

TMT

Construction
Environmental
Management Plan

Albert Bridge House,
1 Bridge Street,
Manchester, M60 9AF

Commercial Build and
Refurbishment Specialists

Construction Environmental Management Plan

Project Information

Client: Oval Properties 1801 Ltd c/o Oval Real Estate Ltd

Project Commencement: May 2023

Planning Application Number: 135834/FO/2022

Contract Administrator: Savills

Planning Consultants: Deloitte

Principal Contractors: TMT Commercial Contractors

Section 5 Comments: Prior to the commencement of any construction, including demolition, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The approved management plan shall include details relating to construction access, hours of construction, the location of the contractors compounds, cabins, material storage areas and contractors parking and a scheme for the management and suppression of dust from construction activities including the provision of a vehicle wheel wash. It shall also include a method of demolition and restoration of the site. All site operations shall then be undertaken strictly in accordance with the approved CEMP for the duration of the construction programme.

Reason: In order to minimise the impact of construction activity on the surrounding environment in accordance with section 11 of the National Planning Policy Framework. A negative, pre-commencement condition is necessary because full details of construction management have not yet been provided and must be approved before full construction works commence on the site.

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Executive Summary

The construction works to be carried out at Albert Bridge House can affect the environment in several ways. It is important to ensure adequate control measures are adopted to prevent harm to the environment and protect human health.

This Construction Environmental Management Plan (CEMP) provides the vehicle through which the environmental impacts associated with the works will be managed. In summary this plan:

- Identifies the environmental issues associated with the works.
- Sets out the mitigation and management measures for the environmental issues.
- Describes the monitoring of the key environmental issues.
- Describes how the requirements of the CEMP are implemented, particularly with regards to protocols and procedures.
- This plan must be used in conjunction with the site construction phase management plan;
- This plan aligns with the control of dust and emissions during construction and demolition is to be used in conjunction with the air quality and dust management plan.

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Revision History

Version	Date	Section	Changes
Initial Issue	11.05.2023		

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List of Abbreviations

Abbreviations	In Full
CEMP	Construction Environmental Management Plan
EA	Environment Agency
SPG	Supplementary Planning Guidance
RPS	Regulatory Position Statement
WTN	Waste Transfer Note
HWCN	Hazardous Waste Consignment Note
NRMM	Non-Road Mobile Machinery
RAMS	Risk Assessment & Method Statement
JK	Japanese Knotweed
GH	Giant Hogweed

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1. Introduction

1.1. Purpose and Scope

Selective demolition, reconfiguration and external alterations to retained buildings to provide changes to car parking layout and general layout of the previous land. This Construction Environmental Management Plan (CEMP) is designed to satisfy the Pre-commencement Planning.

The CEMP provides the vehicle through which the environmental impacts associated with the works will be managed and is aligned with the air quality and dust risk assessment. In summary this plan:

- Identifies the environmental issues associated with the works.
- Sets out the mitigation and management measures for the environmental issues.
- Describes the monitoring of the key environmental issues.
- Describes how the requirements of the CEMP are implemented, particularly with regards to protocols and procedures.
- This plan must be used in conjunction with the construction phase management plan.
- This plan aligns with the control of dust and emissions during construction and demolition and is to be used in conjunction with the air quality and dust management plan.

1.2. Aim of the CEMP

Successful implementation of this CEMP will help to:

- Limit the environmental impact of the works.
- Ensure a proactive approach to the management of environmental issues with a commitment to continual improvement of the site's environmental performance.
- Ensure full compliance with environmental legislation, environmental contractual requirements and other environmental obligations.
- Ensure that all staff are aware of their responsibilities regarding management and improvement of environmental issues.
- Meet the requirements of key stakeholders.

1.3 Health & Safety

Health and Safety is of paramount importance. The Principal Designer has already been appointed for the scheme, their responsibilities include to Plan, manage, monitor, and coordinate health and safety in the pre-construction phase of the project. This includes Identifying, eliminating or controlling foreseeable risks; ensuring designers carry out their duties. To prepare and provide relevant information to other duty holders. Provide relevant information to the principal contractor to help them plan, manage, monitor, and coordinate health and safety in the construction phase.

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During the construction phase the site will be always kept secure. A secure hoarding will form the perimeter, site gates will only be opened when a delivery is being received or leaving site. Access into the work area will be controlled by a manned gate, this will ensure only suitably trained and safety inducted personnel are given access to the site.

All subcontractors and their employee's health and safety competence will be checked prior to being given access to site.

All Risk Assessments and Method Statements will be scrutinised prior to works being carried out on site.

Within the Site Cabin, Welfare area and upon the Site Entrance, emergency contact details will be listed in case of any emergencies including, accident/incident/near miss, fire, environmental accidents etc.

In case of an accident/incident/near miss, the contract administrator shall be notified immediately in the event of an accident/incident/near miss by telephone which shall be followed up by an email summary of events by the next working day. An accident investigation report must be available within 4 working days from the date of the incident.

H&S Manager will be responsible for reporting RIDDOR's following an accident/incident occurred onsite, following a full investigation.

1.4 Environmental Management

Noise will be controlled as far as reasonably practicable, plant and equipment utilised on site will be modern that conform to all current legislation.

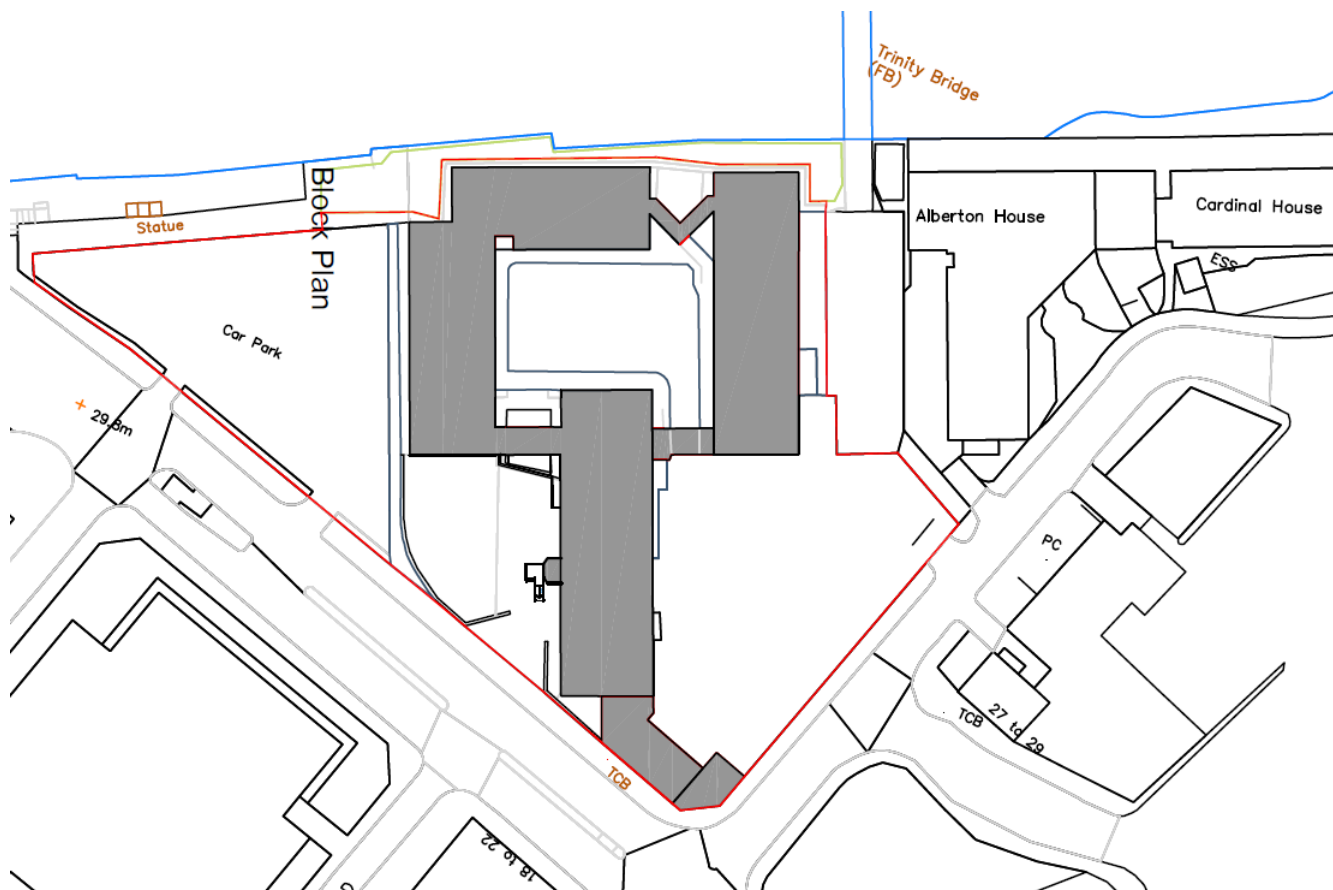
Dust will be controlled using suppression systems, Bowser's & in-built dust suppression techniques will be present to ensure the area is damped down. Waste materials will also be sprayed to ensure residual dust is dampened and suppressed. During general clean-up operations brooms will be avoided where possible, with the preference being to use vacuum's.

The Highway will be kept clean by minimising access for road going vehicles into the footprint of the building. When this cannot be avoided vehicle wheels will be cleaned prior to re-accessing the highway.

Vibration monitoring will be monitored throughout the project. HAVS records will be onsite and updated on a daily basis.

All necessary and practicable measures to control dust emission through good housekeeping, and site operational practices shall be carried out, including the suppression of loose material on vehicles carrying waste materials. Dusty floors will be vacuumed rather than swept, and where required will be damped down.

During any demolition works the use of bowser's / hoses may be implemented, this will reduce the quantity of airborne dust emission to a practicable level.



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Figure 2: Site Set Up



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2.2. Description of Works

The works generally comprise:

- Demolition works of existing of block's 1, 3, 6 & 18
- Strip out works of all interior areas in block's 1, 3, 6 & 18
- Asbestos Removal Works
- New Fencing Works

Programme of Works

Block 1 – Asbestos Removal – 1 week

Soft Strip – 2 weeks

Scaffold installation/removal – 2 weeks

Demolition – 3 weeks

Unknowns/Remedial Works – 2 weeks

New Fencing – 1 week

Block 3 – Asbestos Removal – 2 weeks

Soft Strip – 2 weeks

Scaffold installation/removal – 2 weeks

Demolition – 4 weeks

Unknowns/Remedial Works – 2 weeks

New Fencing – 1 week

Block 6 – Asbestos Removal – 4 weeks

Soft Strip – 6 weeks

Scaffold installation/removal – 3 weeks

Demolition – 5 weeks

Unknowns/Remedial Works – 2 weeks

New Fencing – 2 week

Block 18 – Asbestos Removal – 15 week

Soft Strip – 28 weeks

Scaffold installation/removal – 5 weeks

Demolition – 12 weeks

Unknowns/Remedial Works – 2 weeks

New Fencing – 2 week

Construction Methodology

Operation No 1: Site Establishment

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The boundary of the site will be established using 2.0m high heras fencing with rubber footing blocks and double clips. The boundary of the site and agreed areas of works have been established by the client and the Contractor will erect the fencing as per the agreed boundary of the works. Additional 2.0m high heras fencing will be utilised around the site as segregation, exclusion zones, tree protection etc and to form the site compound / welfare area.

Temporary works register will be completed and fencing will be inspected daily as part of the pre-start inspection/

Warning signs (as described below) will be displayed at the appropriate points around the perimeter of the site:

- Danger Demolition in Progress
- Danger Demolition Drop Zone
- Warning to Public / Parents
- Heavy Plant in Operation.

Prior to any works commencing on site and before any structural demolition works a thorough, systematic search of the building is to be undertaken by TMT's site manager to ensure no trespassers, other unauthorised persons or site personnel are within the building. The integrity of the exclusion zone will be checked at the beginning and end of every working day and after breaks to ensure, so far as it is reasonably practicable to do so, that no person is within the remains of the building. Once demolition has commenced no person is to enter the buildings.

Operation No 2: Soft Stripping

A refurbishment and demolition survey has been completed for the building in accordance with HSG 264. The scope of works involves removals of asbestos identified during the survey. TMT will directly appoint a contractor with an Asbestos Analyst/Contractor to carry out a four-stage clearance during and following completion of the works, and review and comment upon our scope of removal once this has been developed. ASB5 notice will be required & provided by said Contractor, due to the quantity of ACM's to be removed, and risk profile of those contaminants identified.

The Contractor employees trained CAT B asbestos removal personnel will remove, bag and dispose of the asbestos containing materials as per the control of asbestos regulations 2012, their training and as the procedures set out in any subsequent amendment to this MS and the relating Risk Assessments which will have been reviewed by the Clients Asbestos Analysts.

An exclusion zone will be formed around the building using the building envelope, the envelope of adjacent buildings and 2.0 m high anti climb fencing were necessary.

Warning signs (as described below) will be displayed at the appropriate points around the perimeter of the exclusion zone:

- Danger Demolition in Progress
- Danger Demolition Drop Zone
- Warning to Public / Parents

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- Heavy Plant in Operation.

Risk assessments for this process; for the tools, plant and equipment which will be utilised to undertake this work and for the associated hazards are recorded in a separate document. The risk assessments and this method statement are mutually complementary.

Exclusion zones will be established around the works areas using pedestrian barrier fencing or heras fencing.

The soft stripping works incorporate removal of most materials from blocks 1, 3, 6 & 18 including some M&E. The building's is being demolished as part of our contracted works. As stated, these works also included removal of some M&E from the buildings including electrical equipment, plant, pipework, duct works etc, internally and externally throughout the building.

Soft stripping as the name suggests is the removal / stripping of all / most of the soft materials within a building, this is generally, carpets, loose furnishings, doors, panelling etc., mainly anything that is not structural or integral to the building. Where it is possible materials can be left within the building and removed during the demolition process and where possible this will be done to minimise the manual handling and exposure of operatives to musculoskeletal injury.

The nature of the work is such that manual handling is unavoidable. Toolbox talks will be held on this subject at intervals during the work to ensure operatives do not put themselves at risk of musculoskeletal injury due to their work. The toolbox talk will draw on the guidance in the HSE's publication "Getting to Grips with Manual Handling" INDG143.

Pedestrian access to the works area will be via specified routes to be confirmed by the Contractors site manager during the site induction. Operatives are to use only the specified routes to and from the works areas.

Heras fencing or pedestrian barriers will be used as edge protection.

In general, soft-stripping is a reverse of the fitting-out of a building; thus carpets and floor coverings are removed first followed by "second-fix" features then "first fix" features and finally internal non-structural walls.

Working sensibly and systematically away from the building access point, demolition operatives will first remove all loose furniture. The arising's will be transferred by pallet truck or similar to an opening on the floor where the work is being undertaken and discharged into an exclusion zone from where, the using the plant on site, it will be mechanically re-handled into a skip for subsequent removal to a recycling facility or transfer station.

Using hand tools, the demolition operatives will then strip out all identified doors, frames, windows, timber of any description, (not appertaining to roof or main structure) toilets, pipe work, ducting, electrical items, carpet, blinds and any debris.

Any features at height are to be accessed using a razordeck, podium tower, hop up and or scaffold tower.

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All arising's from the soft stripping works will be transferred to skips located in the exclusion zone using the demolition spec excavator for subsequent removal to a recycling facility or transfer station.

Arising's from the work on upper floors of buildings will be deposited directly into the skips wherever possible, which will be in a fenced drop zone. Alternatively, materials will be retrieved using the skid-steer dumper with grab attachment and or the demolition spec excavators which will be used to convey the material to the skips. It will be the responsibility of the site supervisors and site manager to ensure that suitable drop zones are maintained, and that fencing integrity will be in place (most notably immediately after removal of skips).

Operatives will lift down all tiles from within the frame of any suspended ceilings and arising's will be transferred to the drop zone or skid steer loader, where possible electrical equipment and any suspended ceilings etc will be left in place and removed during the subsequent demolition works using demolition specification plant fitted with appropriate attachments.

Timber 'stud walls' will be dismantled and removed, segregation and disposal during the demolition works. These materials will be loaded into appropriate skips using demolition specification plant for disposal at a suitably licensed waste treatment/recycling facility.

Using hand tools, the demolition operatives will then strip out all identified doors, frames, windows, timber of any description, (not appertaining to roof or main structure) toilets, pipe work, ducting, electrical items, carpet, blinds and any debris.

Any internal features at height are to be accessed using a razordeck, podium tower or scaffold tower. Any external features at height are to be accessed using a MEWP. Only trained, certified operatives are to use MEWP's and harnesses ('in-date') will be provided to all operatives undertaking works using elevated platforms.

Where the above cannot be applied to specific tasks, TMT reserve the right to generate and issue a supplementary method statement and complementary risk assessments which will be done in a timely manner prior to the works described being undertaken and allowing sufficient time for the adequacy of the documentation to be confirmed by TMT's site manager.

Once the soft stripping works have been completed and approved by the site manager, he will then sign the soft stripping works as complete and approve the buildings for demolition.

Demolition of Blocks 1, 3, 6 & 18

Demolition of the superstructure of all the buildings on site will be undertaken exclusively by mechanical means using demolition-specification excavators with appropriate attachments. Demolition will commence when all asbestos-containing materials have been removed and any manual soft-stripping necessary completed. Block 18 will be demolished utilising a tower crane working down until an excavator/brokk machine can continue the demolishment from the ground.

The area around the buildings will be segregated and drop zones established using heras fencing with appropriate signage attached. Entry will be restricted to demolition personnel only. Banks men will be positioned at points

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outside of the demolition zone to ensure no unauthorised access into the demolition zone during the building demolition. Scaffolding and debri netting will be installed on Block 1 (North Facing), Block 6 (North & East Facing), Block 3 (East & North Facing) & Block 18 (East, North & South Facing) protection River Irwell, Pedestrian walkways, neighbouring properties and NCP car park located on Bridge Street.

Plant operators to take precautions and allow maximum clearance between the walls and themselves when working near / adjacent to blocks / walls of buildings being retained or when undertaking demolition and breaker works to remove slabs and foundations etc, especially adjacent to any buildings in case of unexpected wall collapse. Operators are expected to review and check their works area regularly and before / after works to check adjacent walls / blocks for any signs of structural movement (cracks etc). Any concerns are to be raised to the site manager immediately and works suspended and the area cordoned off until the area has been checked by a structural engineer and they have given the all clear to resume works.

Banksmen provided during demolition / breaker works are to be kept out of the demolition areas when demolition works & or breaker works are being undertaken. The plant operator must ensure the area is checked and clear before allowing operatives to enter. Banksmen will not be permitted to work near or under any blocks / walls within the demolition area.

Firstly, using the selector grab attachment on the demo spec excavator the operator will fold in a section of the buildings front wall allowing all arisings to fall into the building footprint and onto the buildings concrete ground slab, during this process the operator will grab and remove any cladding, doors and windows and either place them directly into skip or they will be placed away from the immediate works area for processing and loading into skips later. Once a section of the external wall has been removed the operator will then remove a section of the roof structure.

Again, using the grab attachment, the operator will grab a section of the roof structure and remove it from the building, during this process, sections of the roof will lower into the footprint of the building. The section of roof removed will either be placed directly into a skip or placed away from the immediate works area for processing and loading into skips later. Once a section of the roof has been removed the operator will then remove a further section of the buildings brick walls.

Using the grab attachment the operator will remove further sections of the front and side walls exposing further sections of the roof structure and any internal walls allowing all arising to fall to the foot of the building and within the building footprint Any remaining timber, doors, windows, steel and or general waste will be removed from the buildings during this process and placed in relevant skips for disposal.

Throughout the demolition process an operative will be present and will act as banksman for the machine and will also assist with the clean-up of the buildings during and after the demolition.

Once a section of the external walls has been removed the operator will then remove a further section of the roof structure, again allowing the concrete roof tiles to drop within the building's footprint. The operator will continue this process, firstly removing sections of the external walls inc any windows, doors, cladding etc, then a further section of the roof structure, then any internal walls etc gradually and systematically working through the building until the entire building has been demolished and the operator reaches the link section of the building.

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Once the building has been fully demolished all the general waste, wood, metal etc will be segregated and placed into skip, the hardcore materials generated will be stockpiled on the buildings slab ready for processing and crushing later.

Once the building has been demolished the operator will then demolish the link section of the building working from the 1-storey, 3-storey, 6-storey and 18-storey building.

Buildings will be demolished in a systematic programme of works. Block 6, 1, 3 & 18 will be the process working anticlockwise to enable the scaffold to be erect and dismantled once the buildings are demolished.

2.3. Construction Access

Construction access will be through the main gates on St Marys Parsonage where a security hut will be located. Site Access will be clearly sign posted with 'Site Entrance' on the main entrance & 'Vehicle Entrance' on each vehicle gate. Once onto site, directional signage will be present to direct operative parking, heavy goods vehicles, deliveries and waste removal wagons. Access points will be kept locked at all times unless supervised to prevent unauthorised entry.

Swept path analysis has been completed prior to commencement to ensure the space required has been evaluated and calculated for the largest vehicle (visiting site) making turning manoeuvres when onsite and entering/leaving site. The attached analysis demonstrates that the vehicle can effectively access the compound, although banksmen will be required during accessing and egress the site. These will be in place during access and egress site. One either side of the vehicle to managed traffic and pedestrians. Additional banksmen will be provided upon request and if required to manage better.

[illegible]

TMT's designated working hours are 07:00 – 16:00 Monday – Friday with a view of working over the weekend if required. Any heavy noisy works will be completed after 08:00 due to the neighbouring residents to the South and East of the site. Deliveries and waste removals will be scheduled later in the day to prevent any excessive noise creation and to minimise disruption.

Please view figure 2 for a full site layout. On the site plan, you will see designated Site Offices, Site Canteens, Storage containers, Skips and contractors parking. Each compound will be completely fenced off using heras fencing. Fencing will have either a pedestrian gate, to allow operatives to walk freely round site, or vehicle gates to direct operative parking or any heavy goods vehicles entering site.

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During the construction works various environmental aspects will take place giving rise to risk on site. A risk assessment has been produced which outlines the aspects and impacts likely to cause significant adverse environmental effects.

3.1. Water Management & Pollution Prevention

All water discharges are classed as a trade effluent by the Environment Agency/ Regulatory Body including but not limited to:

- Pumping to bowzers for suppression
- Dewatering
- Washing down equipment & local trees/plant
- Water or slurry from vehicle wheel washers

If discharge of site waters is required to foul water drain, then permission will be sought from the local water authority and sediment removal will be required.

If discharge of site water is required to surface water drain, then the necessary discharge permit / consent can be obtained from the Environment Agency (EA). No water will be discharged into the River Irwell at any point.

If waters on site are not able to be discharged to foul water or surface water drain, then the water will be collected and tankered off site as waste using a registered waste carrier to an authorised water treatment plant.

The EA Regulatory Position Statement (RPS) may be used if the discharge to surface drain is short term uncontaminated water which is wholly or mainly rainwater from an excavation. If the conditions of the RPS can be followed, then a risk assessment must be in place before pumping commences.

All surface water and foul water drains will require protection from uncontrolled site run off which may be contaminated with silt, oils, concrete/cement, chemicals or litter. The drains will be marked up on the site plan, and colour coded on site, red for foul drains, blue for surface water drains. Materials and COSHH will be stored away from site drains, and the site operatives will be trained on surface water management.

Given the work activities taking place on site, mitigation measures will be in place to prevent pollution to the sensitive areas of the site. These measures comprise of the following:

- Drain protection installed to prevent uncontrolled surface run off waters entering unauthorised drains.
- Environmental permit / consent may be obtained from the EA / Local Water Authority before discharge takes place to either foul or surface water drains, if required
- A sediment removal system will be installed if required.
- Onsite water testing will be carried out for parameters such as sediment, if required. Any anomalies will be reported immediately, and discharge ceased.
- Re-fuelling will not take place within 10 metres of surface waters or surface water drains. Re-fuelling of the site cabin will only be taking place onsite.
- Immediate action will be taken if any high levels of sediment are identified which could cause pollution.
- Mitigation actions will be implemented immediately.
- Pollution will be controlled at source whenever possible.

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- Site activity will cease works if high levels of sediment are identified caused by site activities.
- Environmental representatives will be consulted if in doubt.
- Training will be given to the site operatives outlining these mitigation measures.

Oil and Fuel Spillages

In the extremely unlikely event that oil or fuel is leaked on site, this will be within designated fuelling areas that are populated with spill kits. A spill kit will be utilised to contain the spill and absorb the material allowing a full clean-up of the area to be undertaken.

3.2. Statutory Nuisance

3.2.1. Noise & Vibration

Noise pollution and vibration has the potential to create a statutory nuisance. This can disturb local wildlife, residents and businesses.

In the event of a noise complaint, the Local Authority has the power to stop the works if noise is causing a nuisance (Control of Pollution Act, Section 60).

The proposed activities are likely to cause a nuisance or impact residential areas and the following control measures will be applied:

- A risk assessment will be produced to assess the risk of disturbance on local residents and wildlife areas.
- Plant and equipment will be in a good condition and well maintained.
- Unnecessary noise will be minimised using acoustic barriers or silencers as appropriate.
- Noisy activities will be restricted to working hours Mon – Fri 08:00 – 16:00hrs, Sat 08:00 – 16:00hrs.
- Deliveries will be planned to minimise potential nuisance to the local community and drop heights into hoppers, lorries and other plant will be minimised, where possible. Screening such as straw bales, ply board or acoustic barriers may also be necessary between plant and sensitive locations e.g. residents. These works can be priced and issued if required.
- Local Authorities will be contacted with regards to out of hours work, through the main client.
- Letter drops will take place to inform neighbours and local residents of planned activities, if required.
- Any complaints received will be reported and dealt with promptly to the satisfaction of all parties involved.
- Noise and vibration monitoring be carried out, and the data submitted promptly.
- Appropriate training and awareness will be undertaken with the workforce to reduce unnecessary noise. All necessary steps will be taken to prevent noise nuisance.
- Discussions will take place with operators about necessary control measures if peak noise levels are reached.
- The use of anti-vibration tools and equipment will be required as specified in the Control of Vibration at Work Regulations 2005.

All communication with local residents and local stakeholders will be through a letter drop that will comprise of all construction dates, any dates that may possibly impact their day to day working, working hours, emergency contact details and contact names both onsite and within our head office. Any communication with the local residents and local stakeholders will be recorded and saved upon an internal liaison spreadsheet so we can aim to improve our

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present within the local vicinity. Site & Project Manager will ensure liaison with the local residents and local stakeholders on a weekly/fortnightly basis to ensure complaints are dealt with promptly, swiftly and correctly.

3.2.2. Dust & Emissions

Construction and demolition activities can result in the following air quality impacts:

- Visible dust plumes;
- Dust deposition;
- Elevated PM10 and PM2.5 concentrations;
- Increased concentrations of nitrogen dioxide.

Air pollutants result from dust generating activities on-site such as the breaking-up of materials and the movement of general plant, as well as from the exhaust of diesel powered machinery and vehicles, both static and non-road mobile machinery (NRMM). Dust from demolition and site operations can settle on neighbouring properties which may cause eye irritation, exacerbate asthma or affect plant growth. In addition, black smoke from plant and equipment is likely to cause damage to human health. The site is not located in close proximity to sensitive ecological receptors.

The dust emission magnitude is based on the scale of the anticipated works and should be classified as Small, Medium, or Large.

Uncontrolled dust and air emissions can lead to valid complaints and the Local Authority has the power to stop works if dust is causing a statutory nuisance. The following control measures will be applied:

General

- Sensitive receptors will be identified.
- Weather conditions and prevailing wind direction will be checked to plan in activities that may generate dust. If weather conditions are not favourable, activities will be carried out on a different day.
- The workforce will be trained to reduce dust and air emissions from onsite activities.
- Routes will be planned with minimum distances.
- All dust and air quality complaints will be recorded and acted upon. The cause will be identified, and appropriate measures taken to reduce emission in a timely manner and recorded. Records will be made available to regulators upon request.

Dust

- Any demolition, cutting, grinding operations on site will be adequately shielded or wetted to prevent dust.
- Fine, dry materials will be stored within buildings/storage containers, where possible or protected from wind.
- Silos and stockpiles will be positioned away from residential areas and watercourses.
- Stockpiles will be graded and dampened down to prevent windblown dust and loose material removed as soon as possible.
- Dry, dusty materials will either be cleaned up or damped down.

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- Hoardings, fencing, barriers and scaffolding will be regularly cleaned using wet methods, to prevent re-suspension of particulates.
- Regular checks of buildings within the site boundary will be carried out to check for soiling due to dust with cleaning carried out where necessary.
- Roadways and surfaces will be swept and damped down with water at regular intervals where dust may be a problem.
- Drop heights into haulage vehicles etc will be minimised and dry materials leaving site will be sheeted. All vehicles will adhere to on site speed limits.
- Wheel-washing facilities will be installed to reduce mud drag out onto the public highway.
- Monitoring will possibly be carried out using fixed or portable meters. These do not necessarily have to be expensive.
- Visual checks are the most common way of monitoring dust leaving the site boundary. Daily checks will be made of the site boundary during dusty activities, checks will be backed up with photographic evidence and recorded in the site diary.
- Demolition will take place on a damp still day to reduce the amount of potential dust crossing the site boundary. Site boundary dust monitoring close to sensitive receptors will take place during demolition to ensure dust crossing the boundary is minimal.
- The contractor will ensure that all operatives employed on site: understand their responsibilities for minimising the generation of particles and dust; appreciate the effect of dust on health and the environment, the benefits of reducing dust generation and the methods to reduce dust generation;
- Adequate measures within all risk assessments and method statements will be included where dust generation may be a hazard.
- An air quality and dust risk assessment will be produced covering demolition, earthworks, construction and track out activities and will complement the overall air quality and dust management plan.

Emissions

- A construction traffic management plan will be implemented to ensure deliveries arrive avoiding busy times of days and vehicles are not queuing outside the site on the public highway.
- Plant and equipment will be maintained regularly to reduce the number of impromptu fumes and smoke emitted.
- Burning / fires will not occur on site.
- Site rules will be in place which indicate to switch off plant when not in use to reduce exhaust emissions. All plant must have recorded maintenance programmes.
- There will be consideration of using electrical equipment rather than internal combustion engines (i.e. generators).
- Electricity suppliers will be contacted early on in project preparation so electrical supply is available to negate use of generators.

3.3. Waste Management

A Site Waste Management Plan can be produced which outlines measures taken to reduce waste, the expected generated waste streams, associated permits & licences, and a running tally of waste streams and associated volumes that have left site. This will be a live document which will be regularly reviewed and updated as works progress. This will be issued through our Waste Management Company.

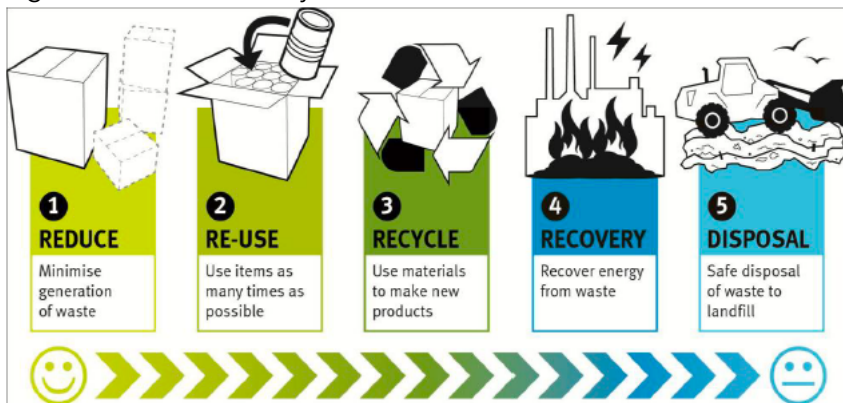
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Waste skips / containers will be labelled and in good condition. They will be stored securely on hardstanding and locked / covered where applicable to prevent escape of waste to the environment. Skips will be stored in an appropriate area away from sensitive receptors and the location outlined on the site plan. Site Plan has been provided (Figure 2).

Hazardous wastes will be stored separately from other hazardous and non-hazardous wastes.

The waste hierarchy will be adopted on site (refer to Figure 3).

Figure 3: Waste Hierarchy



- Prevent – e.g. ensuring accurate measurements are taken when ordering materials, not over-ordering and storing materials securely to prevent damage from the elements or site traffic.
- Re-use – e.g. re-using whole bricks, re-using uncontaminated naturally occurring material on site and re-using timber off-cuts.
- Recycle – e.g. using recycled aggregates on site and sending material to a recycling facility.
- Recover – e.g. sending material to an Energy from Waste (EfW) Facility.
- Disposal – e.g. – e.g. disposing of waste at a landfill or incinerator which does not recover energy.

Any waste required to be removed from site will be accompanied by a Waste Transfer Note (WTN) for non-hazardous waste, or a Hazardous Waste Consignment Note (HWCN) for Hazardous Waste. Waste documentation will be retained for the legally required timeframe (2 years for WTN, 3 years for HWCN).

Duty of care checks shall be carried out on waste contractors to ensure permits and licences are valid and have not been revoked by the Environment Agency (Public registers (data.gov.uk)).

All who attend site will be trained in the site-specific waste management procedures during the site induction.

3.4. Ecology & Biodiversity

The submitted ecology report overall concluded that no further ecological surveys were needed.

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3.4.1. Invasive Species

It is an offence to allow invasive species to spread into the wild. If invasive species are identified on site the following condition and measures must be adhered to:

- Invasive plant, Giant Hogweed (GH), pollute the banked areas of the project and will be clearly sign posted.
- All site operatives will be made aware of the location of these species in order to help limit accidental spread. No works will be taken place in this location to prevent the GH from being disturbed due to the risk of spreading and potential for the sap to cause severe skin burns.
- Use of plant machinery and vehicles will not be permitted until areas polluted with invasive plants have been cleared and/or identified and cordoned off. If vehicles are to be used in areas where invasive plants are known to be present, a strong geotextile or polythene sheeting will be used, overlaid with hardcore, as a base for vehicles to travel on if no existing roadways are present.
- One application of non-persistent herbicide will be performed to reduce the vigour of infective invasive plant material at an appropriate time of year. The plants will be treated at least three weeks prior to any excavation and laying of geotextile.

When working within invasive plant areas the following procedures should be adopted:

- Only essential vehicles and plant machinery will be present in areas polluted with invasive plants. Care will be taken to ensure that polluted material is not dropped or transferred to other areas of the site.
- On leaving areas of the site known to contain invasive plants, any vehicle or machinery that has been used will be thoroughly cleaned within a designated area. All hand tools and footwear will be cleaned off in a similar manner.
- Even with great care, a certain amount of regrowth in the spring would be expected and any regrowth will be treated with herbicide.
- Those attending site will receive a toolbox talk outlining the presence of invasive species and the measures taken on site to prevent the spread into the wild.
- Specialist teams will operate within the conditions in 'treatment and disposal of invasive non-native plants: RPS 178

Precautionary Working Methods during the construction phase for otter and foraging/commuting bats.

It is recommended that an invasive species walkover is completed during the optimal time of year to assess the site for the presence of these species.

Production of an Invasive Species Method Statement by a qualified contractor.

3.4.2. Nesting Birds

It is an offence to kill, injure or take birds; take, damage or destroy nests or eggs of any wild bird. Bird nesting season takes place between 1st March and 31st August (outside of scope period for the majority). Nesting birds are unlikely to be present given the nature of site in its current state. Proposed works to vegetation should take place

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outside nesting bird season. If this is not possible an ecologist should undertake a survey to establish if nesting birds are present and if removal can take place.

Measures will be taken to prevent any further birds from nesting including scare tactics which consist of having a machine presence in areas to make them seem "busy" and less desirable for nesting.

If a bird's nest is identified, it must be protected until eggs have hatched and the young have fledged. Birds' nests will be demarked with a 5-meter exclusion zone and all who attend site shall be made aware of mitigation measures either during the site induction or with a specific toolbox talk.

If any vegetation requires removal, it should be completed outside of the breeding bird season (March to September, inclusive). If this is not feasible, a Nesting Bird Check is to be completed by a qualified ecologist within 48 hours before removal is completed.

3.4.3. Bats

A preliminary roost assessment was carried out which concluded that none of the buildings or trees present on site were assessed as providing potential to support a bat roost – so no further bat surveys are needed. Therefore, no further surveys are required but recommends the following mitigation "Precautionary Working Methods during the construction phase for otter and foraging/commuting bats".

3.4.4. Trees and Vegetation

Before any works take place on site, the Employer shall establish, inline with the Local Planning Authority, a Tree and Vegetation Protection Policy.

The Policy will specify measures for dealing with trees that may be directly or indirectly affected by the works. The policy must be consistent with BS 5837 'Guide for Trees in relation to Construction'. In particular:

TMT shall ensure that any trees or hedges or ecologically sensitive areas which are not to be removed under the Contract shall be protected by fencing and visible barriers prior to works commencing and these shall be maintained throughout the works. Such fencing shall include protection of the area occupied by the tree roots. The timing of the fencing erection and its removal, and any access into ecologically sensitive areas shall be agreed in advance with the Local Planning Authority.

Where any existing trees or hedges are to be removed, the Contractor shall before commencing, any clearing in the areas concerned, agree with the Local Planning Authority those areas to be protected, those to be removed and any measures/working methods necessary to safeguard retained trees.

If the Contractor considers it essential to trim branches or to carry out work adjacent to roots, he shall first obtain the permission of the Local Planning Authority. Such permission, if given, may include a requirement to hand dig and may specify the size of roots to be retained and remedial/reinstatement procedures.

3.5. Contaminated Land

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If other contamination is identified, the area will be quarantined, and material chemically tested to determine if it can be reused on site. Contaminated material will be stocked away from sensitive receptors, on an impermeable surface, and covered if required.

3.6. Roadway Control

Traffic on and off site will be controlled. A Site Safety Plan will be produced identifying all key safety requirements including traffic movement onto and around the site. The main measures will include:

- Site deliveries and traffic/plant movement activities on site will be restricted to Monday – Friday 07.00 – 16:00 and Saturday 07.00 – 16:00. No deliveries permitted on Sunday or Bank Holidays.
- Deliveries will be scheduled to ensure vehicles are not queuing and waiting for drop off.
- Delivery routes will be planned to avoid busy times of day and avoid residential areas where possible.
- All vehicles will remain on temporary hard standings whilst on site.
- All vehicle wheels will be checked by the Gateman before leaving site and will be washed and brushed clean as necessary in the wheel wash area if required or pass through the provided wheel washing plant. Any residual matter will be swept and washed off the adjacent Highway.
- All vehicles off-loading and loading will be carried out within the site boundary without impeding the highway.
- Whenever practicable site traffic will be directed to avoid residential areas, and busy times of day.
- The development proposal does not include any exclusive parking, so parking for contractors and visitors will be on-street parking.

3.6.1 Traffic Management

Construction Vehicle Routing

The proposed vehicle routing strategy to be employed for the duration of the construction programme. The routing strategy will be developed taking into consideration highway routes in the vicinity of the Site, sensitive receptors, community considerations and key pedestrian and cycle routes.

It is proposed that construction vehicles will travel to the Site via the A34 & Bridge Street and local the strategic highway network. Site Access will be on St Mary's Parsonage.

Deliveries will approach the site from the A34, turn left on Bridge Street into St Mary's Parsonage and finally into the site compound. Vehicles will exit the site via the same route.

The proposed routing strategy ensures that, as far as reasonably practicable, construction vehicles travel to and from the Site on strategic routes that are suitable for use by construction vehicles, avoids vehicles reversing or turning directly outside the Site and minimising travelling on local roads of a residential nature that are subject to low vehicles speeds and potential high pedestrian footfall.

Where possible, the TMT will source local construction material suppliers and labour as a means of minimising journey lengths.

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A full traffic management plan will be developed with a National Highways Sector Scheme 12D approved contractor and issued to all parties when applicable.

3.6.2 Route Compliance

During the construction programme, all traffic associated with the Site will be advised of the appropriate transport routes that should be used, with all regular visitors provided with written notification of the agreed access and routing strategy.

A requirement to use the agreed construction vehicle route as set out in final traffic management plan will be included as a contractual requirement of all sub-contractors travelling to and from the Site. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Any repeated non-compliance with the construction routing strategy could result in disciplinary procedures or the termination of the contract of workers and/or suppliers.

All construction workers and suppliers will be advised to use the www.routeplanner.co.uk website, which is designed to help freight operators plan a route for a specified size of vehicle, and identify where it is possible to stop or wait legally.

An appointed Site Manager will keep up-to-date with regards to scheduled roadworks, events and incidents in the area. Where feasible, any required changes to the routing strategy due to significant roadworks or events taking place on the proposed construction vehicle route will be agreed with MCC in advance.

3.6.3 Loading Location

All loading and unloading activity associated with construction will take place within the boundary of the Site, with vehicles entering and exiting the Site via a gated vehicular access point on the alignment of St Mary's Parsonage. All vehicles will enter and exit from the site via the same route, loading locations are identified in the logistics plan when fully developed.

The logistics and access strategy has been developed with consideration given to access, egress and material unloading points. Specific pull-in zones for off-loading will be provided within on-site throughout the construction programme.

During working hours, the vehicular access and egress gates will be manned by trained traffic marshals who will be responsible for ensuring that only authorised vehicles and construction personnel are provided with access to the Site. All vehicles will be checked by the traffic marshal at the main vehicular access point prior to being allowed to proceed to the designated on-site unloading area. On exiting, the traffic marshal will guide vehicles onto the highway safely and will record their departure.

Additional banksmen will be present throughout construction hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians, cyclists, and other road users.

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It is noted that some construction activities may require continuous access for a number of HGV and construction vehicles, for example grab wagons/skip[s]. This may impact upon working times and incorporate a requirement for vehicles to wait in the vicinity of the Site. This requirement for and extent of such activities will be confirmed.

All materials and plant associated with the construction process will be stored within the footprint of the building. TMT will apply for any suspension in advance, giving the required notice period to MCC, and will pay any associated fees. TMT will consult with MCC officers regarding the timescales for suspension. TMT will also inform neighbouring properties and businesses of the proposed loading arrangements and suspensions prior to commencement.

3.6.4 Construction Vehicles

It is noted that construction vehicle frequencies are likely to vary between different periods of construction, with a range of vehicles anticipated to require access to the Site during the construction programme. Vehicles requiring access to the Site are anticipated to include excavators, crushers, forklift trucks, tipper lorries, flatbed trucks, tower cranes, and grab wagon's. It is anticipated that a large proportion of construction vehicles accessing the Site will be less than 10m in length.

The location and type of cranes required will be detailed in a site specific crane lift plan, any height restrictions will be applicable however this will be confirmed by the crane operators. The crane specification, if required, will be provided upon request.

3.7. Site Audits

The implementation of the CEMP will be checked through regular site inspections and environmental audits. An audit programme will be developed, and the following factors will be considered when determining the frequency of the audits:

- The results of previous environmental audits.
- Occurrence of any environmental non-conformances.
- Concerns raised by the project team or interested parties.

A site inspection shall be undertaken once a fortnight to ensure that the works are being undertaken in accordance with the CEMP. The inspections will cover the key themes such as fuel storage, ecological controls, waste management, noise, dust and air quality, carbon & sustainability etc.

Actions raised by the audit will be checked for closure during the next audit. Actions which have not been closed out, good practice and areas of improvement will be discussed during management meetings.

3.8. Emergency Preparedness & Response

There is the potential for activities on site to cause minor spills leading to pollution of the environment. In order to minimise these situations, there are procedures in place relating to refuelling, spillages, and waste management.

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Spill kits will be held on site in designated locations, which may change with time, but will be agreed with the Site Manager and outlined during the induction and spill response toolbox talks.

Spill of fuel/oil etc. can cause damage to surrounding habitats and watercourses. The following will be incorporated in the

Emergency Response Plan for the site:

- Appropriate PPE will be worn before taking action.
- A spillage will be contained immediately using absorbent materials and booms.
- Incidents will be reported to the site manager who will contact the Environment Agency if necessary.
- All incidents and near misses will be investigated.
- An emergency spill response contractor will be appointed to provide assistance where applicable .
- After an incident, all waste generated by clean-up activities will be disposed of by an authorised waste carrier to a permitted disposal site accompanied by correctly completed waste documentation.
- Ditches will not be dug draining polluted matter to drains.
- Incidents will not be ignored.

4. Environmental Policy, Responsibilities and Communication

4.1. Environmental Policy

The principal contractor environmental policy will be displayed and adhered to by all who visit site. This outlines the scope to protect the environment, comply with applicable legislation and minimise the use of natural resources.

4.2. Responsibilities

Role	Environmental Responsibilities
The Environmental Manager / Site Manager	• Develop, implement and maintain the Environmental Management Plan. • Conduct compliance reviews, review and update the Register of Legislation, review and update the Aspects Register. • Undertake regular site inspections (fortnightly), supported by others as appropriate. • Carry out environmental training where required. • Conduct formal environmental audits: o Fortnightly audits are planned; however, these may increase or decrease depending on site performance. • Report on Contractor's environmental performance.

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	• Ensure that sound environmental performance is achieved. • Day to day management and monitoring of all environmental related activity. • Reporting to the Site Manager Project Manager as appropriate.
Environmental Manager	• Conduct environmental audit • Review and update CEMP • carry out environmental training of the workforce •
Project Manager	• Ensure the review of the CEMP is carried out. • Overall responsibility for the works. • Ensure that the CEMP is prepared and that the works are undertaken in accordance with it and the associated management plans and method statements. • Ensure compliance with all relevant legislation and environmental rules.
Site Manager	• Undertake the day-to-day management of the works ensuring that operations are carried out in accordance with the CEMP.
Specialist Subcontractors (monitoring and testing)	• Undertake specialist activities in accordance with this CEMP.
Operatives	• Undertake tasks in accordance with method statement briefings, toolbox talks, and principles set out in the environmental induction. • Ensure environmental incidents are reported immediately.

4.3. Training

The team will be briefed on the following topics as a minimum / as appropriate:

- Environmental Policy.
- General environmental awareness.

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- Waste management.
- Surface water pollution and control.
- Spills and emergency response procedures.
- Dust management.
- Noise management.
- Traffic management.

Specific training needs will be identified and provided for all personnel involved in work activities that could result in an adverse impact on the environment. The training will include reference to the importance of adhering to the contents of the CEMP and the potential consequences of departure from specified method statements.

Environmental training in the form of toolbox talks will also be undertaken on site, evidence of which (along with all other training) will be maintained on record as part of the management system.

4.3.1. Induction

Prior to commencing work on site, all personnel will undergo a site induction, where the environmental objectives, requirements and responsibilities will be communicated to the workforce. Environmental Site Rules will detail site personnel's obligations while on site. This will introduce accountability for personnel working on the project.

The site induction and training shall cover relevant parts of the following areas to a sufficient level of detail for the workforce:

- Environmental site rules.
- CEMP.
- Spill kit use and locations.
- Emergency spill procedures.
- Waste management.
- Energy management.
- Biodiversity protection and enhancement.

4.3.2. Toolbox talks

Toolbox Talks will be delivered on specific topics relevant to the works and mitigation measures. These may include waste management, pollution prevention, spill response, etc. as required. Toolbox talks will be delivered to all operatives on site, and records kept for the duration of the project.

The principal contractor and each of its sub-contractors will establish a regime of toolbox talks such that every employee receives a health, safety & environmental briefing as appropriate, with a target of a minimum of one toolbox talk on an environmental topic per month. For sub-contractors', their supervisors are responsible for conducting these briefings and their implementation will be monitored. Records must be kept of toolbox talks carried out and who attended them.

Requests for new/specific toolbox talks can be made to the environmental manager. An indicative list of appropriate toolbox talks is provided below. More may be added to this list as the project progresses and as issues arise.

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- Dust and Air Quality.
- Silt Management.
- Segregation and Storage of Waste.
- Spill Control.
- Cement and Concrete.
- Washing Down Plant and Machinery.
- Ecology i.e. Nesting Birds, Bats and Invasive Species

4.4. Internal Environmental Communications

Staff will be kept informed of the environmental policy and environmental issues relevant to the CEMP through a range of means, including a combination of meetings and different media. In addition, daily briefings will be held on site and regular meetings with the client to discuss health, safety and environmental matters. The aim is to provide sufficient information to raise and maintain awareness of the key environmental issues associated with the works and promote continual improvement.

4.5. External Environmental Communications

Relevant external communications will be undertaken with regulators and stakeholders as required. Any monitoring results or issues relating to permitting shall be reported in a timely manner. Should any complaints arise from off-site during the works, they will be managed effectively, and mitigation measures implemented to ensure further complaints do not arise.

All communication with local residents and local stakeholders will be through a letter drop that will comprise of all construction dates, any dates that may possibly impact their day to day working, working hours, emergency contact details and contact names both onsite and within our head office. Any communication with the local residents and local stakeholders will be recorded and saved upon an internal liaison spreadsheet so we can aim to improve our present within the local vicinity. Site & Project Manager will ensure liaison with the local residents and local stakeholders on a weekly/fortnightly basis to ensure complaints are dealt with promptly, swiftly and correctly.

Produced by TMT Commercial Contractors

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Signature: *m.houghton*

Date: 11.05.2023