Turner & Townsend

02 October 2025

OCEMP

Outline Construction Environmental Management Plan (OCEMP)

All Saints Library Development
Manchester Metropolitan University

making the **difference**

Turner & Townsend Project Management Limited
6th Floor
55 Spring Gardens
Manchester
M2 2BY
Manchester
M2 3AB

t: +44 (0) 161 237 7750
[redacted]
w: www.turnerandtownsend.com

Manchester Metropolitan University

Manchester Metropolitan University Manchester Metropolitan University
All Saints Library

Contents

1	**Introduction**	**1**
1.1	**Aim**	**1**
1.2	**Objectives**	**1**
1.3	**Statutory Compliance, Guidance and Best Practices**	**1**
1.4	**Environmental Management System**	**1**
2	**The Project**	**2**
2.1	**Project Description**	**2**
2.2	**Site Location and Plan**	**2**
2.3	**Project Programme and Key Dates**	**3**
3	**Environmental Context**	**3**
3.1	**Neighbouring Uses**	**3**
4	**Construction Management Measures**	**3**
4.1	**Site Access and Traffic Management**	**3**
4.2	**Site Compound & Hoarding**	**4**
4.3	**Welfare and Accommodation**	**4**
4.4	**Logistics & Parking Strategy**	**5**
4.5	**Working Hours**	**5**
4.6	**Site Housekeeping**	**6**
4.7	**Fuel Storage and Refuelling**	**6**
4.8	**Major Plant and Equipment**	**7**
4.9	**Community Relations & Considerate Contractor's Scheme**	**7**
4.10	**Environmental Considerations (inc. dust and waste)**	**7**
4.11	**Use and Storage of Hazardous Materials / Substances**	**10**
5	**Emergency Preparedness and Response**	**11**
5.1	**Emergency Preparedness**	**11**
5.2	**Incident Report and Investigation**	**11**
6	**General Environmental Requirements**	**12**
6.1	**Roles & Responsibilities and Authority**	**12**
6.2	**Competence, Training and Awareness**	**12**
6.3	**Review and Updates to the OCEMP**	**12**

Rev	Status	Originator	Approved	Date
0	00	Liz Sidgwick	M Abbott	3/11/2025

Manchester Metropolitan University Manchester Metropolitan University
All Saints Library

© Turner & Townsend Project Management Limited. This document is expressly provided to and solely for the use of MMU on the MMU Library and takes into account their particular instructions and requirements. It must not be made available or copied or otherwise quoted or referred to in whole or in part in any way, including orally, to any other party without our express written permission and we accept no liability of whatsoever nature for any use by any other party.DOCUMENT2

Manchester Metropolitan University
All Saints Library Development

1 Introduction

This Outline Construction Environmental Management Plan (OCEMP) has been produced to support the Planning Application for the All Saints Library project located at the All Saints Campus of Manchester Metropolitan University for the new build phase of work.

The OCEMP is a live document and will be reviewed at key points during the Phased Works, with additional information included as this becomes available and / or known.

1.1 Aim

The main aim throughout the construction periods is to minimise the impact on surrounding properties and roadways for the duration of the works. Close collaboration with all project teams of any construction projects and with neighbours in operating buildings will be maintained at all times to achieve this aim.

1.2 Objectives

The main objective of this OCEMP is to set out how construction works will be managed to avoid or mitigate adverse environmental impacts.

This OCEMP contains control measures and best practice measures that will be applied by the Principal Contractor and where relevant its sub-contractors during the construction phase. This will include how the works interface with the existing site operations and how these interfaces are managed to maintain the safety and welfare of staff / students, general public, construction work force, and the project as a whole.

A copy of this OCEMP will be provided to the Principal Contractor, and once appointed, they will be required to develop more detailed proposals prior to commencement of works. A Construction Environmental Management Plan will be issued which will include preparation of detailed plans to incorporate Construction Management, Construction Phase Health and Safety, Environmental Management as well as Site Waste Management, Logistics, Fire, and Traffic Management.

The Principal Contractor is required to maintain a copy of the OCEMP at the work site office for reference by the entire workforce. It must be accessible to all site personnel and representatives of the relevant enforcement authority, and all sub-contractors.

1.3 Statutory Compliance, Guidance and Best Practices

All site works shall be undertaken in compliance with this OCEMP and with all applicable legal and regulatory requirements. It is the full responsibility of the Principal Contractor to ensure that their works do not contravene legal requirements, and adherence to this OCEMP alone cannot be a full defence regarding legal action against the Principal Contractor.

The Principal Contractor shall comply as necessary with the Construction (Design and Management) Regulations 2015 (CDM) and shall comply with all applicable pollution control regulations in which case the contractor shall obtain and keep current any necessary consent, authorisation, approval, or permission.

1.4 Environmental Management System

This document has been produced in accordance with principles outlined in ISO14001:2015.

The Principal Contractor is required to adhere to these environmental values and standards whilst implementing this document, including the promotion of environmental awareness among their staff, sub-contractors and suppliers engaged on the construction works.

2 The Project

Upon successful planning approval, the Principal Contractor and (and directly or indirectly as required) sub-contractors will be appointed to carry out the works on site. The roles and responsibilities of the main parties on the Project will be included within the Full CEMP.

The main details of the project are summarised in this section; the description is limited to an overview of the main elements / approaches to provide an understanding of the approach to the planned works, and the roles of those main parties responsible for undertaking each part of the works. Any missing information will be included with in the Full CEMP.

2.1 Project Description

The proposed development comprises of: -

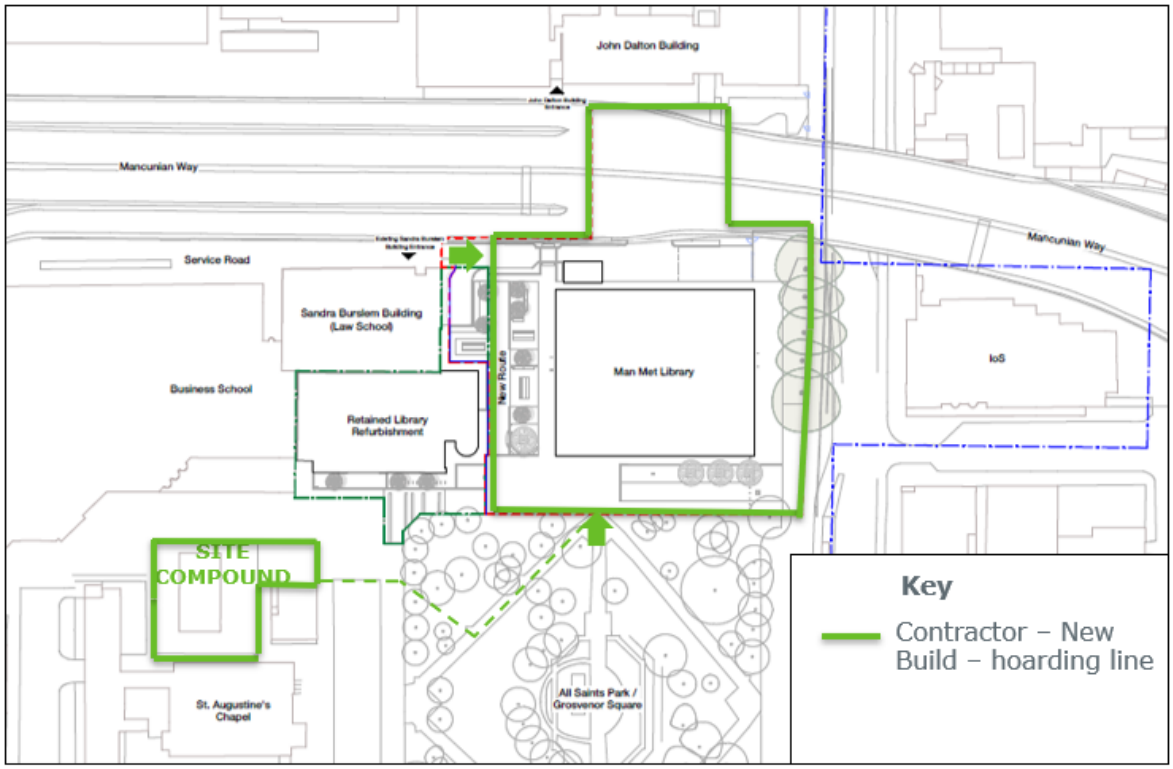
- New build library and associated landscape works.

The OCEMP produced aims to assist with the planning application stage to demonstrate the consideration of the necessary environmental management for the Project. A Full CEMP will be submitted at post-determination stage via relevant planning condition.

2.2 Site Location and Plan

The site within the existing Manchester Metropolitan University campus located on the Oxford Road in Manchester. The site is accessed by pedestrians from the All Saints Park area and by vehicles through the unnamed service road located to the north of the site.

The Proposal retains pedestrian access from the All Saints Park area and vehicular access from the service road, where access will also be provided to a dedicated service yard and a new car park located under the Mancunian Way (including Accessible Parking Bays).



2.3 Project Programme and Key Dates

The following programme has been agreed in principle with the client:

- New Build – January 2027 – May 2030.

The New Build phase will span a period of approximately three years within which there will be elements of ground works, foundations, frame construction, façade cladding, internal fit out and external works.

This is an indicative construction programme, and it should be noted that there are multiple risks involved in the development process. There is a risk that this programme may ultimately be extended in the event delays caused by sustained periods of poor weather, unexpected ground conditions or other abnormals and political uncertainty.

3 Environmental Context

The sites environmental context is summarised in this section with consideration as to how this may be affected by the construction works.

3.1 Neighbouring Uses

The site is located within the existing Manchester Metropolitan University campus located on the Oxford Road in Manchester. The site is accessed by pedestrians from the All Saints Park area and by vehicles through the unnamed service road located to the north of the site.

To the north of the site is the unnamed service road that leads to a fallow area under the Mancunian Way, and the raised Mancunian Way. To the east is the Oxford Road corridor and the University's Institute of Sport. To the south is the All Saints Park area that forms a focal green area of the existing Manchester Metropolitan University campus. To the west is the University's Business School.

4 Construction Management Measures

4.1 Site Access and Traffic Management

To assist in the preparation of this section, meetings have been held on site in June 2024 with Manchester City Council Highways and the University, with the discussions from the meeting have been incorporated into this document. Further discussions with Highways, will take place to ensure any developments that have taken place since the last meeting are considered and incorporated into the management plan.

All vehicle deliveries will be scheduled. Each supply chain partner will book in their deliveries, this will include date/time of the delivery, sub-contractor information, material being delivered, how it is being off-loaded and expected time on site. Delivery slots will be made available and scheduled in order to prevent multiple deliveries arriving to site at the same time which may lead to congestion on the local highway.

Further information is also obtained from the booking in process to measure carbon, such as type of vehicle, fuel type, miles travelled to site etc. If there are restricted delivery hours, this can also be factored in. There will be no deliveries permitted outside of the working hours.

The vehicle access will be via Lower Chatham Street with one route, for the North Elevation, following the University Access Road to the left, round to a gated access to the construction site. A turning point has been included as the vehicles will exit the site back onto Lower Chatham Street.

Signage will be erected on the surrounding road network, warning all road users and pedestrians of the construction site entrance and exits. On arrival at the site boundary there will be a Principal Contractor's representative to meet all visitors, operatives and delivery drivers. Personnel access onto the construction site will be controlled by a biometric turnstile with facial recognition and also a gate person. This will ensure no unauthorised personnel enter the site and that everyone can be accounted for at the end of each working shift. Vehicle entrance and exit gates will remain locked at all times and manned at all times when opened for vehicle access/egress. The pedestrian access onto site will be off Lower Ormond Street, from the site compound.

Discussions have taken place with Highways, for the Principal Contractor to be able to use the parking bays to the Left Hand Side of Lower Chatham Street to act as a 'Holding Zone' for deliveries. To prevent deliveries from trafficking through the city centre and residential areas, route cards will be issued to all supply chain partners and will provide a clear route from site, which will see all delivery vehicles exiting onto Oxford Road and turning left.

There will be no deliveries when the site is closed.

4.2 Site Compound & Hoarding

A 2.4m high hoarding will be erected and will remain in place for the duration of the construction works. A biometric turnstile and three sets of vehicle gates will control pedestrian and vehicle access in and out of the site. The proposed site boundary will not impact on any fire tender routes servicing the MMU Business School or Sandra Burslem Building, but we will also communicate the construction proposals to the local Fire & Rescue station so that they can familiarise themselves with the site and operations and provide any advice that might be needed and incorporated into our proposals.

The layout of the site and compound area have been carefully planned to provide safe segregation of vehicles and pedestrians along with designated unloading/loading and material storage areas. Delivery vehicles will either enter the site through manned gates off the MMU Service Road, from Lower Chatham Street, and exit through the vehicle gates off Oxford Road, or enter and exit the site to the Business School elevation, again utilising the Lower Chatham Street site access point. Materials will be unloaded from vehicles with the use of a crane, telehandler or pallet truck, where required, they will be slung and banked by a trained person. They will then be distributed to the designated laydown/storage area. Where possible, structural steelwork and PCC will be lifted directly from the vehicle and into the erected position. The safe unloading of wagons will be carried out with the aid of air bags, nets or lanyard system. There will be no materials or plant unloaded outside of the site boundary. Onsite material storage will be limited and as such we will be working to a 'just in time delivery' schedule on all major items. Plant will be secured each night within the site boundary. Materials will be stored in a manner to ensure they are not contaminated by weather or site dirt, where required materials will be stored off the ground and covered.

The three-storey site accommodation will be within a separate compound. Temporary site services may initially be provided with a generator and water tank before connecting to the utility services following the application process.

A tarmac haul road and/or track mat will be provided through the site to mitigate dirt from vehicles being dragged on to the highway. Road sweeping will also take place along the haul road on a regular basis.

4.3 Welfare and Accommodation

For the New Building works, the Site Compound is proposed to be located to the west of the Bell House and it is expected that the site accommodation will be triple stacked consisting of: -

- Canteen Facility
- Changing Room/Drying Room
- Toilet Facilities
- Meeting Room
- Offices
- Kitchen

4.4 Logistics & Parking Strategy

A Team of Gate Persons will be trained to control traffic on highways and will be responsible for managing construction traffic entering and exiting the site and to ensure that there is no congestion on the highway, as a result of the site operations.

The Team of Gate Persons will also be responsible for controlling the road sweeping operations, ensuring all the approaching roads and footpaths are kept clean.

There will be no parking on site for the workforce, staff or visitors. For general parking, we will make the Supply Chain Partners aware that there will be no parking provision on site and that local public carparks will have to be utilised. Public transport will also be encouraged and a location for bicycles to be stored, within the compound will also be made available.

4.5 Working Hours

The normal hours of working (including access and egress) on any part of the development during the construction period will be:

- 07:30o 18:00 Monday to Friday (excluding public holidays)
- 8:00 to 14:00 Saturday

An additional one hour start up and shut down period is permitted at the start and end of each day. This time may be used for deliveries, movement to place of work, unloading, maintenance and general preparation work. There will be no operation of plant or machinery liable to cause a nuisance.

The following controls will also apply to the works:

- No works will take place on Sundays or Public Holidays
- There will be no stacking of lorries on the site boundary outside of the working hours.
- Heavy and abnormal sized deliveries will be planned to ensure that vehicles do not cause congestion on the roads around the perimeter of site.
- Construction deliveries and collections shall be restricted to 07:00 to 19:00 hours Monday to Friday, with no deliveries and collections Saturday, Sunday or on Bank Holidays.

Any works outside these normal hours will be subject to the requirement to obtain consent from the Local Authority. The agreement should include working hours and methods to ensure that the ‘best practicable means’ to control potential nuisance are included.

Normal hours of work set out above do not apply to emergency works nor to equipment that is required to operate continuously.

4.6 Site Housekeeping

A 'good housekeeping' strategy will be developed from the outset and will be monitored by the Principal Contractor and supply chain supervisors on a daily basis. The strategy will also be included in supply chain orders and discussed in pre-start interviews. In further detail, material and waste management will also be discussed in the site induction and daily supervisor breakfast meetings. This will ensure that all operatives are aware of their duties and responsibilities.

Supply chain method statements will detail how material is loaded, where it is stored and include the method for transporting waste from the work area to the skips.

4.7 Fuel Storage and Refuelling

Fuel storage and refuelling will be managed as follows during construction:

Fuel Storage

- Fuel levels shall be monitored and recorded regularly (sudden changes may be a sign of leaks).
- Fuel tanks, secondary containers and storage compounds shall be inspected regularly for damage, corrosion, leaks, faults and vandalism. Repair defects/faults immediately and retain records.
- The secondary containment system must provide storage for at least 110% of the tank's maximum capacity and ensure that any valves, filters, sight gauges, vent pipes or other ancillary equipment are also situated within the secondary containment system and arranged so that any discharges would be contained.
- Fully lockable and labelled 'Fuel Safe Static Tank' will be deployed.
- Sufficient spill kits will be provided. Spill kit supply to be monitored regularly to ensure adequate stock remains full.
- All drains located adjacent or near to refuelling points shall be covered by Gully Guards before commencing transfer. All fuel transfers to be supervised.
- Drums must be stored in a secure interceptor drum store within the designated refuelling area.
- Oil spill and oil impacted water must be collected in a fuel safe container with fuel tag and fuel spills must be contained using the spill kits provided. Spills should be reported to the contractor's Site Manager immediately.
- Records must be maintained of all environmental incidents, mitigation works, clean up method and validation.
- A suitable container for hazardous wastes must be provided within the waste compound.

Refuelling

- Where possible, refuelling should only be carried out in a designated area, which will be secured/locked out of hours.

- The refuelling area shall be located away from drains and watercourses (>10 m from a watercourse and >50 m from a spring, well or borehole).
- Refuelling will always be supervised by a competent supervisor.
- Mobile plant must be refuelled away from surface waters, drains, permeable pavements and open excavations. A fuel drip tray must be used.

4.8 Major Plant and Equipment

The start of this phase of the project will see large skips and tipping wagons being utilised during site preparation. Tipping wagons will bring crushed material to site for the piling mat. The piling rig to install the CFA piles will be brought to site on a low-loader and transported under the control of a movement order. The vehicle will drive directly onto site where the rig will be unloaded onto the piling mat designed for the imposed loads of that specific rig.

Foundations will be excavated with mechanical excavators and various attachments will be used for cropping the piles, window shutters will be installed to the cab of the machines at the end of each working shift.

The erection of the structural steelwork, PCC and the external cladding will be undertaken using tower cranes, crawler cranes, mast climbers and MEWP's. Crawler cranes will be brought to site on low-loaders and under the control of a movement orderCommunity Relations & Considerate Contractor's Scheme

The Principal Contractor is aware of the need to promote and maintain relations with the local residents, businesses, St Augustines Church and MMU. Neighbours will be made aware of site telephone numbers, key contacts, construction activities taking place and working hours. This information will be updated and communicated to the neighbours along with regular newsletter drops to ensure all those in close vicinity of the project are made aware of the site progress and any factors which may affect them.

The Principal Contractor will be expected to register the site with the Considerate Constructors Scheme. We will be guided by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

4.9 Environmental Considerations (inc. dust and waste)

A Full CEMP will be submitted at post-planning approval stage, via planning condition, which will includea risk assessment to identify the environmental risks and mitigating measures. This will include the main risks specific to this project - noise, dust, vibration, light. The plan is a live document that is regularly reviewed and updated.

Waste

A Site Waste Management Plan (SWMP) will be developed and outlined within the Full CEMP to be submitted via relevant planning condition, prior to work starting on site. This will include a strategy for managing waste prior to materials arriving on site as well as recording actual waste off site on a monthly basis using an IT based system (i.e. Smartwaste).

The SWMP will consist of a series of targets to ensure that the project team and supply chain stay focused throughout the project to keep waste levels to a minimum. Monthly reports are produced to monitor performance against targets, these reports are produced by our sustainability lead and reviewed by site team.

There will be a focus on re-using and recycling waste.

Air Emissions

Atmospheric emissions from construction activities will depend on a combination of the potential for emissions (the type of activity and prevailing conditions) and the effectiveness of control measures.

In general terms, there are two sources of emissions that will need to be controlled to minimise the potential for adverse environmental effects:

- Exhaust Emissions from Plant and Vehicles
    - Operation of site equipment, vehicles and machinery will result in emissions to atmosphere of exhaust gases, but such emissions are unlikely to be significant, particularly in comparison to levels of similar emission components from vehicle movements on the surrounding highways network.
    - Construction traffic is likely to comprise haulage/construction vehicles and vehicles used for workers' trips to and from the site.
- Fugitive Dust Emissions from Construction Works
    - Construction activities that are considered to be the most significant potential sources of fugitive dust emissions are:
        - Earth moving, due to the handling, storage and disposal of soil and subsoil materials;
        - Construction aggregate usage, due to the transport, unloading, storage and use of dry and dusty materials (such as cement and sand);
        - Movement of heavy site vehicles on dry or untreated haul routes; and
        - Movement of vehicles over surfaces where muddy materials have been transferred off-site (for example, onto public highways).
    - Fugitive dust arising from construction and demolition activities can potentially impact upon human health).

Appropriate dust control measures, as described in the Control of Dust from Construction Sites (BRE DTi Feb 2003), will be implemented. These can be highly effective for controlling emissions from potentially dust generating activities identified above, and adverse effects can be greatly reduced or eliminated. Within the Full CEMP submitted at post-planning approval stage, via planning condition, will include any required mitigation measures.

Dust

Dust will be eliminated at source wherever possible, off-site manufacture and cutting of products will be the preferred method of control, all power tools will incorporate a dust extraction device and we will use every effort and best practice to minimise dust, some measures are outlined below.

- The management of dust-generating activities to be stated in appropriate method statements together with control measures.
- Dust monitoring will be carried out, when required.

- Damping down will take place on haul roads, when required.
- Speed limits will be enforced on site to minimise dust.
- If there are any stockpiles these piles will be kept to the minimum practicable height with gentle slopes.
- Covered waste skips will be used when possible and with the intention to be located away from any potential receptors.
- Existing roads will be kept clean and maintained.
- All dust generating power tools will be fitted with a suitable hoover/extract system.

Noise

Construction phase noise and vibration impacts arising from equipment, vehicular movements and processes related to the construction of the proposed development have the potential for a short-term impact on sensitive receptors in the vicinity of the development site.

The Principal Contractor will make every effort to minimise noise by utilising best practice measures to control, minimise and suppress construction noise as outlined in BS5228. This will focus on construction methods / techniques to be adopted that will minimise noise such as: -

- Careful selection of equipment, construction methods and programming will be carried out with the objective of reducing noise wherever possible.
- Plant
    - Plant will be located as far as reasonably practicable away from the receptors
    - All plant is to be regularly maintained to comply with regulations.
    - Plant will be less than 5 years old, as noted in our 'Plant Standard'
    - Plant will be operated in the mode of operation that minimises noise emissions.
    - Plant will be shut down when not in use.
    - Process / plant utilisation method statements to take account of noise control.
- Control of Works
    - Control working hours
    - Enforce a 5mph speed limit on site
    - Personal radios banned from site
    - Sirens/ bell for emergency use only.

Vibration

- Construction methods to be adopted to minimise vibration
- Vibration monitoring to be carried out when required
- Piles to be cropped instead of being reduced in height using a breaker
- 5 mph speed limit.

- Control of vibration generating activities (general) via method statements.
- Audit plant in use.

Light Pollution

- Site lighting will only be utilised when necessary, and of sufficient intensity to safely progress the works and maintain security.
- Lamp-heads will be directed so as not to shine onto/into adjacent properties/ highway and therefore not be a nuisance.

Ground and Watercourse Contamination

- Method statements for the Works will be devised to take account of contamination risk and the effective management of that risk.
- All materials/ processes will be handled/ undertaken strictly in accordance with the suppliers/ manufacturers recommendations.
- All bulk solid, granular, liquid materials will only be stored on site in (limited) quantities necessary to meet the requirements of the construction process.
- All liquid materials will be stored in suitable containers, adequately bunded to comply with Health, Safety and Environmental legislation/ recommendations.
- Sensitive areas will be subjected to specific protection regimes.
- Spillage reaction/ clean-up plans will be in place to be undertaken by a trained squad of personnel.
- Specialist cleaning equipment with be placed in key locations around site to minimise any spillage should it occur.
- All waste materials will be controlled/ sorted into the appropriate waste containers on site prior to removal by an authorised/ licensed waste carrier.

4.10 Use and Storage of Hazardous Materials / Substances

The use and storage of solvents, cements, adhesives, grout and concrete shall be managed as follows during construction:

- All drains adjacent or near to concreting works shall be covered with Gully Guards before commencing mixing.
- Concrete washings must be treated in compliance with RPS 235 'Treating and using water that contains concrete and silt at construction sites.
- Surplus dry concrete, cement and grout is to be collected and reused where possible e.g., as inert rubble; Reuse of dried materials may require environmental permits or exemptions.
- Areas of permeable pavement are not to be used for the temporary storage of cement bags. If unavoidable ensure adequate protection measures are in place to prevent the pavement from becoming blocked.
- All hazardous materials shall be labelled, sealed and stored with their COSHH assessment in a bunded and lockable container away from drains and watercourses when not in use.
- Hazardous liquids shall be transferred using a funnel and drip tray and sealed and returned to the container immediately after use. Damaged containers shall be reported to the Site Manager.

- COSHH datasheet will be read and understood before using any hazardous material. All usage shall comply with its requirements.
- Hazardous liquids must be re-sealed after use. Empty containers are to be disposed of to the designated container within the waste compound.
- Construction workers are required to wear PPE such as gloves and face masks (where appropriate) to prevent dermal contact and inhalation or ingestion.

5 Emergency Preparedness and Response

5.1 Emergency Preparedness

Spill Kits

Spill kits capable of dealing with hydrocarbon and chemical spills shall be available at all worksites. Each storage location shall be clearly visible to the workforce, for instance by deploying clear signage.

If a construction compound, fuel storage point or COSHH store is provided then additional spill kits will need to be available at each separate location.

Extreme Weather

The Principal Contractor's Site Manager shall register to receive Met Office weather warnings. All warnings issued by the Met Office with the potential to impact upon the works shall be communicated by the Site Manager to the workforce in a timely manner so that measures can be implemented where necessary. In the absence of the Site Manager the Environment Manager shall also receive and act upon all alerts.

Fire Prevention

Means to raise the alarm in the event of a fire shall be available at the points of work. An assembly point shall be designated a safe distance from the active works locations and will be communicated to all members of the workforce before works commence. The workforce shall assemble at the point for a roll-call and to receive further instructions. All individuals at the worksite, including visitors, will be obliged to immediately sign in on arrival.

5.2 Incident Report and Investigation

Reporting

All incidents must be reported to the Client within 24 hours.

The Principal Contractor, after informing the Client, shall report all environmental incidents that are required to be reported to the Environment Agency and/or to any other relevant statutory or regulatory bodies.

Investigation

Reporting of an incident to the Client shall where necessary commence the incident investigation which shall be jointly conducted between the Client and its Contractor[s].

The Principal Contractor shall prepare an investigation report for all environmental incidents.

The Client will verify the incident investigation and agree with its Contractors any further actions which are to be implemented to prevent a reoccurrence of comparable incidents. A timeline for the implementation of all actions shall be established and the Contractors shall provide details of when they have been implemented.

An incident investigation shall be complete when all details have been recorded on file.

6 General Environmental Requirements

6.1 Roles & Responsibilities and Authority

The Principal Contractor shall make available sufficient time and resources for the effective management of environmental risks that could arise during construction work. This includes appointing adequately qualified personnel with knowledge and capability in the environmental management of construction site works.

Persons having responsibility for environmental site management, and in particular any persons required to undertake and oversee response to any incidents with potential environmental consequences, shall be empowered to make decisions and take appropriate action necessary to avoid or mitigate adverse environmental effects, even when this may lead to delay and/or additional cost to the Principal Contractor.

6.2 Competence, Training and Awareness

The Principal Contractor shall ensure that appropriate awareness and training is delivered to all site operatives and only appropriately qualified sub-contractors are appointed.

Every member of the workforce shall be required to participate in a site induction prior to starting to work on the Site. The level of induction training will depend upon the position and duties the person is to perform. The site induction will include:

- A brief overview of the works to be undertaken and any potential environmental aspects associated with the construction activities;
- A summary of the sensitive environmental receptors near the Site;
- An overview of the applicable environmental mitigation and pollution control measures; and
- An overview of the health & safety management measures in particular emergency response procedures required at the Site.

The Client will require its Contractors to provide continuing training and awareness raising of the workforce. This can be delivered in the form of Toolbox Talks tailored to the specific environmental mitigation measures required dependent on the work activities being undertaken and to raise awareness on environmental best practice.

Records of all inductions and Toolbox Talk deliveries shall be maintained at the site office. Copies shall be made available to the Client on request.

6.3 Review and Updates to the full CEMP

A fundamental aspect of the Principal Contractor's role is the development of a Full CEMP, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/Consultant, the Design Team and also through site investigations. This will then be reviewed on an agreed, continual basis.