

Construction Environmental Method Statement:



Harts Farm Way, Havant

Exton Estates

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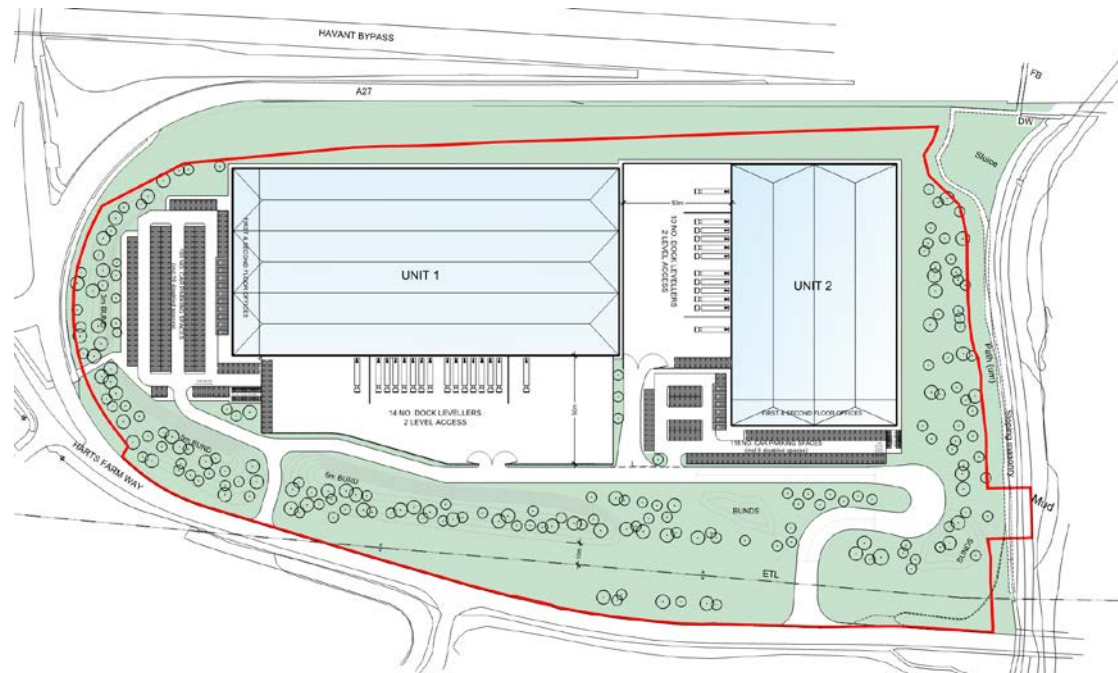
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Introduction & Overview

This method statement has been developed in line with the tender documentation provided and is as accurate as is practicable at the time of writing. It should be noted that this method statement has been written based on tender and preliminary information and as such is liable to change as the project develops. This document provides details relating to site set up and activities that will occur on site during the initial Infrastructure Earthworks construction (Enabling) phase. Detailed briefings will be provided for staff relating to the traffic and pedestrian management plan, fire evacuation and logistic plans together with the detailed management systems governing the approach to the day-to-day running of the project, welfare provision, consultation with the workforce etc.

A construction Phase Plan will be produced prior to commencement and will be reviewed in conjunction with the project programme. The Construction Phase Plan will align with the approved Construction Method Statement. During the Infrastructure Earthworks construction process (Enabling Phase) and prior to each stage of the works job specific method statements will be produced and agreed with the Readie site management team and forwarded upon request to the Principle Designer in accordance with CDM Regulations 2015.



1. Description of works

The development being proposed (the “Development”) is for new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the Site.

This document is in relation to the Infrastructure and Earthworks (Enabling) Phase of works only.

Restrictions /Areas to consider:

- Details of transport logistics in accordance with section 6.1.2 of the Delta Simons Air Quality Assessment Report Reference 19-2099.03.
- Procedures for managing deliveries & collections at the site, including parking, loading, materials handover and transport to secure storage areas, and the means of minimising the risk of release of fuel and other materials capable of causing harm to health or the environment
- Provisions for the segregation & storage of wastes destined for treatment, recycling or disposal, alongside details on how leachate generation from stockpiles will be minimised &/or appropriately managed so as to prevent cross contamination of materials or release of leachate to controlled waters.
- Measures to ensure safe pedestrian movement on the public highway & footpaths
- The means of minimising dust, smoke and fume emissions from the site during construction works, including minimising dust emissions from vehicles transporting materials or waste from the site.
- The means of preventing track-out of mud & spoil on to the highway, and preventing runoff from the site adversely impacting adjacent surface waters.
- The means of minimising noise and vibration arising from enabling processes
- Details of the training of site operatives to follow the Construction Management Plan requirements.
- Noise -especially any mitigation during piling
- Dust
- Lighting
- Pollution risks
- Harm to wildlife, particularly slow worms and how they will be protected in their refuge area on site, maintaining reptile fence etc

Refer to the following Appendices:

Appendix A – Site Logistics Plan

2. Site Establishment and Site Set Up

Before any works commence on site confirmation will need to be received that the mitigation measures as set out in the 'AEL1786 HartsFarmWay EcologyReport 20210215' have been completed.

The requirements set out in the above are as follows;

Reptile Impacts and Mitigation

- 9.12 *All areas of open grassland within the Site will be impacted during construction which could result in the killing and/or injury of slow worm during Site clearance and have long-term effects due to a reduction in the extent and quality of reptile habitat.*
- 9.13 *The following reptile mitigation strategy has been undertaken:*
- *A reptile capture and relocation exercise was completed in 2021 and is reported within the clients Ecologists Biodiversity CEMP document v1.0 dated October 2022.*
 - *It notes the risk of site clearance and construction operations resulting in the accidental killing and injury of reptiles to now be a very low risk as a result of their capture and relocation.*
 - *As highlighted within the document the Reptile relocation areas will be retained and protected during construction with the contractors tasked with maintaining the reptile proof protection fencing around the receptor area for the duration of all construction works, as well as:*
 - *Maintaining a vegetation free area by regularly strimming/mowing a 1mtr Wide buffer around the outer edge of the reptile fencing such that the reptile fencing can be easily seen and maintained and not become overgrown by vegetation.*
 - *Select removal of tree saplings and Bramble scrub growth by strimming within the the receptor area throughout the construction periods (in the months of September – February) to retain the vluae of the receptor area for the reptiles.*
 - *Works to the reptile receptor area to be directed by an experienced Ecologist.*



2.1 Dilapidation Survey

Prior to any works commencing a full detailed photographic dilapidation survey will be carried out covering the condition of the site and adjoining roadways, footpaths, neighboring properties, access routes etc.

The survey will be undertaken and referenced to a site plan and issued to the necessary parties and retained on site for record purposes.

2.2 Personal Protective Equipment

All site workers will utilise appropriate PPE to comprise the following (as a minimum)-

- Hard Hat
- Hi-Vis Vest
- Steel-Toe Capped Boots
- Covid recommendations as advised at the time.

Additional PPE will be specified by the sub-contractors when developing their site and task specific RAMS, PPE specified during this process will be made available by the respective sub-contractor.

2.3 Boundary Fencing

The first operation on site will be to secure the site boundaries on both sites with a secure heras fencing around the perimeters attached to any existing fencing that may be in place, this will be double clipped for security and braced to prevent toppling due to wind. Statutory signage will be installed along with direction signage for deliveries and visitors etc.

Where there is any existing fencing to be retained this will be inspected for any defects and any defects highlighted will be repaired to ensure the site is secure at the perimeter. The perimeter fencing will be inspected daily to ensure it is fit for purpose and its layout and composition reviewed regularly in accordance with HSG 151

2.4 Setting Out and Service Detection

The main control setting out will then be carried out by the project engineer and will provide a reference and basis for the main construction operation. Once the main control station has been established, the building will be set out and checked against the site boundaries. The engineers will remain on site to carry out all setting out, checking, monitoring of the works and quality control. Prior to any works commencing on site, a desktop study will be carried out of the works area and the roads immediately adjacent to the development. We will then instruct an on-site service detection survey to be carried out with all services located during both this and the desk-top study marked out on site and illustrated in a CAD format drawing for records. These will be maintained on site for the duration of the works. In the event that services are found the authorities and the client will be notified immediately and work stopped until a solution is developed.

2.5 Site Investigation

Whilst the site boundaries are being fenced the project manager, site manager and site engineer will thoroughly survey the site to identify any areas of concern as standard practice as part of the pre-commencement process.

The survey will include but not be limited to the following (where applicable);

- Exposed edges (to be protected)
- Uncovered chambers (to be protected)
- Covered chambers (to be opened/reviewed)
- Tree and Vegetation Protection
- Wildlife protection and habitation

- Any areas of obvious contamination (see section on contamination) also note the planning requirements for notification and procedures.
- Underground Services (see section on underground services)
- Proximity to highways.
- Proximity to third party land specifically external areas.
- Locations of services for connection to Temporary Accommodation Units
- Coordination of any boundary conditions
- Neighbor/Boundary liaison

All of the above shall be superimposed onto the Site Plan as required for future reference.

2.6 Underground Services

Where relevant, Hand dug trial holes will be used to investigate / verify the presence of services identified in the tender documents or service survey. All trial holes will be surveyed by the site engineer with photographic records made to allow reference later.

Underground services known or become evident at a later date will be marked on site with suitable warning signage, and all staff and personnel inducted on the location of the service, type of service and the size.

The record drawings generated during this process will be combined with the desktop study and on-site service detection exercise to provide a site-wide master record drawing – this will be known as the “Engineer’s Master Record Drawing”. This will be used to develop the risk assessment and method statements for the ensuing bulk earthwork and subsequent groundworks operations and to allow the permits used to control these operations to be appropriately detailed and specific.

2.7 Additional Precautions in Respect of Work in the Ground

Readie Construction operates a Permit to dig system for all ground breaking activities. This procedure prevents any ground breaking activities (including driving pins for setting out, landscaping etc.) from commencing until a permit has been issued.

This system of work ensures that the appropriate checks have been made in accordance with legislation but specifically refers to the Engineer’s Master Record Drawing and addresses HSG 47 and HSG 144.

2.8 Temporary Site Accommodation

The secure staff accommodation will comprise of temporary accommodation providing the following facilities;

- Offices for Staff
- Meeting Room
- Male and Female Toilets.
- Canteen/kitchenette area.

In addition, within the same complex welfare facilities for operatives will be provided in line with HSE guidelines and will comprise of;

- Canteen/eating area
- Drying Rooms
- Toilet / Washing Facilities

A limited area will be made available for domestic sub-contractor offices for key trades.

The offices will be equipped with a full telephone system providing extensions to all office areas. In addition, ISDN lines will be installed to provide satisfactory connection for e-mail.

The site accommodation will be suitably located to ensure the close proximity of both the works, and the main entrance to site in an area within the site. The most ideal location and general site-setup proposal has been identified within Appendix A and B. This is the preferred option at this stage. The site accommodation will be used for accommodating our full site team and welfare facilities and this position would allow both effective control of the site operations and monitoring of vehicle and pedestrian movements on and off site. The office location together with the layout of traffic management system will be developed as part of the site wide logistic plan. This will be developed and recorded concurrent with the site surveying operation and will be maintained throughout the construction phase. Whilst the office location will be intended to be static throughout the works the traffic and pedestrian management will be regularly reviewed and may be subject to change to suit the ongoing site progress.

The units will arrive on a flatbed lorry and be offloaded by means of either the lorry-mounted crane (HIAB) or a hired crane situated alongside the lorry as close as possible to the final location of the unit. The location for the lifting operation will be assessed for suitability prior to scheduling the works and plate load tests carried out to demonstrate the load bearing capacity of the ground. Early contact with the Statutory Authorities will be made in order to secure temporary service connections for telephone, water, electricity and foul connections. Alternative measures will be taken until the supplies are installed. All live temporary feeds will be protected throughout the works and stripped out prior to handover.

2.9 Security

We will fully fence the site as detailed above. No access will be permitted for un-authorised persons and all newly arriving operatives will receive a full induction prior to works commencement.

2.10 External Lighting for Construction Purposes

When required at the relevant stages of the construction, temporary lighting will be provided to allow a safe and secure working environment for all personnel on and off of site. The site compound will be lit by floodlights fed from the site compound generator/mains connection. The site will be lit by light towers which will be switched off nightly by the site management team.

Lighting will be hooded and directed away from the site boundary to prevent spillage onto adjacent land. Lighting will only be directed to the areas of the site where it is needed to provide safe working conditions, to ensure that any light spillage to adjacent areas is minimised.

Lighting will be positioned to face into the site to avoid any potential hazards to highway users.

2.11 Site Working Hours

The site working hours are to be 07.00 to 18.30 Monday to Friday 08.00 to 13.00 on Saturday. Any work on Sundays will be by prior arrangement.

2.12 Site Access

All traffic to site will be via an entrance off Harts Farm Way which is accessed via the A27 Havant Bypass. Traffic routing will be as per the routing plans and these will be provided to all delivery drivers prior to the start of work on site (Refer to Appendices C & D). Tracking has been undertaken of the site access to assess the swept paths of the largest type of construction vehicles that will come to the site during the enabling works phase (large tipper truck). This is included in the drawing at Appendix A, which demonstrates that vehicles can manoeuvre into and out of the site in an appropriate manner.

Signage will be installed at the main site gate to facilitate the safe access/egress of traffic and a Banksman will be employed to manage traffic accessing and egressing the site.

The gates will be managed by RCL operatives at all times and left in the secure closed position when not in use.

Clear signage will be in place to identify crossing points of pedestrians/plant/vehicles. All operative's/delivery drivers will be inducted upon arrival and briefed on these restrictions. Anyone found in breach of these restrictions will receive a formal warning from Readie Construction Management, should a repeat offence occur they will be formerly removed from the project.

All vehicles will be logged on arrival and all visitors/operatives will be asked to provide car registration numbers for record purposes. All operative's/delivery drivers will be inducted upon arrival and briefed on these restrictions. Anyone found in breach of these restrictions will receive a formal warning from Readie Construction Management, should a repeat offence occur they will be formerly removed from the project. All vehicles will be logged on arrival and all visitors/operatives will be asked to provide car registration numbers for record purposes.

All deliveries will be requested to register on arrival with the site team to ensure accurate recording of vehicle movements and knowledge of operatives on site in the event of an emergency evacuation. All drivers will be directed to report to the site offices prior to offloading. Signage will be clearly visible to stop any parking in the entrance.

Separate pedestrian access will be provided onto site from that of deliveries. The separate pedestrian access is shown on the drawing in Appendix

2.13 Signage

Around the perimeter of the site statutory signage will be displayed to deter trespassers and advise the general public of the nature of the works. This signage will also be used to direct visitors and deliveries to the appropriate site access points.

Proposed signage at the site is shown on the drawing at Appendix B. It is proposed that construction traffic will use the A27 to and from the site so that there is a left-in, right-out arrangement at the site access to avoid the use of local roads in accessing the site during this construction phase. This is part of the signage package at the site

Within the site, signage will be established to provide direction to site operatives and delivery drivers and warning to site operatives, delivery drivers and site visitors.

Such signage will include but not be limited to information regarding:

- Access routes
- Speed Limits
- Height restrictions
- Overhead/Underground services
- Safety helmet, footwear and PPE requirements
- Noise restrictions
- Warning notices

Routes to and from the site will use the A27 and A3(M) as shown on the routing plans at Appendices C & D. Copies of these routing plans will be provided to delivery drivers as part of their initiation.

2.14 Parking Facilities

The site set up will have 2 phases. Initial set up will use the existing hard standing area as shown on the drawing in Appendix A, with the existing site access used for site access. The existing hard standing area will then be part of the site strip so a subsequent hard standing area will be provided immediately adjacent. This subsequent site set up area is shown in Appendix B.

Staff and visitor parking will be provided adjacent to the site accommodation. Subcontractors will be advised of parking areas, prior to commencement of their works on site. Pedestrian access to this area will be segregated from that of the vehicular access. Delivery vehicles will not be permitted to use the area and upon delivery a stopping zone will be provided on site adjacent to the storage area to ensure delivery vehicles do not block the access to site. The site gateman will direct the delivery vehicle to the agreed storage location and confirm the drop off point for deliveries. Under no circumstances whatsoever shall off-site parking be permitted.

Exclusion Zones will form part of Readie Construction's weekly Health & Safety Inspection rota to ensure no contractors are breaching these rules. Car Registrations will be checked against details secured at induction to verify that contractors are not parking off site. The Health and Safety inspection will include daily sweeps of the surrounding exclusion zone roads to check for breaches in parking controls, at random times. Should no breaches be found, then inspections will decrease to every other day, Inspections of the surrounding streets will be reviewed to ensure that when new trades and/or contractors start work on the project they do not park off site.

It is anticipated that no more than 25 workers will be on site as part of the initial enabling works stage. Parking will be provided for up to 12 vehicles to cater for construction workers. The majority of the workers will be bussed to the site, so the number of car parking spaces has been calculated to take this into account.

2.15 Storage

The storage area will enable bulk materials to be stored for use in plant accordance with the site programme. The materials will be transported around site from the storage areas by forklift as and when required.

It is intended that lockable storage cabins are provided on site and will be utilised for the storage and have facilities for storage and testing of materials. The storage cabins will be kept locked at all times with a designated person holding the keys. No hazardous materials will be kept within these unless appropriate precautions are taken. Due to the use of forklifts and other mechanical plant, diesel will be required to be stored on site. For this purpose, double skin tanks with integral bund will be utilised.

Site Fuel Storage will be kept between RCL compound area or designated fuel storage areas around the site which will have all necessary exclusion zones, drip trays and signage.

2.16 Waste Disposal

All sub-contractors will deposit waste materials in skips located at suitable locations on site. The skips will then be taken to a registered waste management facility for segregation and processing. Our target will be 95% waste recycled/diverted from landfill.

Waste that cannot be stored in a combined skip will be stored in skips segregated on site. This will generally be limited to plasterboard/gypsum based materials, metals, canteen waste and COSHH materials. All segregated waste will be sent to waste management sites/direct to processing plants dependent upon the material being carried. Gypsum skips will be covered at all times to prevent release of wind-blown dust. All waste will be recorded within our Site Waste Management Plan.

2.17 Traffic Management and Pedestrian Management

Deliveries will be restricted to access routes identified in appendices C and D and will be scheduled 48 hours prior to arrival to mitigate the risk of queuing traffic on the site approach roads. Deliveries at the site will not take place during peak hours (8-9am) and (5-6pm). Deliveries to the site will be managed to avoid instances of trucks arriving as one is departing. This will be achieved through use of GPS trackers and radios to ensure the site entrance is clear.

All delivery drivers will receive an induction sheet that lets them know the routing to the site, and site requirements. Once these requirements are accepted by the driver the delivery is then allowed to work on the site.

All deliveries will be escorted by a Banksman to the unloading area. Once the vehicles are unloaded, he will be escorted by the Banksman off-site.

The on-site traffic management will be changeable throughout the project this will be monitored by Readie Construction and altered as required. There will be dedicated pedestrian routes throughout the site and these will be changeable in line with the works being undertaken. On site signage will be provided as necessary to advise visitors and deliveries of the site plant and traffic movements.

To minimise disruption to the area we will ensure we carry out our standard delivery process where a booking system is operated for all deliveries to the site. This process ensures we avoid peak hours for deliveries and removes the potential for delivery vehicles waiting on the public highway.

2.18 Wheel Cleansing Facilities and Arrangements

In conjunction with the establishment of the site vehicle entrance we will establish the vehicle wheel cleansing procedure and procure equipment and operatives to maintain and operate this facility. The wheel cleansing will generally be carried out on an area of temporary hard sufficiently sized to allow vehicles to carry out one full wheel revolution whilst within the wheel cleansing area – this is to allow cleansing of the entire circumference of the tyre via jet washing facilities.

This hard standing will be removed on completion of the works to return the site to its original condition. A drive-through wheel washing facility will be utilised to manage this process, as shown on the site set up plan in Appendix B.

Drainage of the wheel wash will be achieved by use of a membrane lined French drain with aggregates removed and replaced periodically to be maintained. A road sweeper will also be used to keep the adjacent highway clear as required.

Surface run-off from washing areas can contain high levels of pollutants such as:

- Detergents
- Oil and Fuel
- Suspended Solids
- Antifreeze

2.19 Liaison with other Contractors

Where possible and where relevant, we will liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to

minimise traffic impacts to the immediate vicinity and surrounding area.

2.20 Site Management

The Project / Site Manager will:

- Assume responsibility for the management of the site;
- Ensure personnel and operatives are advised of their roles to minimise the generation of dust;
- Deploy suitable dust mitigation measures based on visual observation and weather conditions;
- Review the performance of the operatives and efficiency of dust reduction measures;
- Ensure that records are maintained; and
- Ensure that equipment is maintained.

2.21 Proposed Highway Movements

It is anticipated that the traffic movements associated with the initial enabling works stage of the development would require a maximum of 50 vehicles attending the site per day (i.e. no more than 100 two way trips).

These would primarily be Large Tipper/Wagon movements associated with the removal of black bag waste at the site, with secondary trips to the site related to the transport of plant and equipment to undertake the other enabling works such as earth movements, site levelling operations and formation of the landscape bunds. As these vehicle movements would be spread across the working day, they are considered to have a negligible impact on the road network.

Details of anticipated trips and vehicle movements during the main construction phase will be detailed in a subsequent CEMP covering these later phases of development, which will be submitted to the LPA for approval prior to commencement of that relevant phase.

3. Pollution Control, Noise & Dust

3.1 Pollution control

Site activities during the Enabling Phase have the potential to impact the ground, air and adjacent surface waters (namely the Hermitage Stream). The main activities of concern during the Enabling Phase are considered to be the management of materials that are likely to be contaminated e.g. the excavation and transfer off site of landfilled wastes during the cut/fill scheme which has the potential to produce a range of fugitive emissions including contaminated waters, dusts and odours.

The closest sensitive receptors are as follows:

- The Hermitage Stream approximately 10 m to the east of the Site;
- The closest statutory designated sites of international significance are the Solent Maritime Special Area of Conservation (SAC), Chichester and Langstone Harbours Special Protection Area (SPA), and Chichester and Langstone Harbours Ramsar, which are located approximately 170 m to the south of the Site. The SPA is comprised of two component nationally important Sites of Special Scientific Interest, namely Langstone Harbour SSSI and Chichester Harbour SSSI;
- Adjacent footpaths/walkers;
- A single residential property approximately 270 m to the north;
- A boating club approximately 170 m to the south; and
- A business park approximately 80 m to the east of the Site

Refer to Figure 1 adjacent.

Figure 1: Sensitive Receptors



The Site is mainly in Flood Zone 1 and Site development formation levels are likely to remain in this flood zone.

As part of the Site pollution control measures a range of actions/mitigation measures will be undertaken by the Principal Contractor and/or appointed sub-contractor during the Enabling Phase.

3.2 Ground Conditions

Impacts

Ground conditions could be impacted by:

- Fuel and liquid spillages;
- Windblown waste / litter; and
- Contaminated soils being transferred around the Site.

Mitigation

A range of protective measures/mitigations will be employed to prevent harm to sensitive receptors during the Enabling Phase

- In compliance with the Control of Pollution (Oil Storage) (England) Regulations 2001 all fuel will be stored in a double skinned tank or a tank in a suitable bunded area, designed to retain 110% of the tank's capacity. All connections shall be situated within the bund or above a suitable drip tray where a double skinned tank is being used;
- All fuel, oil and chemical stores, and refuelling activities shall be situated at least 50 meters from any given watercourses, where practicable;
- Re-fuelling activities will only be undertaken by suitably qualified persons in specific designated areas on Site which shall be hardstanding with run off to dedicated drainage and oil/water separator;

- Refuelling procedures will be communicated to Site staff and contractors so that they are fully informed of risks and requirements via regular toolbox talks;
- Pumps and generators used on the Site will have integral drip trays where possible. All items of plant without an integral drip tray shall be stored over a portable drip tray. Drip trays shall be inspected and kept free of accumulated rainwater as necessary. Any oily water shall be disposed of at an appropriate permitted facility. Any arisings from drip trays etc. are to be disposed of as hazardous waste in accordance with Environment Agency guidance and current legislation;
- All hazardous liquids e.g., oils, lubricants, solvents, chemicals etc are to be stored in a dedicated and segregated area in a suitable locked Control of Substances Hazardous to Health (COSHH) container and in accordance with the products Safety Data Sheet. COSHH assessments will be available nearby for information in the event of a spillage;
- All waste materials are to be managed using an appropriate Site Waste Management Plan;
- A spill response kit will be available onsite at all times during the Enabling Phase phase. These spill kits will contain absorbent pads, absorbent granules and methods of disposal of materials and used kit. These kits will be located at appropriate points around the Site which are considered to be at a higher risk of pollution (e.g., refuelling area and next to fuel tanks). Further spill kits and supplies will be located in the stores within the site, where replacements for used kits will be found. Spill kits will need to be regularly inspected and immediately replaced if used;

- Good housekeeping should be maintained throughout the Enabling Phase;
- No treatment of landfilled waste materials is to be undertaken on Site to reduce stockpiling/time the excavation is open. The historical landfilled wastes are to be removed in sheeted wagons either from a designated hardstanding area adjacent to the waste excavations or directly from the waste excavation.
- A wheel wash shall be operated and maintained in any vehicular egress points at the Site during the Enabling Phase

3.3 Water Resources

Impact

Local surface water conditions can be impacted by:

- Fuel and liquid spillages;
- Sediment run off/fines specifically after Site strip/heavy rainfall;
- Groundworks (e.g. excavation of landfill waste materials) mobilising contaminants; and
- Flooding of Site.

Mitigation

As noted previously a range of protective or mitigation measures will be employed during the Enabling Phase:

- Battering and/or sheeting of materials stockpiles e.g., the historical landfill cover system materials that are suitable to be reused and locating them away from the watercourses and drains, where possible;
- Surface run off from the Site should be controlled by:

- Primary – a surface water management system should be in place to ensure run off is appropriately collected/managed which should have sufficient capacity to deal with a storm event. The waters should be treated by silt busters, silt traps and oil/water separators. The Principal Contractor should ensure necessary permits are in place for any discharges either to the stream or surface water network; Secondary - the installation of straw bale barriers or silt fencing along the eastern boundary of the Site. This would be best placed at the western periphery of the tree line in the east to allow access/maintenance. The bottom of the fabric/bales must be embedded into the ground to avoid water/silt flowing beneath the fabric/bales. The posts that support the fence in place must be driven to the correct depth and spaced at the right distance along the fence/bale line. Sediment that accumulates upstream of the fence must be removed from time to time, typically when it reaches one third to one half the height of the fabric;
- As part of the environmental monitoring programme daily checks on the Hermitage Stream should be conducted during the Enabling Phase to check for any visual impacts on the water including sediment run off, leachate and hydrocarbons. Should any such impact be identified this should be alerted to the Site Manager, Local Authority and Environment Agency contacts. Any groundworks should cease if this occurs until the Principal Contractor is advised to recommence Site works;

- Stockpiles generated during the excavation of the historical landfill waste to attain desired formation levels in the east should be temporary and ideally situated within the existing excavations into the waste. Should significant mobile contamination e.g., free phase hydrocarbon be identified these materials should be placed within a suitably bunded area (again ideally within the waste excavation). Preferably, once excavated, these waste materials should be immediately placed in appropriate tipper trucks for transport off Site. This activity should be undertaken within the waste excavation. Alternatively, these operations could be undertaken within a designated hardstanding area constructed at the boundary of any excavations into the waste material;
- Dewatering of perched waters/recent rainfall into open excavations in the landfill waste should be undertaken to prevent mobilisation of contaminants. These waters should be pumped to a dedicated sump area for further analysis and either treatment or off-Site management;
- Prevention of silts and oils etc from entering the as proposed surface water drainage system should be undertaken by silt traps and oil/water separator prior to discharge;
- Protection of existing drains on the local highways from silt/contaminants;
- Additional surface water drainage facilities shall be constructed around any car parking, designated hardstanding area(s) for waste transfer and maintenance/refuelling areas which should include an oil/water separator. Ideally these areas should be at least 50m from any watercourse, particularly the Hermitage Stream;
- No foul water shall be discharged to any watercourse, particularly the Hermitage Stream;
- The existing outfall in the north-east of the Site shall be surveyed prior to any groundworks commencing to confirm that this is part of the A27 highways drainage system. Should the outfall be connected to the landfill the outfall should be suitably sealed/blocked to prevent any direct discharge into the stream prior to any groundworks being undertaken;
- Both the piling technique (concrete driven piles with sacrificial cones) and CMC utilise the displacement of materials as the piles/columns are driven into the ground. As such, there will be minimal arisings e.g. contaminated landfill material brought to the surface which could be a source of contamination/pollution. Displacement will also help prevent the downward migration of landfill materials into the River Terrace Deposits and Chalk strata beneath the landfill waste. The Site investigation did not encounter an aquitard below the waste materials which would have been acting as a protective layer between the waste and underlying aquifer and as such no aquitard will be punctured by the piling/columns. A piling/CMC risk assessment will need to be produced and approved by the regulators prior to the commencement of Site works involving piling or CMC;
- The following Surface Water Quality Monitoring Plan (SWQMP) should be undertaken in the Hermitage Stream:
 - A baseline mean concentration for contaminants of concern should be determined based on the previous sampling within the stream undertaken by Delta-Simons prior to the Enabling Phase;
 - Up, mid and downstream samples to be taken to allow comparison with the baseline data. Sampling should be undertaken ahead of works commencing to ensure the original baseline is applicable;

- o Samples should be analysed on a three-day turnaround;
- o Samples should be tested for nitrogen species suite (key contaminants of concern identified in previous investigations/assessment undertaken by Delta-Simons and total petroleum hydrocarbons (speciated) due to use of fuels on Site;
- o There should be at least two rounds of monitoring during the excavation of landfill waste materials;
- o At all other times during the Enabling Phase sampling should be undertaken once monthly; and
- o Results should be interpreted by the appointed Environmental Consultant. Where an impact is identified i.e., where concentrations of contaminants within the mid and downstream samples are considered by the Environmental Consultant to significantly exceed the baseline, the results should be discussed immediately with the Client, Contractor to cease operations if necessary and review / amend working methods and to inform the regulators to determine and agree appropriate courses of action.

3.4 Air Quality – Fugitive Dusts, Asbestos, Odour & Volatile Organic Compounds (VOCs)

Impact

Local air quality can be impacted by:

- The dispersal of asbestos fibres during groundworks;
- Fugitive dusts; and
- Groundworks generating VOCs and odours particularly when excavating putrescible wastes.

Mitigation

Fugitive Dusts

Any crushing operations should be undertaken in accordance with the rules for the Part B permit that is registered for that crushing equipment as well as any mitigation techniques identified in Section 2.22.

Asbestos

Asbestos was detected in 16 samples out of 84 samples tested from across Site, which were predominantly located within the landfill waste. However, asbestos fibre bundles and insulating board debris were also recorded within the shallow (less than 0.5 m bgl) re-engineered cover system materials in two locations

- Should suspected significant asbestos or asbestos containing materials (ACMs) be identified during the groundworks, works should cease and the material covered with sheeting until it has been appropriately tested and a management route secured. Management of such materials should be undertaken in a safe manner e.g., double bagging of the materials prior to transport in accordance with the Control of Asbestos Regulations (2012) and waste legislation;
- Asbestos re-assurance monitoring shall be undertaken prior to (for baseline purposes) and during any groundworks that involve either the cut and placement as fill of the re-engineered cover system materials (due to the presence of asbestos detected in the environmental sampling that has been undertaken) and the excavation and transportation of landfill waste materials off Site;

- Baseline monitoring should be undertaken on three occasions prior to works commencing at two points on the permitter boundary of the Site along the direction of the existing wind direction at the time of monitoring i.e., upwind sentinel monitoring point and downwind monitoring point at the other side of the Site;
- Asbestos re-assurance monitoring shall be undertaken on a daily basis during these activities at the following locations:
 - Along any footpaths that surround the Site (to assess risks to members of the public); and
 - In active work zones (to assess risks to groundworkers)
- Should concentrations exceed the control limit of 0.01 fibres/cubic centimetre (f/cm³) works should cease and damping down of materials that are currently being moved should be undertaken;
- All monitoring should be undertaken in compliance with the Control of Asbestos Regulations (2012)

Odour

- During the excavation of landfill waste activity daily checks for odour issues should be undertaken at the perimeter of the Site (downwind);
- Daily checks should preferably be undertaken by the same person e.g., Site manager, Site environmental manager; and
- Should significant odours be identified at the boundary of the Site in the direction of any sensitive receptors (e.g., house to the north, surrounding footpaths, boating club to the south or business park to the east) an assessment should be made closer to the receptor to check for nuisance odours. Should odours still be prevalent at the receptor locality, works should cease until the temporal conditions improve e.g., wind reduction/direction change, or alternatively the contractor should consider the use of de-odourisers.

VOCs

- During the excavation of landfill waste activity daily checks for VOCs should be undertaken at the perimeter of the Site (predominantly downwind) by use of a Photoionization Detector (PID); and
- Should VOCs be identified above 5 ppm at the boundary of the Site, in the direction of any sensitive receptors, works should cease until the temporal conditions improve e.g., wind reduction/direction change.

3.5 Documentation

An Environmental Risk Register shall be prepared capturing the above risks and mitigation which should be maintained on Site as an active file by the Principal Contractor. Should it be required specific management plans should be prepared by the Principal Contractor and implemented.

All records relating to activities, monitoring, recording of results and mitigation measures undertaken should be recorded in a CEMP activity log or similar document. This will be retained on site and on completion held for a minimum of 1 year at the offices of the Principal Contractor.

3.6 Noise Management and Potential Impact to Broadmarsh Coastal Park

A Noise Assessment Report was completed on 14th April 2021 by Sharps Redmoor which included on site monitoring assessments to understand and record the baseline noise levels on the development site. This will help to set the bench mark of the noise levels that the Broadmarsh Coastal Park area is already exposed too. Section 3.6 of the Sharps Redmoor report identified the below as the measured noise levels.

- 3.6 Based on the above survey results typical at the northern boundary of the Broadmarsh Coastal Park, this being the closest boundary to the development site have been determined as follows:

TABLE 3: Measured Noise Levels

Day	Night
Ambient Noise Levels (L_{AeqT}) – 59 dB	Ambient Noise Levels – 56 dB
Background Noise Levels (L_{A90T}) – 55 dB	Background Noise Level – 48 dB
Maximum Noise Levels (L_{Amax}) – 71 dB	Maximum Noise Levels – 71 dB

The Sharps Redmoor Report also makes recommendations in section 4.12. All on site works will be in accordance with Industry ‘Best Practice Guidance’ and will also incorporate the below Sharps Redmoor noise control measures.

- Where possible, locating plant so that it is screened from receptors by on-site structures, such as cabins.
- Siting stationary plant away from the southern boundary of the site.
- Using localised screening to shield receptors from particularly noisy equipment/activities;
- Using modern quiet equipment and ensuring such equipment is properly maintained and operated by trained staff;
- Applying silencers/enclosures to particularly noisy equipment where possible;

As identified with the Sharps Redmoor Report we believe the Piling works will be the noisiest construction operation. These works will not be part of the enabling works package so generation of noise is not considered to be an issue for the initial works on site. When undertaken, it is anticipated that the piling works will take 16 weeks and the majority will be completed out of the Bird Season and sequenced so that the the piling works nearest the Broadmarsh Coastal Park boundary are completed first so that any piling works left will be to the northern part of the site which is further away from the Broadmarsh Coastal Park. No sensitive receptors are adjacent to the site that are considered to have the potential to be affected by noise during the enabling works stage.

When the Construction Management Plan that relates to the piling works is prepared this will identify monitoring provisions for noise and a methodology for dealing with any likely issues related to this.

For the enabling works stage, contact information for the site manager will be provided in a prominent location near the site entrance so that anyone affected by noise can get in contact. Any complaints/contact made will be logged and remedial actions taken to try and minimise disturbance where possible.

FIGURE 6: 100m contour from building foundations



3.7 Dust

Site operation, dust control and monitoring procedures will be designed to minimize emissions of dust in accordance with the Environmental Act 1995 and the UK Air Quality Strategy. This will ensure that operations at the site will not constitute a nuisance or residential or susceptible habitat within the vicinity of the development. These procedures will run in conjunction with the '*Delta Simons Air Quality Assessment Report Reference 19-2099.03*'. All recommendations and requirements identified within this document will be incorporated into the site specific procedures.

Dust Control Measures

Control measures for reducing dust emissions will be based on best management practice. Details of the general dust controls are as follows:

- A water suppression equipment will be maintained on site at all times to suppress dust during periods of dry and/or windy weather;
- Wind speed and direction will be taken into account when organising operations; and
- All site staff will receive appropriate training in order to ensure that employees are conversant with the site dust control strategy.

Specific control measures for all plant and machinery, external storage areas and vehicle movement routes are listed below:

A) Plant and machinery

- All site plant will have upward facing exhausts and radiator cowls to reduce the generation of dust;
- Process plant will be operated, and screened material will be stockpiled, in accordance with Process Guidance Not PG3/8(04) Secretary of State's Guidance for Quarry Processes;

- Existing screening will be provided by the soil mounds as the location of the processing plant will remain unchanged. This will reduce the levels of dust propagating from the plant to outside of the site; and
- Drop heights into and out of vehicles will be minimised

B) External Storage Areas

- The water suppression equipment will be used, as and when necessary, to control dust arising from stockpiles.
- Soil storage areas, top soiled bunds and restored areas will be seeded with grass as soon as possible to prevent wind erosion of soils;
- The lading area will be maintained in a damp condition during dry and windy weather using the water bowser.
- The unprocessed storage piles or other long term stocks will be treated with additives in order to seal the surfaces to control dust if required to control dust emissions

C) Vehicle Movement Routes

- The site access road between the site compound and local road will be suitably surfaced;
- The access road and other hard surfaced areas and roads will be kept clean at all times and watered by motorised spray units during dry conditions;
- Haul roads will be graded regularly to remove loose material from the surface; and
- A speed limit of 10mph will be enforced to minimise disturbance on internal haul roads.

Dust Action Plan

In the event that unacceptable dust impact is caused at a nearby sensitive receptor, and a justified complaint is received by the site management, the following dust action plan will be implemented:

If an activity at the site results in unacceptable levels of dust being generated, then that activity shall cease until sufficient measures have been adopted which prevent or minimise the dust emission. The implementation of such measures will be the responsibility of the site manager.

Conditions which may require the use of dust suppression at the site include the following:

- Dry surfaces where mud or debris is present;
- Any part of the site where movement of vehicles generates dust;
- Any part of the site where dust may be generated by wind;
- Stockpiles and Earth mounds without vegetation or cover;
- Crushing and screening activities;
- Material handling operations; and
- Any other activities which result in dust generation.

The project / site manager will be responsible for monitoring dust levels associated with the conditions and activities identified above. The site manager shall implement adequate dust suppression measures to control dust from any activity which causes unacceptable emissions of dust.

Dust Complaints

In the event of an external complaint being received regarding nuisance dust, details of the complaints will be logged and potential sources or occurrences on site will be investigated. Records of all complaints received and remedial actions will be held on site within the dedicated site log book.

3.8 Best Practice Guideline

Readie Construction Ltd will adopt “Best Practice Guidance” as recommended.

4. On-Site Methodology Statement

4.1 Site Establishment (incl access control, security, vehicle movements)

Access to the site will be gained from Harts Farm Way. All vehicles on site will be restricted to a reduced speed limit and segregated from pedestrians by means of barriers and fencing. Traffic entering site will be directed either onto site for delivery vehicles with all other vehicles being directed to the secure on site car parking area where they will report to the RCL reception within the site offices. Site parking will be located within the compound by the office setup (Refer to Appendix A). It is imperative that full segregation of vehicles and pedestrians, is maintained at all times whilst one or both parties are in transit. Vehicle running lanes will be established with marked up crossing points and defined walkways for pedestrians on site. All personnel entering the site will only do so after completing a site-specific induction. Access to site will be restricted to two points, manned vehicle access control and a pedestrian turnstile access control from the safety of the site compound. It is of the upmost importance to ensure the minimum amount of dirt is deposited onto the public highways, therefore we will ensure that wheel wash facilities are in place at the egress point to ensure that the vehicles are clean prior to leaving the site. These vehicles will be checked by our gateman before they are released onto the roadways.

4.2 Construction Programme

The initial process will be the Topsoil Strip. It is anticipated whilst this exercise is being undertaken by our appointed sub-contractor will also commence with the required earthworks process in line with the Engineers design. There will be an overlap between these two activities to ensure the programme is kept as compact as possible Levels will be worked out to optimise the cut and fill utilising landscaped areas and modifying soils where necessary and completing the vibro piling at the end of the package and to ensure we can commence the groundworks/foundations as promptly as possible. We will have a temporary site set-up to start with and then after approx. 4 weeks our permanent accommodation will arrive.

4.3 Sub-Structure Works

The sub-structure works will be undertaken at a later stage of the development.

4.4 Superstructure

The super-structure works will be undertaken at a later stage of the development.

5. Health and Safety

Health, Safety, Environment & Quality

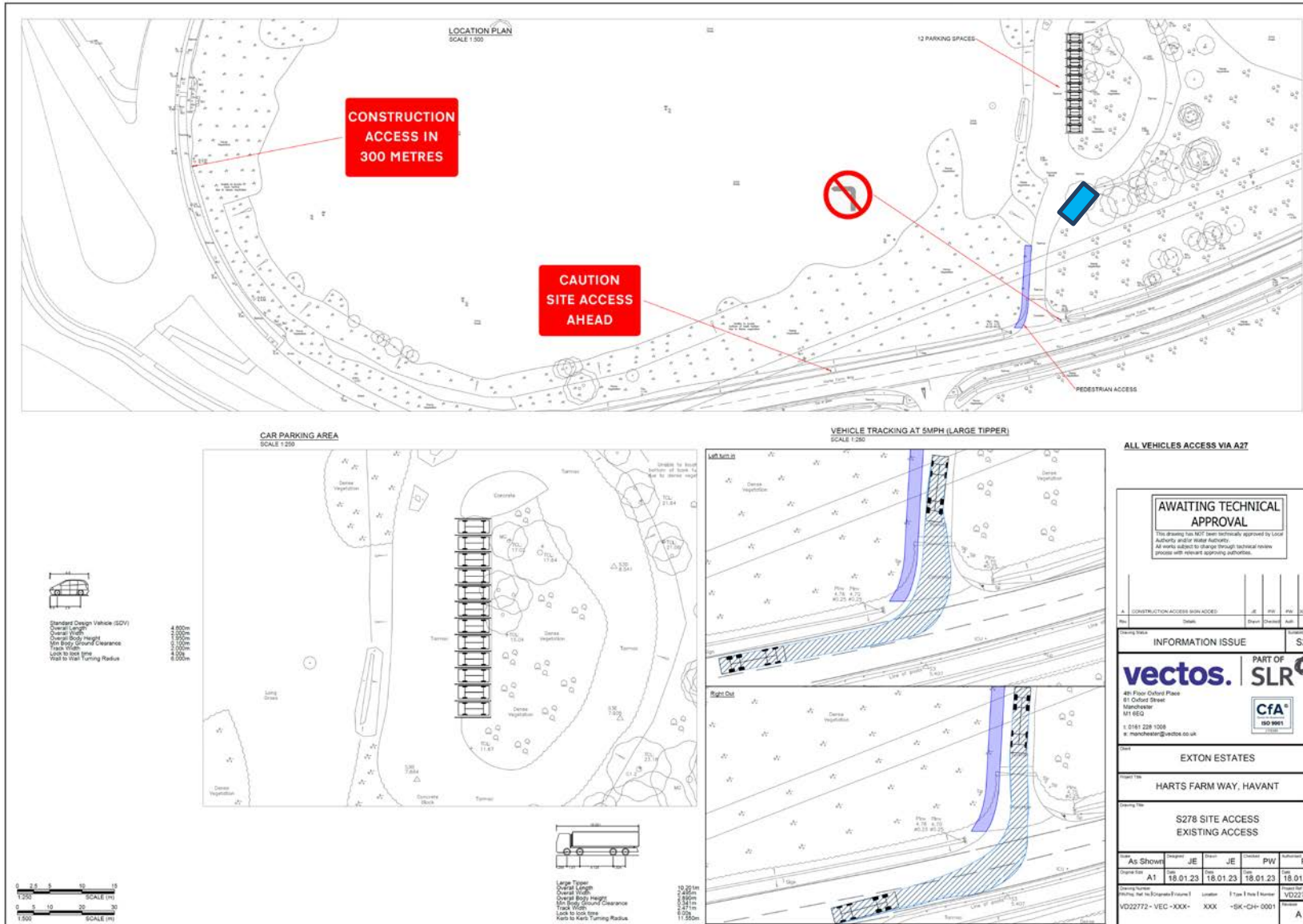
Readie Construction operates a quality management system in accordance with BS EN ISO 9001:2015 & BS EN ISO 14001:2015, the management system provides the framework for operating the business in accordance with statute and any other requirements including amongst others the Health and Safety at Work Act 1974 and the Environmental Protection Act 1990.

The company operates the system in a way that would be similar to any top 10 national contractor in the UK. The directors and staff have wide experience of managing health and safety in a positive and pro-active way. Stuart played a key role in developing the management systems at his previous employer.

We have an exemplary safety record on our sites demonstrated by our accident statistics overleaf.

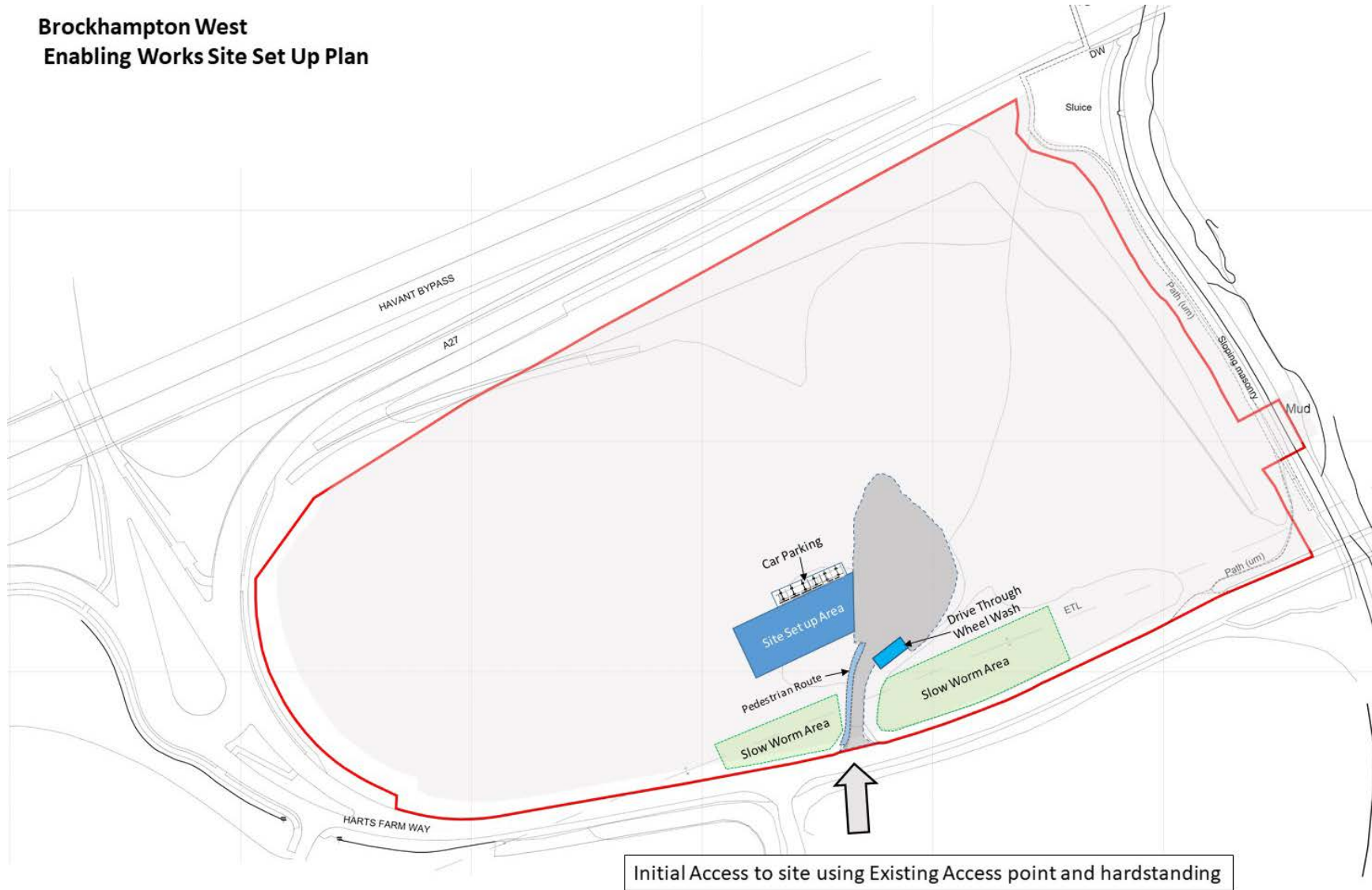


Appendix A – Initial Site Set Up Plan (Enabling Works)



Appendix B

Brockhampton West Enabling Works Site Set Up Plan



Appendix C – A27 route to site map



Appendix D – A3(M) route to site map



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