Construction Environmental Management Plan

Waddow View, Clitheroe

Barratt/David Wilson Homes NW

March 2019 Rev A

CONTENTS

INTRODUCTION

This Construction Environmental Management Plan (CEMP) is intended to form the basis for the management of the main environmental aspects associated with the construction of residential development which will be providing a total of 208 units for Barratt/David Wilson Homes NW, which comprises of 76 DWH houses and 132 Barratt Houses.

The CEMP sets out how the commitments will be translated into actions in the field and the means by which they will be monitored and verified. It will form part of the construction contracts and will therefore be contractually binding. It outlines the environmental commitments that are to be delivered by the Principal Contractor's.

The Site and surrounding area

The site is located to the south west of Waddington Road, Clitheroe, Lancashire.

The site comprises of four fields covering an area of 9.11 ha. The land is currently used as rough grassland and sheep pasture with tree and hedgerows denoting the field boundaries. There is a derelict building on the very eastern site boundary.

The area surrounding our proposed development is:

- To the north, west and south west the area is predominantly agricultural land which extends towards the River Ribble to the north west.
- To the north east, east, south and south east are residential properties, which surround the site.
- To the north also stands a grave yard.

Site History

The earliest available map of site is the 1847 1:10, 560 map which shows the site to comprise of six field boundaries with a footpath running across the southern half of site. A well is marked on the south western boundary of site.

The well is no longer shown circa 1886. No further significant changes occur on site until circa 1912, where a small grouping of farm buildings are shown in the eastern corner of site with service tracks running away from site.

Two small buildings are also shown on the northern boundary of the most southerly field on site.

No further significant changes occur on site until circa 1994, where the fram buildings shown in the north eastern corner of site is reduced to a single building. Circa 2018, the field boundaries are altered slightly and an 'issues' and 'sinks' is shown either side of the site boundary, where the stream enters and exits the proposed site.

Roles and responsibilities

Site Management – **Steve Cosgrove - Construction Director**
2nd Floor
303 Bridgewater Place
Birchwood Park
Warrington
WA3 6XF

CDMC – **Tony Sutton - Technical Director**
2nd Floor
303 Bridgewater Place
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Warrington
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SITE COMMUNICATION

Communication Method	Frequency	Attendees	Environmental Points for Discussion	How its Recorded
Contracts Managers Meetings	Monthly	Contract Managers & Site Managers	Waste Management, Nuisance, Environmental Incidents etc.	SHE Form 18
Contractor/Sub-Contractor Meetings	Monthly	Head of Contractor, Contracts Manager, Site Manager, Quantity Surveyor	Waste Management, Nuisance, Environmental Incidents etc.	Action Log
Toolbox Talks	As required	All site personnel, including sub-contractors	Toolbox Talks will be used to inform all site personnel of key information concerning the management of the site, procedures to be followed and expected conduct when working on the project. The toolbox talks will cover a broad range of topics including those related to best practise	SHE Form 21
Site Induction	As Required	Employees or Contractors new to site.	Health and Safety procedures and specific site rules.	SHE Form 88
Site Manager Daily Diary	Daily	Site Manager/Assistant Site Manager	Monitors and registers daily up keep of site and covers general duties.	SHE Form 16

ENVIRONMENTAL & PLANNING CONSENTS

Planning Consent 3/2014/0597

Condition 7: Prior to the commencement of development, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall provide details of:

i) Sustainable travel options for journeys to and from work for the site operatives, including pedestrian routes, travel by bicycles, journeys by train, car sharing schemes and other opportunities to reduce journeys by motor car.
ii) The parking of vehicles of site operatives and visitors;
iii) Loading and unloading of plant and materials;
iv) Storage of plant and materials used in the construction of the development;
v) The erection and maintenance of security fencing;
vi) Wheel washing facilities;
vii) Measures to control the emission of dust and dirt during construction; and
viii) A scheme for recycling/disposing of waste resulting from construction works.
ix) Periods when plant and materials trips should not be made to and from the site (mainly peak hours, but the developer to suggest times when trips of this nature should not be made).
x) Routes to be used by vehicles carrying plant and materials to and from the site which shall have been constructed to base course level.
xi) Measures to ensure that construction vehicles do not impede adjoining accesses.
xii) Plans identifying the existing surface water and foul drainage systems both within the site and outside the site; measures for the protection of those systems; and a remediation strategy in respect of any damage that might be caused to any parts of the existing drainage system whether within or outside the application site
xiii) Details of how existing habitat features, hedgerows/streams shall be retained and protected during the lifetime of the development from the adverse effects of development works by maintaining construction exclusion zones the details of which shall have first been submitted to and approved in writing by the Local Planning Authority prior to commencement of each phase of development.

The approved construction method statement shall be adhered to throughout the entire period of construction works.

Condition 11: Any reserved matters applications submitted pursuant to this outline permission shall indicate the provision of a buffer zone extending 8 metres on each side of the watercourse that crosses the site. This buffer zone shall be measured from the top of the bank of the watercourse. No development, including the erection of any structures, buildings, fences, walls or other means of enclosure or formation of hard standings shall be carried out within this area unless precise details of any such developments have first been submitted to and approved in writing by the Local Planning Authority. No planting shall take place within this area except with the prior written permission of the Local Planning Authority.

Condition 13: No tree pruning or removals shall be implemented at the site, with the exception of emergency situations without the prior consent of the Local Planning Authority, which will only be granted when the Local Planning Authority is satisfied that it is necessary. All tree works shall be implemented in accordance with BS3998:2010 Tree Work - Recommendations, and carried out by an approved arboricultural contractor. Note: these restrictions shall not apply to planned systematic hedgerow maintenance works.

Condition 19: Prior to the commencement of any site works, including the formation of the vehicular accesses, a plan, prepared in accordance with guidance in BS5837:2012, shall be submitted to the Local Planning Authority and approved in writing. The plan shall include the following:

a) Details of trees to be retained;
b) Details of trees proposed for removal as part of the enablement works;
c) Details of the locations and type of temporary protective fencing to be erected, in accordance with the advice contained in BS5837 2012;
d) Details of proposed pruning of trees to be retained as part of the enablement works, whether located on site or on adjacent land;
e) Details of all development related proposals, including ground level changes and excavations, within 10 metres of the Root Protection Area of any tree to be retained, including those located on adjacent land.

In addition to the plan a schedule of proposed enablement related tree works shall be provided to the Local Planning Authority and approved in writing prior to the commencement of any site works.

Following the implementation of the enablement related tree works the temporary protective fencing detailed in item c) shall be erected to form Construction Exclusion Zones in accordance with BS5837 2012 and the details on the approved plan. Prior to the commencement of any development works the temporary protective fencing shall be inspected and approved in writing by the Local Planning Authority. The Construction Exclusion Zones shall remain in place until all construction works have been completed and the removal of the fencing has been agreed, in writing, with the Local Planning Authority.

During the construction works no excavations or changes in ground levels of any type shall take place within the Construction Exclusion Zones. In addition, no construction materials, including spoil, soil, rubble, etc., shall be stored or redistributed within the Construction Exclusion Zones.

Condition 20: No development shall take place until a check for nesting birds has been undertaken if vegetation removal is to take place between 1st March to 31st August, inclusive. The nesting bird check shall be undertaken by a suitably qualified ecologist.

Condition 21: No development shall take place until a scheme for the enhancement of the watercourse and retained hedgerows has been submitted to and approved by the local planning authority. The scheme for habitat enhancement shall include details of physical modifications to the watercourse, proposed habitat planting within the channel and details of proposals for hedgerow management. All new habitat planting to comprise locally occurring native plant species.

Condition 23: No development shall take place until a survey has been undertaken to identify any overland routes used by otters within any areas likely to be affected by construction activities. A scheme for the protection of such routes during construction and in the future shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and the approved scheme shall be implemented in accordance with the timescales set out therein.

DESCRIPTION OF WORKS

Our proposed residential scheme comprises of 208 dwellings as a density of circa 36.2 dwellings per hectare (based on a net developable area) and includes a mixture of dwelling types such as detached, semi-detached and terraced properties.

The application scheme will provide 62 affordable dwellings, representing 30% of the total number of houses proposed on this development.

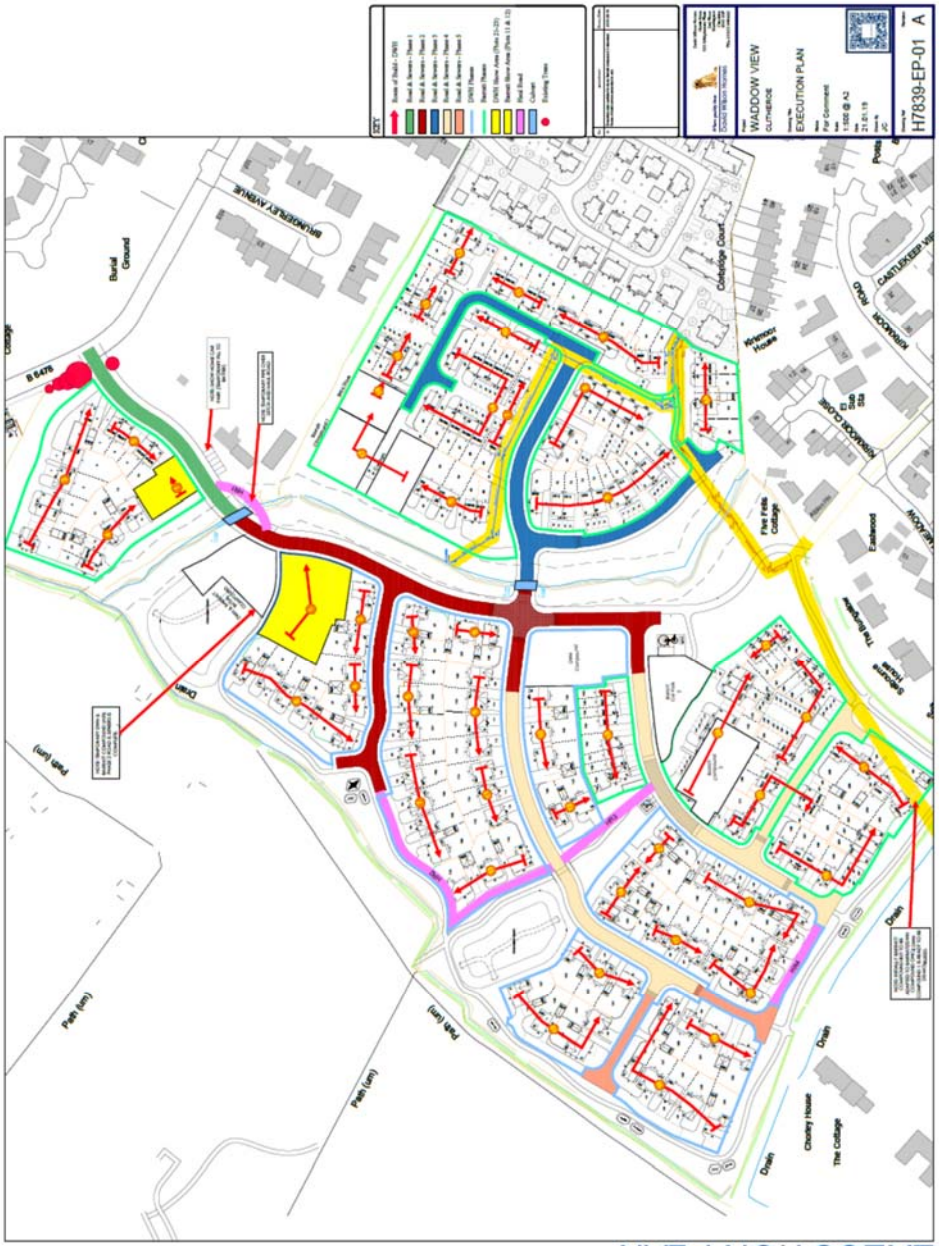
The overall development will provide a mixture of 1, 2, 3 & 4 bed houses to accommodate the rise in demand for family homes within the area.

Due to varying ground conditions found on this development, there is to be a mixture of foundation types to be used which are strip foundations, trench fill foundations and driven pile foundations.

CONSTRUCTION PROGRAMME

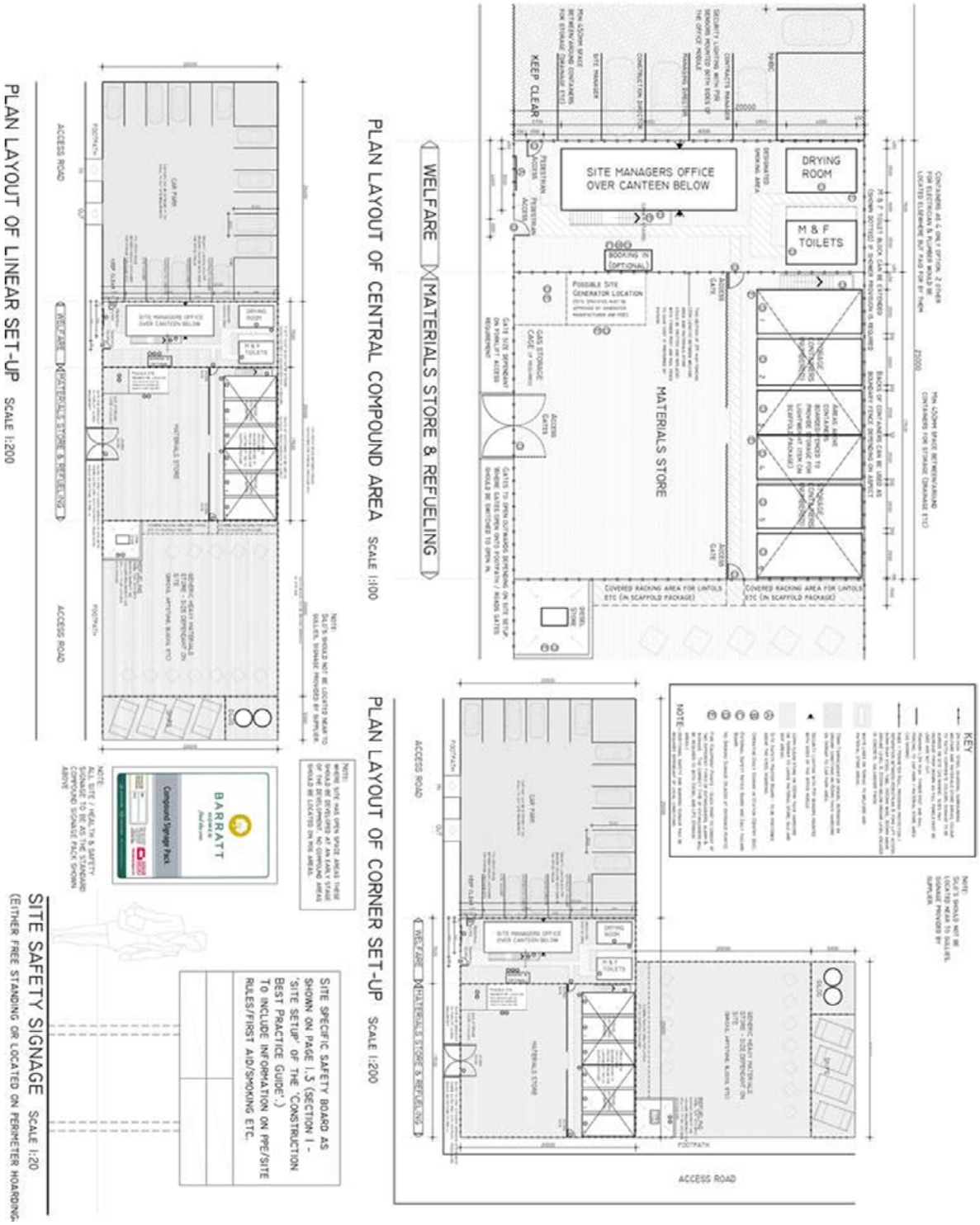
Below is a copy of our Execution Plan, which indicates the construction route for both the DWH & Barratt phases as well as determining at what stage each of the proposed roads on this development will be constructed.

Our Execution plan also identifies the positions of both the DWH & Barratt compounds, which will consist of site manager office, welfare facilities, storage areas, contractor car parking etc. (Please see typical site compound layout pg:10)



WADDOW VIEW, CLITHEROE
EXECUTION PLAN

Typical site compound layout



ENVIRONMENTAL CONSTRAINTS AND RECEPTORS

Working Hours

The site “core hours” will be Monday – Friday 08:00-18.00 and Saturday 08.00-13.00; there will be no works programmed for Sundays or Bank Holidays unless otherwise agreed.

Proximity of local schools is taken into consideration in regards to organising deliveries.

Prior approval will also be sought from the Council for operations such as earthworks or concrete pouring which, can be seasonal and weather dependant.

For certain types of activities e.g. work that entails the possession of a road, works for reasons of public safety, site logistics operations or work within buildings, evenings, additional weekend and Bank Holiday working may be required. The Council will be engaged during the planning and operation of any such activities.

Noise Limits

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

Construction Site Layout and Good Housekeeping

In planning the construction site layout, the contractor will ensure that a good housekeeping policy is applied at all times, and as far as reasonably practicable; that the following is taken into consideration:

- Existing hedges tree screens and the topography will be utilised to screen construction sites; temporary earth mounding or other temporary screening will also be included where appropriate, within the confines of the construction site.
- All site hoardings will be regularly inspected, repaired and repainted as necessary.
- All working areas will be kept in a clean and tidy condition.
- Wheel washing facilities will be brushed or spray cleaned frequently.
- Adequate toilet facilities will be provided for all site staff.
- Rubbish will be removed at frequent intervals and the site kept clean and tidy.
- Food waste will be removed at frequent intervals.
- Any waste susceptible to spreading by wind or liable to cause litter will be stored in enclosed containers.
- Open fires will be prohibited at all times.

All necessary measures will be taken to minimise the risk of fire and the contractor will comply with the requirements of the local fire authority.

Storage sites, fixed plant and machinery, equipment and temporary buildings will be located to limit adverse environmental effects.

All external lighting and illumination associated with the construction process will be in accordance with the guidance issued by the Institution of Lighting Engineers: “Guidance Noted for the Reduction of Light Pollution” and the CIE (International Commission on Illumination) Report: “Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations”.

To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990 as amended, external lighting will be designed and positioned to:

- Avoid disturbance to adjoining residents and occupiers.
- Avoid creating dazzle or distraction for drivers using adjacent highways or the railway.
- Seek to minimise light spillage or pollution.
- Ensure that excess light does not fall on sensitive ecological habitats.
- Energy efficient options for site facilities will be incorporated wherever possible. They may include energy efficient light bulbs and automatic controls, which will supplement good housekeeping such as switching off equipment when not in use.

Adequate security will also be exercised by the contractor to protect the public and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security measures will be implemented.

Also any site cameras will be located and directed so that they do not intrude into occupied residential property.

Wheel Washing Facilities

During the initial groundworks, all lorries and other construction vehicles coming into the site will be washed with a manually operated jet wash on exit as detailed below.

It is not anticipated that during the construction period there will be significant construction vehicle movements in and out of the site, as most of these site vehicles will be remaining on site during the construction of this development.

Notwithstanding the above, on the occasion that vehicles do leave the site, then the following temporary systems will be put into place:

- Hardstanding Areas
- Manually operated jet wash
- Manual inspection of vehicles to ensure there is no loose debris

The wheel wash or manually operated jet wash will be located near to the main entrance of our proposed development, as shown on the location plan below by the yellow triangle and the exact location will be determined once the main site entrance has been established.

The facility will be installed by ourselves (Barratt & DWH) and will be fully operational prior to the commencement of construction of this development.

Vehicles will be directed to use the wheel wash during times of wet weather, when site conditions dictate its use and/or when the site management consider the use of the wheel wash will safeguard the condition of the highway outside of the site.

In event of mud actually being tracked on to the lane, the contractor would be responsible for ensuring that the lane is mechanically brushed and washed to clear away any debris as soon as possible.

Environmental Receptors

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

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

- Neighbours:
    - Noise;
    - Dust;
    - Fumes;
    - Litter;
    - Vibration.

- Ground and groundwater:
    - Pollution spills;
    - Vibration;
    - Dust;
    - Litter.

- Water bodies, streams, reservoirs, rivers and lakes:
    - Pollution spills;
    - Litter;
    - Dust / Silt.

- Ecology, animals, birds, aquatic life, trees and plants:
    - Pollution spills;
    - Litter;
    - Noise;
    - Vibration;
    - Dust.

KEY ENVIRONMENTAL IMPACTS

Ecological

At an early stage in the procurement of this development an initial ecological assessment was created by Penny Anderson Associates Ltd – Consultant Ecologists (in July 2014).

This assessment covered the possibility of Otters, Water Vole, Bats & Nesting Birds. However, there was no evidence of, or potential for any of the following protected species were noted during this habitat survey:

- Otter
- Badger
- Amphibians
- Reptiles
- Terrestrial Invertebrates
- Water Vole

Watercourse

The watercourses were also reviewed and there was no evidence to prove habitat of water voles, however it was likely that the watercourse that runs through the centre of our development could support aquatic invertebrates and fish species. Both water courses were considered to provide a habitat and networks of local value.

Stone Barn

The stone barn which is located in north-east corner of the was site, was in a dilapidated state and unsafe to enter. An external review determined that there was no internal roof cavity suitable to support brown long eared bay, though it is likely to be used by foraging bats.

However, from a dawn survey carried out, which determined that the bats are not utilising the barn

Grassland

The site consists of several grassland fields. None of the fields supported grassland of noteworthy ecological value.

Hedgerows

The fields are bounded by hedgerows, two of these on part of the southern boundary and the north east boundary were species-rich and would possibly qualify as ‘important hedgerow’ under the Hedgerow regulations 1997.

The majority of the hedgerows forming internal field boundaries within the site were subject to management by flailing, those forming the external site boundaries were, on the whole, tall, unmanaged hedgerows.

All of the hedgerows on site were considered to be of at least local value.

Transport

Impact

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

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

Mitigation

A Traffic Management Plan will be created in conjunction with this Construction Environmental Management Plan to identify:

- Measures to prevent off-site parking of HGVs and employees' cars and to ensure vehicles use designated routes;
- Maintenance of traffic and pedestrian safety at all times (including, for example, provision of ramps, barriers, uniform surfaces, signage etc);
- Measures to avoid mud being deposited on roads (also identified within this document (pg. 11)
- Drop off points for deliveries
- Predefined lorry routes within the development.
- Route of build
- Storage areas

Noise and Vibration

Impact

Noise and vibration will be caused during construction activities by:

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

Mitigation

- Noise and vibration will be limited to the core working hours previously defined.
- Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration.
- The maintenance and location of plant will be planned to minimise noise levels and screening will be used where necessary.
- Adherence to noise limits should be included in contractual agreements with contractors. General induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site.
- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228.
- Intermittently operating plant will be shut down in the intervening periods between operations.
- Any compressors brought on to site would be silenced or sound reduced models fitted with acoustic enclosures.
- All pneumatic tools will be fitted with silencers or mufflers.
- The excavation and demolition of existing structures will, wherever possible, be undertaken without the use of pneumatic breakers.
- Wherever possible, the use of hydraulic attachments or other means of crushing concrete and hard materials will be used in preference to pneumatic breakers.
- Where the use of impact hammers is necessary, their attachment to larger and heavier excavators will be employed to reduce the level of vibration.
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum.
- Deliveries will be programmed to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting or parking on the highway or within the site with their engines running.

Air Quality

Impacts

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

Mitigation

Fumes from vehicles will be minimised by the following measures:

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

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

These will include:

- Site Planning:
    - Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile;
    - Stockpiles of soils and materials would be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind;
    - Surface areas of stockpiles would be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up.

- Construction Activities:
    - Construction operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. Additionally, it will be ensured that all construction plant and equipment is maintained in good working order.
    - Short-term releases may also occur during start-up of diesel engines, etc.
    - Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty site plant will be decommissioned until repairs are carried out and it has been tested and found to be operating satisfactorily.
    - On-site cement and concrete batching (if required) will be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied as appropriate.
    - Dust-suppressed tools will be used for all operations.
    - No unauthorised burning of any material will be carried out anywhere on site.

- Construction Traffic:
    - Surfaced and un-surfaced site access roads will be watered as necessary using a water bowser and surfaces kept in good order;
    - Regular inspection of local highways and site boundaries to check for dust deposits (and road sweeping will be conducted if necessary) would be carried out, the road sweeper collections will be disposed of in accordance with waste management legislation; and
    - Visual inspection of the site perimeter to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects, and the implementation of remedial measures if necessary, would be carried out;
    - Speed limit around site of 20 mph

Ground Conditions

Impacts

Ground conditions can be impacted by:

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

Mitigation

All fuel will be stored in a double skinned tank or a tank in a suitable bunded area in compliance with the Control of Pollution (Oil Storage) (England) Regulations 2001.

Refuelling activities will only be undertaken by suitably qualified persons and spill kits will be available within the site compound.

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

Dust and vibration will be controlled, as previously detailed.

If further areas of unidentified contamination are discovered during construction, expert advice will be sought from appropriately qualified engineers on the actions that should be taken.

In order to protect site workers, members of the public and the environment where movements of contaminated material off site are required this will be carried out under the relevant waste management legislation and in consultation with the Environment Agency where necessary.

The Environment Agency shall also be consulted where piling and ground improvement activities have the potential to cause risk to the underlying groundwater sources to ensure risk is minimised.

Water Resources and Flood Risk

Impact

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

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

- Pollution of watercourse and harm to watercourse fauna;
- Flooding;
- Blocking drains causing nuisance issues.

Mitigation

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

All options are to be considered for occurrence of silt runoff. These include:

- Leaving grassy areas as catchment or settlement areas;
- Battering or sheeting oil stockpiles and locating them away from the watercourses and drains, where possible;
- Protection of drains;
- Use of grips and straw bales;
- Silt fencing;
- Dewatering.

Waste

Impacts

The construction works are likely to produce the following wastes:

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

Mitigation

Site Waste Management Plan (SWMP) will be developed for every phase of the development.

Each SWMP details how each waste stream will be managed; the projected waste volumes and the duty of care checks on all waste carriers and permitted disposal/ treatment sites.

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

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

We shall employ our group method to log all the materials removed from site and the method in which it has dealt with for the purposes of statutory six monthly reviews of the SWMP. A copy of the most up to date SWMP will be held within site office.

EMERGENCY RESPONSE PLAN

Barratt/DWH NW has produced a Construction Health and Safety Plan document (SHE Form 05) for the Waddow View, Clitheroe scheme. This separate document should be implemented in this section of the CEMP.

All operatives are informed within the site induction of who the first aiders are on site, the first aid procedures and fire protocols. Details of the appointed first aider will also be displayed within the site office.

The traffic management plan will identify both the first aid point, fire assembly point and fire equipment position. A plan with directions to the nearest hospital can also be found on the muster / assembly point noticeboard located in the site office.

MANAGEMENT OF CONTRACTORS

All contractors/sub-contractors are required to provide Barratt/DWH NW a copy of their latest Health & Safety policy, Method Statements, Risk Assessments for all their proposed working methods as per Health & Safety Policy & Procedures Manual.

These will contain methods of activities, potential environmental receptors and are required prior to commencement on site.

A copy of this information is to be held within the site office and another copy is to be held with the Commercial department at head office.

All contractors/sub-contractors to also ensure that all employees hold a current CSCS card (relevant to the work they undertake on site) and the card numbers to be submitted to head office for records.

TRAINING AND COMPETENCE

Procedures for ensuring the correct levels of training and competence include:

- All operatives are informed at the induction stage of all sensitive ecological areas and are issued with an ecological document stating the reasons and locations of all the relevant areas (if any);

- All operatives are inducted by Barratt/DWH NW before work commences and informed that they are required to ‘sign in’ everyday with their CSCS card number, before the operative commences work;

- Barratt/DWH NW works to a strict Health & Safety and Procedures core document, where individual operatives have specific Induction Sheets. These documents are read to the relevant operatives, where a signature is required on completion and a record kept in the site file;

- There are also procedures in place that any issues raised in relation to Environmental Health & Safety and work ethics, whether highlighted by staff or site operatives, are relayed via ‘Tool Box Talks’ and are noted on an individual form, allowing site management to resolve the issues raised.

- A record of Tool Box Talks will be kept on site (SHE Form 21), stating date, description of non-conformance, potential implications, proposed corrective actions, individual responsible and target date.

METHOD STATEMENTS

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

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

The method statements will include the following environmental control measures:

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