

BDW Trading Limited/Property Capital

Construction Environmental Management Plan

Leyland Test Track, Titan Way, Leyland

Rev A – 18.10.17. Amended in line with ERAP and ALM comments.

Rev B – 22.03.18. Contact name for PC amended. Phasing references corrected. Air quality measures for construction phase from ES Chapter 11 added. Hours of work amended based on EHO comments of 22.01.18. Phasing plans amended.

CONTENTS

1	INTRODUCTION	2
2	STAKEHOLDER CONSULTATIONS	4
3	DESCRIPTION OF WORKS	5
4	CONSTRUCTION PROGRAMME.....	6
5	ENVIRONMENTAL CONSTRAINTS AND RECEPTORS.....	7
	5.1 Noise Limits	7
	5.2 Ecologically Sensitive Area	7
	5.3 Construction Site Layout and Good Housekeeping.....	7
	5.4 Environmental Receptors	8/9
6	KEY ENVIRONMENTAL IMPACTS	10
	6.1 Ecology and Nature Conservation	10
	6.1.1 <i>Impact</i>	10
	6.1.2 <i>Mitigation</i>	10
	6.2 Socio-economics	10
	6.2.1 <i>Impact</i>	10
	6.2.2 <i>Mitigation</i>	10
	6.3 Transport.....	11
	6.3.1 <i>Impact</i>	11
	6.3.2 <i>Mitigation</i>	11
	6.4 Noise and Vibration	11
	6.4.1 <i>Impact</i>	11
	6.4.2 <i>Mitigation</i>	12
	6.5 Air Quality	13
	6.5.1 <i>Impacts</i>	13
	6.5.2 <i>Mitigation</i>	13
	6.6 Archaeology and Cultural Heritage	14
	6.6.1 <i>Impacts</i>	14
	6.6.2 <i>Mitigation</i>	15
	6.7 Ground Conditions	15
	6.7.1 <i>Impacts</i>	15
	6.7.2 <i>Mitigation</i>	15
	6.8 Water Resources and Flood Risk	16
	6.8.1 <i>Impact</i>	16
	6.8.2 <i>Mitigation</i>	16
	6.9 Waste	17
	6.9.1 <i>Impacts</i>	17
	6.9.2 <i>Mitigation</i>	17
7	EMERGENCY RESPONSE PLAN	18
8	MANAGEMENT OF CONTRACTORS.....	19
9	TRAINING & COMPETENCE	20
10	CHANGE MANAGEMENT	21
11	METHOD STATEMENTS	22

FIGURES**APPENDICES**

- Appendix A Construction Stage Plans**
Appendix B Paradise Farm Location Plan

1 INTRODUCTION

This Construction Environmental Management Plan (CEMP) is intended to form the basis for the management of the main environmental aspects associated with the construction of a residential development providing a total of up to 950 units at the former Leyland Test Track.

The CEMP sets out how the commitments will be translated into actions in the field and the means by which they will be monitored and verified. It will form part of the construction contracts and will therefore be contractually binding. It outlines the environmental commitments that are to be delivered by the main contractors, BDW Trading Limited and Property Capital Limited (BDW/PC).

Throughout the construction phases of the project, BDW/PC will also be following the mitigation measures outlined in their Environmental Management System (EMS) and associated documents.

The development area is located to the west of Leyland, within South Ribble Borough Council, adjacent to the Moss Side Industrial Estate and the settlements of Moss Side and Midge Hall. The proposed development site comprises a former test track for goods vehicles, including a network of internal roads and hardstandings.

The surrounding land use is as described:

North: To the north is Longmeanygate, an adopted highway serving a small number of residential properties and beyond is agricultural land.

Northeast: To the northeast is an industrial estate, which is served off Titan Way, an adopted highway.

East: To the east of the site is Titan Way, an adopted highway serving industrial development.

South: To the south of the development area is Paradise Park and beyond is the settlement of Moss Side.

Southeast: Paradise Lane lies to the south east, an adopted highway serving residential properties.

West: To the west is Longmeanygate, an adopted highway serving a small number of residential properties. Beyond Longmeanygate is agricultural land.

Roles and Responsibilities

The developers are Barratt and David Wilson Homes (BDW) for the residential elements of the site and Property Capital (PC) for the commercial elements.

The list of contacts for the project is:

Name & Position:	Company	Contact no:
John McNulty Construction Director	Barratt Homes	0161 872 0161
Ian Hilliker Technical Director	Barratt Homes	0161 872 0161
TBC	David Wilson Homes Ltd	TBC
Richard Lever	Property Capital	TBC

Site Communication

Communication Method	Frequency	Attendees	Environmental Points for discussion
Contractor Meetings	Fortnightly	Site Managers	Waste Management, Nuisance, Environmental Incidents
Subcontractor Meetings	Monthly	Site Managers, Senior Foremen	Waste Management, Nuisance, Environmental Incidents
Tool Box Talks	As required	All site personnel, including subcontractors	Tool Box Talks will be used to inform all site personnel of key information concerning the management of the site, procedures to be followed and expected conduct when working on the project. The Tool Box Talks will cover a broad range of topics including those related to best practise environmental management.

2 STAKEHOLDER CONSULTATIONS

Property Capital held consultation events with residents and the local community on the following dates, to present the proposed masterplan for the site:-

- 1) 6th December, 2016, at Moss Side Community Centre
- 2) 16th December, 2016, at Midge Hall Methodist Church
- 3) 2nd June, 2017, at South Ribble Borough Council Offices

Following approval of the masterplan by South Ribble Planning Committee on 26th July, 2017, further consultation events were held to discuss the proposed hybrid planning application. These were held on the following dates and representatives of BDW also attended:-

- 1) 27th September, 2017, at Midge Hall Methodist Church
- 2) 30th September, 2017, at Moss Side Community Centre

Alongside the engagement activities for the local community, the pre-planning process has required liaison with a range of local and specialist stakeholders, including South Ribble Borough Council and Lancashire County Council.

3 DESCRIPTION OF WORKS

The development comprises a mixed-use development, including up to 950 residential units. The residential properties shall be a mix of mews, semi-detached and detached properties.

The first planning application consists of the following:-

Phase 1 - Infrastructure

Phase 2 - 197 Residential Units

Remainder - Outline details for the remaining mixed-use

In addition to the residential units, the scheme includes a local centre (to include a medical centre), employment floor space, a primary school and on-site green space, together with associated drainage and highway infrastructure.

A mixture of foundation types will be used, with the majority of the foundations on the site being traditional trench fill strip foundations and vibro-pile foundations. Where necessary, depending on the ground conditions, driven pile foundations will be deployed.

There are a number of buildings, structures and features that will require being demolished. Where asbestos is present in buildings, this will be removed in accordance with the relevant legislation (Control of Asbestos Regulations 2012) by specialist contractors and disposed of at a permitted waste disposal facility. Any inert materials that are generated by demolition and excavation works will be crushed for re-use as construction materials, wherever possible.

The BDW/PC will require a net increase of soils on site to achieve the final surface levels and regrading of the site. Garden areas will require a minimum 200mm depth of clean topsoil.

Suitable excavated material will be retained on the proposed development site for use as bulk fill or use in the landscaping scheme. Any materials that exceed the relevant site-specific threshold values and are not suitable for re-use, will be removed off-site to an appropriate permitted landfill site. However, it is not anticipated that bulk spoil removals will be required from the site.

Materials will be required to create the landscape mounds that shall be positioned to screen the industrial estate to the Northeast, using layers of site-won arisings covered with an appropriate depth of topsoil.

4 CONSTRUCTION KEY DATES

Construction phasing was identified in the endorsed Masterplan Vision document (ref 15/008/001/Rev W). These phases have been further broken down into construction stages as illustrated in appendix A. the unit delivery profile for open market housing is of course subject to external factors such as availability of labour and materials, and market sentiment. The forecast key dates for each construction stage are outlined in the table below;

<i>Construction Stage</i>	<i>Period</i>	<i>Description</i>	<i>Forecast Unit Delivery</i>
Stage 1	July 2018 to Feb 2019	Construction of temporary construction access off Titan Way; construction of site accesses; site clearance	
Stage 2	March 2019 to June 2020	Construction of initial estate road; housing delivery.	53
Stage 2	July 2020 to June 2021	Estate road and housing delivery; traffic calming; on-site drainage infrastructure; on-site landscaping; spine road construction; site clearance.	72
Stage 2	July 2021 to June 2022	Estate road and housing delivery.	72
Stage 3	2020/21	Estate road and housing delivery; site clearance.	108
Stage 3	2021/22	Estate road and housing delivery.	108
Stage 4	2022/23	Estate road and housing delivery; site clearance.	108
Stage 4	2023/24	Estate road and housing delivery.	108
Stage 4	2024/25	Estate road and housing delivery.	108
Stage 5	2025/26	Estate road and housing delivery; site clearance.	108
Stage 5	2026/27	Estate road and housing delivery.	62
Stage 5	2027/28	Estate road and housing delivery.	43
Stage 6	2028/29	Commercial delivery and local centre	
Stage 6	2027/28	Commercial delivery	

5 ENVIRONMENTAL CONSTRAINTS AND RECEPTORS

The site “core hours” will be as follows;

Phase 1; Monday – Friday 07.30-18.00 and Saturday 08.00- 14.00; there will be no works programmed for Sundays or Bank Holidays unless otherwise agreed.

Phase 2 onwards; Monday – Friday 08.00-18.00 and Saturday 09.00- 13.00; there will be no works programmed for Sundays or Bank Holidays unless otherwise agreed.

Operations such as earthworks can be seasonal and weather dependant and as is customary in the construction industry, the working day and/or days may be extended to take advantage of extended daylight hours during the period April to October.

For certain types of activities e.g. work that entails the possession of a road, works for reasons of public safety, site logistics operations or work within buildings, evening, night time, additional weekend Sunday and Bank Holiday working may be required.

5.1 Noise Limits

In accordance with good practice, construction activities that elevate noise levels, measured as LAeq (1hr) by more than 1dB above ambient level at the front of any noise sensitive premises, may not take place outside of normal hours of work.

5.2 Ecologically Sensitive Area

The site is not within an ecologically sensitive area such as a site protected and designated for nature conservation¹.

5.3 Construction Site Layout and Good Housekeeping

In planning the construction site layout, BDW/PC will ensure that a good housekeeping policy is applied at all times, and as far as reasonably practicable; that amongst other things:

- Existing hedges tree screens and the topography will be utilised to screen construction; temporary earth mounding or other temporary screening will also be included where appropriate, within the confines of the construction site;
- All site hoardings will be regularly inspected, repaired and repainted as necessary;
- All working areas will be kept in a clean and tidy condition;
- Wheel washing areas will be brushed or spray cleaned frequently;
- Adequate toilet facilities will be provided for all site staff;
- Rubbish will be removed at frequent intervals and the site kept clean and tidy;

- Food waste will be removed at frequent intervals;
- Any waste susceptible to spreading by wind or liable to cause litter will be stored in enclosed containers;
- Open fires will be prohibited at all times;
- All necessary measures will be taken to minimise the risk of fire and the contractor will comply with the requirements of the local fire authority;
- Storage sites, fixed plant and machinery, equipment and temporary buildings will be located to limit adverse environmental effects;
- All external lighting and illumination associated with the construction process will be in accordance with the guidance issued by the Institution of Lighting Engineers: “Guidance Notes for the Reduction of Light Pollution” and the CIE (International Commission on Illumination) Report: “Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations”;
- To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990 as amended, external lighting will be designed and positioned to:
 - Provide the minimum levels necessary for safe working;
 - Avoid disturbance to adjoining residents and occupiers;
 - Avoid creating dazzle or distraction for drivers using adjacent highways or the railway;
 - Seek to minimise light spillage or pollution;
 - Ensure that excess light does not fall on sensitive ecological habitats such as woodland, ponds, swales and other areas of habitat.
- Energy efficient options for site facilities will be incorporated, wherever possible. They may include energy efficient light bulbs and automatic controls, which will supplement good housekeeping, such as switching off equipment when not in use;
- Adequate security will be exercised by the contractor to protect the public and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security measures will be implemented;
- Any site cameras will be located and directed so that they do not intrude into occupied residential property;

5.4 Environmental Receptors

These are the environmental receptors that will be impacted by the following environmental aspects from this project:

- Air quality will be impacted by:
 - Dust; and
 - Fumes.

- Neighbours:
 - Noise;
 - Dust;
 - Fumes;
 - Litter; and
 - Vibration.
- Ground and groundwater:
 - Pollution spills;
 - Vibration;
 - Dust; and
 - Litter.
- Water bodies, streams, reservoirs, rivers and lakes:
 - Pollution spills;
 - Litter; and
 - Dust / silt.
- Ecology, animals, birds, aquatic life, trees and plants:
 - Pollution spills;
 - Litter;
 - Noise;
 - Vibration; and
 - Dust.

6 KEY ENVIRONMENTAL IMPACTS

6.1 Ecology and Nature Conservation

6.1.1 Impact

The following habitats and fauna have been identified within the application site boundary:

- i) Common Toad
- ii) Breeding birds
- iii) Foraging bats
- iv) Broadleaf woodland
- v) Even-aged plantation woodland
- vi) Scrub
- vii) Hedgerows
- viii) Semi-improved grassland
- ix) Amenity grassland
- x) Ponds
- xi) European Eel
- xii) Invasive species

6.1.2 Mitigation

A separate document 'Construction Environment Management Plan for Biodiversity (CEMPB)' is to be produced by the ecological consultant, ERAP. In addition, contractors working near of around the existing ponds should adhere to the Common toad Reasonable Avoidance Method Statement and Habitat Enhancement Strategy, also provided by ERAP.

This document will outline measures for protection of all retained habitats and species during all phases of construction. This will be briefed out to sub-contractors at tender stage and will form part of the contractual relationship between BDW/PC and their sub-contractors.

6.2 Socio-economics

6.2.1 Impact

These construction works will mainly have a positive impact on the local economy, with employees and contractors using local services, suppliers, hotels, shops and leisure facilities for their daily needs whilst working on the site.

6.2.2 Mitigation

BDW/PC wish to have a positive impact on the local economy and will endeavour to use local labour and material suppliers, when economic options are available from local

sources. There will not be any significant adverse impacts from the development; rather, there will be a number of beneficial effects.

6.3 Transport

6.3.1 Impacts

The impacts of construction traffic have been assessed during the planning process for the entire site development. Construction traffic may cause the following impacts:

- Noise;
- Dust;
- Traffic congestion resulting in extra travel time for local residents;
- Vibration;
- Nuisance; and
- Additional hazards to local residents of moving vehicles.

6.3.2 Mitigation

Traffic will access the site via the following routes:

From the North

Via M6/London Way, Lostock Lane, Faringdon Road, Flensburg Way, Comet Road and Titan Way.

From the East

Via M65/Lostock Lane, Faringdon Road, Flensburg Way, Comet Road and Titan Way.

From the South

Via M6/A49, Lostock Lane, Faringdon Road, Flensburg Way, Comet Road and Titan Way.

From the West

Via A565, A59, A582 Flensburg Way, Comet Road and Titan Way.

Traffic routes will be briefed-out to contractors and suppliers when orders are placed, during site inductions and in tool box talks. BDW/PC cannot be held responsible for the actions of a rogue driver but we will make best endeavours to ensure the given routes are followed.

Comet Road and Titan Way are adopted highways that predominantly serve industrial premises. Use of Titan Way as access to the site for construction vehicles will ensure minimal disruption to surrounding residential areas.

6.4 Noise and Vibration

6.4.1 Impact

Noise and vibration will be caused during construction activities by:

- Traffic movements;
- Plant movements;
- Demolition operations;
- Drilling and piling operations;
- Excavating operations;
- General construction activities; and
- Emergency sirens.

6.4.2 Mitigation

Noise and vibration will be limited to the core working hours detailed in Section 6 above. Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration. The maintenance and location of plant will be planned to minimise noise levels and screening will be used where necessary. Adherence to noise limits should be included in contractual agreements with contractors.

- General induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site.
- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228.
- Intermittently operating plant will be shut down in the intervening periods between operations.
- Any compressors brought on to site would be silenced or sound reduced models fitted with acoustic enclosures.
- All pneumatic tools will be fitted with silencers or mufflers.
- The excavation and demolition of existing structures will, wherever possible, be undertaken without the use of pneumatic breakers.
- Wherever possible, the use of hydraulic attachments or other means of crushing concrete and hard materials will be used in preference to pneumatic breakers. Where the use of impact hammers is necessary, their attachment to larger and heavier excavators will be employed to reduce the level of vibration.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum.

- Deliveries will be programmed to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.

6.5 Air Quality

6.5.1 Impacts

Air quality will be impacted by fumes from vehicles and plant and the potential for dust created during periods of dry weather from the demolition activities and the earthworks.

6.5.2 Mitigation

Fumes from vehicles will be minimised by the following measures:

- Engines of all vehicles and plant on site will not be left running unnecessarily;
- Low carbon vehicles and plant fitted with catalysts will be used, where possible;
- Ultra low sulphur diesel fuel will be used in plant and vehicles;
- Ensuring that plant and vehicles are well maintained and hold a valid MOT;
- All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the European Emission Standards, Euro 3 during any works and Euro 4 when this comes into force; and
- Wherever possible, use of electrical powered tower cranes.

The potential to produce dust will be minimised by implementing BPM measures. These will include:

- Site Planning:
 - Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile.
 - Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable
 - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place
 - Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery
 - Avoid dry sweeping of large areas
 - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use

- Ensure vehicles entering and leaving the sites are covered to prevent escape of materials during transport
 - Implement a wheel washing system with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable
 - Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever the site size and layout permits
 - Access gates to be located at least 10m from receptors, where possible
 - Stockpiles of soils and materials would be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind.
 - Windbreak netting would be positioned around material stockpiles and vehicle loading/unloading areas, as well as exposed excavation and material handling operations;
 - Surface areas of stockpiles would be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up;
 - Screening earthworks such as perimeter landscaping would be completed as a priority to provide a physical barrier between the site and the surroundings; completed earthworks would be covered or vegetated as soon as is practicable;
- Construction Activities:
 - Construction operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. Additionally, it will be ensured that all construction plant and equipment is maintained in good working order.
 - Short-term releases may also occur during start up of diesel engines, etc. Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty site plant will be decommissioned until repairs are carried out and it has been tested and found to be operating satisfactorily.
 - On-site cement and concrete batching (if required) will be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied as appropriate.
 - Dust-suppressed tools will be used for saw cutting.
 - Burning of any material is prohibited.
 - Construction Traffic:
 - Surfaced and un-surfaced site access roads will be watered as necessary using a water bowser and surfaces kept in good order;

- Vehicle cleaning on leaving site and the wheel wash waste will be disposed of to foul drains;
- Regular inspection of local highways and site boundaries to check for dust deposits (and road sweeping will be conducted if necessary) would be carried out, the road sweeper collections will be disposed of in accordance with waste management legislation;
- Visual inspection of the site perimeter to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects, and the implementation of remedial measures if necessary, would be carried out;
- Speed limit around site of 20 mph; and
- Vehicles carrying loose aggregate and workings will be sheeted at all times.
- The existing track network will be used within the site for haulage wherever possible. This will reduce vehicle movements on unsurfaced temporary roads, which can create dust. Haulage routes are shown on the stage construction drawings but may be modified from time to time in view of prevailing health and safety considerations.

6.6 Archaeology and Cultural Heritage

6.6.1 Impacts

The following activities associated with the proposed development could impact on known or potential archaeological remains:

- Excavation work for footings;
- Pre-construction drainage works and fencing;
- Movement of heavy machinery; and
- Installation of services, drainage and cabling.

6.6.2 Mitigation

There is one potential area of archaeological sensitivity on the Leyland Test Track site, the site of the former Paradise Farm, which is shown on the plan in Appendix B.

All areas of archaeological or heritage interest on the development will be communicated to all during site inductions. As a result, a watching brief should be maintained in these areas for any features of interest encountered. If features are identified, all work will be suspended pending an investigation and recording of the feature. This would be conducted by our archaeological consultant, CgMs.

6.7 Ground Conditions

6.7.1 Impacts

Ground conditions can be impacted by

- Fuel and liquid spillages;
- Dust;
- Vibration;
- Wind-blown waste/litter; and
- Contaminated land.

6.7.2 Mitigation

All fuel will be stored in a double skinned tank or a tank in a suitable bunded area in compliance with the Control of Pollution (Oil Storage)(England) Regulations 2001. Re-fuelling activities will only be undertaken by suitably qualified persons and spill kits will be available within the site compound.

All hazardous liquids e.g. oils, lubricants, chemicals and tins of paint be stored in a segregated area in a suitable locked COSHH container. COSHH assessments will be available nearby for information in the event of a spillage.

Dust and vibration will be controlled, as detailed previously in Sections 6.4 and 6.5.

All areas of known contaminated land are marked on site plans. A remediation strategy will be prepared for the development, with remediation conducted by specialist contractors. Some of the contaminated material shall be remediated on site; where this occurs precautions will be taken to prevent additional contamination of the site from the material undergoing remediation. If further areas of unidentified contamination are discovered during construction, expert advice will be sought from appropriately qualified engineers on the actions that should be taken.

In order to protect site workers, members of the public and the environment where movements of contaminated material off site are required, this will be carried out under the relevant waste management legislation and in consultation with the Environment Agency, where necessary. The Environment Agency shall also be consulted where piling and ground improvement activities have the potential to cause risk to the underlying groundwater sources to ensure risk is minimised.

6.8 Water Resources

6.8.1 Impact

Surface water and ground water resources could be impacted from pollution, for example, fuel spillages, dust and waste.

Surface water from the site will drain via a series of swales and attenuation ponds to an existing pipe on the southern boundary of the site.

There is potential for the creation of silt during periods of heavy rainfall which if not managed could cause silt pollution which could lead to:

- Pollution of watercourse and harm to watercourse fauna;

- Flooding; and
- Blocking drains causing nuisance issues.

6.8.2 Mitigation

Measures to manage spillages, dust and waste are detailed in other sections of this document. All the diesel tanks will be bunded and diesel spill response kits will be located in high-risk areas susceptible to spills. Fuel spill kits are stored in the site compound and at appropriate locations across the development site.

All options are to be considered for occurrence of silt run-off. These include:

- Leaving grassy areas as catchment or settlement areas;
- Battering or sheeting oil stockpiles and locating them away from the swales and drains, where possible;
- Protection of drains;
- Use of grips and straw bales;
- Silt fencing;
- Dewatering;
- Implementation of swales and pond planting at an early stage of development to reduce silt run-off;
- Surfacing roads as soon as is practicable;
- Regularly scraping and sweeping development roads

6.9 Waste

6.9.1 Impacts

The construction works on Leyland Test Track are likely to produce the following wastes:

- Inert waste;
- Non-hazardous mixed waste;
- Plasterboard;
- Wood;
- Paper, cardboard & plastics; and
- Hazardous waste – small quantities of part full paint tins, mastic tubes and aerosols.
- Contaminated soil – if unable to remediate onsite will sent offsite for disposal

6.9.2 Mitigation

BDW/PC will each develop an individual Site Waste Management Plan (SWMP) for the phases of the development they are engaged in. Each SWMP will detail how each waste stream will be managed; the projected waste volumes and the Duty of Care checks on all waste carriers and permitted disposal/ treatment sites. BDW recycles over 90% of its construction waste.

The appointed SWMP contractors are to be confirmed. They will manage all waste issues to ensure compliance with legislation.

Waste will be segregated into individual skips (metal, hardcore, timber, inert etc.) and monitored in relation to type and weight, enabling the recycling of onsite materials to be maximised. Canteen waste will also be bagged and recycled, where appropriate.

BDW/PC shall employ their own method to log all the materials removed from site and the method in which is has dealt with for the purposes of statutory six monthly reviews of the SWMP. A copy of the most up to date SWMP will be held within the project/site office(s).

7 EMERGENCY RESPONSE PLAN

BDW/PC will produce parcel-by-parcel Construction Health and Safety Plans for the Leyland Test Track Scheme. Separate documents should be implemented and include the control measures stipulated in this document.

All operatives are informed at the induction stage of the First Aid procedures. The Appointed First Aider is the Leyland Test Track site manager. A plan with directions to the nearest hospital is on the muster/assembly point notice located in the site office.

8 MANAGEMENT OF CONTRACTORS

All sub-contractors are required to provide Method Statements and Risk Assessments for all their proposed working methods as per BDW's Safety Policy. These will contain methods of activities, potential environmental receptors and are required prior to commencement on site. Copies of all these documents are to be held within the Project/Site Office.

9 TRAINING & COMPETENCE

BDW/PC's procedures for ensuring the correct levels of training and competence include:

- All operatives are informed at the induction stage of all sensitive ecological areas and are issued with an ecological document stating the reasons and locations of all the relevant areas;
- All operatives are inducted onto Leyland Test Track before work commences and informed that they are required to 'sign in' before the operative commences work;
- BDW works to a strict Health & Safety and Procedures core document, where individual operatives have specific Induction Sheets. These documents are read to the relevant operatives, where a signature is required on completion and a record kept in the site file.
- A record of Tool Box Talks will be kept on site, stating date, description of non-conformance, potential implications, proposed corrective actions, individual responsible and target date.

10 CHANGE MANAGEMENT

This CEMP will be reviewed following:

- A major environmental incident;
- A major change in the construction methods to be used on site;
- Change of environmental regulations that affect the works; and
- Change to the environmental aspects and impacts of the works.

11 METHOD STATEMENTS

Method statements obtained by the contractor from their subcontractors should include, as a minimum:

- A description of the works being undertaken;
- Descriptions of the impacts to the environment caused by their works based on a review of surveys and information available for the development. The impacts should consider areas such as landscape and visual; transport, waste and noise and vibration;
- Details of the activities to be undertaken; equipment to be used; hours of operation; site access arrangements and likely vehicle movements and details of waste and emissions expected to be generated;
- Management and Mitigation measures;
- Monitoring and measurement responsibilities; and
- Emergency preparedness and response procedures.

The method statements of BDW/PC and all the subcontractors will include the following environmental control measures:

- All waste to be segregated and placed in a suitable waste container;
- All fuel to be stored in suitable double skinned bowsers, tanks or within a bunded area;
- Drip trays or absorbent blankets to be placed under all static plant;
- All hazardous chemicals to have an up to date COSHH assessment, be appropriately labelled and be stored in a locked container;
- Emergency arrangements for spill response;
- Spillages to be reported immediately;
- Core working hours;
- Vehicle and plant engines to be turned off when not in use;
- For excavations, works to stop immediately if unknown remains found;
- Predicted noise and vibration limits for the activity; and
- Requirements for an ecology permit if working in an ecologically sensitive area.

APPENDIX A

APPENDIX B