

The logo for Laing O'Rourke is centered on the page. It consists of a dark grey rectangle containing the company name in white, bold, sans-serif capital letters. Above the text is a horizontal yellow line, and below the text is a horizontal red line.

LAING O'ROURKE

MANCHESTER CITY FOOTBALL CLUB
MAIN WORKS
ETIHAD STADIUM

CONSTRUCTION MANAGEMENT PLAN

DOC REF: MCFC-CMP-REV1

Version Control:

Revision	Date	Drafted by	Reviewed By
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Table of contents

1.	Introduction	4
2.	The site	4
2.1	Site context	4
3.	Overview of the works	4
3.1	Ground works	4
3.2	Substructure	4
3.3	Superstructure	5
3.4	Building facade treatment	5
3.5	Internal fit out	5
4.	Location	6
4.1	Site access	6
4.2	Contractor parking	8
4.3	Site hours	9
5.	Programme	10
5.1	Key dates	10
	North Stand	10
	Commercial building	10
6.	Site set-up and operations	11
6.1	Site establishment	11
6.2	Site hoarding	12
6.3	Access routes / points	14
6.4	Housekeeping	14
6.5	Wheel wash facilities	14
6.6	Energy	15
6.7	Materials	15
6.8	Waste	15
7.	Control measures	16
7.1	Health and safety	16
7.2	Management and planning	16
7.3	Personnel protection	17
7.4	Protection of environmental features	17
7.5	Noise and vibration	17
7.6	Air quality	17
7.7	Site deliveries	17
7.8	Construction vehicles	18
7.9	CLOCS (Construction Logistics and Community Safety) HGV standards	18
7.10	Dust suppression	18
7.11	Hard standings	18
7.12	Water, quality and drainage	18
7.13	Flood risk	18
7.14	Unexploded ordinance	18
7.15	Archaeology and cultural heritage	18

7.16	Contaminated land.....	19
7.17	Pollution prevention.....	19
7.18	Concrete and cementitious material.....	19
7.19	Oils and fuels	19
7.20	Plant maintenance	19
7.21	Ground material and control of sedimentation	19
7.22	Excavated spoil.....	19
7.23	Construction waste materials	19
7.24	Trade effluent	20
7.25	Notification procedures	20
8.	Communications.....	20
8.1	Project communications	20

1. Introduction

This construction management plan (CMP) has been developed to outline the approach to constructing, managing the risk, and mitigating any impact associated with the development of the North Stand, Commercial building, and associated infrastructure. Specifically relating to those in the local vicinity including businesses, residents, and facilities associated with the existing Etihad campus and arena facility.

The document provides an overview of anticipated key site and construction activities, including:

- Site context
- Location
- Construction methodology
- Programme
- Site set-up and operations
- Control measures
- Compliance

A further detailed CMP will be developed in due course as the design continues to develop through the RIBA stages and detailed specific subcontractor engagement is available. It will remain as the primary mechanism for maintaining the communicative relationship with Manchester City Council and third-party stake holders to inform of detailed change.

2. The site

2.1 Site context

The project site is located at the Etihad Campus, Rowsley Street, Manchester, M11 3FF. The main works area extends to the North of the Etihad Stadium and South of the Etihad Metrolink station, encapsulating an area known as 'City Square'.

The Stadium was first opened in July 2002 to host the 2002 Commonwealth Games and has since been converted into a football stadium operated by Manchester City Football Club. During the 2014/15 season, the stadium was expanded to increase the capacity to 55,000.

3. Overview of the works

The primary construction activities associated with this proposal apply to one or both of the following buildings:

- North Stand development
- Commercial building

Large sections of work are common to both buildings, such as piled foundations, pile cap construction, associated drainage, and the like. Others are applicable to only one of the structures, such as demolition / deconstruction of existing facilities, removal of back stay supports, pre-cast terracing or pre-cast concrete frame as examples.

This document will outline the relevant sections of work and intended methods of construction associated with each.

3.1 Ground works

It is intended that we will undertake a limited reduce level dig to a level permitting the installation of the piling mat at an agreed pile cut off level relevant to the pile cap/ ground beam construction.

It is also intended that an area of sheet piling will be required adjacent the southern elevation of the hotel and service road interface, to maintain access during construction works due to the split site requirement.

3.2 Substructure

Common to both the North Stand and the Commercial building is the foundation solution. This consists of varying sized piles, ranging from 450mm, 600mm and 750mm diameter, pile caps and ground beams as designed by the structural engineer. Due to the differing load conditions, particularly relating to the North

Stand, the piled solution will be a combination of rotary bored piles and Continuous flight Auger (CFA). The split of this will be determined during the detailed design developed by the subcontractor.

It is expected that due to the nature of the ground that is being piled, pile probing will be required to several areas to avoid obstructions and subsequent delay to the construction programme.

3.3 Superstructure

North Stand (NS) – The structure associated with the NS predominantly consists of a structural steel frame pre-cast terrace bowl, composite metal deck and concrete floors. There is significant complexity around the construction of the new roof, with associated restraint / support from the construction of two new core structures, which also facilitate the 'cable support' system for the new roof. The temporary support of the existing roof, installation of the new roof, and removal of the existing roof, requires significant temporary works. These are currently under development based around an agreed sequence of erection as developed with the structural engineering team, main contractor, and specialist subcontractor.

Commercial building – The structure associated with the Commercial building consists in the main of a pre-cast concrete frame. Although due to the spans required to bridge over the stadium perimeter access road, and due to the feature cantilever associated with the northern end of the building, the addition of structural steel elements is required.

Hotel – The construction of the main hotel facility will be by others, but due to the logistics associated with the constrained site and erection of the NS, an independent steel frame will be erected which spans the stadium access road, as per the Commercial building, which will form the hotel link to the NS.

3.4 Building facade treatment

The building facade treatments are a combination of materials ranging from composite cladding, glazed elements, with feature protruding fins, and a pre-cast brickwork solution to the lower level. Most of the facade treatments can be installed and erected from within the site hoarding line, however access equipment for the northern elevation of the Commercial building will need to be positioned outside the agreed hoarding line. The timing of this will be done in agreement with the Club to ensure there is no undue impact on the public.

3.5 Internal fit out

The extent of fit out to be completed by the contractor is still being finalised. Materials and equipment associated with this element of works will be loaded out either at ground floor level, or via externally positioned goods hoist serving both the North Stand and the Commercial building to the relevant floor levels. At a point in time when the facade needs to be fully closed, the internal goods lifts will be utilised under a 'beneficial use' agreement to move the remaining smaller quantity of materials to the relevant floor levels.

4. Location

4.1 Site access

The stadium is served by several arterial routes, which can easily facilitate the movement of construction traffic. These routes are accessed via a convenient, but busy, motorway network around the periphery of the city. We will keep traffic away from crossing the city, using the circular M60 motorway wherever possible.

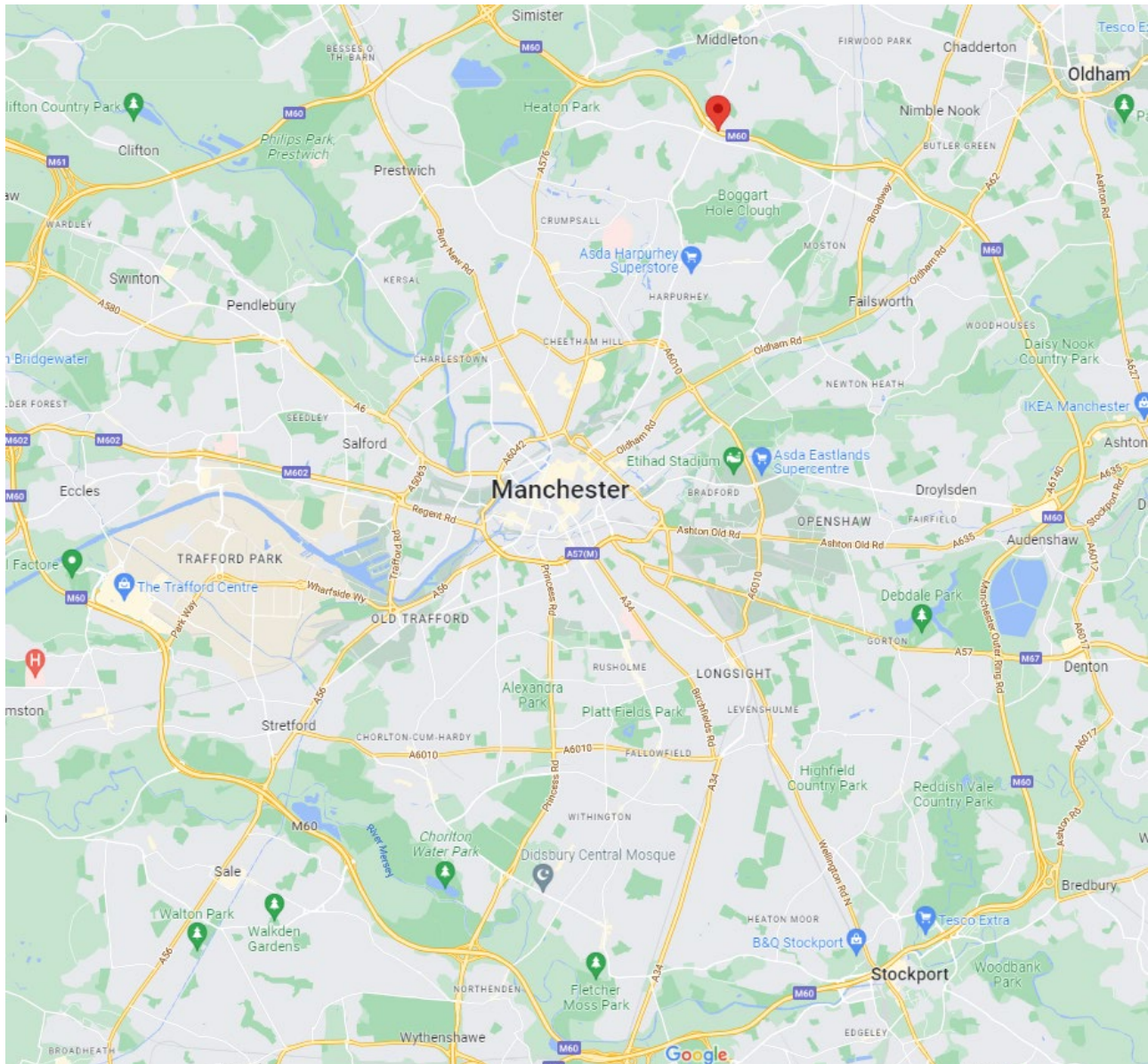


Figure 1 – M60 in relation to Etihad Stadium

The main point of entry for site operations will be off Rowsley Street, with contractor staff vehicles accessing contractor parking from Ashton New Road (grey car park) and Alan Turing Way (car park K). This entrance may also be used on occasion for plant and materials deliveries by pre-agreement and under controlled escort when on site. The site location is bounded by several main arterial routes, meaning the increase of construction traffic and any noise associated with it, will have little if no impact on the very limited surrounding businesses and residents.



Figure 2 – Primary entrance off Rowsley St



Figure 3 - Exit from Gate 7 onto Ashton New Road

Egress from the development area for deliveries will be via Gate 7 as identified in figure 3 above. To facilitate this exit from the development site, there are alterations required to the electric bollards from the Ringway Road, this will be further defined by the development of the stage 4 design. It is currently anticipated that these alteration works will not disrupt any activities in the area, due to being scheduled between events planned on the campus.

4.2 Contractor parking

Contractor parking is in two different areas of the Etihad campus, with most spaces being in the grey car park / away day parking. Another area located specifically within the campus is car park K via entrance gate 2 with a total number of 120 parking spaces. The yellow areas highlighted in the below Figures 4 and 5 indicate the areas for parking.

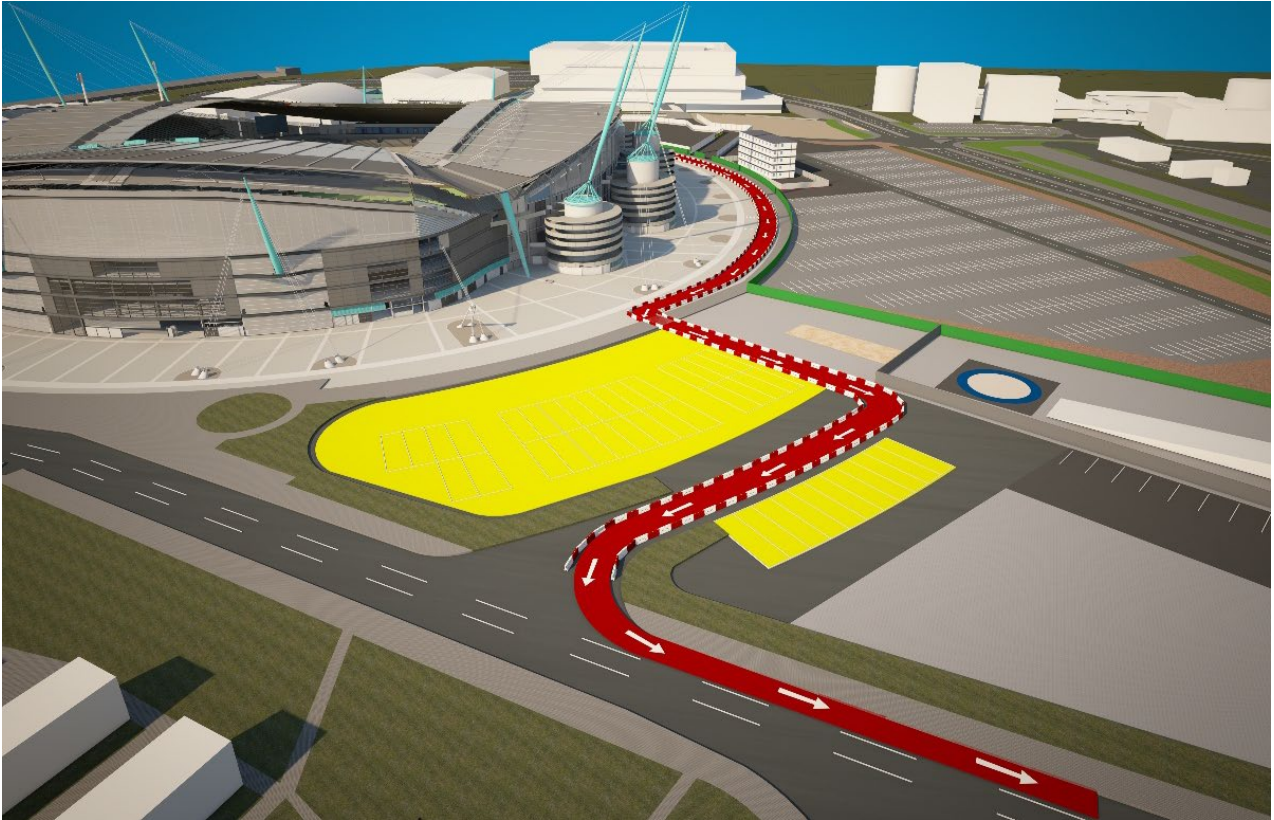


Figure 4 – Contractor parking 2 (away day car park)

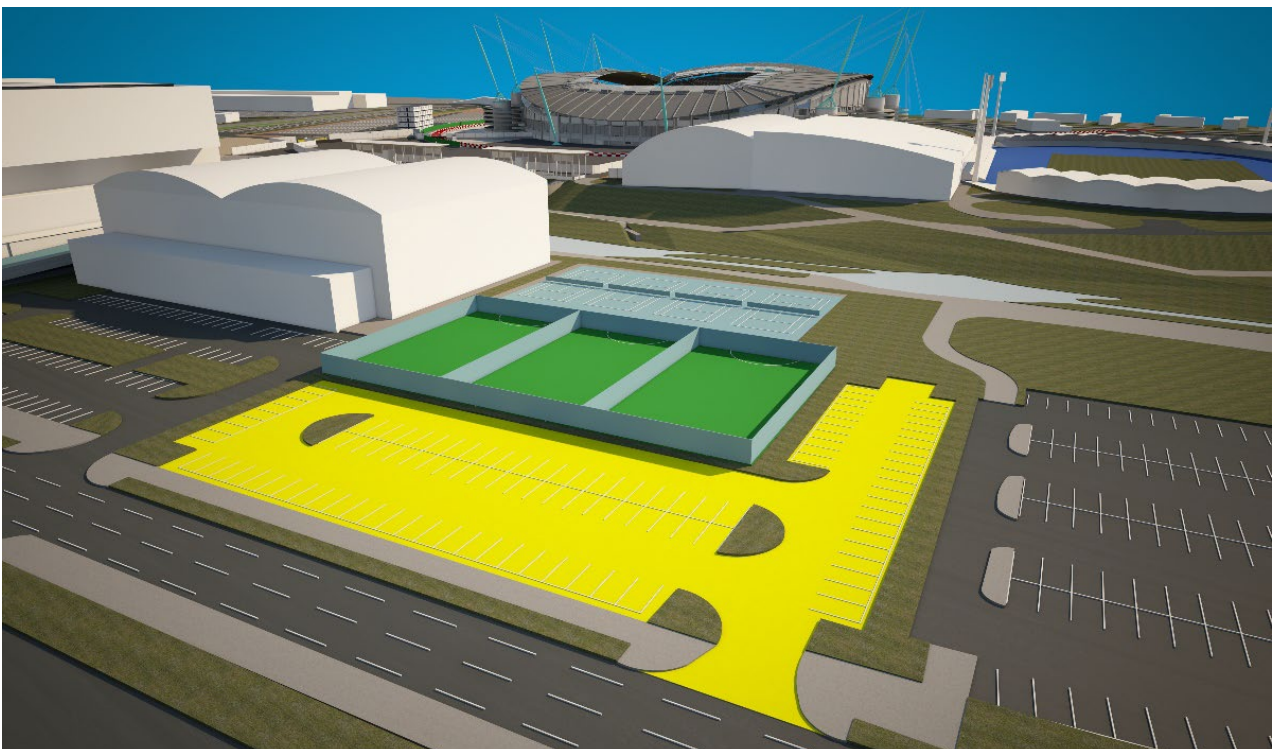


Figure 5 – Contractor parking (car park K)

4.3 Site hours

Standard working hours are expected to be:

- **Monday to Friday:** 07:00 to 18:00
- **Saturday:** 08:00 to 16:00

However, Laing O'Rourke will work to MCC's guidance on noisy working, restricting these activities to:

- **Monday to Friday:** 07:30 to 18:00
- **Saturday:** 08:30 to 14:00

Noting the location of the project and the sparse number of local businesses / residents, we do not anticipate any intrusion created by noise. No noisy work will be done on Sundays or bank holidays.

Based on the experience of the South Stand expansion and event constraints, during the closed season periods, there will be a requirement to work 24/7. Operations between the hours of 18:00 and 07:30 will be limited to quiet operations only and will be restricted to internal works only. This will be agreed with MCC in writing, prior to any works commencing.

It should be noted that in readiness for work commencing, contractor personnel will be arriving from 06:30am.

5. Programme

5.1 Key dates

The current master programme can be summarised into the following elements:

- RIBA Stage 4 development commences – **April 2023**
- Planning submission – **April 2023**
- Site improvement works (separate planning application) – **June 2023**
- Full contract award – **September 2023**
- Site mobilisation – **October 2023**
- North Stand completion – **August 2025**
- Commercial building completion – **November 2025**

The timing of construction activities may vary subject to design and sequence opportunities, but they are currently intended to align to the following timescales:

North Stand

	Element	Brief description
Week 1 - 33	Substructure	Profiling of the existing ground levels to facilitate a piling mat. Installation of piles in two phases due to restricted room under backstays (until removed), casting of pile caps, ground beams and lift pits. Installation of foul and surface water drainage.
Week 23 - 67	Superstructure	Installation of primary steel frame to allow transfer of load for the existing stadium roof and remove back stays. Installation of remaining phases of structure, including concourse slabs and terracing.
Week 30 - 88	Works to existing roof	Temporary support of existing roof, transfer of load to new structure and eventual removal of the existing roof.
Week 50 - 88	Envelope	Erection of cladding and roofing elements, using MEWP's and cradles.
Week 44 - 95	Fit out	Erection of internal partitions, ceiling and finishes to walls and floors, including fixed furniture where appropriate.
Week 44 - 95	MEP	Installation of containment, mechanical, electrical systems, and piped services, including life safety systems.

Commercial building

	Element	Brief description
Week 13 - 29	Substructure	Profiling of the existing ground levels to facilitate a piling mat, carried out with NS works. Installation of piles. Casting of pile caps ground beams and lift pits. Installation of foul and surface water drainage.
Week 29 - 68	Superstructure	Erection of pre-cast concrete frame followed by erection of structural steelwork associated with the link above the stadium access road and cantilever section to the North of the building footprint.
Week 48 - 92	Envelope	Erection of roofing and building facade by use of MAST climber or MEWP. This will include additional control measures when cladding the North elevation, due to having to place access equipment outside the agreed hoarding line.
Week 45 - 108	Fit out	Erection of internal partitions, ceiling and finishes to walls and floors, including fixed furniture where appropriate.
Week 45 - 108	MEP	Installation of containment, mechanical, electrical systems, and piped services, including life safety systems.

6. Site set-up and operations

6.1 Site establishment

The site compound and facilities will be positioned as indicated in Figure 6 below. It is anticipated that the welfare unit will comprise of five stories of modular cabins, configured to provide the best possible approach towards health and wellbeing for all users. The modular units will be supported on above ground concrete strip footings / jack-pads.

The top two floors will be mainly comprised of office space, with capacity for up to 100 staff. The bottom three floors will be made up of a combination of canteen, toilet and changing facilities catering for up to 750 operatives at peak.

Upon entering the welfare area, operatives and visitors will be presented with a security booth to permit entry to site – this will be made up of two access control turnstiles and a reception desk. Reception staff will then guide visitors / operatives to the appropriate location.

The welfare unit will be surrounded by a VCB hoarding line, providing security and safety to the users within the compound. This will be inspected in accordance with Laing O'Rourke's Safety Management System (SMS).



Figure 6 – Indicative site establishment layout

6.2 Site hoarding

The site will be secured with a 2.4m-high solid hoarding – which is essentially a concrete block (VCB) with a timber facade on the outside. This will avoid the need to excavate near live services. It is easy to install and alter as and when required, with all components being reusable. Hoardings will be inspected on a periodic basis and maintained when required as per the SMS system.

The hoarding line will be established within the 22/23 closed season window in the site improvement works, to establish a secure hoarding line to maintain fan routes for the 23/24 football season. Within these works, a temporary access deck will be installed to maintain the required dimensions for crowd flow movement, this has been developed in conjunction with the Club's consultant GHD and MCC Building Control. The access deck has been detailed in the previously submitted SIW CMP.

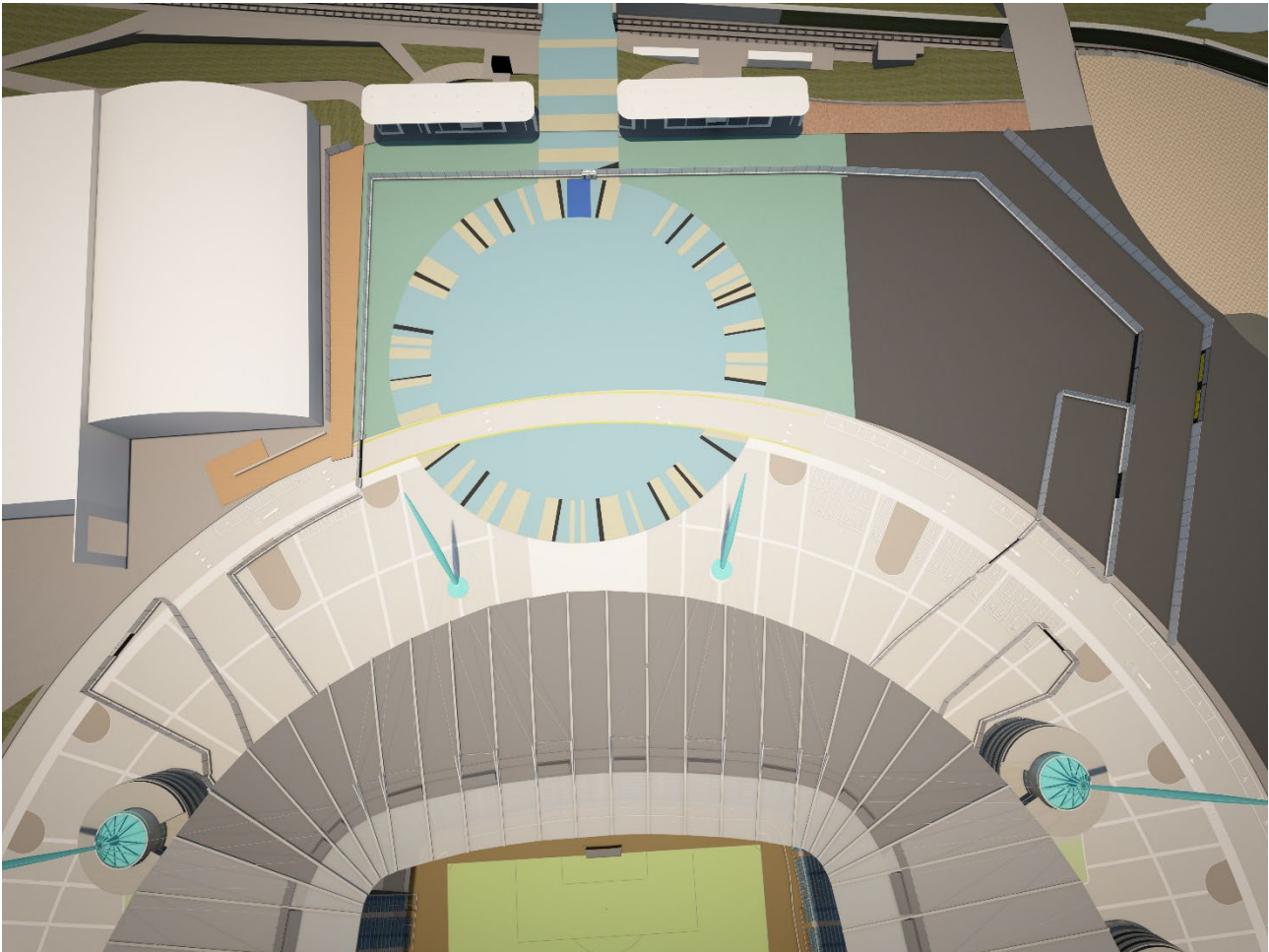


Figure 7 – Indicative site hoarding line

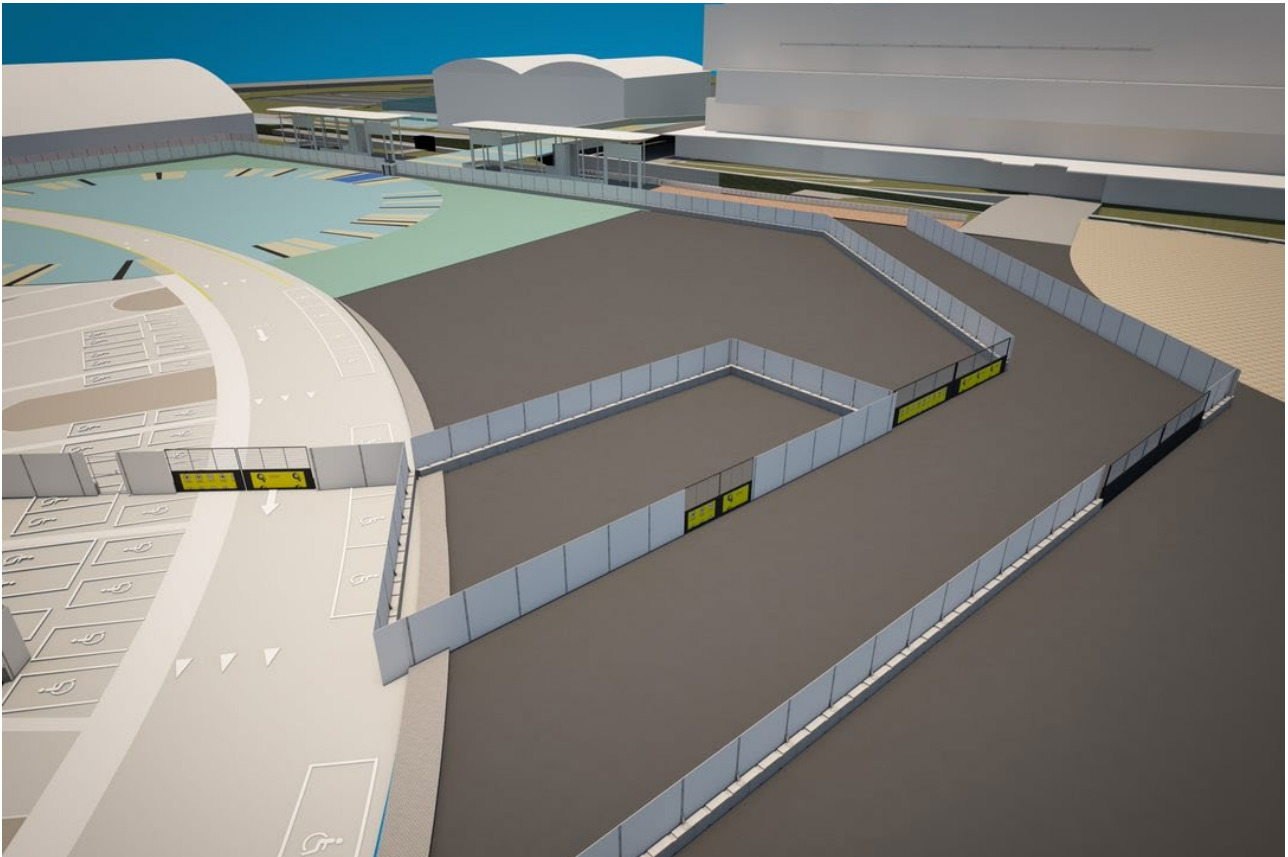


Figure 8 – Indicative site compound line

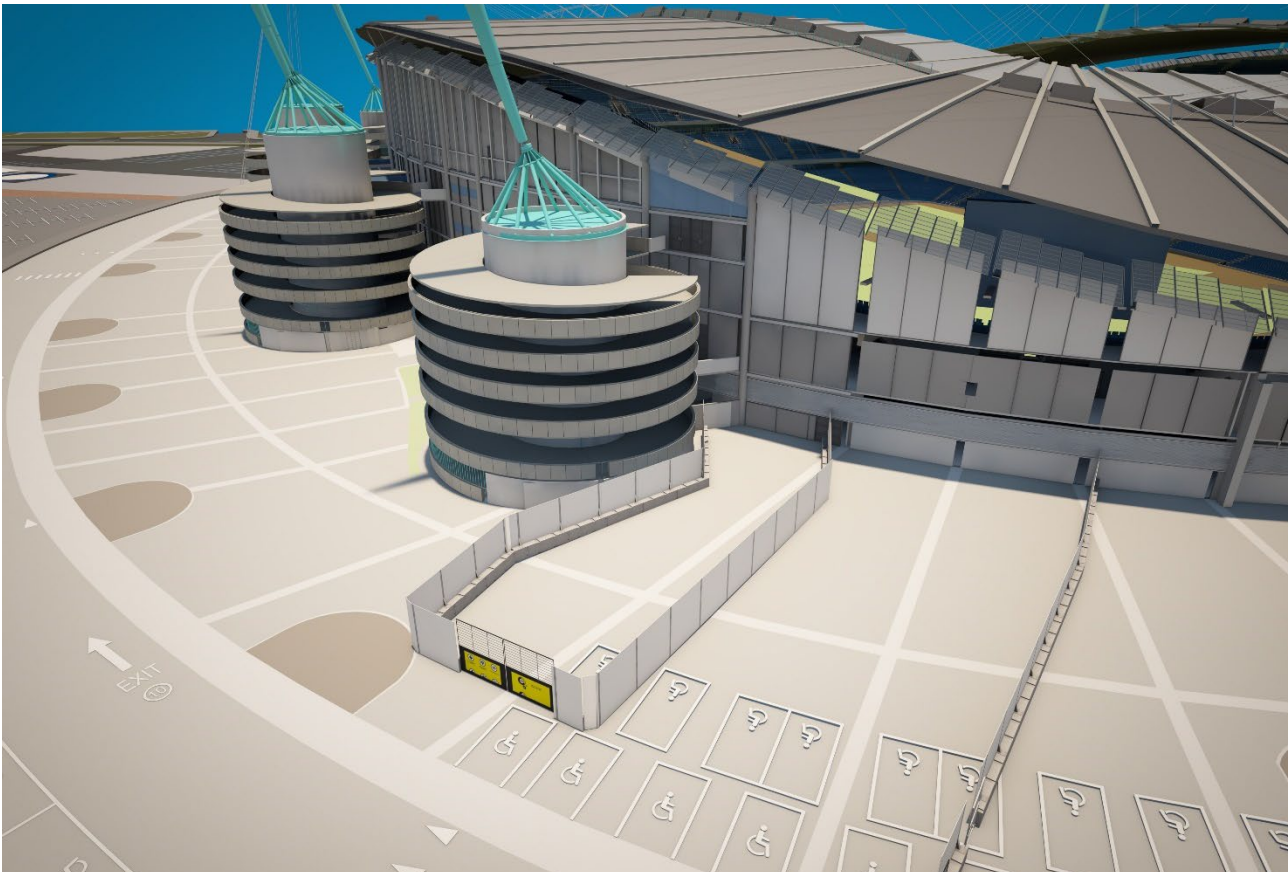


Figure 9 – Indicative site compound line

6.3 Access routes / points

The main vehicle route to site will be via the A6010 Alan Turing Way and the A662 Ashton New Road. It is expected that local access for operatives and staff will be via the same route from the M60. The A662 Ashton New Road has direct links to the M60 so will be the preferred route to site for all vehicles. The direct link is 5.4 miles and would take approximately 20 minutes depending on traffic levels.

For access to the construction site for pedestrians, security turnstiles will be positioned to the South of Joe Mercer Way, providing a safe and appropriate access point to the works area, away from steel lifting zones and the traffic route.

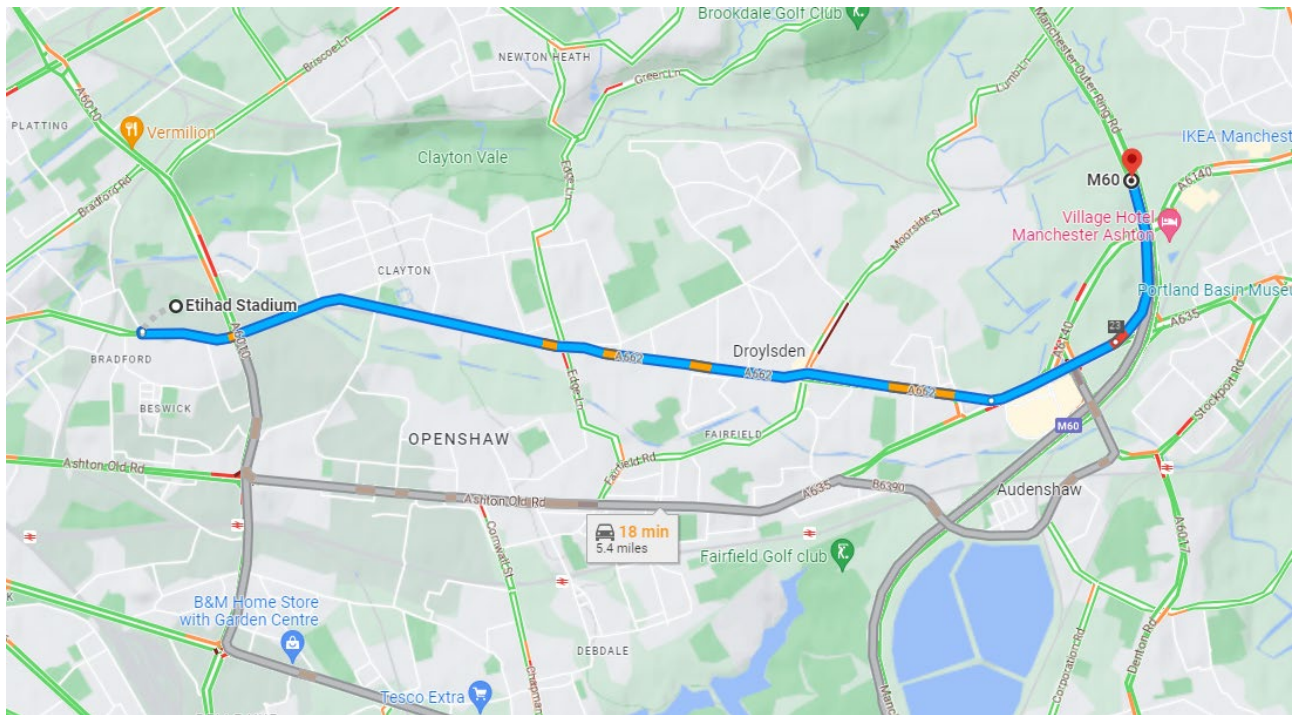


Figure 10 – Etihad site to M60

6.4 Housekeeping

During the construction phase, Laing O'Rourke will ensure a correct level of cleanliness is maintained to:

- Reduce the risk of health and safety incidents due to poor levels of housekeeping
- Improve overall working conditions for operatives
- Reduce waste on site
- Remove the risk of material inadvertently leaving the site due to external conditions like weather.

In maintaining the cleanliness of the site, Laing O'Rourke will ensure:

- All workforce operatives behave correctly and in line with the onsite induction to reduce the potential impact of waste
- Waste is removed in a timely fashion and in regular intervals to prevent fire load risk
- Segregation of waste materials where appropriate in line with the project environmental management plan

6.5 Wheel wash facilities

The main access and site access haul roads will require periodic maintenance and regular cleaning. Site haul roads will be set up to provide clean access around the site as necessary. It will be priority to provide an asphalt surface as early as possible to reduce dust, mud and the like.

To manage the dirt created while on site, wheels of vehicles leaving site will be washed with a jet wash to remove any larger debris at associated locations before entry onto the public highway.

This operation will then be supported by use of a road sweeper operating as appropriate along the agreed access route. The extent of this route is considerable, and all material (if any) is expected to have been removed prior to vehicles exiting onto the highway. The situation will of course be monitored, and strategy amended if required. The location of these facilities will be at the gated exit of the site.

6.6 Energy

An energy management site review will be completed before the commencement of works on site, which will identify significant energy uses on site. Potential energy reduction actions will be recorded and monitored through the Energy Action Plan (EAP). The welfare area will make use of energy saving techniques where possible, including the use of push taps in toilet facilities.

This will continue to be developed throughout the project, so that energy efficiency performance KPIs can be set, energy reduction measures reviewed, and further actions taken.

Energy efficient plant and equipment will be specified wherever possible, such as PIR lighting in site accommodation.

6.7 Materials

The procurement procedure will take into consideration the environmental impact of materials during the selection process. Local and responsible sourcing will be promoted to reduce carbon emissions from transportation.

A sustainable procurement plan will be developed in line with the BREEAM Mat 03 requirements, to encourage responsible sourcing of products wherever possible.

All timber used on site will be FSC and PEFC compliant and obtained from sustainable sources.

6.8 Waste

A Site Waste Management Plan (SWMP) will be developed prior to commencing works on site. The SWMP will include:

- The various waste streams generated by the construction of the proposed development
- Methods of waste segregation
- Estimated quantity of each waste type
- The waste management actions for designing out waste in the first case and, where not possible, implementing the waste hierarchy to ensure best disposal routes

The SWMP will be reviewed and updated quarterly (as a minimum) to reflect the progress of the project.

7. Control measures

7.1 Health and safety

The project will be managed in accordance with Laing O'Rourke's Safety Management System (SMS), which complies with OHSAS:18001 and BSEN:14001.

The principal site document will be the construction phase health, safety, and environmental plan, developed for October 2023, well in advance of the commencements of works. This will include:

- Details of all significant parties involved in the scheme
- Existing records of the building
- Management structure and appointments
- Communication strategy
- Arrangements for monitoring H&S performance
- Selection and control of subcontractors
- First aid arrangements
- Accident and incident reporting arrangements
- Arrangement for controlling significant site risks
- The H&S file

7.2 Management and planning

Other separate documents to this plan will include:

- Traffic management plan
- Fire and emergency plan
- Lifting plan
- Site waste management plan

Health and safety are an integral part of the planning process for each project. Implementation of Laing O'Rourke's comprehensive H&S system and procedures will ensure every facet of the construction process is planned, managed and monitored. This will also ensure compliance with statutory obligations.

As part of our policy, all persons on the project will be encouraged to express their views and concerns about H&S. This will be achieved by various means, including:

- Project H&S committees
- Safety representatives from each contractor
- Toolbox talks including a feedback process
- Discussion and briefing on method statements and risk assessments
- General engagement with the workforce

An 'open door' policy will be employed, whereby all staff can discuss H&S issues with any member of the project team. Site noticeboards, toolbox talks, and posters are used to convey environmental and H&S information to all site team members.

Subcontractors are required to demonstrate how they would achieve the provisions of the Construction Phase H&S Plan, how targets will be met and how potential effects will be minimised.

Contractors will be required to comply with all provisions of relevant legislation, including:

- Control of Pollution Act, 1974, Part IV
- Health and Safety at Work Act, 1974
- The Clean Air Act, 1993
- Environmental Protection Act, 1990

All subcontractor's method statements, and visual task sheets will be required to address the specific issues that may have a disruptive effect on the local community as identified in the Construction Phase H&S Plan, including:

- Noise and vibration
- Local air quality and dust emissions
- Parking
- Deliveries
- Waste management
- Operatives' behaviour

7.3 Personnel protection

Prior to the commencement of any activities on site, a comprehensive Construction Phase Health and Safety plan will be developed. This document will ensure that all the below activities are adhered to:

- Completion of a site induction by all site operatives and visitors to site
- Implementation of an appropriate PPE policy
- Review of all risk assessments and method statements provided by the subcontractors for works activities
- Implementation of any other risk mitigation strategies

7.4 Protection of environmental features

A preliminary ecological appraisal has been conducted outlining observations, in this document it has been recommended that a Landscape and Environment Management Plan (LEMP) is created.

Further to the LEMP, Laing O'Rourke will also develop a thorough Construction Environmental Management Plan. An initial copy of this will be available prior to the works commencing on site.

As per Helen Hamilton ecology's recommendation, new bat boxes and nesting areas for swifts will be installed as part of the development.

7.5 Noise and vibration

Noise associated with site activities will be compliant with the Manchester City Council's (MCC) guidelines. The working hours will be stated as per section 4.4 of this CMP. We are currently in the process of drawing up further mitigation proposals if deemed required, which will be further detailed in the Environment Management Plan.

7.6 Air quality

An air quality assessment will be undertaken before the commencement of work. Dust, smoke, and other airborne pollutants will be identified in the assessment. Appropriate consents will be taken from the Environment Agency as required. Dust generation on site will be monitored and recorded periodically.

To help minimise our impact on local air quality, we will ensure that appropriate measures are taken on site. These will include, but are not limited to, damping down, use dust extraction at source (for example, on cutting tools) and ensuring a road sweeper is in operation.

We will also look to maximise the use of electric or hybrid plant and equipment where possible, are committed to using HVO over diesel.

7.7 Site deliveries

Site deliveries will be managed by our Delivery Management System (Datascope). The Datascope system allows for dynamic management of all site deliveries throughout the logistics lifecycle. It is a simple yet efficient way to book, track and manage site deliveries and will be made bespoke to the MCFC site requirements and specific needs.

The MCFC Laing O'Rourke logistics team will be working based on a no booking / no delivery policy, to ensure we have controlled delivery systems on a constrained site. This will allow deliveries to only arrive at the approved booking timeslot, reducing congestion in the local area.

In addition, we will use our in-house Explore transport for most of our pre-cast concrete and MEP deliveries. These vehicles are fitted with a real-time telemetry system. This will allow the site to monitor delivery progress and adjust site operations to further minimise traffic impacts in the event of a delay.

All vehicle deliveries will access the site via the MCFC Etihad Campus entrance, accessed via the A662 Ashton New Road. They will turn into the entrance and make use of the ring road which surrounds the stadium, with gateman present at the entrances and exits. Laing O'Rourke will liaise with existing MCFC security regarding the vehicular controls to the road itself.

All delivery notes are to be handed to the Laing O'Rourke security/gate staff upon entrance to the campus. Without this, access rights will be denied to the development site.

Within the ring way road, all vehicles are expected to adhere to a 5mph speed limit, allowing traffic marshals to monitor the vehicle from the campus entrance through to the site entrance. These traffic marshals will have the control of the vehicle, ensuring pedestrians always have right of way.

All small deliveries will be directed towards the site welfare area, following the existing logistics route in place for larger deliveries.

7.8 Construction vehicles

All vehicles visiting site will need to apply with the stipulations stated in the Traffic Management Plan. It should be noted that all vehicles will be marshalled by Laing O'Rourke operatives while in the MCFC Etihad campus to mitigate the risk to the public, this includes but is not limited to:

- Speed limits
- Vehicle routes
- Operation of gates
- Traffic management systems
- Traffic marshals

7.9 CLOCS (Construction Logistics and Community Safety) HGV standards

All large vehicles above 3.5t GVW, that arrive at a Laing O'Rourke site must conform to the CLOCS Work Related Road Risk Standard.

Vehicle operatives must check the following:

- Vehicle operator must be certified at FORS (Fleet Operator Recognition Scheme) bronze level as a minimum
- Driver must have a valid driving license
- Driver must be able to prove they have undertaken vulnerable road user training either Crossrail, Safer Urban Driving or MPQC

7.10 Dust suppression

Laing O'Rourke will have appropriate dust suppression systems in place to reduce the quantity of airborne pollutants. Measures will be taken to dampen any area prone to generation of dust. Smaller handheld tools will be fitted with localised dust collectors or dust suppression systems. Earth mounds will be kept sufficiently damp to further limit wind impact. Where appropriate, dust generation activities would be located away from receptors.

Dust monitors will be placed near the receptors to assess any breaches. All data will be monitored and recorded periodically.

7.11 Hard standings

Laing O'Rourke will implement the use of hard standings on main vehicular access routes to reduce the risk of dust and site churn in the construction phase. Extensions or remedial works to existing hardstanding's will be preferred to the creation of new areas and new areas will be permanent works where possible.

7.12 Water, quality, and drainage

The project will have a drainage plan. No discharge will take place without prior consent from the local authority.

7.13 Flood risk

A site surface water mapping has been conducted which states that the site is prone to surface water flooding. We will have suitable surface water drainage system and surface level grading.

7.14 Unexploded ordinance

An unexploded ordinance report has been produced as part of the Stage 3 design release by Alpha Associates. The report conducted that there is a low risk of unexploded ordinance due to historical evidence that no contamination has taken place on the site.

7.15 Archaeology and cultural heritage

Due to the previous industrial usage of the site and the remediation works, no designated sites of archaeological sensitivity have been identified in connection with the area. It has been established that a watching brief will be in place during a section of the sub-structure works.

7.16 Contaminated land

Relevant measures will be taken to collect, treat and discharge ground water and surface water accumulated in excavation wherever needed. Bulk excavation works will be undertaken in accordance with relevant Remedial Method Statement (RMS). Spoil, debris, and pile arisings will be disposed off-site.

7.17 Pollution prevention

An Environmental Emergency Plan (EEP) will be developed to reflect all construction activities. Measures will be taken to minimise and control site run off to prevent contamination.

We will ensure that spill kits are help on site at key locations and that the workforce are suitably trained in how to use them.

7.18 Concrete and cementitious material

Concrete and cementitious based materials are alkaline and are potential pollutants. To reduce the risk of any runoff entering watercourse, mixing will be undertaken a minimum of 10 meters away from watercourses. Wash from concrete and cement works is not discharged into a watercourse. All washouts will be at least 10 meters away from drainage and watercourse.

7.19 Oils and fuels

The use of non-toxic biodegradable fluids and oils is encouraged and must be used in all sensitive locations or areas of increased pollution risk. All oil and fuel will be stored in accordance with the Control of Pollution (oil storage) England Regulations 2001, always ensuring safe storage of material and controlled access. We will also ensure:

- Storage areas are not located within 10 meters of a watercourse or highway gully
- Mobile bowzers are bunded and comply with the requirements of Control of Pollution (oil storage) England Regulations 2001
- Storage drums are contained within bunded areas with a minimum of 25% of the total volume of the volume contained within the bund or, 110% of the largest container, whichever is the greater
- Refuelling of plant and equipment is undertaken by trained operatives
- Plant is regularly checked for leaks and is regularly maintained
- Drip trays are placed below any standing plant and equipment
- Static combustion engine plant (eg, compressors etc) are fully integrally bunded or placed on drip trays
- Spill kits are provided within proximity to oil and fuel storage areas, ensuring operatives are trained in their use

7.20 Plant maintenance

Maintenance of any plant will be undertaken at least 10 meters from any watercourse or drain. Spill kits must be available and on hand during all maintenance operations with drip trays to contain any leakage of oil or fuels.

Maintenance will be completed regularly to ensure that plant and equipment is functioning correctly; reducing the risk of an incident occurring, ensuring it is running efficiently (thus improving energy efficiency) and that any issues are rectified quickly.

7.21 Ground material and control of sedimentation

Disturbance and handling of soils (particularly in wet weather) can lead to the transfer of particles by running water into watercourses. We will ensure that any stockpiles are bunded so that run-off is prevented from reaching watercourses, drainage networks or running over site.

7.22 Excavated spoil

Excavated spoil will be removed from site as works progress. Where practical, materials will be reused on site if the relevant exemptions/permits are in place to do so. Removed materials will be treated off site or disposed of as appropriate.

7.23 Construction waste materials

A Site Waste Management Plan (SWMP) will be developed to outline all targets. All construction waste material will be sent to a permitted recycling facility. Targets will be set for waste generation limits and to divert waste from landfill. All construction waste will be monitored and recorded periodically.

We will actively look for ways to divert waste from landfill and make use of better disposal routes, for example, using Community Wood Recycling.

7.24 Trade effluent

We will ensure apply to the relevant water retailer for any trade effluent discharges required to the foul water network.

We will further ensure that we have necessary plant and equipment in place to meet the conditions of any consent which is granted.

7.25 Notification procedures

A notification procedure will be established within the Environmental Management Plan which will detail the emergency procedures for spillages, pollutants, and environmental incidents.

8. Communications

8.1 Project communications

To ensure the health, safety, operational and environmental requirements of the project are communicated effectively and efficiently, a fully detailed CMP based on the development of the Stage 4 design will be distributed to all key members of the project team. Control measures will be specifically reviewed in line with Laing O'Rourke procedures.