



A. & H. Construction & Developments PLC

Building and Civil Engineering Contractors

Construction, Environmental and Traffic Management Plan
Desford
Griffen Park

Units 3 & 4

Planning Application No: Ref: 21/00619/FUL

Rev1

The Construction Environmental Management Plan has been formulated to discharge planning conditions relating to condition 14 and 41 of planning permission ref: 21/00619/FUL..

14 Pre-commencement

Prior to any phase of development commencing, excluding demolition, a Construction Traffic and Environmental Management Plan shall be submitted to and agreed in writing by the LPA.

The plan shall detail as a minimum,

1. wheel cleansing facilities,
2. vehicle parking facilities, and a timetable for their provision

and how during the site preparation and construction phase of the development, the impact on existing and proposed residential premises and the environment shall be prevented or mitigated from

3. dust,
4. odour,
5. noise,
6. smoke,
7. light and
8. land contamination.

The plan shall detail how such controls will be monitored. The plan will provide a procedure for the investigation of complaints. The agreed details shall be implemented throughout the course of construction for the whole development area.

Reason: To minimise disruption to the neighbouring residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

In addition to these requirements we shall also work to the requirements set out within the guidance: Hinckley and Bosworth Borough Council - A CONTRACTORS GUIDE CONSTRUCTION ENVIRONMENTAL MANAGEMENT

41 Pre-commencement

No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority.

The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic lead to on-street parking problems in the area.

“Conditions 14 and 41 of 21/00619/FUL enable discharge on a phased basis. As such, this CEMP relates to Units 3 and 4 and associated enabling and infrastructure works.”

Issue Date	Completed By	Revision No	Amendment Information
17/11/23	M.McQuillan EHS Manager	1	Amendments required after review by LCC

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1.0 Project Description

- Erection of buildings for B2/B8 use with ancillary offices and welfare floorspace, gatehouse, service yards, parking, associated hardstanding and landscaping.

2.0 Hours of work

- Where residential occupiers are likely to be affected by noise, the hours of work, including plant such as generators, will normally be restricted to the following:
- Monday – Friday: 7.30am - 6pm
- Saturday: 8am - 1pm
- Sunday and Bank Holidays: No work where noise is audible at the site boundary

2.1 Publicity

- The council considers that liaison with local residents who may be affected by construction works is essential. The local residents should be informed of the nature of the works, proposed hours of work and their expected duration.
- Communication to local residents should include publicity, including the name and telephone number of a main contact. This contact person should be able to give further information to the caller and deal with any complaints or emergencies that may arise at any time. A copy of the letter sent to the residents should be forwarded as soon as possible to Environmental Health.

2.2 Operation

- Where noise, dust and air pollution are likely to affect local residents the contractor shall be held responsible for ensuring that before works commence the site workforce, including sub-contractors, are fully briefed on the need to comply with this code.

2.3 Monitoring

- Where local residents are likely to be affected all working methods that minimise noise, dust and air pollution impacts are to be used at all times. Measures included in this code are not exhaustive and additional measures can be used which will reduce environmental impacts further.

3.0 Noise and Vibration

- A noise impact assessment should be undertaken before the development work commences in accordance with recommendations in BS 5228 -1:2009 'Code of practice for noise and vibration control on construction and open sites.
- It is generally recommended that the noise levels from construction activities at the site between 07:00 and 19:00 hours, should not exceed a (LAeq) (1 hour) 70dB(A) should be used in rural suburban areas and urban areas away from main road traffic and industrial noise, whilst an (LAeq)(1 hour) 75dB(A) should be used in urban areas near roads in heavy industrial areas
- The assessment will confirm the existing noise levels and the potential noise levels that will be created during the construction works.
- As the works progress, we shall undertake further noise assessments at determined points on and off site. The methods of estimating noise from construction sites will take into account distance, ground effects, reflections from surfaces, and screening by obstacles.
- Noise assessments will be undertaken by the Project Manager, using a handheld noise meter a RS PRO Digital Sound Level Meter 8kHz, as the works progress.
- Where noise levels are above the recommended noise levels from construction activities, the works will cease until further mitigating measures are implemented. i.e. This includes use of noise screens, low noise level plant and equipment, set working hours outside of surrounding business sensitive works
- We will ensure that all compressors, percussion tools and vehicles are fitted with effective silencers of a type recommended by manufacturers.
- Letter drops will be carried out to the local residents and businesses detailing the proposed works and duration times. This will be ahead of the works taking place.
- All plant, tools and equipment will be switched off when not in use to prevent disturbance to the local residents.
- Noisy operations will be planned at times that cause least disruption to the surrounding businesses and residents. Noise screens will be utilised, as required, to help reduce the noise levels

3.1 Plant and Equipment

- All activity should comply with BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites.
- Noisy plant or equipment shall be sited as far away as is practicable from sensitive buildings. The use of barriers, such as soil mounds, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas, is to be employed wherever practicable.
- Wherever practicable all plant and equipment shall be powered by mains electricity in preference to locally powered sources such as diesel generators. Hand tools should also be electrically powered rather than petrol or diesel driven.
- Vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. The contractor shall ensure that all plant complies with the relevant statutory and manufacturers' requirements.
- Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum. Noise emitting equipment that is required to run continuously may have to be housed in suitable enclosures.
- Compressors must be "sound reduced" models fitted with properly lined and sealed acoustic covers that must be kept closed whenever the machines are in use.
- Equipment which breaks concrete, brickwork or masonry by bending or by bursting shall be used in preference to percussive tools as far as practicable.
- Pneumatic percussive tools must be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Where practicable rotary drills and bursters actuated by hydraulic, chemical or electrical power shall be used for excavating hard or extrusive material.
- Plant shall be maintained in good working condition so that extraneous noise is kept to a minimum.
- Care shall be taken when loading or unloading vehicles, dismantling scaffolding or moving materials etc. to reduce impact noise.

3.2 Piling

- In assessing the impact of any piling operations, the contractor will comply with the recommendations set out in the relevant current British Standard BS5228 Part 4 "Code of practice for noise and vibration control applicable to piling operations".
- Where practicable pile driving shall be by jacking. The use of conventional impact hammers should, wherever possible, be avoided. Any pile driving is to be carried out by plant equipped with a recognised noise reducing system.
- In some circumstances Environmental Health may request limited hours of piling

3.3 Demolition

- Prior to any demolition notice to the council of intended demolition under Section 80 of the Building Act 1984. Building Control will need to consider this submission and are responsible for monitoring and specifying any special conditions which will need to be complied with as part of the demolition process.
- The transportation and loading of demolition waste into skips and vehicles shall be carried out to minimise the impact noise.

4.0 Dust and Air Pollution

- Dust will be controlled by means of extraction, containment, dampening down, suppression etc to prevent the migration of dust during the works.
- Light water misting systems will be utilised to contain the dust at source. This will include when transferring or placing aggregates and the like. Debris netting will be erected to the boundary fence, as required, to contain dust and debris.
- The weather conditions will be constantly monitored to allow control measures to be planned in advance, as dry weather may cause dusty conditions and wet weather create the possibility of mud.
- Plant will be maintained in good order
- All contractors must ensure, that the equipment issued to their operatives or used by their operatives, has the ability for extraction/containment to be used.
- Plant operators must ensure, that the placing of aggregates is done in a controlled manner to minimise dust distribution. This means placing and spreading the materials using the bucket at low level.
- In addition to the plant itself, the conditions of the site must be monitored to ensure that the air quality is not affected by the construction activities, themselves. This could include dust created during the tracking and movement of plant, during the earthworks and “track” out (vehicles leaving the site).

4.1 Air Pollution

- All Non -Road Mobile Vehicles used on site must be in good working order, serviced regularly and monitored by the operator, to ensure that they remain in good working order.
- Any vehicles that are noted in poor order will not be allowed to be operated on site.
- All plant will be inspected to ensure that it is in good working order. Diesel / Petrol plant will be used outside to prevent the build-up of fumes.
- Plant will be regularly serviced to ensure that there are no excessive fumes created or given off. Plant that is not in good order will be taken out of service until serviced/repaired.
- No burning will be allowed on site at any time, so smoke will not be an issue in relation to the works/

5.0 Asbestos

- Special precautions shall be taken if materials containing asbestos are encountered. The contractor shall comply with the Control of Asbestos at Work Regulations. The contractor shall consult with the Health and Safety Executive concerning precautions required when removing asbestos material.

6.0 Contaminated Land

- We will plan ahead for intense and also prolonged wet weather and consider all relevant pollution mitigation measures including, minimising the amount of time stripped ground and soil stockpiles are exposed. We shall only remove vegetation from the area that needs to be exposed in the near future.
- We will create run-off lagoons, as required and allow suspended solids to settle before disposal off site. Settled solids will be removed regularly and appropriately disposed of.
- Run-off is to be collected in an impermeable sump. Contaminated water tankered off site for authorised disposal.
- We will aim to prevent water from entering excavations, by using cut-off ditches and using pump sumps in excavations, to draw the water away from the area.
- Where run off water is contaminated with silt or other pollutants, such as oil, this must not be pumped or allowed to flow (directly or indirectly) into the water environment without treatment.
- Plant and wheel washing will be carried out in a designated area of hard standing at least 10 metres from any watercourse or surface water drain.
- Refuelling of plant or equipment shall be carried away from water courses or drainage points and on a hard standing with drip drains underneath.
- Sand bags will be placed around areas such as gullies and drains to protect them and prevent any ingress should a spill occur.

- Spills will be cleaned up immediately with a spill kit and the waste material disposed of accordingly via a licensed waste contractor.
- Any spills that may affect the local water course or create land contamination that could impact the environment, will be reported to the local EA for advice and control.
- All fuel and generators will be stored on a suitable drip tray with a capacity equal to 110% of the capacity of the fuel tank that supplies the equipment.
- We will empty drip trays regularly to make sure that they can contain any spills. All plant will be maintained in good order and where possible, will use biodegradable lubricant and biodegradable hydraulic oil in plant, where possible.

7.0 Ecology

7.1 Wildlife and Countryside Act

- The contractor shall comply with the provisions of the current Wildlife and Countryside Act, with the requirements of the Local Plan and any conditions attached to planning permissions. The first priority is to maintain habitats intact and undisturbed and, if possible, to make improvements to enhance natural habitats.

Badger Set:

- The updated badger survey confirms the presence of a large main sett that will be destroyed. A further sett is also present but impacts on this are avoided. In mitigation, the ecologist has recommended construction of an artificial sett (it appears that this has already happened.) Monitoring of the artificial sett is needed to establish that it is being used – this has to be confirmed before the sett can be destroyed. It is not in use at present (as at Nov 21, according to the ecology report). Closure of the sett will be under a licence from NE, and it should be a licence condition that the artificial sett is in use before closure.
- The mitigation measures in the report include this and other precautions to reduce accidental harm to badger during construction. These are acceptable as far as the planning condition is concerned, with implementation taken up by the NE licence application, and therefore I recommend that condition 27 can also be discharged.

Great crested Newts:

- The updated great crested newt surveys are satisfactory. No evidence of GCNs was found in the pond this year. The pond is on the edge of the development, and will not be directly affected, but it and the surrounding terrestrial habitat is likely to experience indirect impacts during construction.
- As the evidence of GCNs found in 2020 indicates they are present in the area and may return to the pond in future years, a precautionary approach to all works to suitable terrestrial habitats within an appropriate radius of the pond is needed. The GCN report includes some mitigation measures, which are acceptable.
- The ecologist has not stated a radius for these precautionary measures, but it is usual for 500m radius to be considered as this is the likely range of impact around a GCN pond (it is the distance usually taken as a maximum dispersal distance of GCN from a pond). This covers most of the development site.
- Although the measures may be considered onerous when applied to the whole development site, virtually all the habitats that will be affected directly by construction are potentially good GCN terrestrial habitat – and it is also known that GCN are present on land to the south of the development site, suggesting some GCN habitat connectivity across the development site.

7.2 Trees

- Where there are trees on the site, the contractor shall satisfy themselves that they are complying with any legislative protection or planning conditions that may relate to them.
- Where there is no statutory tree protection the contractor shall not fell, prune or remove them or work within the crown spreads without written consent and prior consultation with the council's Planning department.

7.3 Problem Plants

- A number of plants, commonly found on development sites, are the cause of environmental problems and some pose a risk to people and or livestock and are collectively known as invasive or injurious weeds. Some are covered by legislation (*Wildlife and Countryside Act 1981*) that prohibits the planting or “cause to grow in the wild” of the plants placing a responsibility on developers to control and dispose of them safely in accordance with waste regulations.
- Developers should be aware of their responsibilities and follow Environment Agency current code of practice for the management, destruction and disposal of all such nuisance weeds the most common of which are listed below.
- *Japanese Knotweed* - A large vigorous weed that can grow in most habitats and is regarded as troublesome because of its ability to colonise rapidly and dominate habitats to the exclusion of other plants. It can regenerate from just 0.8 grams of root and causes damage to paths, roads, buildings and riverbanks. Effective control takes time and specialist knowledge. Consequently, Japanese Knotweed is regarded as controlled waste and has to be disposed of at a licensed site or by burning on site.
- *Giant Hogweed* - Similar in appearance to Cow Parsley and Hogweed, Giant Hogweed is distinguished by its mature size of 3m to 5m. In addition to its ability to destroy native habitat through its exceptional vigour its sap contains a substance that makes skin sensitive to ultra violet light which can result in severe burns, swelling and painful blistering. The Giant Hogweed produces approx 1500 seed per flower head and these seeds can remain inactive in the soil for several years germinating when the soil is disturbed. Consequently, any Giant Hogweed polluted soil or plant material is regarded as controlled waste and has to be disposed of at a licensed site or by burning on site.
- *Himalayan Balsam* - An innocuous looking but pretty garden escape that rapidly colonises riverbanks and damp areas suppressing native flora and causing problems of erosion. Can be controlled by mechanical or chemical means or in some locations by grazing.
- *Common Ragwort* - Common Ragwort is one of five Injurious Weeds specified in the Weeds Act 1959: Spear thistle (*Cirsium vulgare*); Creeping or field thistle (*Cirsium arvense*); Curled dock (*Rumex crispus*); Broad-leaved dock (*Rumex obtusifolius*); Common ragwort (*Senecio jacobaea*). This Act empowers the respective Agricultural Ministers (in Scotland, the Secretary of State) to serve notice requiring an occupier of land on which ragwort is growing to take action to prevent the weed from spreading. Ragwort is singled out as it contains toxins which when digested by livestock can result in illness or possibly even death. The Ragwort Control Act 2003 (an amendment the Weeds Act 1959) allowed for the production of a Code of Practice (CoP) on how to prevent the spread of Common Ragwort to land used for horses, livestock and feed and forage production. The CoP can be obtained free of charge from Defra Publications by phoning them on 08459 556000 or downloading the CoP from the Defra website.

7.4 Statutory protection of plants and animals

- Many species of animals and plants and their habitat are afforded special protection in law, contravention of which may result in fines or imprisonment. The level of protection varies according to legislation covering a particular species but in all cases the presence of a protected species is a material consideration in determining planning applications. There is also a statutory duty on the council to have regard to the preservation and enhancement of biodiversity in all its actions including planning decisions.
- Consideration of protected species and biodiversity commonly results in detailed ecological surveys, mitigation measures and in the imposition of conditions on new developments to ensure species and habitats are protected during development and enhancement measures secured.
- However, the presence of protected species or habitat may not become apparent until sometime during the development in which case the developer will need to have regard to relevant wildlife legislation and current good practice.
- Developers will be expected to comply with any conditions imposed, comply with current wildlife legislation, report the presence of any protected species to Natural England and seek advice and to take the following measures to minimize impact on wildlife:
- Cutting and removing of vegetation should be between September and February to avoid disturbing nesting birds.
- All trees to be felled or buildings to be demolished should be assessed for potential as bat roosts by a licensed bat worker and surveyed in detail where appropriate.

- If bats are found during construction, even when a survey has been carried out, works should stop immediately and Natural England contacted for further advice.
- Natural habitats (eg woodland, streams and ponds) should be protected from disturbance and damage during construction using robust fencing (eg BS5837 2005 figure 2) and where necessary hoarding to prevent accidental harm, unnecessary incursions, dust and noise.
- Open excavations shall be maintained with boards that provide for mammals to escape in the event of accidentally becoming trapped.

In addition, we will look at areas where a positive impact can be made, by looking at the following:

- Incorporating measures for birds and bats in new buildings in the form of detailed design and external bird and bat boxes.
- Planting native plants where possible.
- Creating areas on site for wildlife.
- Adopting sensitive management regimes to encourage wildlife.

8.0 Ancillary Site Activities

- Access to the site shall be located to ensure the minimum of disturbance from vehicles entering or leaving the site to persons in nearby noise sensitive buildings.
- Lorries shall enter and exit the site in a forward direction except where space restrictions do not allow this. These conditions will be subject to prior discussions with the Highway Authority and the Police before implementation.
- Wherever practicable all loading and unloading of vehicles will take place on site.
- Lorries that cannot immediately enter or leave the site must switch off their engines.
- As PC, we will be responsible for all lorries delivering to or exiting from the work site and shall comply with the time restrictions as stated above.
- We shall take remedial measures to minimise mud on surrounding roads.
- Any run-off of surface water from the site onto neighbouring property should not be allowed. Flows in any watercourses, culverts and drains across the site should be maintained at all times.
- Site run-off and vehicle washings should not be allowed to enter the drainage network or road gullies without passing through a regularly emptied silt trap.
- Rubbish shall be removed at frequent intervals and the site kept clean and tidy.
- All waste shall be deposited in accordance with the requirements of current waste legislation.
- Hoardings shall be frequently inspected and repaired as necessary.
- Site lighting shall be positioned and directed so as not to intrude unnecessarily on adjacent buildings and land uses.
- Toilet and washing facilities will be provided.
- The use of radios shall be minimised when near to noise sensitive premises and the volume limited to a level where it does not cause disturbance.
- Any site litter should be stored securely and regular litter picks undertaken to ensure that litter does not cause an issue.
- All materials, particularly those likely to cause injury to people or the environment, should be stored in safe and secure locations.
- All relevant guidance, such as that on the Environment Agency website, should be observed and any spillages reported.
- A pest control prevention programme shall be implemented to minimise the impact of rodents and other pests on the site and to protect adjoining premises and land.

9.0 Site access / egress and vehicle routing

- Clear Site access / egress will be maintained at all times.
- Gates will be closed and locked to prevent unauthorised access and signs will be displayed advising of the site entrance and exit
- The access point to be utilised during the construction phase is an existing access point that serves an existing warehouse and was therefore frequently used by large vehicles. **Appendix A**
- Large tippers and low loaders would not be able to access/egress the site from Peckleton Lane simultaneously, however given the low frequency of large tippers and/or low loaders visiting the site, the following protocol would be adopted: “Large tippers and low loaders would arrive on site in a pre-agreed timeslot to prevent large tippers and low loaders accessing/egressing the site simultaneously.”
- A Banksman would be placed along the site access road at a point approximately 40m back from the ‘give-way’ line with Peckleton Lane to stop traffic existing the site whilst the large tipper or low loader enters the site.
- On exit for a large tipper or low loader, the Banksman would temporarily manage any vehicles on Peckleton Lane to remain a sufficient distance back from the access point whilst the large vehicles exit the site.
- Vehicle routing for construction vehicles during the construction phase is shown at **Appendix B**.
- The vast majority of vehicles will access the site from Junction 21 of the M1 or from the A5 (eastbound) / Junction 2 of the M69 where they would be expected to join up with the A47 towards the site. Egressing the site will follow the same routes in reverse.
- These routes have been specifically chosen to avoid vehicles passing through nearby villages, built up areas and/or roads with weight restrictions as far as practicable.
- The routing strategy, which all drivers will be made aware of well in advance of visiting the site and also when exiting, will ensure that villages including Desford, Earl Shilton and Thurlaston will be avoided.
- Large and bulky loads will be managed and controlled by banksmen position at the junction on Peckleton Lane.
- “It should be noted that banksmen would not have legal authority to stop traffic on Peckleton Lane.”

9. 1 Anticipated size and frequency of HGV vehicles moving to / from the site;

This is a guide only and is subject to change based on the nature, scope of works, time of year etc.

The vehicles below will be delivery vehicles i.e. HGV and are anticipated numbers only. All vehicle movement and management will be arranged with the Project Manager, to ensure that the vehicles do not create congestions.

There may be times where less vehicles or more vehicles are arranged, but this will all be agreed in advance, with allotted times for deliveries or collections.

Smaller one-off deliveries or collections will be co-ordinated around the busy times to minimise the amount of traffic movement in and around the area.

Proposed HGV vehicle delivery and collection schedule over the project				
	Scope of Work	Delivering	Duration	Anticipated Vehicle Numbers (Variable per day)
1.	Establish Site Set Up	Welfare	1 – 2 days	2-3
2.	Site Preparation - Topsoil Strip / Cut & Fill Operation / Piling Mattress	Plant	1 -15 Days	4-5
3.	Vibro Stone Column Ground Improvement	Piling Rig / stone	1 - 5 days	2 - 4
4.	Floor Slab - Prepare & Concrete	Concrete	4 -5 Days	6 - 8
5.	Structural Steelwork Frame	Steel / Plant	8 - 10 Days	3 - 4
6.	Roof Gutters / Cladding	Cladding sheets / Plant	8 - 20 Days	3-5
7.	Internal Finishes	Plasterboard, Timber, Furniture, Fixtures and Fittings	8 -10 Days	1 - 4
8.	Waste removal	Waste skips	8 -10 Days	1 - 3
9.	External Works Drainage & Services, & Sub Base, Kerbs & Edgings.	Plant, Materials, concrete	8 -10 Days	3 - 4
10.	Service Yard	Plant, Materials, concrete	3 -5 days	8 -10
11.	Tarmac	Plant, Materials, Tarmac	2 - 4 Days	6 - 8
12.	Soft Landscaping	Plants and soils	2 -3 Days	3 - 5
13.	Practical Completion	Decant all plant and equipment from site	2-3 days	6 - 8

9.2 Anticipated frequency of Cars and Vans moving to / from the site during the construction phase.

This is a guide only and is subject to change, based on the nature, scope of works etc.

There will be a cross over during the different phases of the works, which are subject to change, so the vehicle numbers may differ from the figures below.

Once on site, the movement of vehicles will be limited, as the contractors will remain on site during the site working hours.

Proposed CARS AND VANS schedule over the project		
	Scope of Work	Anticipated Vehicle Numbers (Variable per day)
1.	Establish Site Set Up	1 - 3
2.	Site Preparation - Topsoil Strip / Cut & Fill Operation / Piling Mattress	1 - 3
3.	Vibro Stone Column Ground Improvement	4 - 6
4.	Floor Slab - Prepare & Concrete	4 - 8
5.	Structural Steelwork Frame	10 - 15
6.	Roof Gutters / Cladding	15 - 25
7.	Internal Finishes	15 - 25
8.	External Works	10 - 15
9.	Practical Completion	6 - 8

10.0 Wheel cleaning facilities

- A jet wash will be set up within the confines, within the site boundary and close to the entry and exit of the site, to provide vehicle wheel cleaning facilities and to clean off lorry bodies. The Jet wash will be set up at the start of the construction phase to maintain the cleanliness of the highway. Please note that wheel cleansing facilities are also proposed as part of the demolition phase, measures that will be adopted by the demolition contractor to ensure that there will be wheel cleansing facilities available at the site for the entirety of the demolition and construction phases.
- All drivers will be responsible to ensure that, their vehicles are clean and hazard free before leaving site and this will be checked and monitored by the contractor supervisor and site manager.
- Any vehicle that is not clean will not be allowed to exit the site. Signs will be displayed stating, "vehicles must be clean before they exit the site".
- Monitoring of the weather conditions against the site-based activities will help the manager plan for operations that may create mud, i.e. Groundworks. Manual clearing of mud will also be carried out as required by means of broom, shovels etc.
- No deleterious material will be deposited in the public highway. Usage of the wheel washing facilities for vehicles leaving the site will be mandatory and located appropriately close to the public highway. The location of wheel cleansing facilities is shown on the plan contained at Appendix A.

10.1 Vehicle parking facilities, and a timetable for their provision

- Car parking will be within the confines of the CDM area at all times, marked in green and vehicles will be parked in a safe manner. The car parking will be implemented as soon as the works commence.
- This will require preparing an area to allow the initial site vehicles to park.
- Numbers of parking spaces will be limited during the early phase of the works, which will be restricted to earthworks and site preparation teams only.
- We will ensure that the on-site compound and allocated car parking spaces is sized efficiently to ensure it allows for peaks of vehicle numbers.
- As the works progress, sufficient areas for the parking of 25 vehicles will be created.
- The build-up of the car park structure will be by initial means of a hardcore base i.e. 6f2, type 1 or similar. The hardcore will be compacted using a roller, to provide a clean and safe parking area
- As the works progress, hard standing areas of the site, such as concrete yard areas, will be utilised, once the concrete has cured sufficiently, to allow the vehicles to park.
- The parking areas will be clearly defined by means of metal pedestrian barriers and car parking signs.
- The barriers will be erected around the confines of the parking area, with signs noting contractor parking.
- All vehicles will park within the site parking area demarcated at all times.
- Parking spaces will be a minimum of 2.4m x 5.5m with additional 0.5m strip on any sides bound by fencing."
- Turning facilities will be provided within the curtilage of the site to enable a vehicle to enter and exit in a forward gear."

10.2 Light

- Only the minimum amount of light needed for safety will be used and turned off when night works are not being carried out i.e. fit out activities
- We will minimise light spill by eliminating any bare bulbs and upward pointing light fixtures. The spread of light will be kept near to or below the horizontal plane, by using as steep a downward angle as possible and/or shield hood;
- We will look to use light sources that emit minimal ultra-violet light and avoid the white and blue wavelengths of the light spectrum.
- This is to avoid attracting insects and thus potentially reducing numbers in adjacent areas, which bats may use for foraging
- We will avoid using reflective surfaces under lights or light reflecting off windows (e.g. onto potential bat flight lines); Artificial lighting will not directly illuminate hedge rows and tree lines.

10.3 Complaints Procedure:

- Any complaints received will be logged by the site management team and investigated accordingly, based on the nature of the complaint.
- The findings of the investigation will be discussed by the projects team and any action required, will be implemented.
- The complainant will also be advised of the action being taken to address and resolve the complaint

10.4 Surface Water:

- We will plan ahead for intense and also prolonged wet weather and consider all relevant pollution mitigation measures including, minimising the amount of time stripped ground and soil stockpiles are exposed.
- We shall only remove vegetation from the area that needs to be exposed in the near future. We will create run-off lagoons, as required and allow suspended solids to settle before disposal off site. Settled solids are removed regularly and appropriately disposed of.
- Run-off is to be collected in an impermeable sump. Contaminated water tankered off site for authorised disposal.
- We will prevent water from entering excavations, or the water course by using cut-off ditches and using pump sumps in excavations, to draw the water away from the area.
- Where run off water is contaminated with silt or other pollutants, such as oil this water, this must not be pumped or allowed to flow (directly or indirectly) into the water environment without treatment.
- Plant and wheel washing will be carried out in a designated area of hard standing at least 10 metres from any watercourse or surface water drain
- Refuelling of plant or equipment shall be carried away from water courses or drainage points and on a hard standing with drip drays underneath.
- Sand bags will be placed around areas such as gullies and drains to protect them and prevent any ingress should a spill occur.
- Spills will be cleaned up immediately with a spill kit and the waste material disposed of accordingly via a licensed waste contractor.
- Any spills that may affect the local water course will be reported to the local EA and water trust, for advice and control.
- All fuel and generators will be stored on a suitable drip tray with a capacity equal to 110% of the capacity of the fuel tank that supplies the equipment.
- We will make sure that the equipment contractors use, does not leak oil. Drip trays will be emptied regularly, to make sure that they can contain any spills.
- The external hard standings that are constructed will drain to the permanent drainage network and be dealt with as the drainage design intended.
- All plant will be inspected daily to ensure that it is in good working order. This includes inspecting hoses to ensure that they are not corroded or leaking fuels such as hydraulics.
- Any plant found to have faults will be taken out of service. It will be stored on a hard-standing area until repaired or removed.
- Regular audits and inspections will be carried out to ensure compliance of the pollution control measures to ensure that they are suitable and satisfactory.
- As the works progress, the weekly weather will be monitored to determine, if the weather conditions anticipated, will impact on the site activities and operations.
- Monitoring the conditions will allow an assessment to be made, on the effect to the site conditions and determine what measures to be implemented to mitigate the risk i.e. change to the planned works, additional resources or equipment required for significant rainfall.

10.5 Site Contact Details:

Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided;

Management of the Implementation of the installation of physical protection measures during construction;

- Project Manager: Kevin Lowe – 07718 126590

Training for Construction Personnel in relation to the CMP control measures

- Project Manager: Kevin Lowe – 07718 126590

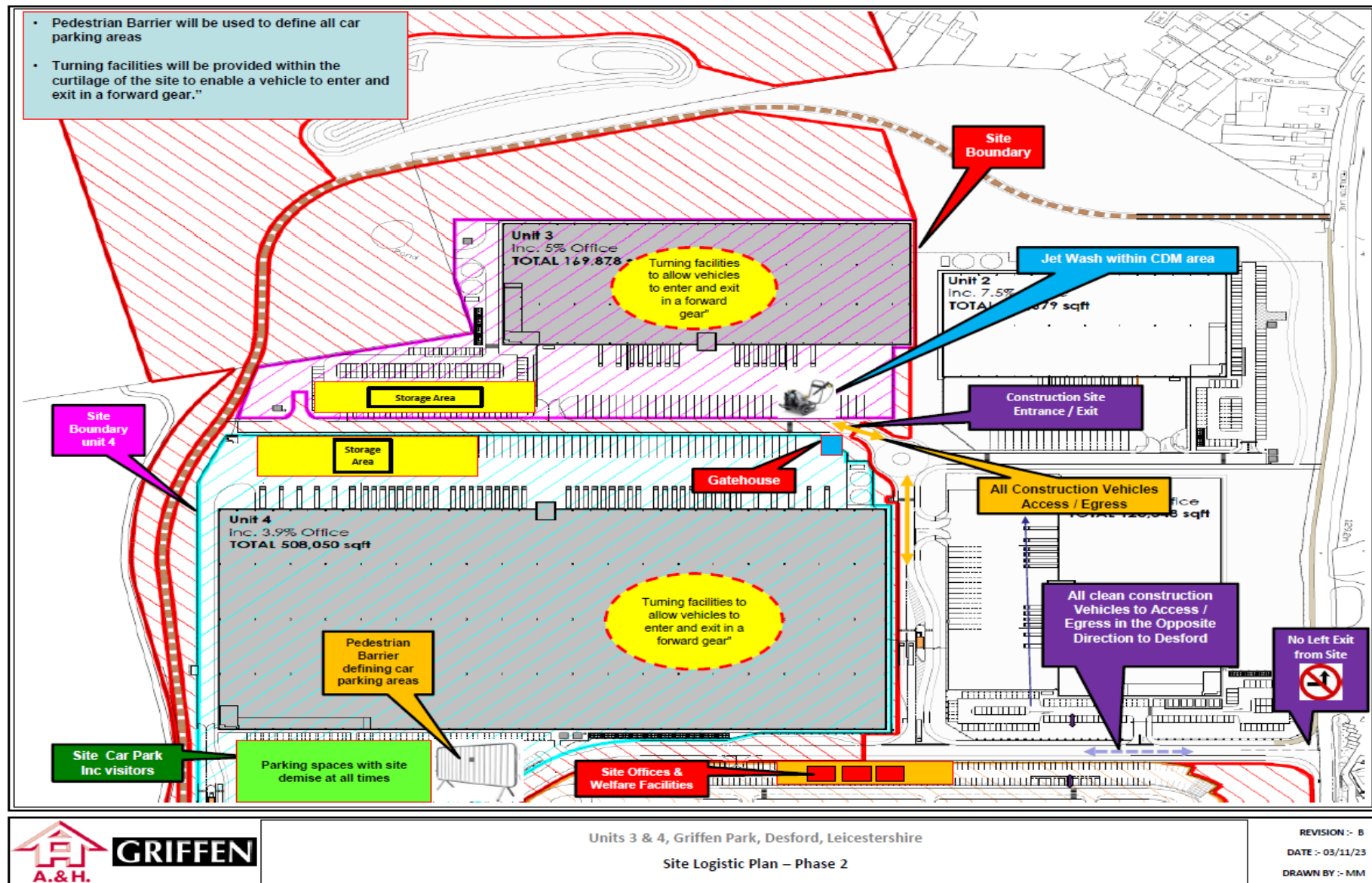
Implementation of safe working practices during construction;

- Project Manager: Kevin Lowe – 07718 126590
- Contracts Manager: John Maley -07809 711766
- Environmental, Health and Safety Manager: Mike McQuillan – 0121 559 0255
- Environmental, Health and Safety Advisor: Anthony Shaw – 0121 559 0255

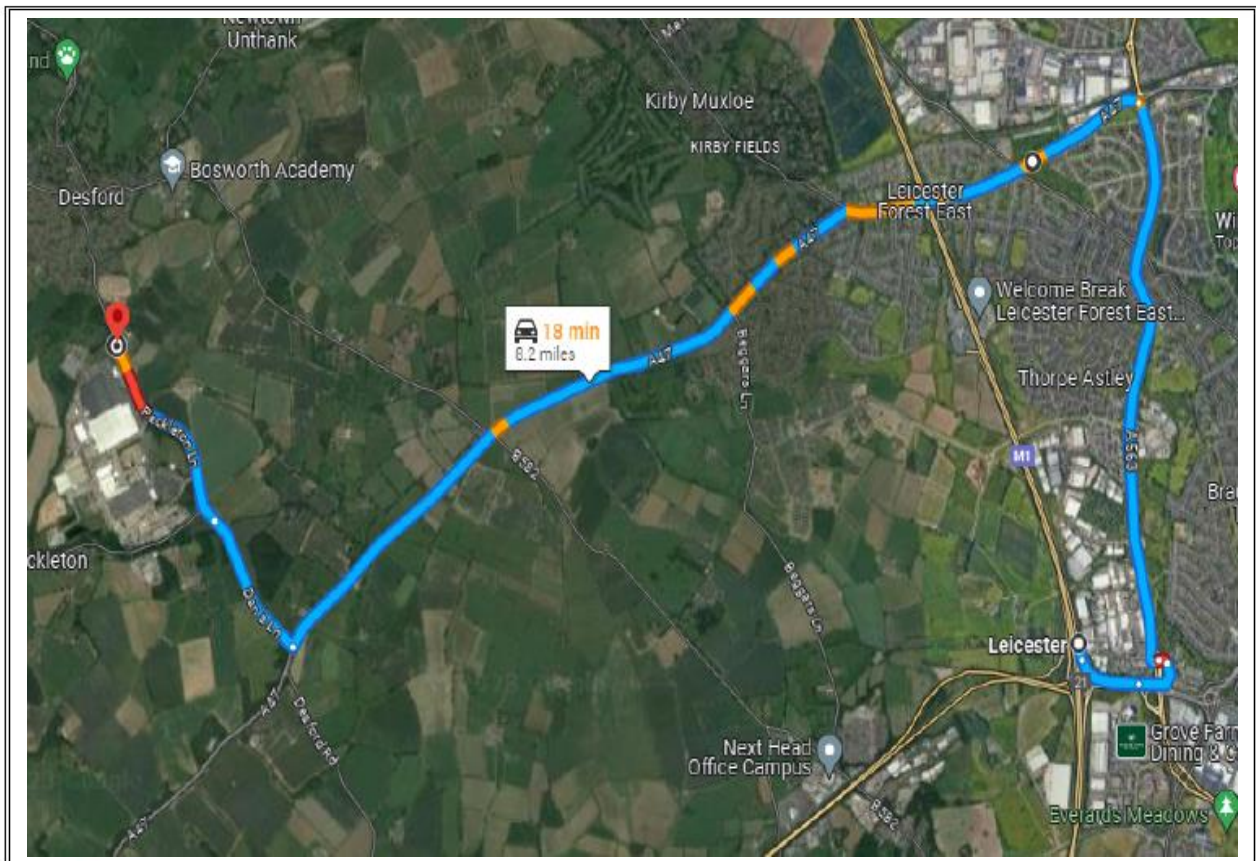
Regular inspection and maintenance of the physical protection measures and monitoring of working practices during construction;

- Project Manager: Kevin Lowe – 07718 126590
- Contracts Manager: John Maley -07809 711766
- Environmental Health and Safety Manager: Mike McQuillan – 0121 559 0255
- Environmental, Health and Safety Advisor: Anthony Shaw – 0121 559 0255
- All personnel can be contacted via the office number – 0121 559 0255

Appendix A

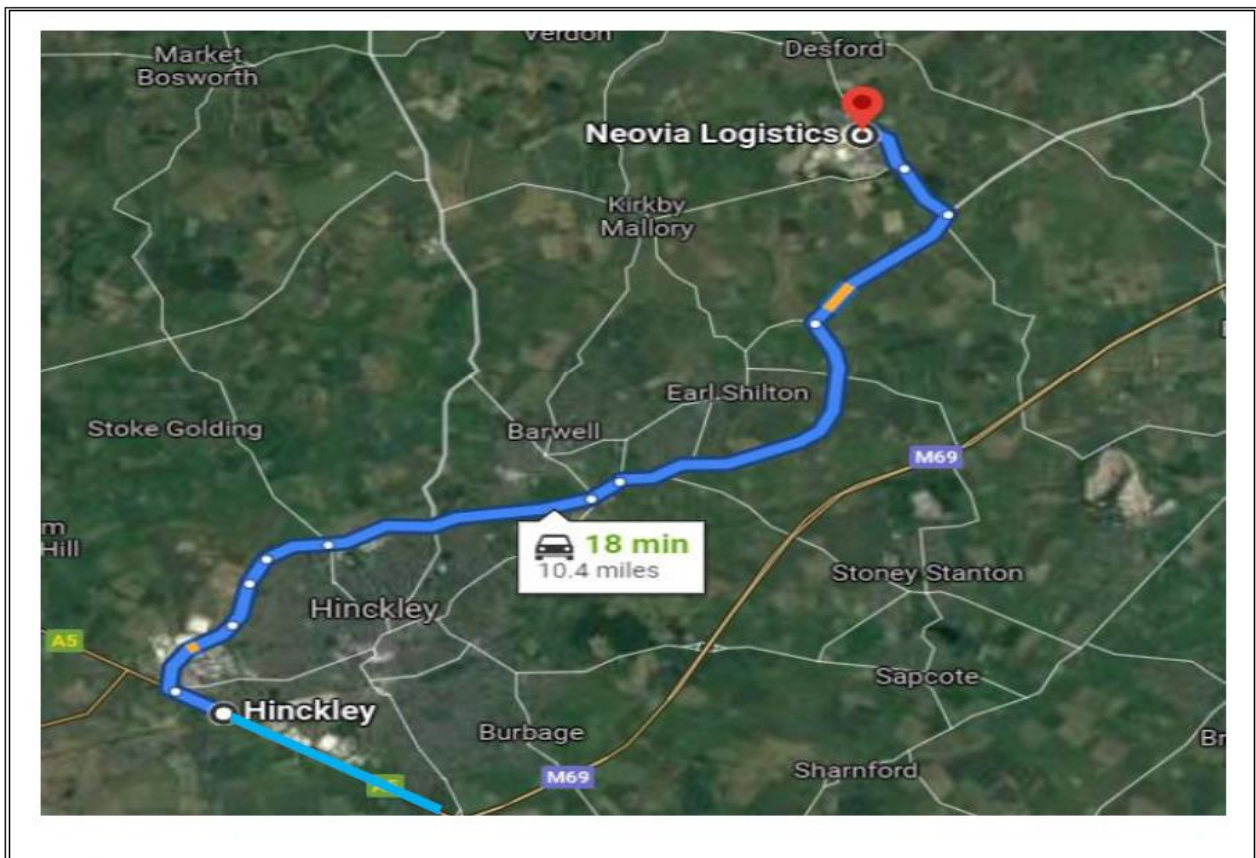


Appendix B



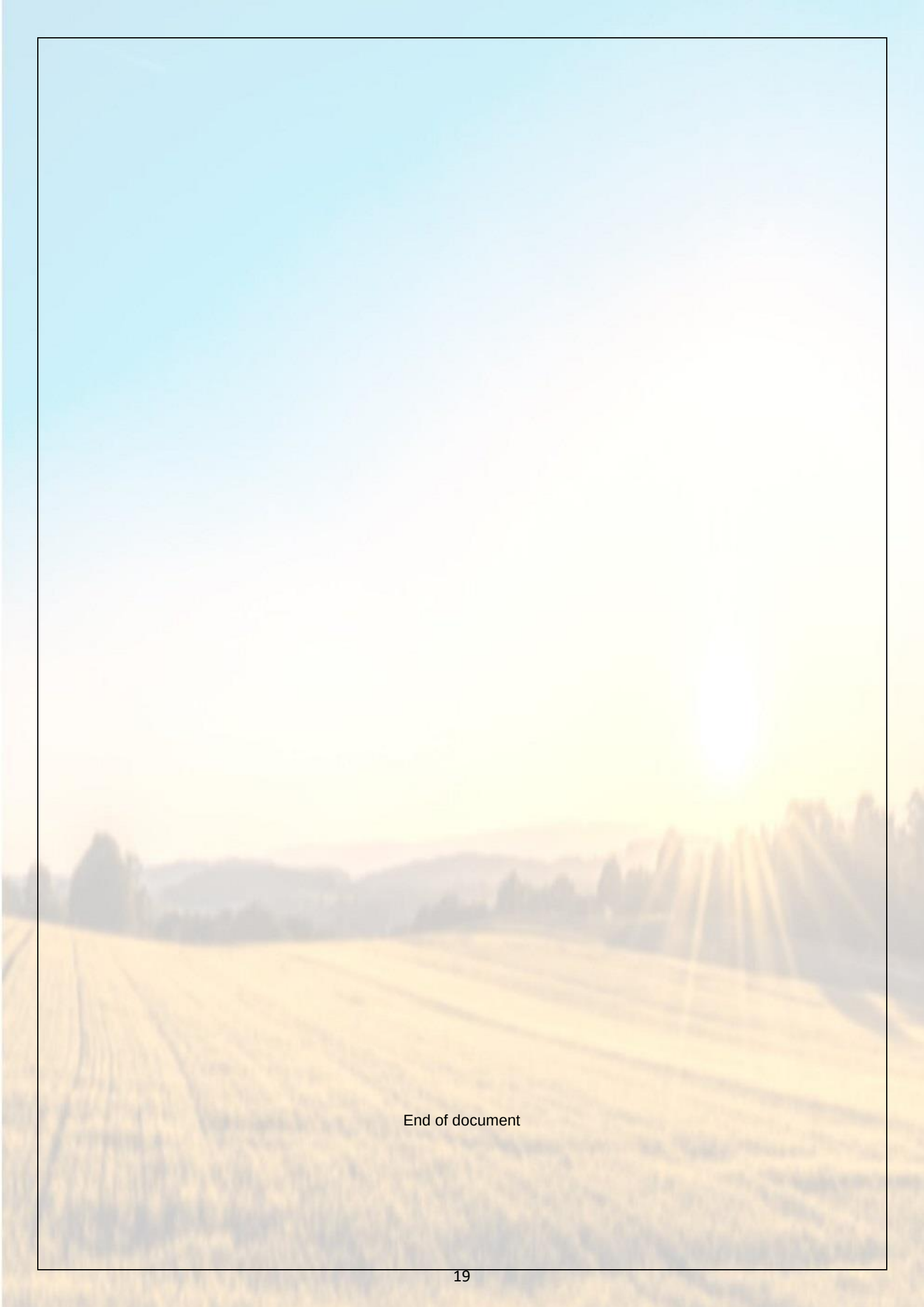
Desford Griffen Park Traffic Route Plan - A
Junction 21 of the M1

Revision B
Date: 08/11/23
Drawn by: MUM



Desford Griffen Park Traffic Route Plan - B
A5 (eastbound) / Junction 2 of the M69 on to A47 towards the site

REVISION - A
DATE - 31/01/2022
DRAWN BY - MUM

A landscape photograph showing a vast, golden field in the foreground, likely a wheat field, with visible furrows. In the background, there are rolling hills and a line of trees. The sun is low on the horizon to the right, creating a bright glow and lens flare effects across the sky and the field. The overall color palette is warm, dominated by yellows, oranges, and soft blues.

End of document