CEMP

Project Name:	Plot 5, Units 500-502, Dunsbury Park, Portsmouth
Project Number:	T0379
Project Manager:	Mark Mclean

Prepared by

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1.0 Document Control

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B	08.04.2022	Reptile Mitigation update in line with Greengae recommendations	DD		DD
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Project Revision Record

Rev	Date	Revision Summary
-	30.03.2022	Reptiles statement updated in line with Greengage feedback P.37
B	08.04.2022	Reptile Mitigation – change of scope – P.38
C	13/07/23	Amendments made following email dated 12/07/23.

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Project information

1.1 Site Description and Boundary

The Site is located within Dunsbury Park and is bounded to the north a vacant site, to the east by Park Lane, to the south by Fitzwygram Way and west by A3 Motorway.

The site is located approximately 2.5km north-west of the centre of Havant, and approximately 150m east of the main carriageway A3(M). The immediate site surroundings comprise young, recently planted woodland to the west, bare ground and commercial / industrial units associated with the wider Dunsbury Park masterplan and pre-existing development to the east and south, and open green space to the north. The wider surroundings comprise pockets of woodland and areas of grassland, and the urban environments of Havant and Waterlooville.

Plot 5, Units 500 - 502 largely comprises bare ground and young plantation woodland, with small areas of hardstanding and introduced shrub, and hedgerow forming the eastern boundary.

1.1.1 Site Location

The site is located on Fitzwygram Way, Havant P09 4EE. Plot 5.

Plot 5 (units 500 to 502 inclusive) in Blue and the wider masterplan site outlined in Red.

1.2 Scope of Works

The proposed development comprises a total of 6,876m² Gross Internal Floor Area distributed across the 3 units including 6,017m² of B8 Warehouse and Storage floor space.

The units are designed to meet normal institutional standards with service yards to the northern and western elevations, sized to provide sufficient lorry parking. The service yards feature level entry loading door access, as operationally required by potential occupiers.

Schedule of Accommodation

Unit 500	sq m	sq ft
Warehouse	2,525	27,175
First Floor Office [[inc. GF Core Areas]	380	4,090
Total	**2,905**	**31,265**

4 No. Level access doors
39 No. Car parking spaces
(inc. 2 No. accessible and 4 No. electric charging bays)
10 No. Cycle spaces

12m Clear Internal Height

Unit 501	sq m	sq ft
Warehouse	2,090	22,500
First Floor Office [[inc. GF Core Areas]	232	2,500
Total	**2,322**	**25,000**

3 No. Level access doors
26 No. Car parking spaces
(inc. 2 No. accessible and 4 No. electric charging bays)
10 No. Cycle spaces

12m Clear Internal Height

Unit 502	sq m	sq ft
Warehouse	1,402	15,100
First Floor Office [[inc. GF Core Areas]	247	2,660
Total	**1,649**	**17,760**

2 No. Level access doors
14 No. Car parking spaces
(inc. 1 No. accessible and 2 No. electric charging bays)
10 No. Cycle spaces

12m Clear Internal Height

Total Development Area	**6,876m²**	**74,025ft²**

In addition, the units are served by an integral mezzanine office as well as grade level car parking and cycle storage.

1.2.1 Purpose

This Construction Environmental Management Plan (CEMP) summarises the approach during the construction phase of Plot 5, Units 500 to 502 inclusive, in accordance with the Environmental Statement (ES), planning conditions, contractual and legislative requirements and construction industry best practice.

The objectives and mitigation actions set out in this CEMP will be monitored throughout the works to ensure that the measures and actions are carried out.

This CEMP will be updated as necessary to reflect changes in any aspects of environmental management.

Each subsequent version of the CEMP and supporting management plans will be discussed with the relevant statutory authorities, local planning authorities and environmental regulators as appropriate.

1.2.2 Supporting documents

- Greengage Preliminary Ecological Appraisal, Reference: 551772dp14Sep21FV02_PEA, Dated September 2021.
- Greengage Bat Survey Report, Reference: 551772dpDec21FV01_Bats, Dated December 2021.
- Greengage Reptile Survey Report, Reference: 551772dpDec21FV01_Reptiles, Dated December 2021.
- Greengage Dormouse Survey Report, Reference: 551772pwMar22FV01_Dormouse_Strategy, Dated March 2022.
- Hydrock Ground Investigation Report, Reference 19453-HYD-XX-XX-RP-GE-1004_unit 500 GIR P3, Dated 09/12/2021

1.2.3 Objectives

The objectives are developed from the supporting documentation listed in section 1.2.2 for plot 5, these are:

1. To minimise and control the environmental impact of the design process considering the environmental criteria that can be managed at design stage.
2. To minimise the risk of any type of pollution incident or other form of unauthorised discharge from the construction activity.
3. To maintain clear communications between Glencar's appointed person/Project Manager and relevant third parties with assignment of any specific and/or statutory reporting duties to relevant third parties to the Contractor (and/or his Sub- Contractors), where these are to remain his statutory duty.
4. To minimise the risk of direct or indirect harm to designated sites or protected species.

1.3 Best Practice Guidelines

Environmental construction best practice can be found in the Construction Industry Research and Information Association guidance on environmental good practice on site (CIRA, 2011), and Environment Agency (EA) guidance, including the Environment Agency's Pollution Prevention Guidelines:

- PPG1: General Guide to the Prevention of Pollution,
- PPG5: Works in, near or liable to affect watercourses,
- PPG6: Working at Demolition and Construction Site,

- 63-05: SD02 and SD06.

As regards to the EA's PPG's, the following are particularly important:

- Ensure all site personnel are aware of the pollution Incident Response Plan,
- Ensure no re-fuelling activities are undertaken within 10 metres of a watercourse (PPG5 section 1.1),
- Ensure any hydraulic oil is biodegradable,
- Ensure drip trays are fitted to all plant and machinery,
- Carry our regular inspections of all plant, machinery and on site bunded fuel tanks.
- Ensure spill kits are always available and strategically placed on site, and operatives know how to use them.

The control and management of the objectives will be the responsibility of the appointed person and will be signed off by the visiting Environmental manager.

1.4 Training & Competence

All project personnel must be familiar with the CEMP and its contents.

The CEMP details the environmental training that all project personnel are required to undergo, including any replacement personnel. Environmental training during the construction stage shall include:

- A site induction (inclusive of relevant CEMP matters)
- Review and understanding of site environmental controls
- Emergency response training
- Specific environmental training to those relevant employees e.g.
    - Storage of COSSH/Oils/Fuels
    - Working adjacent protected boundaries
    - Working adjacent watercourses
    - Dust control

During the construction phase our client Portsmouth City Council have made provision for a visiting Ecologist (Greengage) to undertake periodic inspections as identified in the reports listed in section 1.2.2.

During these visits GCL will engage Greengage to provide relevant Toolbox Talks to the construction staff if appropriate.

1.5 Monitoring & Review, Auditing & Corrective Actions

1.5.1 On Site Monitoring

A weekly checklist of key issues, e.g., waste management, pollution control, oil/fuel storage etc, has been produced and shall be carried out by the Environmental Advisor/Site Manager. Findings shall be reported to the Project Manager in a timely manner and rectified on-site immediately. Major findings shall be reported to the Project Manager and the appropriate corrective actions taken.

1.5.2 Compliance Auditing

Monthly audits shall also be undertaken by the contractor to ensure compliance with this CEMP, including waste management, pollution prevention and consent/licence conditions. Copies of the audits, including findings and close out actions shall be transmitted to the PCC who will then circulate amongst the project team and any other interested parties.

1.5.3 Environmental Monitoring

Regular monitoring of water quality, drainage systems, noise-sensitive locations, traffic, and other sensitive receptors shall be carried out as necessary. A schedule can be provided upon request.

1.5.4 Review of the CEMP

The overarching Environmental Management Plan will be monitored according to details set out within this document and associated related plans to specify how achievement of performance requirements of ecological and landscape elements are to be controlled and monitored).

The results of monitoring will be reported to PCC's Project Manager on a routine basis (as set out in the CEMP and Landscape and Ecological Management Plan). Where the scheme is failing its performance objectives, amendments shall be made to the CEMP or other environmental related plans (whichever is relevant for the stage of the scheme) to address the issues of concern and improve the environmental management regime. Relevant stakeholders (to include statutory bodies) will be consulted where relevant.

1.6 Duration of the project

- Approx. Programme Start date, 30th May 2022
- Approx. Programme Completion, March 2023

1.7 Site Contacts

- Stuart Cowan – Operations Direction – stuart.cowan@glencar.com
- Project Manager – Mark Mclean – mark.mcclean@glencar.com (First Aider) (GCL Environmental Lead)
- Quantity Surveyor – Steve Hale – stephen.hale@glencar.com

1.8 Communications

All Communications in relation to Environmental matters and third parties at a project Level are to be with the designated Project Manager, Mark Mclean.

1.9 Site working hours

- Monday-Friday 8 am- 17:30 am
- Saturday 8:00 am -14:00 pm

MANAGEMENT OF CONSTRUCTION SITE IMPACTS

1.10 Introduction

It is the policy of Glencar Construction to conduct its activities in a manner that reflects a clear commitment towards the protection of the environment and minimisation of waste on site. As a result, Glencar has set a target to divert 99% of construction waste from landfill.

Our aim is to make consistent, measurable improvements in our environmental performance, with site waste management comprising an important part of this commitment.

All our construction projects use a waste management plan to record how waste is being managed, prioritising recycling and reuse of materials where possible and to demonstrate that any materials which cannot be reused or recycled are disposed of at a legitimate site.

1.10.1 Our Own In-House Construction Site Monitoring Framework

Carbon arising from our operations on-site is a key consideration for Glencar.

We operate a dedicated Construction Site Impacts Register for each of our construction projects, which is available to the design team. This register monitors:

- Energy use (kWh) per month of construction programme.
- Transport movements for waste from site, and materials to site. Using the collated data, we report separately for materials and waste, the total transport- related carbon dioxide emissions (kgCO_2-eq), plus total distance travelled (km).
- Water use (litres) per month of construction programme.
- This register allows us to understand the impacts (and carbon footprint) our construction operations have on a site-by-site basis and can be shared with the client to report on environmental impacts.

In addition, this register fulfils requirements for our responsible construction obligations & resource management plan (RMP) requirements.

1.10.2 Construction Site Impacts Register Site Performance Overview

Waste Generation	Energy Use		Water Use	Transport Impact	CCS
Target Waste Generation (tonnes/100m²)	Electricity Use (kWh)	Fuel Use (liters)	Total Water Use (m³)	Total Transport to/from Site (km)	Target CCS Score
FALSE	0	0	0	0.00	0
Actual Waste Generation (tonnes/100m²)	Carbon Impact of Energy (kg.CO_2.eq)		Carbon Impact of Water (kg.CO_2.eq)	Carbon Impact of Transport (kg.CO_2.eq)	Achieved CCS Score
#REF!	0		0	0.00	0

On-Site Carbon Footprint (tonnes.CO_2)		Total Carbon Footprint inc. Transport (tonnes.CO_2)
0.00		0.00

1.10.3 Envision & Glencar: Advancing Sustainability in Construction

Envision was founded in 2012 as a specialist energy, sustainability and building services consultancy to offer practical and commercial advice on sustainability within the built environment. We are leading advisors to a number of private development companies and property funds, advising on a wide range of issues throughout the development process.

Our professional team has extensive knowledge and experience in the field of sustainable design and construction, and have worked a large range of development projects, from small scale refurbishment projects to large scale

national infrastructure developments. We are recognised in the industry for our strength and depth of understanding of both the technical and commercial aspects of achieving sustainable development.

We have spent the last number of years forging a commercial relationship with Glencar through delivering a range of sustainability services for many of their projects, ranging from the role of BREEAM Assessor through to providing advice on achieving stringent carbon reduction targets.

As a company we pride ourselves on working with teams, and on projects, that are progressive, ambitious, and innovative when it comes to sustainability. We do this whilst retaining the commercial acumen and viability needed in the ever-changing built environment. We recognise that Glencar share these ideals, and

therefore, we have worked to establish a strategic partnership to ensure that robust environmental, social and governance principles are embedded into the company's practices.

This partnership proves mutually beneficial, allowing Envision to gain exposure to the cutting edge of construction in the UK, and how sustainability and energy strategies set early in the design process impact further down the supply chain.

As we move into the 2020's, we move closer towards a net-zero built environment. Contractors form a key component to delivering sustainable buildings. Glencar strive to be ahead of the curve in this regard, aiming for each project to learn from and improve on the last. Together we have developed a range of in-house tools, policies, and practices to ensure Glencar are well-positioned to meet the sustainability challenges of the years to come.

We look forward to developing this strategic relationship further.

1.11 CEMP Introduction

This method statement has been developed in line with the construction documentation and is as accurate as 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 may change as the project develops.

The Construction Environmental Method Statement (CEMP) describes measures to control, amongst other matters, noise and vibration; working hours; dust minimisation; access point locations; wheel cleaning/chassis cleaning facilities; protection of surface and groundwater resources, including arrangements for the storage of oils, fuels or chemicals; waste disposal arrangements; pollution incident control; site illumination; and the location of construction compounds/laydown areas and offices, during the construction period for the proposed phase or sub-phase.

The construction of the development shall adhere at all times and be carried out in full accordance with the relevant approved document or any subsequent variations that may be approved in writing by the Local Planning Authority.

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 has been prepared and this is contained in and should be reviewed in conjunction with the project programme.

It should be noted that whilst this document is intended to cover the overall construction methodology for this scheme particular attention is drawn to the following:

The CEMP shall comprise.

- Environment Management Responsibilities.
- Construction Activities and Timing.
- Plant and Equipment, including loading and unloading.
- Construction traffic routes and points of access/egress to be used by construction vehicles.
- Works effecting rights of way including route diversions, extinguishments, or temporary closures.
- Details of site compounds, offices, and areas to be used for the storage of materials.
- Utilities and Services.
- Emergency planning & Incidents.
- Contact details for site managers and details of management lines of reporting to be updated as different phases come forward.

On site control procedures in respect of:

- Traffic management measures, Air and Dust quality
- Noise and vibration, Water quality
- Waste and Resource Management, Archaeological and Cultural Heritage
- Visual and Lighting, Utilities and Services
- Protection of water resources, Protection of species and habitats

During the construction process and prior to each stage of the works job specific method statements will be produced and agreed with the Glencar Construction site management team and forwarded upon request to the Principal Designer in accordance with CDM Regulations 2015.

1.12 External permissions

Glencar will be adhering to the planning conditions set out within the contract and stated by Portsmouth City Council.

These will be attached within the CEMP as the appendices such as the following documents,

- Traffic management plan
- Construction phase plan
- Dust management plan
- MMP
- Permit to pump
- Waste carriers' licences
- Planning conditions

All communication with the businesses and local residents near the site will be contacted through Portsmouth City Council communication procedure.

1.13 Land Management:

If contamination is suspected then works will cease and the Client will be advised by the Site Management Team, who will investigate such incidents.

During the site induction all personnel will be made aware of their responsibility to be vigilant regards potential soil contamination. Key personnel are ground workers, machine operators and their banksmen. They will report any suspicions of contaminated soil to site management who will then instigate the following actions:

If contamination is encountered during site works, it should be reported to Portsmouth City Council in all instances.

Remediation options for contaminated soil typically include removal to a suitable landfill site, remediation on-site or the placement of a 'clean cover system' in areas of soft landscaping, imported soils for the clean cover system, or other fill materials required for the new development, must be free of contamination. All imported topsoil must comply with the Environment Agency's Soil Guideline Values (SGV's), for residential gardens and with BS3882:2007, specification for Topsoil. In addition, the source and supplier of any imported materials must be provided to London Gateway together with appropriate analysis certification.

Any excavated soils removed from site for disposal to a landfill should undergo Waste Acceptance Criteria (WAC) testing in order to correctly classify the material in terms of waste disposal. The results of the WAC testing should be supplied to the chosen waste acceptor at an early stage of the development in order to locate a suitable landfill site.

The risk from contaminated dusts is considered to be low, due to the lack of contamination identified within site soils and can be controlled with good working practices such as dust control measures during construction works.

1.14 Site Establishment and Set-Up

1.14.1 Site Contacts

Glencar Site team Contact numbers will be displayed around site and on notice boards located at the site entrance for Units 500-502, Dunsbury Park, Portsmouth.

1.14.2 Dilapidation Survey

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

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

The Dilapidation survey carried out is for both Internal & External purposes to note any existing structural damages to neighbouring properties prior to works being carried out.

Vibration monitoring will be set up along neighbouring boundaries/Site compound when piling activities are undertaken.

A vibration survey will provide all the necessary vibration profile information of a source (e.g., neighbouring properties). All acquired data will assist in assessing any adverse effect on either: a building's occupants, or the building itself in terms of its structural integrity.

A manual vibration survey will assess the specific vibration source – which will allow for a more detailed understanding of its vibration signature. An automated survey entails deploying one or more vibration monitors. This can be set-up in such a way so as to transfer vibration data in real-time, allowing for a more dynamic approach in the assessment exercise.

We will ensure all practicable measure have been put in place to ensure minimal/no disturbance to the neighbouring properties.

Glencar have included 6.5.1 Insurance within our bid. This insurance provides cover should there be damage to a neighbouring property due to the works that are carried out, and the cause of which is not the result of negligence.

1.14.3 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
- Gloves

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. Additional required PPE will also be listed as part of risk assessment review in line with measures related to social distancing as a result of Covid-19.

1.14.4 Boundary Fencing

The first operation on site will be to secure the site compound area. Appropriate vehicle and pedestrian gates will be utilized at site entrances in the event whilst they are unguarded, they can be securely locked off.

Extended site compound and vehicle parking will be completely secure with heras fencing.

Statutory signage will be installed which will comprise statutory notices and minimal direction signage for deliveries and visitors etc.

Gateman will be in attendance stationed at entrances to control access/egress and deliveries. As part of the Glencar process/security all the deliveries will be pr-arranged where possible.

1.14.5 Setting Out and Service Detection

Once the boundary fencing is erected, the main control setting out will take place. This will be carried out by the appointed engineer and will provide a reference for both the survey works to be carried out pre-commencement and the main construction operation.

Once main control 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/or will be in the subcontractor's package, checking, monitoring of the works and quality control.

We will also be carrying out a survey of the utilities along with a Topographic and a measured building survey.

In the event of any unknown services found both the authorities and the client will be notified immediately, and work stopped until a solution is developed.

1.14.6 Site Investigation

Once the site boundaries are fenced and the main control setting out is established the project manager, site manager and site engineer will thoroughly survey the site to identify any existing areas of concern.

The survey will include but not be limited to.

- Exposed edges (to be protected)
- Uncovered chambers (to be protected)
- Covered chambers (to be opened/reviewed)
- 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 power line (if/ when required)
- Proximity to third party land specifically external areas.
- Locations of services for connection to Temporary Accommodation Units
- Coordination of any boundary conditions
- Neighbour/Boundary liaison/Existing occupancy with the site.
- & any other requirements requested by PCC.

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

1.14.7 Underground Services

We will be carrying out an onsite survey of existing services to confirm the drawings issued and to prevent any doubt.

Underground services known to Glencar Construction or later becoming evident shall 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.

1.14.8 Contamination

It is acknowledged that the potential for currently unidentified contamination to be present cannot be wholly discounted.

In order to develop site safely, it has been established that it is necessary to incorporate measures to protect the proposed end users and the building.

If, during development, contamination is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Areas of contamination shall be dealt with in accordance with current legislation and prescribed methods, a separate detailed design, method statement and risk assessment will be provided should a specialist operation to remove or remediate areas of contamination be required.

The Contaminated Land Assessment Report (CLA) will be attached within the appendices. These will be understood by all Glencar personal.

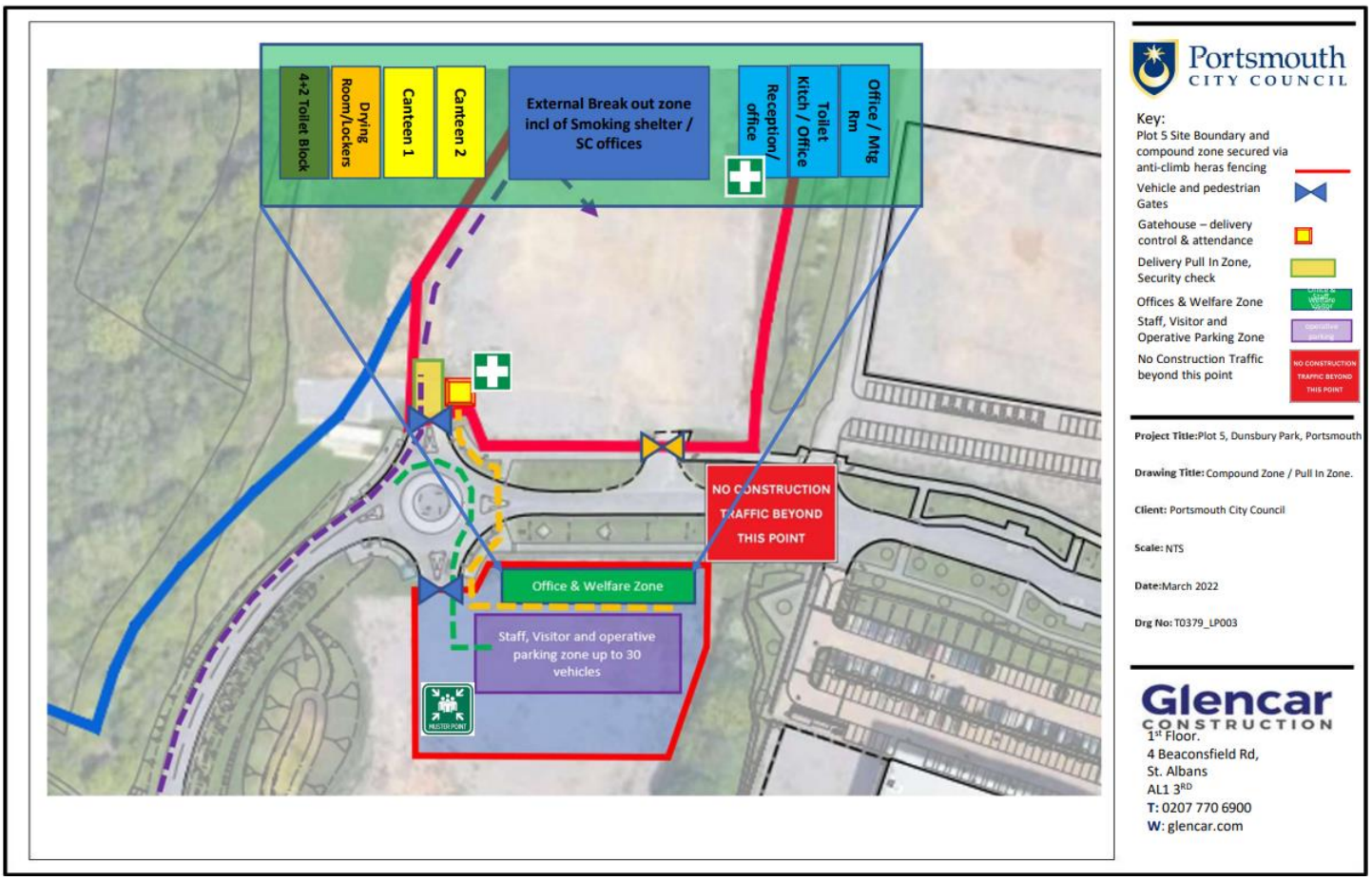
It is recommended that the Contaminated Land Assessment Report (CLA) is fully referenced within the CEMP and, it is recommended that a copy of the CLA is included as an appendix. Glencar should ensure that the CLA has been reviewed and fully understood by relevant Glencar personnel.

1.14.9 Additional Precautions in Respect of Work in the Ground

Glencar 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.

1.14.10 Temporary Site Accommodation



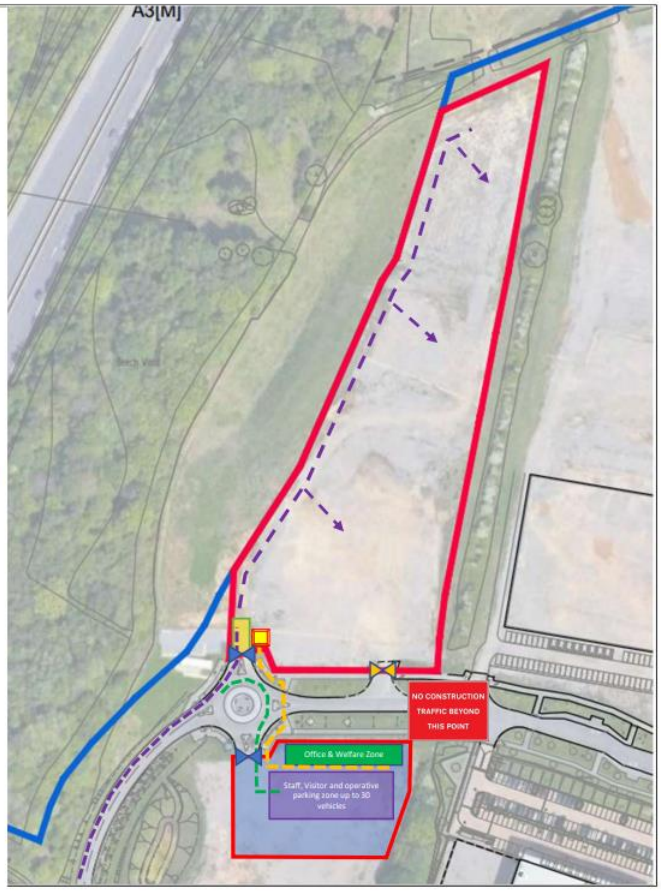
The site accommodation will be suitably located to ensure the proximity of both the works, and the main entrance to site in an area within the site. The site accommodation would be used for accommodating our full site team and welfare facilities and this position would allow both effective control of 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 as indicated below 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 will be subject to relocation to suit the progress of the works if required. However, the above being said there will be pedestrian routes that will remain throughout the construction process for the client safe access into the building and hoarding will remain.

Notes:

- All Delivery vehicles will arrive on site via clear directional signage.
- All deliveries will pull in to the allotted pull in zone & given final directions via the appointed Gate person.
- Staff and operatives will access the site via a secure pedestrian gate overlooked by the gate person, only after a full site induction or accompanied by a GCL representative.
- Site Parking will be located within the secure compound zone, via vehicle gates.
- No Construction traffic signs beyond this point to be displayed as indicated off the island.
- Secondary Gate access to Unit 500, access only under strict control and approval by the Project Manager.
- On Site pedestrian routes to be fully segregated from moving plant/vehicles with designated crossing points at all times.
- Wheel washing facilities will be located at the vehicle pull in zone. The gate person will be responsible for checking/cleaning each vehicle before exiting the site if necessary.



Portsmouth CITY COUNCIL

Key:
Plot 5 Site Boundary and compound zone secured via anti-climb heras fencing
Pedestrian Route
Vehicle and pedestrian Gates
Gatehouse – delivery control & attendance
Delivery Pull In Zone, Security check
Offices & Welfare Zone
Staff, Visitor and Operative Parking Zone
No Construction Traffic beyond this point

Project Title: Plot 5, Dunsbury Park, Portsmouth

Drawing Title: On Site Logistics, Route Map.

Client: Portsmouth City Council

Scale: NTS

Date: March 2022

Drg No: T0379_LP002

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Earthworks Logistics plan

General Notes:

1. Prior to commencement GCL to undertake a phased strimming exercise under the direction and supervision of the ecology COW.
2. Upon completion of the strimming the relocation of habitat / heras fencing will be carried out in line with Greengage coordinated plan.
3. Earthworks cut and fill inclusive of attenuation cut concurrent with sheet pile installation to be carried out. All surplus materials to be located to adjacent site as per the directional arrow.

Portsmouth CITY COUNCIL

Key:

Boundary / ecology protection line during bulk earthworks.

Earthworks disposal traffic route to final bund location

Fill Material movement/direction

Earthworks / Ground works arisings Bund location

Project Title: Plot 5, Dunsbury Park, Portsmouth

Drawing Title: On Site Logistics, Route Map.

Client: Portsmouth City Council

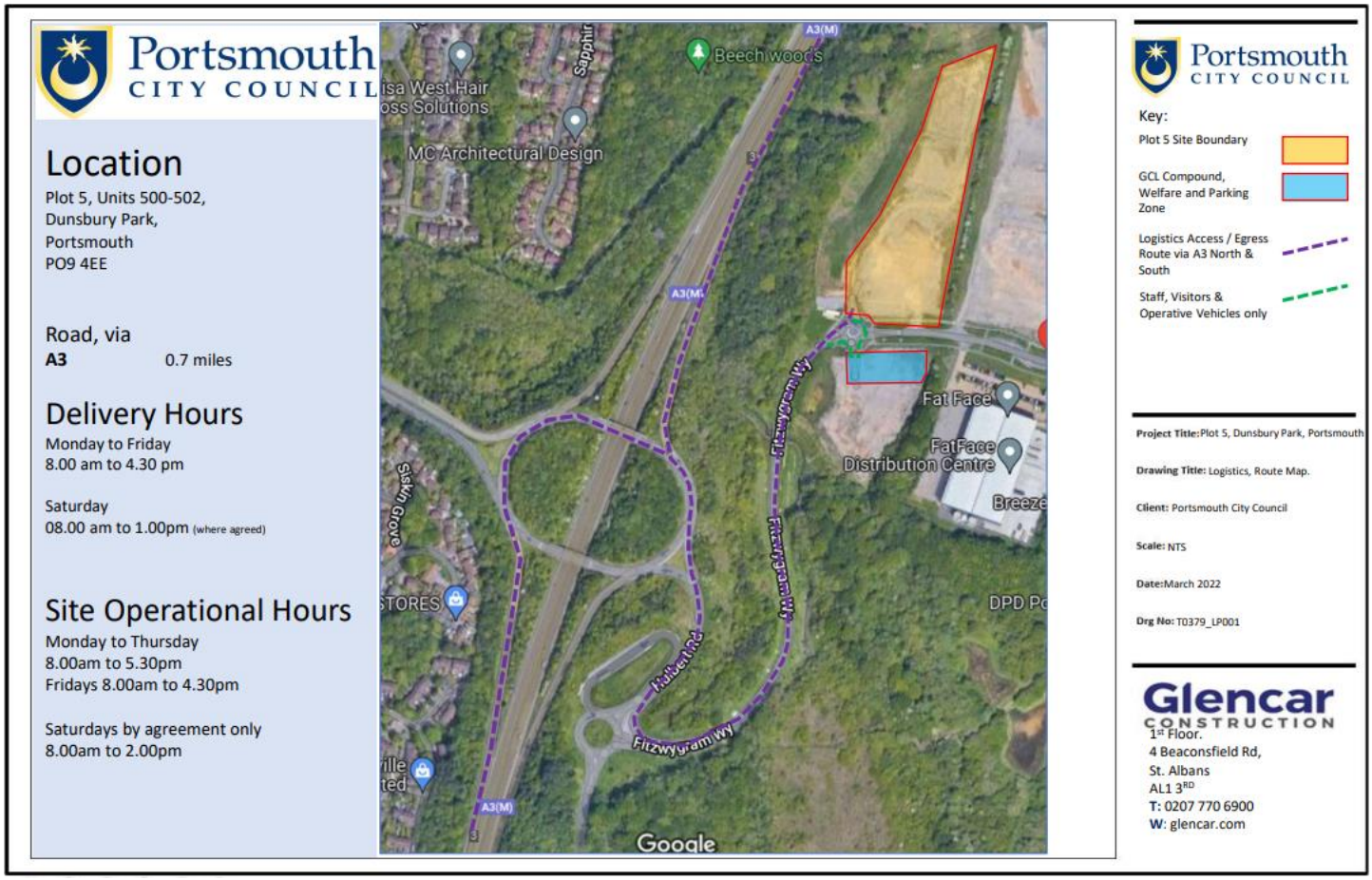
Scale: NTS

Date: March 2022

Drg No: T0379_LP002 a

Glencar CONSTRUCTION
1st Floor.
4 Beaconsfield Rd,
St. Albans
AL1 3RD
T: 0207 770 6900
W: glencar.com

Traffic Plan Below indicates the most direct route back from the A3(M) to the site, which will facilitate deliveries routes, staff and subcontractor routes.



1.14.11 Security

The site will be fully fenced 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. All newly attending operatives will also be required to complete a Glencar induction for access.

1.14.12 External Lighting for Construction Purposes

Mitigation measures will be in place to avoid light spill towards, wildlife and adjacent land occupiers. Lighting will be provided to allow a safe and secure working environment for all personnel on and off site.

- The site compound will be lit by floodlights fed from the site compound 100kva '**Super Silenced'** Generator/Temp mains Supply (please refer to the back of this document for the specification sheet) If the Generator is the most

suitable method, it will run on a 24hr period 5 Days a week. Late night and Weekends usage would be subject to Concrete pours. Any other works working out of hours would require acceptance with the governing authority.

- Flood lights will be mounted on site cabins at approx. 5m from ground level. The compound area itself will be located within proximity of the main access road and therefore seen as little risk to potential overspill to any surrounding areas. All lights will be deflected down towards intended lighting space only.
- The site in winter months will be lit by lighting towers which will be switched off nightly by the site management team. All lighting towers will be positioned to ensure light transmission is directed within-side the site boundary and spaced as greatly as possible to minimize quantity. All lighting towers will be under the ownership of GCL and likewise the management for turning on/off.
- Light towers will be erected for the task at hand i.e., lighting up a walkway's, small operations and will not be erected in any other fashion to ensure they are utilized as required and reduce over usage.
- Baffles will be incorporated into light fittings should they be required where light 'harshness' needs to be controlled.

1.14.13 Site Working Hours

The site working hours are to be in line with Planning condition, however the site will open at 7.30am to allow personnel to get to site but all noise generative activities will be in line requirements of the LA. GCL intended working hours will be from 8:00am – 17:30pm Mon- Fri. We do not anticipate working on a Sunday or Bank Holidays. However, if the need arises to work these days, they would be in accordance with Saturday working hours.

Out of Hours Working

Glencar don't envisage out of hours working will be required. If this deems to be necessary Glencar will ensure the following,

- A full time GCL manager will supervise the works on a full-time basis to ensure noise levels are being maintain and mitigation measures are in place.
- In addition, GCL manager will enforce additional low noise measures such as, controlled radio use, professional staff behaviour (i.e., no shouting or swearing) and lighting spill.

1.14.14 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. All visitors will be known in advance due to the location of the project and Glencar security procedure.

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:

- Contact Details for the relevant Site Management Team
- Access routes
- Speed limits
- Height restrictions
- Overhead/Underground services
- Safety helmet, footwear, and PPE requirements
- Noise restrictions
- Warning notices

Within adjacent roads directional signage will be displayed to advise all deliveries of the site location, and possible holding areas until such time as the site have authorized offloading within site boundaries.

1.14.15 Parking Facilities

An existing & vacant plot opposite of the entrance to Plot 5 will be utilised for both Glencar, PCC & subcontractor parking (*as per logistics plan*). Any changes to site parking will be updated on site notice boards, inductions, CPP, CEMP etc.

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 adjacent to the offices and site entrance for deliveries to report to site management prior to entering site under supervision.

All Glencar Staff/Subcontractors will be encouraged to travel sustainably, whilst keeping the current pandemic COVID -19 in mind. Glencar will be able to accommodate lockups for Subcontractor's tools/consumables where applicable. Staff will arrive on site between 7-7:30 for an 8:00am start. No Operatives will be allowed to start any machines prior to 8:00am.

Under no circumstances whatsoever shall parking take place where not permitted. Strict adherence is required to the parking requirements. Failure to comply will result in immediate removal from site.

Exclusion Zones will form part of Glencar Construction's weekly Health & Safety Inspection rota to ensure no contractors are breaching these rules.

1.14.16 Storage

The storage area across from the site-Marked below will enable bulk materials to be stored for use in 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 of small items of material, small plant/staff tools 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 GCL compound area or designated fuel storage areas around the site which will have all necessary exclusion zones, drip trays and signage.

1.14.17 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 100% 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 always be covered to prevent release of wind-blown dust in accordance with planning conditions.

1.14.18 Environmental Objectives

OBJECTIVE: We will integrate environmental considerations through passive design in buildings, seeking wherever possible to achieve good practice standards. As a minimum, all major commercial developments will aim to achieve BREEAM Very Good or above.

Exceed current Part L Building Regulations for target emissions rate in all new and refurbished buildings through passive design and energy efficiency.

All commercial and industrial developments above a contract value of £5 million to achieve BREEAM Very Good or above.

OBJECTIVE: We will limit our consumption of natural resources, including energy and water to maximise efficiency and reduce our carbon footprint.

Monitor energy consumption on each construction site and set appropriate reduction targets.

Monitor water consumption on each construction site and set appropriate reduction targets.

OBJECTIVE: We will implement appropriate waste management practices, seeking to reduce, re-use and recycle before disposal to landfill.

Divert at least 80% of construction and demolition waste from landfill for all new developments and refurbishments and aim for minimum of 50% recycling.

OBJECTIVE: We will investigate pollution and other environmental liabilities as part of our due diligence procedures when acquiring new assets. Review the standard due diligence checklist to ensure that all sites being considered for acquisition are audited to identify the presence of possible contaminants or hazardous substances.

OBJECTIVE: We will minimise the risks of pollution from emissions to air, water and/or land contamination, particularly during construction or demolition.

Maintain zero pollution incidents and enforcement notices.

OBJECTIVE: We will protect and enhance biodiversity and ecology wherever practical.

Require project teams to source timber, if used, from sustainable sources and aim for a minimum of 50% chain of custody certified timber to Forest Stewardship Council and or Programme for the Endorsement of Forest Certification.

OBJECTIVE: We will prohibit the use of materials and substances that have potentially hazardous effects on the environment, human health, and wellbeing. Review the standard list of prohibited materials that are used for both refurbishment and construction work and ensure this is incorporated within standard design specifications.

OBJECTIVE: We will endeavour to address the issues resulting from climate change such as the exposure to extreme weather risks including flooding and subsidence through appropriate design and asset appraisal.

Where appropriate include climate change adaptation measures such as sustainable urban drainage systems in all development projects.

1.14.19 Traffic Management and Pedestrian Management

Vehicle delivery instructions will be sent over to relevant subcontractors in advance of works to ensure they follow directions to sites main access point and avoid unnecessary travel down public roads. At the health and safety pre-start they will also be advised on the delivery process at Dunsbury Park.

Construction signage will be clearly displayed on the plot boundaries to warn the public of construction works, where required debris netting will also be erected to the perimeter fencing in order to prevent any deleterious materials leaving site.

All signage displayed throughout the site boundary will be shared with Portsmouth City Council.

Deliveries will be restricted to access routes identified and within the Construction Management Plan and will be scheduled 48 hours prior to arrival to mitigate the risk of queuing traffic on the site approach roads.

It is proposed that construction traffic including deliveries of materials will be restricted to A Roads wherever practical to avoid residential streets and local congestion hotspots.

Any abnormal Loads will gain the necessary permissions from the police, PCC Highways and highways England.

All Deliveries will be coordinated around peak hours 7.30 to 9.00am, 4.30 to 6pm (Weekday) and 12 – 1pm (On Saturday) to avoid congestion on surrounding roads. This will be agreed in the initial tender review meeting and pre-start with both commercial and Project Manager. In the early stages of the project, we would expect higher volumes of deliveries due to steelwork and cladding.

All delivery drivers will receive an induction sheet that lets them know the site requirements once these requirements are accepted by the driver the delivery is then allowed to proceed onto the site.

All deliveries will be authorised with Glencar security/ banksman/ gate person and escorted if required by our TM to the unloading area which will be on the construction site, mitigating and potential issues with traffic. Once the vehicles are unloaded, it will be escorted by the banks man off site.

The Traffic management adopted by the site will be changeable throughout the project within the site boundary however will maintain the exit turning right. This will be monitored by Glencar Construction and altered as required.

There will be dedicated pedestrian routes throughout the site, these will be changeable in line with the works being undertaken.

It is envisaged that the site staff and operatives will arrive\leave site to suit the agreed working hours as stated previously.

Where possible, public transport will be utilised. However, this is solely dependent upon the locality of the workforce.

Site signage will be provided as necessary to advise visitors and deliveries of the site plant and Traffic movements.

1.14.20 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 as and when required. The wheel cleansing will generally be carried out on an area of existing hard standing 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, manual and or proprietary system.

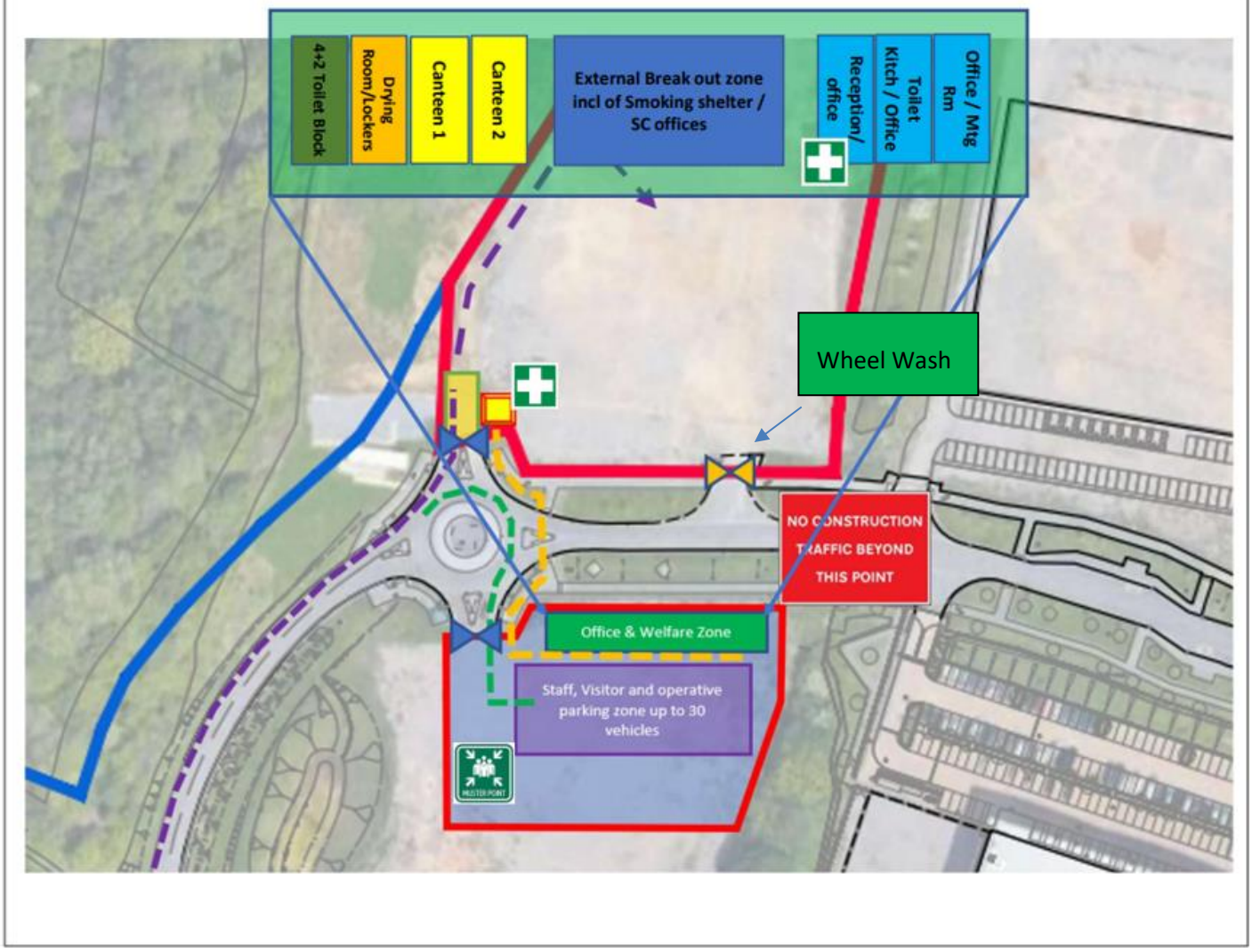
For Clarity, no vehicles will leave the confines of site until the vehicle's wheels have been checked manually. At no time should it be assumed that the wheel cleaning device has sufficiently cleaned the Vehicles wheels to acceptable standards.

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

- Detergents
- Oil and Fuel
- Suspended Solids
- Antifreeze

Where discharge permits can be obtained, run-off will be to site drainage, in all other instances, wastewater will be collected and disposed off-site via mobile pumping units.

The below diagram shows where the wheel wash will be located close to the site exit as possible to prevent spread of mud onto the highway.



1.14.21 Noise, Air Quality Dust, and water Management Planning

Nuisance dust emissions from construction and other civil engineering activities are a common and well-recognised problem. Fine particles (Known as PM10, particulate matter smaller than 10 µm (10 microns or thousandths of a mm) from these sources are now recognised as significant causes of pollution. Owing to their small size, they can be carried from sites even in light winds and may therefore have an adverse effect on the local environment and on the health of the local public, as well as on those working on the site.

We acknowledge both the nuisance effect and health risks associated with construction dust and will identify the activities likely to release dust and the appropriate mitigation methods to control this. These specific risk assessments will also contain a general overview of the site to manage dust accumulation on access roads both on and off site and the risk of wind-blown dust from the site in general including the neighbouring business park sites and local neighbours. We will

implement measures to manage and control the dust in accordance with table 1 of CIS 36 for task specific dust risks and in accordance with The Environment Act, (1995) and the UK Air Quality Strategy in respect of general site dust.

Should the need arise the use of a temporary water main will be utilised off the existing water main this will be used to 'damp' down the activities whilst on site. This will be used at the discretion of the site team when required. All plant and equipment that may generate dust will be water treated to always mitigate this. Ongoing monitoring will be undertaken to review and mitigate potential dust exposure to the neighbours.

Mechanical disturbance of granular material exposed to air creates atmospheric dust, this type of dust generation is termed as 'fugitive' as it is not discharged into the atmosphere in a confined stream. The potential sources of these fugitive dust emissions relevant to the project are outlined below:

- On site earth moving operations, site levelling, cut and fill, etc
- Vehicle movements overhaul roads
- Vehicle movements on site during dry periods
- Wind blowing across the site during dry periods
- Stockpiling of excavated materials
- Cutting and grinding
- Deep excavations

The generation of this fugitive dust required consideration of additional factors such as:

- Prevailing wind (speed, direction)
- Prevailing climate, including rainfall
- Location of sensitive receptors (including residential and commercial properties, habitats, and watercourses)

Prevailing winds are specifically important when considering fugitive dust. The speed of winds can determine the dispersion of dust; high winds can increase the initial generation of dust, in addition to carrying the dust over greater distances.

Appropriate preventative measures to control dust emissions can significantly reduce the potential for dust generation.

Operations likely to cause air pollution will be subject to the preparation of a method statement that will define the preventative measures that will be put into place, such as damping down, containment and/or suppression, etc.

1.14.22 Noise and Vibration Management Planning

Works are to be carried out in a manner to minimize noise impact. Works shall have regard to the recommendations in BS 5228 (Code of practice for Noise and vibration Control on Construction and Open Sites part 1&2)

All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and will be maintained in good and efficient working order. All pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. Machines used intermittently will be shut down in the intervening periods between operations or throttled down to a minimum. If any actions levels are reached and or exceeded works will cease immediately and not recommenced until an alternative solution/method is found, however this is unlikely to occur.

In relation to the sheet pilling works a newsletter will be issued 48 'working' hours in advance notifying all residents on the commencement dates.

Contacts details will be located on the signage around the construction site and within the letter for residents to contact a member of the construction team should any issues arise.

Noise monitoring will be undertaken whenever necessary and the findings recorded using the Noise Monitoring Register, to ensure that noise levels at site boundaries and the boundaries of neighbouring premises do not exceed those laid down in the planning documents. Operations that may cause nuisance noise will be planned and plant selection will form an important part of the planning process.

In addition, our team will embrace best practice with regards to noise minimisation, which will include All construction plant and equipment will comply with EU noise emission limits.

- Plant will be serviced regularly to minimise adverse noise impacts.
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order.
- selection of inherently quiet plant where appropriate. All major compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum.

- Plant and equipment such as flatbed lorries, skips and chutes will be lined with noise attenuating materials. Materials will be handled with care and be placed, not dropped. Materials will be delivered during normal working hours.
- Plant reversing near dwellings have banksmen in place of 'beepers.
- All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance, i.e., furthest from receptors or behind close boarded noise barriers, if necessary, acoustic enclosures and/or shielding will be provided.

- Where practical, noise barriers, close into construction works, when working in the vicinity of properties on site, will be provided. This will provide additional mitigation for the short-term significant construction noise effects at these properties.

Noise monitoring will be undertaken whenever necessary and the findings recorded using the Noise Monitoring Register, to ensure that noise levels at site boundaries and the boundaries of neighbouring premises do not exceed those laid down in the planning documents. Operations that may cause nuisance noise will be planned in advance and plant selection will form an important part of the planning process

Vibration

It is anticipated that the works should not pose an environmental risk; this will be fully investigated by the Project/Site Manager and Environmental Manager.

Best practice should be utilised at all times, and ongoing monitoring undertaken. Where it is deemed that vibration may pose an environmental risk, this should be fully investigated by the Project/Site Manager and Environmental Manager.

1.14.23 Light Disturbance

Consideration will be given to the location and angle of lighting to ensure minimum potential for disturbance to the site's neighbours, and Bats. Where lighting is not required during night hours, it will be switched off.

Lighting arrangements will also take into consideration the potential disturbance of wildlife and ecology as identified within the Greengage reports. The lighting design will minimise the impacts of light a spillage on adjacent retained habitats through the attachment of directional hoods to lights and the use of pressure sodium lamps. Non-essential lighting will be fitted with automatic cut-off switches.

1.14.24 Heritage and Archaeology

It is not anticipated that there are any archaeological sensitive areas within the site boundaries. However, the following outlines the procedures which will be followed in the event of such as find or discovery:

- Immediately stop works in the area of the find
- Protect the find and the surrounding area, by fencing/blocking off and immediately contact the Site Manager
- Contact the archaeologist and obtain advice on how to proceed
- All significant findings must be reported

1.14.25 Waste Management

In line with the Site Waste Management Plans Regulations 2008, a Site Waste Management Plan (SWMP) has been completed and is updated throughout the duration of the project, whilst being accessible upon request within the site office. Glencar site personnel will be trained in the use of the SWMP.

Segregation of Waste

To ensure maximum potential for reducing waste to landfill, and encouraging reuse and recycling, waste will be segregated where possible. Separate skips and / or wheelie bins will be made available for all types of waste. Each skip will be clearly labelled, and site personnel will be informed of procedures within the induction. Regular monitoring will be undertaken to ensure correct procedures are followed at all times. The skips will be emptied at regular intervals to prevent overfilling. Toolbox Talks will be undertaken with all site personnel to ensure full understanding of waste procedures.

Disposal of Non-Hazardous Waste

All non-hazardous waste will be removed from site within strict adherence to all waste legislation requirements, including the Duty of Care Regulations. Prior to any agreed use of waste carrier or waste disposal sites, the appropriate licences will be thoroughly checked by using the Environment Agency Public Register website (http://epr.environment-agency.gov.uk/ePRInternet/SearchRegisters.aspx) to ensure that waste streams can be accepted, and carrier licences are valid. This can only be undertaken by authorised personnel and copies of all necessary licences must be retained on site at all times and reviewed for expiry.

No waste will leave site without appropriate Waste Transfer Notes. It is essential that all Waste Transfer Notes are inspected for detail and must contain the correct description of waste as well as the correct European Waste Code (EWC) in line with the List of Waste Codes Regulations. Only authorised and fully trained personnel may sign Waste Transfer Notes. Regular audits will be undertaken to ensure correct procedures are being followed.

Disposal of Hazardous Waste

No hazardous waste must leave site without the correctly completed Waste Consignment Note. The Consignment Notes must contain all necessary information, including waste description and hazardous waste registration number. Any waste carriers removing hazardous waste must have appropriate licences and disposal sites must be verified to be able to accept waste being sent. These checks and signing of consignment notes can be only undertaken by authorised personnel. All hazardous waste must be stored on site in appropriate, covered, or locked skips. No mixing of hazardous and non-hazardous waste is authorised.

Waste Reporting and Records

All Waste Transfer/Consignment Notes will be held on site throughout the duration of the project and retained on file as legally required (i.e., Waste Transfer Note: 2 years and Waste Consignment Note: 3 years). If a waste carrier fails to provide a waste transfer/consignment note, Glencar templates will be printed from the Glencar Management System and completed prior to waste removal (NB: Waste Transfer Note: and Waste Consignment Note).

Each waste transfer will be fully documented, and the Site Waste Management Plan updated accordingly. Each month, a comprehensive waste report will be compiled by the Waste Management Contractor, detailing the exact movements of the previous months waste, including destination (i.e., Landfill / Recycled / reused, etc) and treatment

1.14.26 Environmental Permitting

If there are any processes which require environmental permitting, it must be ensured that the relevant subcontractor has followed the correct procedures via the Environment Agency to confirm that environmental permits are in place prior to the commencement of works.

An example of works that may require an environmental permit are as follows:

- Water discharge - including contaminated water from accidental spills or effluent treatment processes-These to be in line with the PCC/ Glencar protocols.
- Water abstraction
- Water impoundment

1.14.27 Protection of Water Resources

Spill kits will be made available, and site operatives trained in their use, to deal with any spillages. All spill kits will be fully stocked at all times.

The positioning of fuel storage tanks and other potentially polluting materials and maintenance/refuelling facilities should be on bunded areas of hard standing with dedicated drainage systems. Stored materials on site will be checked regularly for containment integrity (both primary and secondary), quantity stored and security of storage.

Construction of concrete structures during the construction phase would be monitored to prevent associated contaminated materials entering any drainage system. Pre-cast work or permanent formwork will reduce the amount of in- situ concreting required adjacent and above the watercourses. Washing out of concrete wagons or other equipment used in concrete operations will be undertaken in designated contained washout areas. These will be located away from all watercourses and drains and will be impermeable to prevent infiltration to ground.

Permission for any dewatering activities will need to be sought from the Environment Agency under the terms of the Water Act 2003, well in advance of construction commencing.

It is Glencar policy that all works will not directly or indirectly affect the natural water resources by any of its operations/activities. Surveys are carried out prior to the start of works to establish the existing water quality and water levels around the site. Disturbing underground pipes is avoided wherever possible, particularly those containing gas be lost as a consequence of the development are unimportant as bat habitat, and since no linear features that bats might use are to be removed as part of the development, a bat activity survey to identify the presence/absence of foraging/feeding and/or commuting bats would not be required.

Water Usage

Within site accommodation, taps will be switched off when not in use or push taps will be implemented to ensure that water is not left running whilst also making staff aware of water saving techniques. Every effort to ensure reduction in water use should be implemented where available as well as consideration given to rainwater harvesting on site where possible

1.14.28 Ecological Monitoring / Mitigation and Management Plan site measures

For further detail and references please refer to the Greengage Reports listed previously.

Reptiles

Owing to the low density of reptiles recorded and their distribution across the plots, a precautionary approach is considered appropriate. Through habitat management over winter and precautionary clearance, no active translocation of reptiles from this site is considered necessary.

As Plots 500-502 have no refugia or hibernacula within the site, reptiles are far more likely to utilise the woodland edge, hedgerow, and ruderal habitat along the site boundary for hibernation sites. As such, reptiles will be likely absent from the habitats in the main body of the site over winter.

As the vegetation in the centre of the site is sporadic ruderal/ephemeral annuals which will die back over winter, the suitability of the site will be further reduced. Depending on the proposed commencement date, it is recommended that the site is maintained as bare ground to ensure reptiles do not re-enter the development footprint in Spring 2022. This can be undertaken through regular mowing early in the season and/or mechanical turning of the topsoil. Use of residual herbicides should be avoided.

Reptile fencing is not considered necessary assuming the construction footprint is maintained in this manner.

“Small areas of boundary vegetation require clearance to facilitate the development. These areas (and any areas of vegetation that have grown up within the site) will be subject to a phased / directional cut, as follows:

- Clearance will be conducted during suitable conditions for reptile activity (i.e. dry and clear with temperatures over 12oC).
- First cut to ~150mm above ground, using hand-held tools (including strimmer’s / brush cutters) only.
- After 24 hours or more, second cut to ground level. This second phase to be conducted under supervision by an Ecological Clerk of works. Arisings to be removed from site.
- The area to be graded will be subject to a ‘destructive search’, using a machine / digger turning / scraping the ground with a toothed bucket. The ECoW will walk the site in front of the bulldozer/site clearance construction vehicle inspecting the habitat for reptiles. Should reptiles be encountered, site works should cease and the ECoW would advise on the approach”
- Clearance will be directional, commencing closest to the centre of the site and proceeding out to the site boundaries.
- Prior to commencement, the ECoW will provide a toolbox talk to the site team to inform them of the risks associated with the proposed site works and responsibilities of the site team and ECoW.
- A protective fence is proposed at the site boundaries to protect habitats beyond the fence. The ground within the fence (including on the fence line itself) will be maintained clear of vegetation throughout the construction period to ensure that the site remains unsuitable for reptiles during construction.”

Bats

Of the locations across the masterplan site assessed, Plot 500 – 502 had the lowest recorded bat activity.

Key Recommendations

It is recommended that additional bat activity surveys are undertaken in April, May, and June 2022 in order to analyse bat activity data for a full season. Greengage have already been appointed to undertake these surveys.

The recommendations below are specific to Plots 500 – 502 as design is not yet finalised for the remaining plots. However, many of the recommendations, particularly with regards to lighting and fencing will be applicable, albeit potentially more stringent. The lighting recommendations are likely to be stronger for any development near DP4 for example, owing to the presence of western barbastelle in this area.

Lighting during the construction phase has potential to impact bats. All the points discussed below apply to operation phase lighting, however during construction all lighting should be turned off no later than 17:30 every day.

All lighting associated with the scheme (during construction and operation) should follow best practice guidance set out by the Bat Conservation Trust and Institute of Lighting Professionals. Key principles include:

- Avoiding any light spill on valuable habitats on site. This includes the woodland edge and hedgerows. This should be achieved through directional lighting, implementation of controls, minimising height of lighting columns, use of cowls etc.
- Lighting controls on all external lighting should be controlled through use of PIR absence sensors to ensure luminaires are not on when not required.
- Luminaire choice should feature light fittings which are least harmful to bats. This includes LED lights in the warm-white colour spectrum, <3000K and peak wavelengths greater than 550nm.
- The minimum illuminance required should be used at all times; and
- Any internal lighting fixtures should be recessed into the ceiling in areas of the building with windows overlooking the woodland edge and hedgerow.

Woodland Edge / Hedgerow protection

The woodland edge and hedgerows around site should be suitably protected throughout the proposed development construction and operation. Light spill should be entirely avoided in this area through orientation of buildings and avoiding the use of external luminaires.

The hedgerow along the eastern boundary specifically should be suitably protected through heras fencing to establish a construction exclusion zone.

Dormouse

Evidence of dormouse has been recorded within the woodland to the west of the site, and the hedgerows on the northern

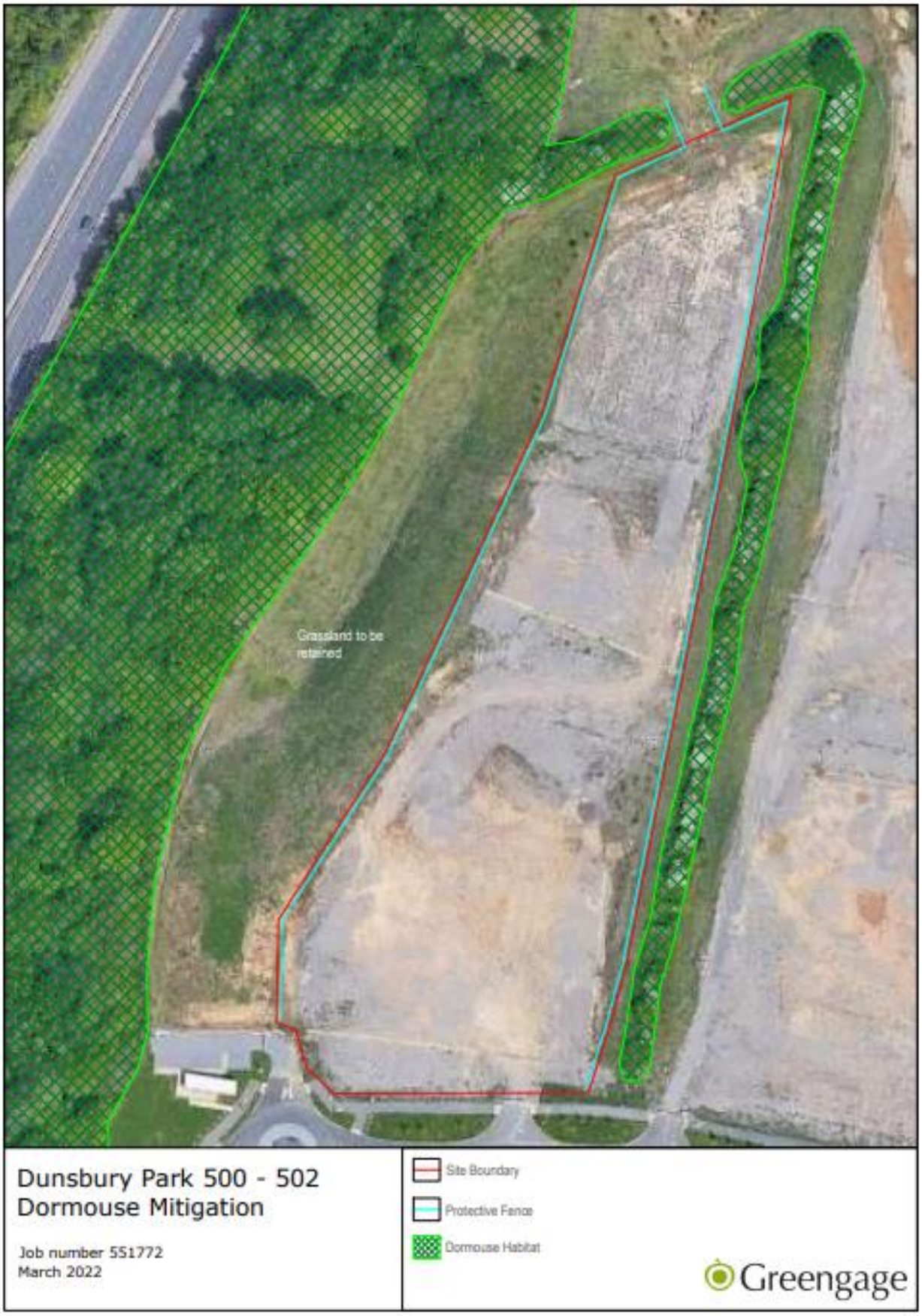
1. All construction staff to be briefed on the presence of dormouse in the hedgerows and woodland, and the importance of not disturbing these habitats. Staff should also be briefed on the presence of dormouse tubes (illustration below), present in the hedgerow and woodland as part of the ongoing survey.
2. All hedgerows are to be protected throughout construction through use of a protective barrier, such as Heras fencing or similar. This barrier is to remain in place throughout the entirety of the construction phase of the development. The indicative fence location is provided in Figure 1 below.
3. The associated bat activity report (reference 551772dpDec21FV01_Bats) makes recommendations for avoidance of light disturbance on the retained boundary habitats. This is also relevant to this dormouse mitigation strategy, namely:
    - Restricting works to daylight hours only wherever possible, particularly between April and November
    - If lighting is required, it must be directional, aimed away from the hedgerows and woodland to avoid light spill, kept to a minimum and be controlled through timers and PIR switches.
4. In the event that a dormouse is encountered on-site, works should stop and a suitably qualified ecologist contacted for advice.

and eastern boundaries.

This evidence was recorded in the 2021 surveys season, and although surveys are due to continue in 2022, dormouse presence is confirmed.

The dormouse habitat is to be retained and will not be affected by the proposed plans for the site, therefore a licence from Natural England is not required if disturbance is avoided by implementing the strategy below in full.

Given the proximity of suitable habitat, a precautionary strategy is to be implemented to ensure that the suitable habitat is protected from accidental damage during construction as follows:


Grassland to be retained
Dunsbury Park 500 - 502
Dormouse Mitigation
Job number 551772
March 2022
Site Boundary
Protective Fence
Dormouse Habitat
Greengage

1.14.29 Sustainable Import /Export of Goods and Materials during Construction

Glencar Construction are committed to procuring materials from sustainable sources and require equal commitment from their subcontract supply chain.

Where appropriate local sources of materials will be selected to reduce delivery distances, use of fuels and emissions.

Aggregates for the construction are to be procured close to site where reasonably possible.

Waste impacts are to be minimised at the site through correct storage of materials and retention of selected off-cuts that may be re-used in the works.

Waste generated on the site is to be monitored as part of a Site Waste Management Plan. The site will be registered with Smart Waste and appropriate records kept of waste streams.

Sustainability monitoring and reporting will be undertaken throughout the construction phase.

1.14.30 Off Site Flooding Prevention – Groundwater/surface water

Installing the surface water drainage in the early stages of the works allows the site to quickly be controlled from surface water runoff perspective. Temporary grips/drain runs will be implemented during construction to further manage surface water. Daily inspections of the site perimeter will form part of the project specific daily high five inspection rota for protection. All other environmental protection measures will be implemented in line with our full ISO 14001 Environmental accreditation and procedures. Temporary Foul water is contained locally and taken off site by a licensed waste management specialist until permanent foul drainage is functional. All potential environmental risks such as fuel are always all to be contained in isolated areas away from water courses and contained in double bunded storage tanks. Drip trays are used for refilling and portable emergency spill kits are placed at all fuel/chemical storage points.

1.14.31 Specific Actions:

Existing Drainage Systems

Prior to any works commencing a full survey of the existing drainage network will be established to determine both its location and condition. This will be clearly marked on a site plan.

Where possible drainage in low areas of the site will be retained during the earthworks and groundworks stages of the project to assist in minimising any potential flooding risk.

These will be regularly checked and cleared as necessary, to maintain a functioning temporary system for site drainage.

As required, any drainage that is not to be re-used in the new scheme will be suitably capped to prevent any unwanted debris from entering the systems.

Earthworks & Groundworks

During the early stages of the construction works we will aim to complete the below ground works prior to the weather changing to ensure the port remains clean and operations are not affected. Were possible the drainage connections will be in place to help minimise the impact of the weather.

All vehicles' wheels will be manually checked prior to leaving the Construction site

Wheel Cleansing Areas

For the cleaning of vehicles prior to exiting the site a portable jet wash with bowser will be used to clean excess mud / debris from the wheels.

To prevent the water escaping off site a dedicated wash down area will be suitably positioned on site. This will consist of a sitting equipment on clean hard standing, laid to falls, so that all water generated from the wheel cleansing activities can be collected via a simple drainage channel. The water collected in the drainage channel will be pumped off site via the existing drainage systems (should the necessary discharge permits be obtained) or via mobile pumping units.

Maintenance of Systems

For any water to be swiftly and efficiently dealt with on site regular maintenance of the above temporary and permanent systems will be carried out periodically and in periods of high rainfall.

Where necessary road sweeping units will be utilised to keep hard standings clean and free flowing to allow water to drain unimpeded.

1.15 Reporting

Monthly reporting of waste figures on to the Site Waste Management Plan (SWMP) and environmental incidents will be undertaken by the site.

A weekly checklist of key issues, e.g., waste management, pollution control, oil/fuel storage etc, has been produced and shall be carried out by the Environmental Advisor/Site Manager. Findings shall be reported to the Project Manager in a timely manner and rectified on-site immediately. Major findings shall be reported to the Project Manager and the appropriate corrective actions taken.

Monthly audits shall also be undertaken by the contractor to ensure compliance with this CEMP, including waste management, pollution prevention and consent/licence conditions. Copies of the audits, including findings and close out actions shall be transmitted to the PCC who will then circulate amongst the project team and any other interested parties.

Regular monitoring of water quality, drainage systems, noise-sensitive locations, traffic, and other sensitive receptors shall be carried out as necessary. A schedule can be provided upon request.

Our Project Manager will be responsible for generating the Monthly Environment Report.

1.16 Emergency Procedures

The following is an outline of how to respond to an environmental incident.

What is an environmental incident?

An environmental incident is a situation that could potentially damage the natural environment, pose a risk or distress to wildlife including fish and/or pollutes the water body itself.

What to do an environmental incident

All environmental incidents and near misses shall be reported to the Project Manager as soon as practicable. Significant environmental incidents shall be reported immediately to the Site Manager, Project Manager and Project Ecologist. If appropriate, the relevant statutory authority, e.g. the EA shall also be informed as below:

If a pollution incident occurs at or from the site then the Environment Agency should be contacted immediately on the Incident Hotline telephone number 0880 80 70 60.

The EA will request the following information:

- **Your name & number**
- **Principal Contractor Name**
- **Name of the site/project including the name of the watercourse.**
- **Describe the incident:**
- **Date/time first noticed**
- **What is the pollutant?**
- **How serious is it?**

You must keep a record of the incident number which will be provided to you during the telephone conversation.

Following this a local Environment Agency Pollution Incident Officer will contact you at the site to discuss the incident, what mitigation has been implemented and arrange a site visit.

1.17 Dunsbury Park, Portsmouth Environmental Aspects Register

1.17.1 Guidance

An aspect should be considered significant if it is directly controlled by legislation.

For all other aspects an impact assessment must be undertaken to determine if the aspect is significant. The impact rating of the aspects and impacts has been determined by the following.

Normal and abnormal operating conditions (N/A): Impact rating = quantity (Q) x severity (S)

Emergency Conditions (E): Impact rating = likelihood (L) x severity (S)

Quantity of Aspect (Q) (for normal / abnormal activities)	
1	**No emissions or use of resource**
2	**Minimal source of emissions or use of resource**
3	**Moderate source of emissions or use of resource**
4	**High source of emissions or use of resource**
5	**Major source of emissions or use of resource**

or

Likelihood (L) of event (for emergency conditions)	
1	**Very unlikely**
2	**Unlikely**
3	**Likely**

4	**Very Likely**
5	**Virtually Certain**

And

Severity (S) (for all aspects)	
1	**Minimal environmental consequence**
2	**Limited environmental consequence**
3	**Moderate environmental consequence**
4	**High environmental consequence**
5	**Major environmental consequence**

Where the impact rating score is 9 or above, the aspect is considered to be significant as demonstrated in the table below.

	Likelihood					
Quantity		1	2	3	4	5
	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

Significant Impact

Glencar CONSTRUCTION

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk		
							N/A	E	
Design	Primary design choices and design development stage.	Influence over choice of design and environmental performance of construction materials.	Use of non-renewable resources Energy use Waste generation and landfill impact	2	2		4		N/A
Procurement	Selection of suppliers	Influence over environmental performance of suppliers	Indirect	4	4		16		Glencar procedure GPF10_Glencar Sustainable Construction and Procurement Plan
	Selection of Sub-contractors	Influence over environmental performance of Contractors	Indirect	4	4		16		
		Incorporation of environmental management into subcontractor Method Statements	Indirect	5	4		20		
	Employment of Contractors on site	Control over environmental performance of Contractors on site	Direct	5	4		20		
Site set up	Site boundary, compound, accommodation, etc.	Use of energy in lighting, heating, etc.	Use of resources, climate change, visual impact on local communities, etc.	3	3		9		Use Resources in working hours only, turn off generator's lights when outside of working hours or not required

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk		
							N/A	E	
		Use of paper and other office products	Use of natural resources	2	3		6		Use Digital formats where possible, to reduce our carbon footprint
		Sewage from site sanitary facilities	Water contamination	3	3		9		Ensure all operatives a briefed on the correct use of welfare facilities
		Ecology: Protection of flora, fauna, etc.	Ecological	4	4		16		There are n plants or animals within the vicinity of works. However, if any animals are present at any given time works will cease until said animal has been relocated or has moved to a safe location
	Security fencing and hoarding	Positioning and nature of hoarding	Visual intrusion	3	3		9		GCL have installed Heras fencing to allow full visibility to all surrounding parties
	Access and Egress	Delivery of materials, etc.	Traffic, nuisance to local community	3	4		12		GCL Plan and organise all material deliveries in advance with PCC to help minimise disruption
Site clearance and strip out	Initial topsoil strip, and site clearance	Release of noise and vibration	Nuisance, damage to structures	5	4		20		When carrying out strip out works GCL will relocate PCC staff to further accommodation. Dilapidation surveys will be carried out in advance of works. Due care and attention will be taken when the strip out begins to help mitigate damages.

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk		
							N/A	E	
		Release of dust	Nuisance	5	4		20		Barriers will be erected, and areas will be supressed with water prior to dismantling works starts. PCC staff will be relocated to other accommodation away from the construction activities.
		Unforeseen contaminated materials	Materials hazardous to health	5	4		20		If contaminates are found works will cease and the necessary people will be informed.
		Disruption of ecology and natural habitats	Ecological	5	4		20		See mitigation measures.
		Spoil Storage on site	Silt run-off into watercourse, dust emissions from stockpiles, exposed ground etc.	4	4		16		To avoid silt run & dust emissions from stockpiles all material will be disposed to an open space agreed with PCC away from the working area in line with the Project MMP.
		Classification of waste materials	Waste	4	4		16		No waste will be removed from site as agreed with PCC
Earthworks	Strip topsoil	Stockpiling of topsoil and run-off	Quality of topsoil diminished Water contamination	4	4		16		n/a

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk N/A	Risk E	
Earthworks	Contaminated land	Disturbance of contaminated land	Cross contamination of land/water course Threat to human health	5	4		20		Low Risk in the location of SA101, which has high PH levels. This zone is in an area of upfill therefore low risk of being disturbed.
	Excavation	Runoff from stockpiling of soil	Water contamination	3	3		9		Sandbags will be placed around stockpiles to avoid water contamination
		Generation of waste spoil	Waste	2	3		6		Any waste spoil will be transport to a location agreed with PCC. No material is to go off site.
		Damage to underground services	Water/land contamination		3	3		9	All services are to be marked out prior to works starting on site. Hand dig only within 500mm of services.
	Fill	Fill with suitable materials, re-cycling/re-use of quarried materials.	Waste, Resource use.	4	3		12		All excess materials required for future works are to be tested and re-used where possible.
Materials Stores	Delivery and handling of oils, fuels, and other chemicals in storage	Chemicals/Spillage of oil, fuel or other	Contamination of water/ Land		5	4		20	All chemicals are to be storage within a bunded COSHH store. All Fuel points are to have the relevant drip trays and spills kits readily available.

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk N/A	Risk E	
	Storage of oils, fuels and other chemicals in bulk storage units, drums, and other containers	Leakage of oil, fuel, or other chemical from storage	Water/land contamination		5	4		20	All chemicals are to be storage within a bunded COSHH store. All Fuel points are to have the relevant drip trays and spills kits readily available.
		Accidental leakage due to acts of vandalism or inappropriate use	Waste		5	3		15	All chemicals are to be storage within a bunded COSHH store. All Fuel points are to have the relevant drip trays and spills kits readily available. All COSHH Stores are to be locked at all times to avoid vandalism or inappropriate use.
	Inappropriate ordering and storage of materials	Potential of waste of materials due to damaging or cross contamination	Contaminated waste, spillage.		3	3		9	Storage areas for materials are to be agreed with GCL/PCC Team prior to being on site.
	Transport/movement of materials	Loading/unloading of materials	Noise and vibration nuisance, spillage.	3	4		12		All transport of materials is to be communicated in advance to allow the necessary planning for the safe loading and unloading of materials
Retaining Structures & Foundations	Sheet Piling	Piling action	Dust nuisance/noise and vibration	4	4		16		Nosie and Vibration Monitors will be set up
			Water contamination	4	5		20		Piling contractors to carry out a risk assessment prior to piling works starting
		Puncturing a natural impermeable layer, allowing pollutants to enter underlying aquifers	Water contamination	5	5		25		Piling contractors to carry out a risk assessment prior to piling works starting

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk		
							N/A	E	
		Water run-off and concrete discharges	Marine/land contamination	4	4		16		n/a
	Formwork	Use of chemicals	Use of resources	3	3		9		There will be no chemicals used for formwork
		Use of timber and other materials	Resource use, dust nuisance	3	3		9		All timber formwork/other materials will be carried out in an isolated area with the necessary dusts suppression / extraction system in place.
	Concrete pouring and batching	Runoff from storage of aggregates	Water/ground contamination.	4	4		16		There will be no storage of aggregates on site. Any Material that has to be stored for any reason will be suitable bunded.
Structural and steel works	Concrete pouring	Wash-off from concrete delivery trucks	water/land contamination	4	4		20		Concrete wash out skips will be provided for all concrete deliveries. The excess concrete will be crushed and relocated in an area agreed with PCC.
	Steelwork	Use of steel	Resource use, waste	3	4		12		Steel will be ordered to fully coordinated design drawings to mitigate any waste
		Use of paints	Resource use	3	4		12		Steel will be primed prior to being delivered to site (This will be sprayed in a confined area)

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk		
							N/A	E	
			Waste production	3	3		9		Quantities of decorative paint will be measure in accordance with the meterage required. Any excess paint will be returned to the subcontractor for re-use.
Waste Management	Classification of waste materials	Correct handling, storage, and reuse/recycling	Waste, litter	4	3		12		Ensure Skip are separated into varying waste categories
	Storage of waste materials	Inadequate storage leading to pollution	Waste		4	5		20	Ensure Skip are separated into varying waste categories
	Transfer of waste materials	Risk of transfer to an unlicensed carrier	Waste		3	3		9	Obtain Certification from Carrier prior to booking in for collection
	Final disposal of waste materials	Disposal to landfill/incineration/use of quarry on a back haul.	Use of resources	4	5		20		Check that they are using a registered Tip. Then take a copy of the waste transfer note.
Landscaping	Landscaping site	Landscape creation and restoration	Ecology	4	4		16		n/a
		Habitat creation and restoration	Climate change/ecological/dust	4	4		16		ensure dust control is in place prior to starting works
Plant and Equipment	Use of plant, vehicles, and other equipment	Use of fuel	Use of resources	3	3		9		
			Air emissions	3	3		9		Ensure the necessary emission filtration equipment is installed on all Plant and machinery.

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk N/A	Risk E	
		Release of exhaust emissions	Air emissions	3	3		9		Ensure Catalic convertors are installed on all machines, whilst also using electric machines where possible.
		Leak of oil/fuel from plant during use	Water/Land contamination		4	3		12	Machines to have Daily/weekly inspections to minimise the risk of leaks.
		Spillage during refuelling	Water/Land contamination		4	3		12	Spill kits to be readily available if there is a spillage during refuelling. If a spill occurs (GCL to contain spillage and protect and water courses) Inform the relevant parties (PCC) Once discuss safely dispose of the hazardous waste in the appropriate manner.
		Haulage on unmade roads	Dust nuisance	4	3		12		n/a
		Audible reversing warnings on vehicles	Noise nuisance	3	3		9		All vehicles are to have audible reversing warnings to ensure a safe system of work. No alarms should exceed 92db.
		Movement of plant and vehicles on site	Dust, mud on roads	3	4		12		All plant and machinery to travel on the road are to have wheels cleaned prior to leaving the site compound.
		Movement of plant and vehicles off site	Noise nuisance	3	3		9		All plant movement off site are to be kept to a minimum
		Use of mobile generators	Noise nuisance	3	3		9		Mobile generators are only to be used when portable battery tools cannot be used. (Drip Trays are to be used at all times)

Operation	Activity	Environmental Aspect	Environmental Impact	Significance			Control Procedure		
				Q	S	L	Risk N/A	Risk E	
		Use of various plant, compressors, and cements mixers	Noise nuisance	3	3		9		Noise monitoring to be checked daily to ensure DB ratings are not being exceeded. Where possible plant/machinery is to be set up away from other working environments
		Operation of handheld plant (drills etc)	Noise nuisance	2	2		4		Noise monitoring to be checked daily to ensure DB ratings are not being exceeded.
Emergency/ Incident Planning	Fire	Impact of fire and fire wastewater on environment.	Water/land contamination		4	3		12	Fire Plan to be kept up to date and site specific, a hard copy is to be held on site at all times and be available upon request.
	Flooding	Excessive, potentially contaminated, water run-off.	Water contamination		5	3		15	Spill kits will be readily available, any flooding will be contained with a suitable bund to ensure there is no water contamination. If contaminants enter the water course GCL will stop works and inform PCC asap.
	Spillage of oils or chemicals	Pollution of terrestrial and marine environment.	Water/land contamination		5	3		15	Spill kits will be readily available, any flooding will be contained with a suitable bund to ensure there is no water contamination. If contaminants enter the water course GCL will stop works and inform PCC asap.
	Accidental spillage of silt	Pollution of local marine environment	Marine contamination		4	3		12	Spill kits will be readily available, any flooding will be contained with a suitable bund to ensure there is no water contamination. If contaminants enter the water course GCL will stop works and inform PCC asap.

Plot 5, Units 500-502, Dunsbury Park, Portsmouth Project - Environmental Objectives and Targets

Objective	Target	Measure(s)	Timescale
To ensure compliance with all relevant Environmental Legislation and other compliance requirements during project delivery	No breaches of environmental legislation and other compliance requirements	Site inspections Undertake formal Evaluation of compliance during project lifespan	Monthly September 2022
To prevent pollution to the environment during project delivery	Zero environmental incidents	Provide monthly reporting to LG Environment Team via MER	Monthly
Reduce the impact of waste generation during project delivery	Divert a minimum of 95% of material from landfill	Provide monthly reporting to LG Environment Team via MER Review and update monthly using Glencar SWMP	Monthly
Reduce carbon emissions from transport	Benchmark distance travelled and calculated the Carbon Impact of transport for project	Record and update monthly using Glencar Construction Site Impact Register Calculate Carbon Impact of transport for project	Monthly April 2023
Reduce carbon emissions from site energy use	Benchmark energy use and calculate the Carbon Impact of Energy for project	Record and update monthly energy use using Glencar Construction Site Impact Register Calculate Carbon Impact of Energy for project	Monthly April 2023
Be a responsible neighbour	Score a minimum of 35 on CCS	Achieve score following CCS Inspection	TBC

1.18 ENVIRONMENTAL POLICY STATEMENT

Glencar Construction recognises the importance of environmental protection and will comply with all environmental legislation, regulations and approved codes of practice relating to the activities of the company. Glencar Construction will co-operate and maintain good relations with all regulatory authorities.

The company's policy is to continually improve our environmental performance. An Environmental Management System based on the requirements of ISO 14001:2015 has been developed to determine how we manage the environmental aspects of our work.

Reviewing these records periodically will allow us to measure the impact of our activities and focus resources to achieve continual improvement in our environmental performance and prevention of pollution. Glencar Construction aims to reduce its environmental impact by:

- Provide a well-structured and organised approach to its operations.
- Using recycled materials and sustainable renewable sources where possible.
- Working with suppliers who take steps to minimise their environmental impact.
- Working with local suppliers to reduce carbon emissions from deliveries where possible.
- Reduce the amount of waste produced.
- Clearly determine the requirements of environmental management and assign responsibility to personnel.
- Involve employees in our environmental management plan and providing necessary training to enable them to discharge their responsibilities.
- Carry out our work in an environmentally sensitive manner.

All endeavours will be taken to ensure that our operations and activities are controlled to avoid any detrimental impact to the environment throughout all stages but in the event of a non-conformity being discovered this shall be investigated promptly and communicated bac to senior management, such incidents will be recorded.

Documented procedures are implemented to ensure appropriate corrective actions are taken when required and the staff regularly consider actions required to prevent potential non-conformities.

Internal Audit and Management Review: Audits are regularly carried out by trained staff to a predetermined schedule to ensure system and process compliance and continual improvement. Management Reviews are carried out at least annually and minutes circulated to participants and interested parties.

This Environmental Policy endorsed by Glencar Construction senior management outlines our commitment to our environmental responsibilities and will be available to the public and communicated to all Managers, Employees, Sub-contractors, and Suppliers. The Managing Director assumes overall responsibility for the formulating and implementing this Environmental Policy.

Signed: Date: 21.03.21

Eddie McGillycuddy **Managing Director**

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