site workers / sub-contractors; ▪ Co-ordinates with the Senior Contracts Manager and Contracts Supervisor the management of construction and demolition activities; ▪ Implements all construction and demolition activities in accordance with this Statement; ▪ Consults with the HSEQ Manager to ensure adequate resources are made available to undertake all works in accordance with this Statement; ▪ Ensures that the risk assessments for the control of substances hazardous to health regulations (COSHH), noise and environmental risks are prepared and effectively monitored, reviewed, and communicated on site; ▪ Manages the preparation and implementation of method statement; ▪ Ensures that the Senior Contracts Manager and HSEQ Manager review all method statements and that all relevant environmental protocols are implemented on site.
Health Safety Environmental Quality (HSEQ) Manager	The HSEQ Manager is responsible for the co-ordination, monitoring, and reporting of this Statement, through liaison with the Senior Contracts Manager and other parties as appropriate and to ensure that the works are undertaken in accordance with the commitments provided in this Statement. Responsibilities will include the following: ▪ Checks that this Statement is audited and reported back to the client on a monthly basis; ▪ Reviews this Statement and other complementary plans and procedures to ensure they are compliant; ▪ Monitors site worker / sub-contractor activities to ensure that all relevant legal consents, licences are implemented prior to works commence, and that all mitigation requirements are adhered to; ▪ Co-ordinates the technical and environmental specialists as part of the implementation of the monitoring schedule as required, to monitor and record the effects arising from demolition and construction activities;

	▪ Acts as the first point of contact for any environmental issues encountered during the construction phase; ▪ Investigates all environmental incidents and ensures that they are recorded and reported, with corrective / preventative actions undertaken; ▪ Undertake the review of causes with the Senior Contracts Manager to prevent incidents recurring; ▪ Inputs into method statements and all environmental aspects of the project; ▪ Contributes to the communication on environmental matters between the Senior Contracts Manager and relevant consultees / stakeholders; ▪ Co-ordinates this Statement review process; ▪ Ensures that the objectives of this Statement are achieved and are not contrary to any relevant legal requirements.
All staff (workforce and site workers and sub-contractors)	All staff will have a pivotal role in implementing this Statement and all staff have a duty to protect the environment from unnecessary damage. The responsibilities of all staff include but are not limited to: ▪ Works in accordance with approved plans, method statements and procedures specified with this Statement to minimise environmental impacts; ▪ Understands the importance of avoiding pollution on-site, including noise and dust, and how to act in response to an incident event; ▪ Reports all incidents immediately to their manager; ▪ Monitors the workplace for potential environmental risks and alerts their manager if any are observed.

4 ARRANGEMENTS

ENABLING WORKS: SITE ACCESS / FORMATION OF SITE PERIMETER / SITE SECURITY

- Construction traffic will access the development site from the school car park which in turn connects to Turf Hill Road.
- A construction compound will be established at an appropriate location within the development site – please refer to the accompanying Construction Management Plan drawing.
- This compound location will be made suitable for the storage of building materials and construction welfare accommodation cabins, site office, and car parking for the construction workforce and visitors.
- Before works start, the entire boundary of the development site including the construction compound will be established, and protected 2m high mesh security fencing (Heras fence or similar).
- Appropriate warning signage, depicting the hazards appropriate to the construction work will be displayed at the entrance to the site. This will include the Contracts Supervisor's contact details for any interested parties.
- To ensure the security of the site is maintained, the Contracts Supervisor will conduct a daily assessment of the boundary fencing, barriers, gates, and warning signage.

SITE PARKING AND STORAGE OF PLANT AND MATERIALS

- All Construction vehicles must park in the designated car park within the construction compound and parking elsewhere is prohibited.
- Materials and plant will be stored within a dedicated space in the construction compound.
- When materials are kept on site, they will only be stored for as long as necessary. All materials, especially those prone to emitting dirt or dust; will be covered by appropriate sheeting, and securely fastened.
- All areas within the site and on adjoining highways will be checked for spillages on a regular basis. Machinery, when in use, will be kept away from noise-sensitive areas such as residential dwellings and their gardens. All machinery and plant equipment that must be kept on site will be switched off and secured when not in use.
- Spill containment will be in place around any hazardous materials to capture and accidental spillages before they enter the surrounding environment.

PROPOSED WORKING HOURS

- Construction works on the site will commence and finish at the following times:

Monday to Friday	07:00 – 18:00 (no noisy work to commence before 08:00).
Saturday	08:00 – 13:00 (no noisy work to commence before 09:00).
Sunday, and public holidays	No work.

DELIVERIES

- All deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period.
- Deliveries to site will be permitted during the following times:

Monday to Friday	08:00 – 17:30.
Saturday	08:00 – 12:30.
Sunday, and public holidays	No deliveries.

- A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is always ensured. Other methods to optimize deliveries and to reduce their impact on traffic and congestion include:

Consolidating deliveries whenever possible.
Not accepting part loads unless essential.

- Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled.
- Following the “just in time delivery” principle for deliveries. This avoids congestion by ensuring that plant, machinery, and materials are not stored on site before they are required for the building works.
- Drivers will be advised to use the shortest possible route between the site and larger roads. In the interest of noise control and subject to risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or to disable reversing alarms (in presence of an experienced banksman).
- Loading and unloading of materials will take place in the designated area of the construction compound, as close to the lay down area as possible, which will be separate from other operations.
- Loading and unloading will not take place outside of the enclosed working area at any time.

MANAGEMENT OF VEHICLES – ACCESS / EGRESS

- Prior to works commencing, all suppliers and contractors will be provided with a construction traffic management plan inclusive of a map prior which visually confirms the access arrangements to the construction site and with the expectation that they fully adhere to these arrangements.
- The arrival time of delivery vehicles will be coordinated to minimise vehicles either arriving at the same time or within a short succession of one another. This will therefore contribute towards both the safe access of vehicles to the site, the efficient unloading of materials and the egress of vehicles.
- A turning circle will be provided within the development site to ensure all vehicles exit the site in forward gear only. Whilst a banksman will be provided, it will be prohibited and enforced by the site manager that under no circumstances do any vehicles reverse into the public highway.

MANAGEMENT OF VEHICLES – MEASURES TO PREVENT THE DEPOSIT OF MATERIALS ON THE HIGHWAY.

- Prior to leaving the development site, all vehicles will be inspected, and wheels washed on the hard standing area using standard construction plant. This process will minimise the potential for wheel contamination to be deposited onto the surrounding public highways.
- The wheel and chassis washing facilities will be provided on site within two impermeable wash bay areas which are to be isolated from other areas by a raised kerb or roll over bund to contain solids. These facilities will ensure that mud, stones, and any other extraneous materials are removed from vehicles before they exit the site.
- Effluent resulting from these facilities will not be directed into the public sewerage or any street gullies but will be disposed of onsite to soak away where required.
- Surrounding public highways, pavements, and footpaths will be checked daily and ensure that the construction works do not have a negative impact on road cleanliness. A schedule of condition of the surrounding footpaths and highways will be prepared prior to any works starting on site to ensure the highways are kept in a good condition throughout the development process.

MANAGEMENT OF VEHICLES – MEASURES FOR MINIMISING IMPACT ON SURROUNDING ROADS

- The accompanying Construction Management Plan drawing will be followed strictly to ensure efficient vehicle movements to and from the development site and to minimise disruptions to neighbouring sites.
- The plan includes designated access routes, clearly marked signage, and traffic control measures to facilitate safe and efficient movement of vehicles.
- Emergency service vehicles will always have unimpeded access to neighbouring sites. We will coordinate with local emergency services to determine the most suitable access points and establish clear communication channels to ensure their prompt and safe entry to the site, even during construction activities.
- We will maintain open lines of communication with neighbouring site owners and managers to address any concerns regarding vehicle access promptly. Regular updates and advance notifications will be provided to ensure they are aware of any temporary changes to access routes or potential disruptions.
- Our construction team will actively coordinate with neighbouring site operators to synchronize access requirements and minimise conflicts. This includes establishing clear protocols for shared driveways or common access points, ensuring safe passage for all vehicles involved.
- Traffic marshals will be stationed at critical points to manage traffic flow, especially during peak construction activities. They will assist in coordinating vehicle movements, guiding drivers, and maintaining safe access for neighbouring sites.

DUST AND DIRT CONTROL MEASURES

- Measures to control dust and dirt include a variety of simple and effective actions, including:
 - Wheel and chassis washing facilities near the vehicular exit.

- 2.0m mesh fencing around the entire perimeter of the site and around the controlled access temporary roadway, with gravel boards and noise and debris netting to the mesh security fencing if deemed necessary.
- Covered storage areas and sheeted delivery lorries.
- All site personnel enter and leave the site wearing clean clothes and shoe wear.
- The use of fine sprays during the loading or unloading of materials as well as any cutting and drilling plant, unpaved areas, sand, spoil, and aggregate stockpiles.
- Preference of hydraulic construction over percussive techniques.
- Where practical, the use of building materials that are prefabricated or cut offsite including structural elements, cladding and woodwork.
- Burning of waste or unwanted materials on site to be forbidden.
- Covering all skips.
- Correct use of all plant and machinery and regular maintenance of their exhaust systems, which are to be positioned as far away from adjoining buildings as possible.
- The site workforce will continuously monitor dirt, dust, and noise emissions.
- Any deviation from the above methods will only be permitted in exceptional circumstances and with prior consent from the main contractor and all other relevant parties.

PUBLIC INTERFACE AND LIAISON

- Ensuring the safety of the public during the construction works is of the utmost importance to us and is an embedded value within our construction delivery teams.
- Throughout the construction phase of this development, we will ensure that the other facilities and all the surrounding properties remain accessible and safe to use by members of the public. In doing this we will ensure that the stakeholders and users can go about their daily business safely, without disruption and will only be impacted positively during the ongoing works.
- Providing ongoing information and updates to our neighbours will be crucial to keeping them informed and aware of the ongoing works. This will be implemented by monthly notices posted to every residential property immediately around the development site as well as weekly notices posted onto the construction sign board close to the construction site entrance. Notices will also be posted within the reception of Withead Sports Complex itself.
- These notices will also include contact information for the contracts manager and site supervisor, to help neighbours contact the construction team if necessary.
- All construction operations will be conducted during the agreed working hours only and operations will occur as far away from potential receptors as is possible and practicable. The client, the Local Authority, appropriate neighbours, and other interested parties will be advised of any noisy activities which will be conducted in a controlled and professional manner to minimise disruption to the local environment.
- All site workers will be briefed on the importance of respecting the neighbouring residents and maintaining good neighbour relations. They will be required to adhere to a code of conduct that

emphasizes minimizing noise, dust, and other nuisances during ingress and egress, especially during early mornings or late evenings.

RECYCLING / DISPOSING OF WASTE RESULTING FROM CONSTRUCTION WORK

- In respect of the construction work, the following measures have been identified to minimise the quantity of waste produced during the construction period, namely:
 - All waste resulting from the works will be segregated on site in suitable waste receptacles.
 - Resultant hard-core will be re-used where possible in the substructure.
 - Reusable materials will be identified on-site and removed for storage and re-use.
 - Recyclable materials will be removed from the site and processed in local and licensed facilities.

NOISE CONTROL

- We will adhere to the recommendations of BS5228-1, as far as is practically possible and proportionate, and aim to minimise noise levels during the execution of the works.
- As the project is small scale in nature, it is therefore expected that the proposed works would not cause significant noise pollution.
- In addition, sealed acoustic covers will be used as necessary during noisy activities and wherever practicable noise will be directed away or conducted away from sensitive locations.

LIGHTING CONTROL

- During the construction phase of the project, we do not foresee the need for any external illumination or floodlighting. The construction activities will primarily take place during daylight hours, and we have carefully planned our construction schedule to ensure that the work is completed within these periods.
- Our workforce will prioritise efficient use of natural light and employ appropriate temporary lighting solutions, such as portable work lights, when required for specific tasks or in low-light conditions. This approach aims to minimize light pollution, reduce energy consumption, and ensure compliance with local regulations and community standards.
- We will continuously monitor the need for external illumination and floodlighting throughout the project and will promptly address any unforeseen circumstances or changes that may require temporary lighting solutions, while still maintaining our commitment to sustainable and responsible construction practices.

SECURITY

- To ensure the safety and well-being of neighbouring residents and to prevent security breaches, the site entrance will be secured using access control systems, including gates, barriers, and fencing. These physical barriers will restrict unauthorized entry and ensure that only authorized personnel and vehicles have access to the site.
- All individuals entering the site will be required to wear identification badges or high-visibility vests.

- A Solar powered CCTV camera tower will be strategically deployed to cover sensitive areas of the site, including the entrance and storage areas. This will help deter security breaches and provide a means of reviewing incidents, if necessary.

NON-ROAD MOBILE MACHINERY (NRMM)

- To minimize the impacts of the construction process on air quality, all Non-Road Mobile Machinery (NRMM) will be registered and maintained according to the relevant local regulations. We will ensure that all NRMM meets emission standards and undergoes regular inspections and maintenance to optimize performance and minimize emissions.
- Our construction equipment will be fitted with appropriate emission control devices, such as diesel particulate filters (DPFs) and selective catalytic reduction (SCR) systems, to reduce the release of harmful pollutants into the atmosphere. We will strictly adhere to manufacturer recommendations for maintenance and cleaning of these devices.
- Where feasible and practical, we will prioritize the use of low-emission machinery, including electric or hybrid equipment, to further reduce air pollutants. This includes utilizing electric-powered tools, vehicles, and equipment whenever possible, while ensuring their suitability for the specific construction tasks.
- We will implement efficient fuel management practices, including using low-sulphur fuels and maintaining proper fuel storage and handling procedures. This will help minimize emissions from NRMM and reduce the potential for spills or leaks that could impact air quality.
- Dust is a significant contributor to air pollution during construction activities. We will implement effective dust control measures, such as water spraying, dust screens, and dust suppression agents, to minimize the dispersion of particulate matter into the air. These measures will be implemented in high-risk areas, such as earthworks, demolition, and material handling.
- We will regularly monitor air quality within and around the construction site to assess the effectiveness of our measures and identify any areas requiring additional attention. If necessary, we will take immediate corrective actions to mitigate any identified air quality impacts.
- All site personnel will receive training on air quality management practices, including the proper use and maintenance of equipment to minimize emissions. They will also be educated about the importance of adhering to dust control measures and other air quality protection protocols.

SURFACE WATER MANAGEMENT DURING CONSTRUCTION PHASE

- The initial phase of construction works will not involve the introduction of impermeable surfaces, thus during this initial phase there will be limited surface water runoff from the site, other than during high intensity rain. In which all water is not lost to infiltration or during prolonged wet periods where soil may become saturated.
- All materials, plant and all fuels, oils and chemicals will be stored in an impermeable bund within the site compound.
- The proposed surface water drainage system, including the carrier drains, silt traps, manholes, inspection chambers, and flow restriction equipment, will be constructed as early as is feasible in the construction process.

- Silt traps will be installed on each corner of the drainage system, these will also be installed as soon as the drain is functional to trap sediment on site to prevent silt building up within the outfall pipework.
- The surface water drainage system and new surfaces are to be checked and cleaned regularly throughout the construction phase and thoroughly cleaned prior to completion.
- Mud deposits will be controlled at the entry and exits to the site using wheel washing facilities and / or road sweepers.
- Tools and plant will be washed out and cleaned in designated areas within the site compound where runoff can be isolated for treatment before discharge to ground or surface water drainage under appropriate consent and / or agreement as appropriate.
- Debris and other material will be prevented from entering surface water drainage through maintenance of a clean and tidy site, provision of clearly labelled waste receptacles, grid covers and the presence of site security fencing.
- The length of haul roads will be kept to a minimum and will be watered regularly to keep dust down and cleaned regularly to prevent the accumulation of dust and soil deposits.
- Plant and wheel washing will be in a designated area located at least 10m away from any drainage systems. This area should be tanked and should not be allowed to discharge into the watercourse or infiltrate into the ground.
- Any fuels or liquids pollutants required to be stored at the site at any point during construction activities will be stored in appropriately sealed containers, and adequate care taken when using fuels and materials to ensure that spillages do not occur.
- Bunded fuel bowzers to be used at all times, this must be with a control 'nappy' under the inlet with pads and socks also present, with refueling to only be conducted by a designated person(s) under control of the Contracts Supervisor.
- The designated locations to refuel mobile plant is to be located at least 10m away from the drainage system.
- The site is to be secure to prevent any vandalism that could lead to a pollution incident.
- Additional measures:
 - Mortar to be mixed is to be located at least 10m away from any drainage systems.
 - Concrete wash water will be contained, prevented from entering any drain, and removed from site for appropriate disposal at a suitably licenced waste facility.
 - Site welfare facilities will be appropriately managed with all foul waste disposed of by an appropriate contractor to a suitably licenced facility.
 - Materials will be stored securely in designated areas with protection to stop misplacement of materials across the development site.
 - Lorries to be covered to avoid dust from aggregate deliveries or contaminating the site.
 - Spill kits are to be retained on site throughout the construction period with training provided to employees on how to use them.

5 ENVIRONMENTAL MANAGEMENT AND PROTECTION

The last section of this Statement presents the environmental mitigation and management measures relating to the construction of the development.

It details the monitoring strategy and respective responsibilities.

The following management and mitigation plans are proportionate to the development and the complexity of demolition and construction activities, concerning:

Table A	Geology, Soils and Groundwater
Table B	Surface Water
Table C	Flood Risk
Table D	Ecology and Biodiversity
Table E	Air Quality
Table F	Noise and Vibration
Table G	Traffic and Transport

6 ENVIRONMENTAL INCIDENT RESPONSE

In the event of an environmental incident, leak or spillage being discovered; we must:

ASSESS risks to personnel.

STOP the pollution at its source wherever possible to prevent any spillage being washed into the ground or into drains.

CONTAIN the spillage using spill kits to prevent it from entering any surface water body or into the ground.

NOTIFY relevant parties by stating clearly:

- Name;
- Organisation;
- Site;
- Description of the incident and its location;
- Date and time;
- Any injuries or harm to human health as a result of the incident; and
- Any immediate actions taken to mitigate the causes of the incident.

CLASSIFY the significance of the incident.

CLEAN-UP the incident using appropriate spill kits and other equipment and personal protective clothing, as necessary. If required, specialist response contractor/s should be utilised. Consider remedial actions to control and mitigate the incident as necessary, including actions to reduce the impact, damage, harm, and risk.

DISPOSE of contaminated absorbents and/or contaminated soils/waters as hazardous waste in accordance with waste management procedures.

INVESTIGATE and REPORT on the nature, scale, and extent of the incident, together with emergency response actions taken and recommended corrective actions to prevent recurrence. Any consequent learning's following the incident will be managed in accordance with our continuous improvement procedures.

7 ENVIRONMENTAL INCIDENT REPORTING AND INVESTIGATION

In the event of an incident of an environmental nature, staff and sub-contractors must immediately notify their manager in accordance with defined procedures for managing non-conformances.

For environmental incidents, the staff and sub-contractors should complete an issue and an appropriate report within twenty four hours of the incident taking place.

In the event that a substance has entered a drain, soaked into the ground, or been released to the atmosphere or ground in breach of permit conditions; or an unexpected discovery made of protected species, habitats, work in that location will cease as soon as it is safe to do so.

The incident will be reported immediately to the appointed HSEQ Manager, Senior Contracts Manager and Site Supervisor; who will consult with the relevant stakeholders on the appropriate course of action, including advice on further remediation and the need and responsibility for notifying the following regulatory bodies:

- The Environment Agency: in the event of a pollution incident impacting upon water, land, or air.
- Natural England: in the event of the identification and disturbance to a suspected protected species of animal, plant, or habitat.
- The Local Authority: in the event of a significant uncontrolled release of pollution to air, ground and/or water and which have impacted upon third party receptors.

Emergency services will also be notified as appropriate to the nature and scale of the environmental incident.

8 ENVIRONMENTAL INCIDENT RESPONSE TRAINING

All site personnel must be provided with appropriate induction and ongoing training on the environmental impact of the work they are conducting, including the necessary procedures for preventing and responding to a potential environmental incident.

Where appropriate to the contract, staff should be trained in environmental incident planning and response, including:

- Briefings on the procedures and incident plans that are in place at the site
- Participation in emergency drills;
- Participation in post-incident investigations;
- Training in the use of pollution incident response equipment;
- 'Toolbox' talks.

Evidence of such training should be available for inspection in the form of completed test plans, training records of staff and completed post-incident investigation reports.

9 AUDITING AND REPORTING

Compliance with the requirements of this Statement and statutory legislation will be monitored through routine inspections and audits.

- Periodic Checks – The environmental incident prevention arrangements will be inspected periodically to identify and address deterioration or inadequacies in the arrangements;
- Monthly Reporting – Performance in implementing practices and the occurrence of real incidents will be reported monthly, together with the lessons learned for incident prevention and control; and
- Periodic Audit – On a periodic basis, S&C Slatter will undertake an internal audit to monitor compliance with the requirements of this Statement.

TABLE A GEOLOGY, SOILS AND GROUNDWATER

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effect on existing offsite receptors and nearby properties from an increase in dust generated by on-site activities	All construction works will be carried out in accordance with best practice and the Health and Safety at Work Act 1974 which provides guidance to minimise risks to site operatives, adjacent land users and the environment. Fuel storage on-site to be carried out under best practice i.e. integrally bunded containers. Plant refuelling and maintenance to be carried out in designated areas using best practice techniques and any spills to be controlled with a spill kit. Use of water sprays to moisten construction material to prevent any potentially contaminated material from becoming airborne. This will only be undertaken where the site drainage is contained and where any contaminated runoff can be removed. Wheel wash facilities for site vehicles will be implemented on site to minimise the potential for contaminated material generated during construction activities being 'tracked out' onto public roads and potentially impacting on adjacent site users or local residents. The potential presence of contaminants and their associated risks will be detailed in toolbox talks which will be provided to all site staff during their site induction. Any potentially contaminated materials stored on site will be covered where possible. Road sweepers will be available as required to clean any track-out of material onto local roads.	Daily inspections of activities. Corrective action where necessary.	HSEQ Manager Senior Contracts Manager Site Supervisor All staff
Potential effect upon construction workers from the potential exposure / activation of	Construction workers will be given a toolbox talk covering the identification of UXO and the procedures required in the event of locating a suspicious object.	During key demolition and construction activities.	HSEQ Manager Senior Contracts Manager

unexploded ordnance	The presence of UXO and the associated risks will be explained to ground workers before they begin work in toolbox talks and during the site induction.		Site Supervisor All staff
Potential effects upon construction workers from exposure to potentially contaminated soil and groundwater	All construction works will be conducted in accordance with best practice and the Health and Safety at Work Act 1974 which provides guidance to minimise risks to site operatives, adjacent land users and the environment. Construction workers will wear personal protective equipment (PPE) such as gloves and face masks (where appropriate), and if necessary, disposable overalls to prevent dermal contact and the inhalation or ingestion of contaminated material. Standard hygiene measures will be taken by site workers (e.g., hand washing and only eating in designated areas). The presence of contaminants and the associated risks will be explained to ground workers before they begin work in toolbox talks and during the site induction.	S&C Slatter will prepare a Health and Safety (H&S) Plan to outline the appropriate PPE to be worn. Toolbox talks / site inductions provided to all site workers.	HSEQ Manager Senior Contracts Manager Site Supervisor All staff
Potential effect from contaminated land and materials	<u>Land</u> If contaminated land is found at any time during the construction phase, the following measures will be completed: - Immediately report in writing immediately to the Local Planning Authority; - Characterise the soil contaminant; - Conceive and submit a remediation scheme; - Implement the approved remediation scheme; - Prepare a submit a verification report to the Local Planning Authority for approval; and - Implement any necessary monitoring and maintenance works. <u>Imported fill materials</u> Where it is necessary to import fill or engineering fill materials to site for either	During key demolition and construction activities. If contaminated land is found, the Senior Contracts Manager will commission a suitably qualified organisation to undertake the ground investigation and prepare / implement a remediation strategy (if required).	HSEQ Manager Senior Contracts Manager Site Supervisor All staff

	permanent or temporary works from recycled or reused sources, these shall have been produced in compliance with: BS EN 13285:2018 Unbound mixtures. Specifications. Prior to accepting delivery of the first consignment of approved materials, S&C Slatter will undertake visual inspections and / or physical sampling and chemical analysis (as necessary) of fill materials imported to site to ensure compliance with specification, including an assessment of any non-compliant constituents. Materials failing to meet the agreed specification on either engineering or contamination grounds will be quarantined onsite and returned to the supplier, subject to any health and safety or waste management requirements.		
Potential effect on aquifers from an increase in infiltration and leaching of potential contaminants	Fuel storage on-site will be carried out in accordance with best practice i.e., integrally bunded containers. Plant refuelling and maintenance will be carried out in designated areas using best practice techniques and any spillages will be controlled with a spill kit. Guidance detailed in 'UK Water Industry Research (UKWIR): Risk Assessment for Water Pipes in Land Potentially Affected by Contamination' will be implemented (if contamination is identified) and appropriately protective pipes will be used. Trenches will be backfilled with clean imported material (if required). Imported materials and reused materials will be suitable for use in the development and subject to the required chemical analysis.	Daily inspections of activities. Corrective action where necessary.	Site Supervisor All staff
Potential effect on surface water	Refuelling of plant to take place off site if possible or only in a designated area at the site compound. Fuel storage on-site to be carried out under best practice. Fuel and other	Daily inspections of activities. Corrective action where necessary.	Site Supervisor All staff

	potentially polluting chemicals will either be in self-bunded containers, or will be stored in a secure, impermeable, covered and bunded area. All fixed plant used on site to be fitted with integral bunding. Plant refuelling and maintenance will be carried out using best practice techniques and any spills will be controlled using spill kits available on the site. An Emergency Response Plan will be prepared and included in the detailed Construction Method Statement. Spill kits and oil absorbent material is to be carried by mobile plant and located at high-risk locations on site. Construction workers will receive spill response training. Appropriate spillage management measures and disposal of any waste at a suitably licenced facility will be implemented.		
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TABLE B SURFACE WATER

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effects of surface water runoff contaminated with fine particulates as a result of construction works on-site	Construction of the development will be in accordance with best practice as set out in the following guidance documents: BS6031:2009 Code of Practice for Earth Works (2009) Manual of Contract Documents for Highway Works Volume 1 - Specification for Highway Works Series 600 Earthworks Construction Industry Research and Information Association (CIRIA) reports: CIRIA Report 697 (2007) The SuDS Manual CIRIA Report 648 (2006) Control of Water Pollution from Linear Construction Projects – Technical Guidance CIRIA Report 650 (2005) Environmental Good Practice on Site CIRIA Report 532 (2001) Control of Water Pollution from Construction Sites Environment Agency (2013) Pollution Prevention Pays in England and Wales Environment Agency Regulatory Position Statement: Temporary Water Discharges from Excavations (2015) Environment Agency Pollution Prevention Guidelines (PPGs), the most relevant of which being: PPG 1 - General Guide to the Prevention of Pollution (May 2001) PPG 2 - Above Ground Oil Storage Tanks (August 2011) (	During key demolition and construction activities. Daily inspections of activities. Corrective action where necessary.	Site Supervisor All staff

	PPG 3 - Use and Design of Oil Separators in Surface Water Drainage Systems (April 2006) PPG 6 - Working at Construction and Demolition Sites (March 2012) PPG 7 - Refuelling Facilities (August 2004) PPG 8 - Safe Storage and Disposal of Used Oils (February 2004) PPG 13 - Vehicle Washing and Cleaning (July 2007) PPG 18 - Managing Fire Water and Major Spillages (June 2000) PPG 21 - Pollution Incidence Response Planning (March 2009) PPG 22 - Dealing with Spills (April 2011) 2000) A temporary drainage system will be developed to prevent runoff contaminated with fine particulates from entering surface water drains onsite where these are not affected by earthworks, as necessary. Measures will include drain covers, sandbags, earth bunds, silt fences, grips, pumps, straw bales, or proprietary treatment. Should water not be of a standard suitable for discharge to the combined sewers or to ground, it will be pumped into bowzers and taken off site for appropriate disposal at a suitably licensed facility. If topsoil or subsoil is to be stockpiled for longer than a two-week period, material will be covered with geotextile mats. Should material be uncovered (present for less than two weeks) and there is indication of heavy rainfall, necessary measures will be implemented to manage any fine particulate laden runoff that is generated. Mud deposits will be controlled at entry and exits to the site using wheel		
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	washing facilities and / or road sweepers. Tools and plant will be washed out and cleaned in designated areas within the site compound where runoff can be isolated for treatment before discharge to ground or surface water drainage under appropriate consent and / or agreement with Environment Agency and / or LLFA as appropriate. Debris and other material will be prevented from entering surface water drainage through maintenance of a clean and tidy site, provision of clearly labelled waste receptacles, grid covers and the presence of site security fencing. When undertaking earth moving works, periods of wet weather will be avoided, if possible, to minimise the risk of generating runoff contaminated with fine particulates.		
Potential effect on water courses from spillages from redundant pipework / infrastructure, construction site welfare facilities	The site is to be secure to prevent any vandalism that could lead to a pollution incident. Construction waste / debris will be prevented from entering any surface water drains. Surface water drains on roads, or the compound area will be identified and where there is a risk that fine particulates or spillages could enter them, they will be protected (e.g. covers or sandbags). Concrete wash water will be adequately contained, prevented from entering any drain, and removed from site for appropriate disposal at a suitably licenced waste facility. In addition, any site welfare facilities will be appropriately managed, and all foul waste disposed of by an appropriate contractor to a suitably licenced facility. Any liquids exposed and / or spilt from redundant pipework / infrastructure will	During key demolition and construction activities. Daily inspections of activities. Corrective action where necessary.	Site Supervisor HSEQ Manager All staff

	also be disposed of at a suitably licenced facility.		
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TABLE C FLOOD RISK

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effects on buildings and infrastructure (onsite and downstream of the site) from flood risk	Where appropriate, this detailed Construction Method Statement (CMS) will take account of best practice guidance such as: BS6031:2009 Code of Practice for Earth Works Manual of Contract Documents for Highway Works Volume 1 - Specification for Highway Works Series 600 Earthworks Construction Industry Research and Information Association (CIRIA) Reports, most notably: C697 The SuDS Manual (2007) (specifically Chapter 21 covering construction) C692 Environmental Good Practice on Site (2010) C648 Control of Water Pollution from Linear Construction Projects – Technical Guidance (2006) C532 Control of Water Pollution from Construction Sites (2001) Environment Agency Pollution Prevention Pays in England and Wales (2013) Environment Agency Regulatory Position Statement: Temporary Water Discharges from Excavations (2015) PPG 3 - Use and Design of Oil Separators in Surface Water Drainage Systems (April 2006) PPG 6 - Working at Construction and Demolition Sites (March 2012) Appropriate temporary construction site drainage measures will be installed to control water on-site as necessary.	During key demolition and construction activities. Daily inspections of activities. Corrective action where necessary.	Site Supervisor All staff

	Attenuation measures will be put in place during construction to ensure that the runoff from site is not increased. A temporary drainage system will be developed for the site to ensure that this is met. The temporary drainage systems and systems of work will also take account of the potential for overland flow from outside of the site to cause flooding on site. The temporary drainage system will use drain covers and sandbags to prevent site runoff entering any existing drains on the site where these are not affected by earthworks. Silt fences, earth bunds, grips, and pumps will be used to contain, intercept, and convey runoff from across the site to dedicated areas for storage.		
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TABLE D ECOLOGY AND BIODIVERSITY

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effects on habitats and species within the site and adjacent to the site and species moving through the site during the demolition and construction works Potential effect from the degradation of habitats through air borne pollution during construction via construction / earthworks / demolition / tracking out. Potential effect from changes in air quality, resulting in habitat degradation due to nutrient deposition from exhaust emissions from on -site plant and vehicles (NOx). Potential effect on trees during the demolition and construction works	Areas will be dampened down during demolition and construction activities as required to assist with preventing dust pollution (detailed mitigation measures are set out in TABLE E Air Quality below). Water-assisted dust sweeper(s) will be used on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in frequent use. Activities that may affect air quality or generate dust will be located away from sensitive ecological features whenever possible. Dust screening and noise barriers installed to reduce effects upon the public would also reduce any temporary effects on breeding birds on and off site and change in habitat quality (detailed mitigation measures can be found in TABLE E Air Quality below). Noise related mitigation will include, but not be limited to, the avoidance of the unnecessary use of engines; use of rubber linings in, for example, chutes and dumpers; and screening will be used as appropriate. (TABLE 6 Noise and Vibration below provides more detailed mitigation.) If vehicles are left standing at the construction site for significant periods of time, their engines will be turned off. Appropriate pollution prevention measures will be implemented where necessary to minimise pollution risk. Oils and hazardous waste (if applicable) will be stored appropriately to minimise pollution risk including compulsory use of bunded fuel	During key demolition and construction activities. Daily inspections of activities. Corrective action where necessary. Maintain a watching brief for the presence of ecological and biodiversity receptors.	Site Supervisor All staff

	browsers, drip trays and spill kits on site. Lighting during construction is to be minimised at the site compound(s) and in the works area in order to avoid affecting bats and birds. If lighting is required, it is to be low level and hooded and not illuminate vegetation. All holes / trenches / excavations left open over-night are to be covered, where feasible, or if this is not possible an escape route must be provided e.g. sloping one side of an excavation to allow any animals to exit or provision of a ramp. Contractors will be briefed of the construction zone boundary and its importance and will not be permitted to go beyond this. Reasonable Avoidance Measures (RAMs) will be produced and supplied to contractors. This will describe best practice measures and inform contractors what they should do in the event that ecology and biodiversity are encountered during demolition and construction works.		
Species	<u>Amphibians</u> Although the likelihood of harming amphibians during the works is considered to be very low, site workers should remain vigilant at all times and contact the ecological consultant for advice should any amphibian be encountered during the works. Any excavations should be ramped up or covered overnight and checked each morning for animals. <u>Reptiles</u> As no scrub or tall ruderal vegetation is to be removed, the likelihood of encountering reptiles during the works is extremely low. However, site workers should remain vigilant at all times and contact the	Awareness briefings / site inductions provided to all site workers. Signage / posters / information displayed in site compound / site office. Careful scheduling of any habitat clearance. Specialist ecologist support if necessary. Daily inspections of activities.	Site Supervisor All staff (Potentially) ecologist

	ecological consultant for advice should any reptile be encountered during the works. Any excavations should be ramped up or covered overnight and checked each morning for animals. <u>Bats</u> It is recommended that no night work is undertaken during construction in order to prevent disruption to foraging and commuting bats that may be utilising the site. <u>Badger</u> There is potential to harm commuting or foraging badgers during construction, and the following precautionary measures are therefore recommended: any open deep excavations should be sloped to prevent entrapment; any hazardous materials should be stored in a secure store. And if at any time prior to or during the works, a badger or badger set is noted on site, the ecological consultant should be contacted immediately to provide further advice.	Contingency arrangement/s within construction programme if any reptile and amphibian relocation is necessary.	
Arboriculture	All trees close to the construction zone (surrounding the development site) are to be protected in line with BS5837:2012 Trees in Relation to Construction. Appropriate warning signs are to be fixed to all tree protection fencing. Root Protection Areas (RPAs) will be fenced and works traffic will avoid these areas, preventing tree damage and unnecessary loss.	Daily inspections of activities. Corrective action where necessary. Specialist arboriculture support where necessary.	Site Supervisor All staff (Potentially) arboriculturist

TABLE E AIR QUALITY

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effects to residential receptors surrounding the development from emissions from demolition and construction activities at the site, construction traffic and non-road mobile machinery (NRMM).	<u>General communication</u> A stakeholder communications plan (that includes community engagement before work commences on-site) will be developed and implemented. The name and contact details of person(s) accountable for air quality and dust issues will be displayed on the site boundary. This may be HSEQ Manager, Senior Contracts Manager or Site Supervisor. S&C Slatter's head office contact information will also be displayed. <u>Site management and monitoring</u> All dust and air quality complaints will be recorded, and causes identified. Appropriate remedial action will be taken in a timely manner with a record kept of actions taken including of any additional measures put in-place to avoid reoccurrence. Any exceptional incidents that cause dust and / or air emissions (either on or off-site) will be recorded, and the action taken to resolve the situation recorded. <u>Preparing and maintaining the site</u> Where practicable, solid screens or barriers will be erected around dusty activities or the site boundary that are at least as high as any stockpiles on site. Where practicable, site or specific operations (where there is a high potential for dust production and the site is active for an extensive period) will be fully enclosed. Where practicable, site runoff of water or mud will be avoided.	An accountable person will be appointed for the duration of the site works and will be available on-site to deal with any nuisance complaints. During key demolition and construction activities. Daily inspections of activities. This will also check for any dust tracking on local roads and visual dust plumes, which may require remedial action. All dust and air quality complaints will be recorded, and causes identified. Appropriate remedial action will be taken in a timely manner with a record kept of actions taken including of any additional measures put in-place to avoid reoccurrence. Any exceptional incidents that cause dust and / or air emissions (either on or off-site) will be recorded, and	HSEQ Manager Senior Contracts Manager Site Supervisor All staff

	Site fencing, barriers and scaffolding will be kept clean using wet methods. Where practicable, seed or fence stockpiles will be covered to prevent wind whipping. <u>Vehicle operation, NRMM and sustainable travel</u> The use of diesel- or petrol-powered generators will be avoided, and use will be made of mains electricity or battery powered equipment where practicable. A maximum-speed-limit of 5mph will be imposed on all haul roads and work areas. A Construction Logistics Plan (CLP) will be produced to manage the sustainable delivery of goods and materials. <u>General operations</u> Only cutting, grinding, or sawing equipment fitted with (or in conjunction with) suitable dust suppression techniques such as water sprays or local extraction will be used, e.g. suitable local exhaust ventilation systems. Only enclosed chutes will be used, and skips will be covered. Minimise drop heights from loading shovels, hoppers and other loading or handling equipment and use of fine water sprays on such equipment wherever appropriate. Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. <u>Measures specific to demolition</u> Effective water suppression will be used during demolition operations e.g. handheld sprays, which are more	the action taken to resolve the situation recorded.	
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	effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground. <u>Measures specific to earthworks</u> Hessian, mulches or trackifiers will be used where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. Where practicable, only the cover in small areas will be removed during work and not all at once. Stockpile surface areas will be minimised to reduce the area of surfaces exposed to wind pick-up. Where practicable, windbreak netting / screening will be positioned around material stockpiles and vehicle loading / unloading areas, as well as exposed excavation and material handling operations, to provide a physical barrier between the site and the surroundings. Where practicable, stockpiles of soils and materials will be located as far as possible from sensitive properties, taking account of the prevailing wind direction. <u>Measures specific to construction</u> Scabbling (roughening of concrete surfaces) will be avoided, if possible. Bulk cement and other fine powder materials will be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent the escape of material and overfilling during delivery. For smaller supplies of fine powder materials, bags will be sealed after use and stored appropriately to prevent dust.		
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	All construction plant and equipment will be maintained in good working order and not left running when not in use. <u>Measures specific to track-out</u> Water-assisted dust sweeper(s) will be used on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in frequent use. Vehicles entering and leaving sites will be covered to prevent the escape of materials during transport. On-site haul routes will be inspected for integrity and necessary repairs to the surface will be instigated as soon as reasonably practicable. All inspections of haul routes and any subsequent action will be recorded. A wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) will be implemented. <u>Measures specific to off-site emissions</u> To minimise the impact of construction traffic, all construction vehicles will be Euro VI (6) compliant.		
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TABLE F NOISE AND VIBRATION

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effects on noise sensitive receptors during construction activities	Risk Assessment Method Statements (RAMS) will be scrutinised and authorised before work commences to ensure the requirements noise and vibration statutory nuisance are controlled under the Environmental Protection Act 1990 are understood and factored into working methods. The hours of operation of some plant items will possibly be limited (e.g. a two hours on / two hours off approach). Where necessary and feasible, temporary noise barriers will be positioned around noisy plant items or work areas, to reduce noise levels at the adjacent noise-sensitive receptors. Where reasonably practicable, low vibration working methods will be employed. Plant will be carefully selected to minimise the potential for vibration. As far as possible, vibration will be controlled at source and the spread of vibration will be limited. Where reasonably practicable, plant and / or methods of working likely to cause significant levels of vibration at sensitive receptors will be replaced by other less intrusive plant and / or methods of working. Any equipment that generates significant vibration will be, if possible, selected in terms of its vibration output characteristics. Preference will be given to equipment that generates vibration outside the 10-40 Hz frequency range. No amplified sound shall be generated at any time within the site or at any time in the course of carrying out any phase of works for the development.	An accountable person will be appointed for the duration of the site works and will be available on-site to deal with any nuisance complaints. During key demolition and construction activities and act on any deviations from this CEMP. Daily inspections of activities. Appropriate remedial action will be taken in a timely manner with a record kept of actions taken including of any additional measures put in-place to avoid reoccurrence. Any exceptional incidents that cause noise and / or vibrations (either on or off-site) will be recorded, and the action taken to resolve the situation recorded.	HSEQ Manager Senior Contracts Manager Site Supervisor All staff

	This constraint shall not apply in the event of emergencies or emergency drills to the extent necessary to deal with an emergency or drill, or other health and safety requirements. This constraint will also not apply to the amplified noise generated by construction plant as a reversing alarm. Electrical items of plant will be used instead of diesel plant where possible particularly in sensitive locations. Plant will be started up sequentially rather than simultaneously. Internal haul roads will be well maintained and avoid steep gradients where possible. Loading/unloading activities will be located away from residential properties and shielded from those properties where practicable. Drop heights of materials will be minimised. Continuous noisy plant will be housed in acoustic enclosures, where practicable. Effective exhaust silencing and plant muffling equipment will be fitted and maintained in good working order. Static plant known to generate significant levels of vibration will be fitted with vibration dampening features. Equipment will be well maintained and where possible will be used in the mode of operation that minimises noise. Plant and equipment will be shut down when not in use. Semi-static equipment will be sited and orientated as far as is reasonably practicable away from occupied buildings and, where feasible, will be fitted with suitable enclosures.		
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	Mobile construction plant will be located, as far as is reasonably practicable, away from adjacent occupied buildings or as close as possible to noise barriers or site hoardings to provide additional screening from sensitive noise receptors. Materials will be handled in a manner that minimises noise. Vehicles will not wait or queue on the public highway with engines idling. Reversing alarms will incorporate one of the following features where practicable – directional sounders, broadband signals, self-adjusting sounders, or flashing warning lights. Alternative comparable systems may be used to minimise noise and nuisance from reversing alarms.		
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TABLE 7 TRAFFIC AND TRANSPORT

Potential Effect	Management / Mitigation Measure	Monitoring Requirement	Responsibility
Potential effect on the highway network and pedestrians from the movement of demolition and construction related traffic	A Construction Traffic Management Plan (CTMP) will be implemented for this contract to provide detailed guidance how the proposed construction activities and associated transport requirements will be organised and managed. This plan will contain measures such as (but not limited to): Access routes to and from the site by heavy goods vehicles (HGVs) will be agreed with the local planning authority prior to works commence, with the strategic road network being used as far as possible. The site entrance will be maintained and kept clean and clear. Water-assisted dust sweeper(s) will operate when required to ensure no mud is left on the highway network as a direct result of the works. All materials containers leaving site will be appropriately covered to avoid soiling of the roads and highway. Loading / unloading of materials and equipment will occur within the site boundary and no unloading of vehicles will take place on Hampton Road. All deliveries will be managed through a web-based delivery system which will prescribe each delivery vehicle with a specified time of arrival, to prevent several vehicles arriving at the site simultaneously. The system will manage circumstances such as vehicles being delayed on route and arriving after the allotted time. In the event of an unplanned situation occurring on-site, an agreed contingency plan will be implemented,	During key demolition and construction activities and act on any deviations from this CEMP. Daily inspections of activities.	HSEQ Manager Senior Contracts Manager Site Supervisor All staff

	such as using the haul road to temporarily stack vehicles or delaying the arrival of a delivery by using the off-site designated temporary parking facility or ultimately cancelling a number of deliveries and rescheduling them. All car parking for staff or operatives will be provided on-site. Workers will be encouraged to use sustainable modes of transport including public transport, cycling or on foot whenever possible. Wheel wash and jet wash facilities will be utilised throughout the various stages of the project. These facilities will be set up local to the construction site entrance. A perimeter hoarding of 2m in height will be installed to segregate the works from the adjacent public footpaths and highways. Safety notices will be erected on a frequent basis to notify pedestrians of the construction work. This signage will be both written and visual images to convey the dangers associated with construction sites. The construction site will be monitored time-lapse video. All project vehicles, including off-road vehicles, will hold current MOT certificates, where applicable and where required due to the age of the vehicle and that they will comply with exhaust emission regulations for their class. The site compound will be secure from third party access. When compounds are not in active use (out of core hours), materials stores, and plant will be locked to prevent unauthorised use which could cause a pollution incident. Mobile plant parked overnight within the site will also be locked to prevent unauthorised use.		
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	Key authorities and stakeholders will be consulted to ensure effective co-ordination with other developments as required, together with comprehensive delivery and monitoring of construction activity.		
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