



Link Logistics Park, Ellesmere Port

Construction Environmental Management Plan

For Firethorn Developments Limited

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1. INTRODUCTION

1.1.1 Hydrock have been instructed by Firethorn Developments Limited to prepare a Construction Environmental Management Plan [CEMP] in support of a proposed employment development at North Road, Ellesmere Port. This report has been prepared in support of a planning application.

1.2 Purpose

1.2.1 The main purpose of a CEMP is to outline a set of overarching principles to minimise the potential for environmental impacts during the construction phase of the development. This CEMP demonstrates Firethorn's commitment to implement the development in such a way as to avoid or minimise the potential health, safety and environmental impacts resulting from the construction activities planned on the Site.

1.2.2 This report will be confirmed and adopted by all Contractors, and Sub-contractors, working on the development to ensure a consistent and coordinated approach to construction management.

1.2.3 This document is a CEMP for all construction and related enabling works on the site which either disturbs the existing ground conditions or has the potential to impact the wider environment including site neighbours and the environment.

1.2.4 This CEMP is a “live” document that should be considered as the template for the Principal Contractor to manage construction traffic and associated environmental impacts with review, monitoring and further updates as appropriate or necessary during the construction process.

1.2.5 This report is an overarching framework document for the management of construction traffic. Where necessary, an addendum will be prepared by the Principal Contractor for submission to the Local Planning Authority including, as necessary:

- » The location and details of chassis and wheel cleaning arrangements;
- » A scheme for parking of contractor's vehicles and details of the contractor's welfare and site offices;
- » A scheme for access and delivery showing adequate space for turning, loading and unloading clear of the public highway and those on-site roads used by others; and
- » Details of the location and layout of materials storage and plant storage compound.

1.3 Objectives

1.3.1 This sets out the standards of ‘construction practice’ that will seek to minimise (if not eliminate) the impact of construction traffic on the local environment and the local community.

1.3.2 This is in the interests of amenity and public safety. Consequently, the objectives of this CEMP are to:

- » Minimise, and eliminate where practicable, the environmental effects of the construction traffic for the proposed development;
- » To meet the requirements of relevant environmental legislation, authorisations and commitments;
- » Document the environmental controls to be adopted during construction;
- » Achieve good environmental practice on site;

- » Enable agreement with the LPA on mitigation measures to be adopted during construction; and to
- » Provide a contractual framework for the Contractors and Sub-contractors to implement, and to provide a framework for review, monitoring and further update during the construction process.

1.4 The Site

- 1.4.1 The development site is situated to the north west of the M35, circa 3.2km from Ellesmere Port Town Centre which is located to the south east. The Pioneer Business Park is located 250m to the south, across the M53 Junction 7 roundabout. The site is bounded by the River Mersey to the north east, Industrial units to the south, west and east and is access via North Road.
- 1.4.2 The location of the site for reference is shown in Figure 1.1.

Figure 1.1: Site Location



Source: OpenStreetMap©

- 1.4.3 The development proposals comprise 71,663 sqm of B2/B8 land use with ancillary E(g)(i) office space, car and HGV parking facilities, new access arrangements, active travel improvements and associated landscaping within an approximately 45 acre site.
- 1.4.4 The proposed site layout plan is shown in Appendix A.
- ## 1.5 COVID-19
- 1.5.1 At the time of commencement of the site works the current COVID-19 regulations should be reviewed with regard to social distancing and site management.

1.6 Document Structure

1.6.1 This CEMP is structured as follows:

- » Chapter 2 outlines general site management arrangements;
- » Chapter 3 summarised the environmental provisions;
- » Chapter 4 describes the arrangement in the event of an emergency or environmental incident;
- » Chapter 5 sets out the site rules; and
- » Chapter 6 details monitoring and reporting protocols.

2. GENERAL SITE MANAGEMENT

2.1 Roles and Responsibilities

- 2.1.1 To ensure coordinated management of the environmental effects of construction traffic, a Site Manager should be appointed by the Principal Contractor (this is assumed to be a member of the Principal Contractor's site management team). The Site Manager will ensure the Construction Method Statement is integrated into all relevant activities on site and of site vehicles by all Contractors and Sub-contractors. The Site Manager will also be responsible for ensuring that the management of the construction vehicles takes place and is kept up to date and for overseeing the auditing programme.
- 2.1.2 Each Contractor and Sub-contractor will be responsible for ensuring that their activities are undertaken in accordance with this report and will notify the Site Manager of their nominated individual for implementing the construction management and incorporating this into their activities. This process will need to be incorporated into the Sub-contractor notes.
- 2.1.3 The overall environmental liability for the site is that of the Client. The Client therefore will ensure that the Principal Contractor manages the construction traffic and environmental impacts of the project accordingly.
- 2.1.4 This document is not a health and safety document. Please refer to the Principal Designer for this information.

2.2 Communication

Internal Communications, Training and Awareness

- 2.2.1 The Site Manager will be responsible for ensuring that all staff working on the site are appropriately aware of construction traffic issues and the requirements of the construction traffic management. This will include dissemination of information using meetings, notice boards, induction, training, etc. as appropriate.
- 2.2.2 Appropriate training is key to minimising construction traffic impacts, as well as protecting the environment and ensuring compliance with relevant legislation. The Site Induction for all those engaged on the development will include construction traffic management as well as the wider issues of minimising environmental effects, waste management and responding to emergencies.
- 2.2.3 The Site Manager and Health and Safety Manager will work together to ensure that both the environmental and health and safety training is integrated in order to deliver training as efficiently and effectively as possible.

2.3 Community Liaison

- 2.3.1 To minimise disruption to local residents and communities, information notices will be erected at the boundary of the site prior to commencement of activities on site and throughout the construction period. The notices will advise of the nature of the proposed works, proposed hours of work and their expected duration.
- 2.3.2 Contact details for the Site Manager will also be provided on these notices. The Site Manager will be able to provide further information on the development and the construction works and respond to any complaints and emergencies that may arise.

2.4 Site Working Hours

2.4.1 The construction work will be confined to the following:

- » 07:00 -19:00 hours Monday to Friday;
- » 07:00-13:00 hours Saturday; and
- » No works will be undertaken on Sundays or public holidays.

2.4.2 Any changes to the above working hours will be agreed with the local Environmental Health Officer and Local Planning Authority.

2.4.3 All delivery vehicles and plant arriving and leaving the site will also comply with the same time restrictions, although site personnel will be permitted to access the site shortly before these hours and exit the site shortly after them. Adherence to the codes of practice for construction working given in British Standard BS 5228 will be required.

3. ENVIRONMENTAL PROVISIONS

3.1 Introduction

3.1.1 This chapter sets out the environmental provisions that will be adopted by all Contractors and Subcontractors to manage the construction traffic effects of the development. The environmental provisions are set out separately for the principal aspects affected by construction traffic, specifically:

- » Traffic Management;
- » Air Quality and Dust;
- » Noise and Vibration; and
- » Pollution, Contamination and Water Resources.

3.1.2 The Contractor will confirm the specific details of the measures proposed and will provide this information to the Local Planning Authority for agreement before development commences.

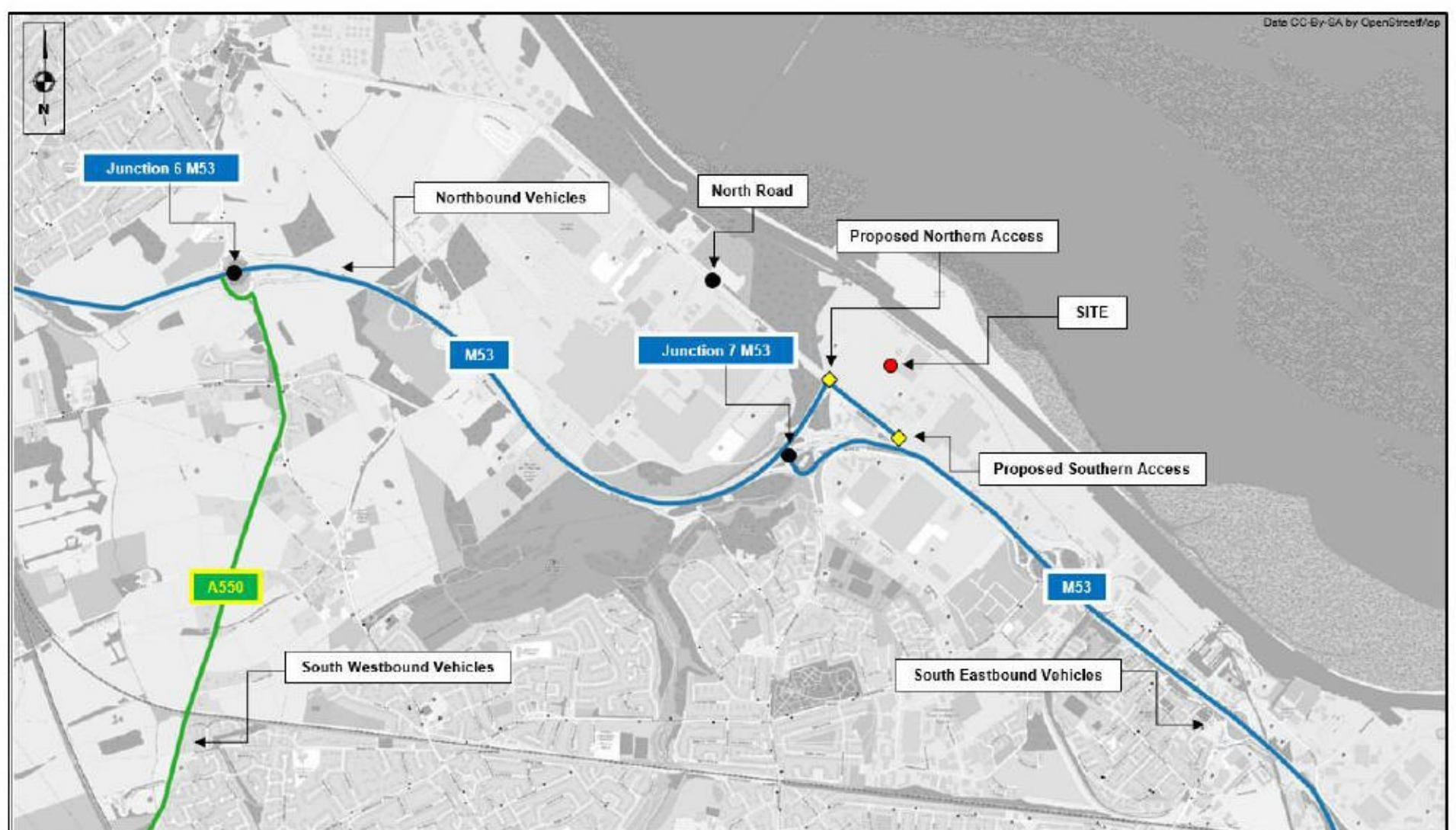
3.2 Traffic Management

Routes to the Site

3.2.1 All deliveries to the site will be made via an access route to be agreed and set out by the Principal Contractor, and will utilise major roads where possible to minimise disturbance, obeying existing Traffic Regulation Orders. The vehicular access route to the site, which will be utilised by construction traffic will be along North Road from M53 Junction 7.

3.2.2 The proposed construction traffic routing plan associated with North Farm Solar farm is illustrated in Figure 3.1 below and can also be found at Appendix B.

Figure 3.1: Construction Vehicle Routing Plan



Source: OpenStreetMap©

Internal site traffic and deliveries:

- » All HGV traffic leaving the site will be required to have wheels washed with a manned jet wash to prevent mud being deposited on to the road.
- » Loading and unloading of materials will be confined to designated areas and will be located away from sensitive receptors (i.e. nearby watercourses, adjacent development etc.) wherever possible. Deliveries will only be received during normal working hours.
- » To prevent rejection of any delivery, contractors will ensure that they have sufficient resource available to adequately receive, off-load and distribute to the work face or material lay down area. Abnormal loads will be notified to the Principal Contractor with advanced notice.
- » All materials will be made on a 'just-in-time' basis where feasible and cost effective to reduce the need to store materials on site for an extended period of time. When materials are delivered to the work area they will be positioned so as not to obstruct vehicular or pedestrian routes or reduce visibility of site traffic and pedestrians. Material and waste segregation storage areas and routes with clear signage on site will be indicated when confirmed by the Contractor.
- » The storage of fuels on-site will be in accordance with the Environment Agency's guidelines.

Construction Traffic Hours of Operation

- 3.2.3 Confirmation of the restrictions on construction vehicle delivery hours will be set out following the appointment of the contractor.
- 3.2.4 In order to minimise the disruption to general traffic movements along the surrounding road network during the AM and PM peak hours, restrictions on times and days when construction traffic vehicles can access the site are proposed.
- 3.2.5 The permitted hours for construction traffic are therefore proposed as Monday to Friday between the hours of 07:30-18:00 and 07:30- 13:00 on Saturdays.
- 3.2.6 Except in case of emergency, any work required to be undertaken outside of core working hours (not including repairs or maintenance) will be agreed with Somerset County Council prior to undertaking the works.

Construction Vehicle Arrivals and Storage

- 3.2.7 Site deliveries will adopt a 'just in time' arrangement whenever practical so as to minimise queuing and on-site storage requirements. Deliveries to the site will be staged with drivers given specific time windows for arrival and these will be recorded within the booking system by the site manager. This will prevent convoying of vehicles to and from the site and ensure that construction traffic does not queue on the local highway network.
- 3.2.8 Prior to arrival on-site, drivers of vehicles will be instructed to call ahead to confirm they will arrive during their allocated timeslot. If there are any issues with arriving during the allocated time, drivers will be instructed to contact the site manager as soon as this is known to obtain another timeslot. A number of spare slots will be reserved throughout the day to maintain flexibility.
- 3.2.9 Deliveries of building materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage on the site.

Vehicle Access and Driver Information

- 3.2.10 As set out within Health and Safety Executive (HSE) guidance, the Banksman directing vehicle movements (signallers) will be trained and authorised to do so. On the rare occasions when reversing is required and in addition to a competent Banksman directing vehicle movements consistent with HSE guidance, consideration will be given to:
- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers see movement all-round the vehicle;
 - Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather; and
 - Clothing - pedestrians on site should wear high-visibility clothing.
- 3.2.11 To avoid construction traffic congestion and nuisance to the surrounding area, all supplies and contractors will be made aware of the prescribed construction routes and time slot allocated within the booking system.
- 3.2.12 The site entrance will be appropriately signed to avoid congestion or queuing onto the highway. The site entrance will also be maintained and kept clean and clear.

Cleaning Practices

- 3.2.13 A proprietary wheel cleaning bay is proposed to be provided on site at the exit of the construction compound(s). The specific equipment employed will be dependent on availability during the construction phase.
- 3.2.14 The wheel wash facilities will be securely constructed with no overflow and the effluent will be contained for proper treatment and disposal. Water bowsers shall only be used as a contingency measure under specific circumstances. In cases where wheel washers will be used, the corresponding areas shall be protected by silt fencing as appropriate.
- 3.2.15 The site entrances / exits will be monitored to ensure that no materials are deposited on the public carriageways. Necessary cleaning shall be provided by road sweepers or equivalent mechanical equipment.
- 3.2.16 The locations of the wheel wash facilities will be located as close to the point on access as reasonably practicable.

Parking

- 3.2.17 It is to be expected that staff and visitors will use public transport or local car parks, where available.

3.3 Air Quality and Dust

3.3.1 Legislation and Guidance

- » Health and Safety at Work Act 1974;
- » Building Act 1984;
- » Road Vehicles (Construction and Use) Regulations, made under the Road Traffic Act 1988;
- » Motor Vehicles (Type Approval) (Great Britain) Regulations, made under the Road Traffic Act 1988;
- » Environmental Protection Act 1990 Part I (as amended);
- » The Control of Asbestos in the Air Regulations 1990;
- » Clean Air Act 1993;
- » Construction (Design and Management) Regulations 1994;
- » The Environment Act 1995, Part IV;
- » Pollution Prevention and Control Act 1999;
- » Air Quality Regulations (England) 2000;
- » Pollution Prevention and Control (England and Wales) Regulations 2000 (as updated);
- » Air Quality Regulations (England) (Amendment) Regulations 2002;
- » The Control of Asbestos at Work Regulations 2002;
- » The Control of Substances Hazardous to Health Regulations 2002;
- » Air Quality Limit Values Regulations 2003;
- » The Non-road Mobile Machinery (Emissions of Gaseous and Particulate Pollutants); (Amendment) Regulations 2005; and
- » Cleanliness Best Value Indicator, Cleaner Safer Streets, guidance manual, produced by ENCAMS on behalf of Defra, March 2005.

3.3.2 Provisions

3.3.3 The main impact on air quality due to construction traffic is likely to be due to dust from vehicles manoeuvring onsite. For all stages of the works the most effective means of suppressing dust is by damping using a fine spray and controlling the spread of mud on the local highways by the use of a wheel wash facility. The contractor will investigate the use of recycled water or other nonportable supplies for dust suppression, and will confirm the precise method of dust suppression / damping to the Local Planning Authority prior to the works commencing.

3.3.4 The following provisions will be adopted as appropriate:

Materials handling and storage

- » Dust generating any odorous materials being transported to and from the site will be conveyed by suitable vehicles in enclosed containers or using other adequate wind shielding measures such as sheeting.

Haul routes:

- » Consideration will be given to the use of hard surfaces;
- » Heavily used areas and an area on the exit of the site will have hard surfaced (e.g. paved or tarmac). The haul road will have a camber to prevent puddles forming;
- » Paved areas will be swept on a regular basis using a vacuum sweeper;
- » Non-paved areas will have limited vehicle speeds and be damped down during dry windy weather; and
- » There will be a maximum speed limit on the site of 10mph.

Public Highways

- » Roads, including pavements and road edges adjacent to the site, will be swept once per day to remove any visible soil material caused by the works, if necessary.
- » Silt run-off onto the public highway from the site access resulting from water suppression from dust or wheel washing activities will be controlled through the use of a cut off drain or similar system at the site entrance.

Vehicles and Plant

- » All site vehicles leaving the site will be effectively cleaned so that mud is not spread on surrounding roads (including the use of a wheel wash system and/or pressure washer. Procedures for the inspection of vehicles will be put in place;
- » All vehicles leaving the site will be securely covered if required (depending on the type of vehicle);
- » Construction plant and vehicles will be well maintained and regularly serviced. Defective plant will not be used;
- » Engines will be switched off when vehicles are not in use, and where this is not possible for operational reasons, the engine will be throttled down to a minimum;
- » All plant and vehicles, where possible, will comply with relevant EU emission standards;
- » Refuelling areas will be located away from areas of public access or environmental risk areas; and
- » The number of vehicle movements on site, and to and from the site, will be minimised.

3.3.5 The contractor will visually monitor any effects of dust or mud on roads (and take digital photos), record any events in a site log book and take action to rectify any shortcomings.

3.4 Noise and Vibration

Legislation and Guidance

- » The Environmental Protection Act 1990 (as amended) Part III, Section 80 and 82;
- » Control of Pollution Act 1974 Part III, Section 60 and 61;
- » Noise at Work Regulations 1989;
- » Town and County Planning Act 1990;
- » The Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002;
- » Environmental Noise (Identification of Noise Sources) (England) Regulations 2007 as amended;
- » BS 5228: 2009 Noise control on construction and open sites;
- » BS 6472: 1992 Evaluation of human exposure to vibration in buildings;
- » BS 7385: Evaluation and measurement for vibration in buildings (parts 1-2);
- » BS 6031: 1981 Code of construction practice form earthworks;
- » CONIAC – Noise in Construction: Guidance on noise level and hearing conservation measures;
- » CIRIA Report 64 – Noise from construction and demolition sites – measured levels and their prediction;
- » CIRIA Technical Note 138 – Planning to reduce noise exposure in construction; and
- » HSE Guidance Notes: EH 40/97 Occupational Exposure Limits 1997.

3.4.1 Provisions

- 3.4.2 The principal effect of construction traffic to be managed will be noise. Procedures will be implemented on site to minimise the disturbance caused by construction traffic and construction activities.
- 3.4.3 Construction operations will be assessed for predicted noise levels with reasonably practicable measures taken to reduce/attenuate noise levels to prevent nuisance to the local community. Consideration of noise effects and mitigation will be documented in method statements where appropriate.
- 3.4.4 All Contractors and Sub-contractors will be required to produce a 'Register of Plant & Equipment and Statutory Certification' within their 'Health & Safety Method Statement' which is reviewed prior to construction works commencing. They will also be required to assess their vehicles, plant and machinery to be utilised on site. The assessment will include noise level predictions and assessments of vehicles, plant and machinery in respect to ensuring that excessive noise levels are identified and suitable control measures implemented to minimise those noise levels.
- 3.4.5 If during the construction phase, noise pollution due to construction traffic is perceived to become a 'nuisance' then noise monitoring may be undertaken (as required) to measure actual noise levels and assess against criteria for nuisance. If required, these measurements would be taken at the nearest noise sensitive receptor.

- 3.4.6 The guidance given in BS 5228: 2009 “Code of Practice for Noise and Vibration Control on Construction and Open Sites” relating to “Methods of Work” will be followed and will be incorporated within the method statement which will form the basis for the implementation of construction works. As required by BS 5228, a survey of background noise will be undertaken prior to the works commencing, and acceptable noise levels established in accordance with Table E.1 of BS 5228: 2009. The works will be managed to accord with the requirements of BS 5228:2009. Any material breach of acceptable noise levels notified to the Site Manager will be addressed immediately to ensure no recurrence.
- 3.4.7 The following will be adhered to where practicable:
- » For any particular job, the quietest appropriate vehicles, plant and/or machinery will be used;
 - » Only vehicle and plant conforming to relevant standards and directives on noise emissions will be used;
 - » Vehicles will be maintained in good mechanical order and fitted with appropriate silencers, mufflers or covers where applicable;
 - » Construction access roads will be well maintained to reduce noise and vibration from construction traffic;
 - » Drop height into hoppers, lorries etc. will be minimised;
 - » Care will be taken regarding the movement of materials such that noise is minimised; and
 - » Contractors will inform occupiers of adjacent development and nearby local residents, in particular regarding noisy works, and the Site Manager will deal with queries.
- 3.4.8 The effectiveness of all measures will be monitored by the Site Manager as part of the audit programme (see section 6) and any improvements made accordingly.

3.5 Pollution, Contamination and Water Resources

3.5.1 Legislation and Guidance

- » Water Resources Act 1991;
- » Water Industry Act 1991;
- » The Environment Act 1995;
- » The Groundwater Regulations 1998;
- » Control of Pollution Act 1974 (as amended);
- » The Salmon and Freshwater Fisheries Act 1975;
- » Environmental Protection Act 1990;
- » Oil Storage Regulations 2001;
- » Control of Asbestos at Work Regulations 2002;
- » Pollution Prevention Guidelines - PPG 5; and
- » Construction Code of Practice for the Sustainable use of Soils on Construction Sites (DEFRA, 2009).

3.5.2 Provisions

3.5.3 There is potential risk of pollution from the majority of construction activities including activities associated with construction traffic accessing and egressing the site. Care must therefore be taken to avoid pollution of any underlying or local aquifer, the surface water and associated ecological habitats.

3.5.4 Interfaces with drains, springs and watercourses must be carefully identified and managed. Any connections or discharges to drains and/or controlled waters, for example surface water drainage, vehicle washing, concreting activities, and damping, must not be undertaken without appropriate authority and consent where required.

3.5.5 The Contractor and Sub-contractors will need to implement Water Pollution Prevention procedures, which should include but not be limited to the following:

- » Areas where contamination may occur such as HGV and construction vehicle parking and maintenance areas, storage areas and refuelling areas, will be protected by an impervious base and bunds as necessary. The base and bund wall must be impermeable to the material stored and of adequate capacity with maintained valves and trigger guns;
- » Construction vehicles and plant will undergo regular maintenance checks;
- » Construction vehicle refuelling and maintenance should normally be undertaken offsite at specialist facilities;
- » Potentially polluting material, such as fuel oil, will be stored on an impervious base surrounded by an impervious bund capable of containing a volume 10% greater than the total storage capacity;
- » All fuel and chemical storage will be an appropriate distance away from all watercourses; and
- » A pollution incident may be caused by the use of construction vehicles or their activities on site. Pollution control packs will be positioned within vulnerable areas to allow immediate reaction to any pollution incident. Staff will check weekly and replaced after an event.

3.5.6 In line with the Water Framework Directive [FMD] no contaminated runoff may be allowed to enter either surface water drainage or be allowed to infiltrate the ground.

3.5.7 No silt, or other debris from works, shall be allowed to enter any watercourse, most importantly the field boundary ditches and reens. In case of any spills or other potentially contaminating incidents, an emergency protocol will be put in place, which will include the following steps, if safe to do so.

- Stop the incident at its source utilising appropriate Personal Protective Equipment, and involving potentially also a container, turning off taps or valves and preventing leaks;
- Contain the pollutant by using appropriate absorbent materials;
- Prevent further migration through infiltration, runoff etc;
- Impede the pollutant using draining blocking equipment, or if it has entered the drain, block the exit manhole with sandbags or other proprietary equipment;
- Divert from sensitive receptors using bunds, booms or kerbs.

- 3.5.8 It is important to control the potential for pollution proactively through:
- Responsible storage of substances with the potential to cause harm to the environment and to provide secondary containment for leaks and spills;
 - Planned preventative maintenance of plant and vehicles; and
 - Pre-use inspection of plant and vehicles and prompt reporting of any faults.
- 3.5.9 Appropriate PPE equipment includes Gloves, Boots, Coveralls and appropriate Respiratory Protective Equipment.
- 3.5.10 Fuels are to be stored in locked, bunded fuel bowsers, located far from any water sources and spill kits will be located next to fuel bowsers. Fuel storage areas will be maintained regularly and checked for obvious damage. All materials will be stored 12.5m from the top of bank of any river to the construction area and 7m from the top of bank to any other ditch.

3.6 Site Illumination

- 3.6.1 Works are to be undertaken under normal daylight and night working will be avoided.
- 3.6.2 In case artificial illumination will need to be provided, such as task lighting or compound lighting, such lighting would be positioned at low level on posts / tripods and directed at the most frequently used areas of work.
- 3.6.3 Efforts will be made to ensure that any onsite lighting will be directed away from any of the identified site habitats. Inward facing security lighting would be provided at construction compounds on a 24-hour basis.
- 3.6.4 Lighting is to be pre-fixed on the proposed buildings, located near retained habitats or proposed habitats, to minimise the impact of lighting. Lighting should follow the protocols outlined in the Institute for Lighting Engineers document "Guidance for the Reduction of Obtrusive Lighting" (2005) and BCT's "Bats and Artificial Lighting in the UK" (2018) to minimise disturbance and sky-glow off site.

3.7 Control of Surface Water

- 3.7.1 Measures will be put in place which will ensure that surface waters do not enter the public highways or carry sediments to existing water courses. Sandbags will be placed alongside the sides of reed crossings to prevent run-off into the reeds. Appropriate buffer distances will be maintained at all times. Surface water run-off containment measures shall be considered and implemented if required, in accordance with Pollution Prevention Guide 6.
- 3.7.2 Waters unfit for discharge would be disposed off-site if required, in compliance with the relevant Waste Management regulations.

3.8 Ecological Constraints and Mitigation

3.8.1 Legislation and Guidance

- » Wildlife and Countryside Act 1981 (as amended) S9;
- » Protection of Badgers Act 1992 S1;
- » Conservation of Habitats and Species Regulations 2010 (as amended) Reg 41;
- » Natural Environment & Rural Communities Act 2006 S.40;
- » Chartered Institute of Ecology and Environmental Management (2017). Guidelines for Preliminary Ecological Appraisal;
- » Froglife (2001). Great Crested Newt Conservation Handbook.
- » BS 5837:2012 Trees in relation to Design, Demolition and Construction: Recommendations;
- » The Hedgerows Regulations 1997;
- » English Nature (2001). Great Crested Newt Mitigation Guidelines;
- » Bats and Artificial Lighting in the UK 2018;
- » Guidance for the Reduction of Obtrusive Lighting;
- » PPG5 Pollution Prevention Guidelines (2007).

3.8.2 Provisions

3.8.3 All best practice guidance relating to pollution will be adhered to in order to protect the watercourses. This will include best practice use of refuelling machinery to avoid fuel spills. Site drainage will need to be considered to ensure that no highly silted or polluted run-off from the site workings will enter the watercourses. All site operatives will undergo a site induction which will brief them as to their working limits and legal responsibilities.

3.8.4 Best practice protection measures as detailed within PPG5 Pollution Prevention Guidelines (2007) are to be put in place to protect the watercourses. The following control measures would be required during any ground works and during the construction phase to ensure there are no impacts on the watercourses and water table or any wildlife utilising it:

- All operational plant will be kept well maintained and should not enter/be stored within the buffer zone;
- Turning off plant when not in use;
- Dampening of the operational areas will be regularly undertaken during dry weather conditions to avoid dust. Dust management will be extended to cover the plant and all operational areas and will be complied with throughout the period of development;
- Measures to prevent pollutants from entering ground and surface water is standard construction practice through the use of a bunded fuel storage and refuelling area at a discrete distance from any watercourses. These measures should be underwritten by spill management equipment being kept on-site and capable of being effectively utilised by trained operatives to contain any accidental spillage within any part of the operational area.
- A toolbox talk should be completed by a qualified ecologist to ensure contractors are aware of Rivacre Brook, Booston Wood LWS, Manchester Ship Canal and the Mersey Estuary SSSI, SPA, Ramsar and their ecological importance.

- During night hours, no lighting is to be located towards Rivacre Brook, Booston Wood LWS, Manchester Ship Canal and the Mersey Estuary SSSI, SPA, Ramsar to ensure no wildlife are deterred from using it.
- A 'Site Tidy' protocol is to be put in place on-site. All litter is to be appropriately controlled, whilst on-site materials are to be adequately stored over-night.
- All excavations will be battened at a 45-degree angle to allow escape should animals become trapped.

3.8.5 *Vegetation*

- 3.8.6 Any trees or shrubs within the site or boundary, to be retained, are to be appropriately protected during the construction phase. Temporary protective demarcation fencing will be used to protect the trees and shrubs. The fencing must extend outside the canopy of the retained trees and must remain in position until all plots have been developed to ensure protection is provided throughout the construction phase.
- 3.8.7 It will be recommended that management of the grassland is undertaken, particularly in the first years after creation to allow the grassland to establish. Management of the grassland could broadly include:
- » Control and removal of common competitive weeds such as ragwort and thistle species;
 - » Annual cutting during the winter months with hand tools to a height of 150 mm;
 - » No fertilisers being used;
 - » Any arisings from the management be left in a compost heap to benefit wildlife, and
 - » Annual removal of noxious and injurious weeds.
- 3.8.8 It will be recommended that should any vegetation require removal within the breeding bird season (March– September inclusive), that a suitably qualified ecologist inspect the area no more than 24 hours prior to the removal.
- 3.8.9 The following methods will be adhered to during the construction phase to ensure no small mammals are impacted.
- » All site operatives will be inducted to the presence of the species and their working limits and legal responsibilities;
 - » All site operatives will be inducted as to identifying potential badger setts, and should be vigilant if they suspect they locate a new sett during works and inform the project ecologist immediately;
 - » All site machinery and materials will be appropriately stored to avoid harm to the species, notably between July and November each year when extra care is needed to avoid potential impacts on pregnant females.

4. EMERGENCY PLANNING AND INCIDENT RESPONSE

4.1 General

4.1.1 An emergency incident control plan will be established prior to the commencement of construction. This will clearly set out the steps that must be taken in the event of any emergency incident at the site during construction and clearly identify roles and responsibilities. This section outlines measures relating to incidents that may result from the operation of construction vehicles on site.

4.2 Incident Control and Reporting

- 4.2.1 Incident control procedures will be developed in outline and the following steps will be taken in the event of an incident:
- » Take action to stop the incident;
 - » Mitigate and control any obvious effects – e.g. mop up pollution spills, stop works, control dust, noise emission etc.;
 - » Report incident immediately to site management team and Site Manager;
 - » Raise the alarm to the ‘emergency pollution control response team’;
 - » Summon emergency services or other relevant authority where appropriate;
 - » Ensure safe disposal of pollution waste; and
 - » Notify the relevant local body such as local Environment Agency Regional Office, Environmental Health Officer etc.
- 4.2.2 The Site Manager will undertake an investigation and complete a detailed incident report to investigate the cause of the incident and measures that should be undertaken to prevent future incidents.

4.3 Complaints Procedure

4.3.1 A complaints management procedure will be developed. This will document the system for recording, investigating, remedying where appropriate and responding to complaints. All complaints will be recorded and investigated by the Principal Contractor’s Site Manager, and will be responded to as soon as possible. Until such time a complaint is satisfactorily resolved, it shall remain ‘live’.

5. SITE RULES

5.1.1 A set of site rules will be developed to set the minimum standard and to be adopted by all contractors and Sub-contractors. These rules will be displayed within the site office and will include measures for managing construction traffic based on the following:

- » All operatives and visitors must receive site induction training, including the environmental induction (of which this CEMP is part);
- » All reversing vehicles construction vehicles and HGV's must be appropriately supervised by a trained banksman;
- » Operatives must not report for work if under the influence of alcohol or drugs or consume alcohol or drugs at work or during breaks;
- » All operatives and visitors must report any potential safety incidents including any incidents with construction or site vehicles and delivery vehicles and must not continue with an activity that has been identified as a risk without an appropriate risk assessment being in place;
- » Any accident or incident on site, which requires medical treatment or time off, should be reported immediately to the Site Manager in accordance with the site wide health and safety procedures; and
- » A Site Accident and Incident Log will be maintained by the Site Manager.

6. MONITORING & REPORTING

- 6.1.1 Monitoring is a vital process in ensuring the effectiveness of the CEMP, with any nonconformities against the CEMP and deficiencies in the CEMP being identified, investigated and remedied.
- 6.1.2 Should any deficiencies in the CEMP be identified, the CEMP will be updated to ensure the document continues to fulfil its objectives. The updated version of the CEMP will be provided to the LPA for agreement.
- 6.1.3 To ensure the CEMP remains up-to-date it will be updated by the Principal Contractor at least every 2 months during the construction process to incorporate changes in legislation, standards, plant, processes, etc. The LPA will be provided with a revised version of the CEMP following each six-monthly review, if appropriate.
- 6.1.4 Monthly audits will be undertaken by the Principal Contractor to ensure compliance with the CEMP. All audits will be documented in an Audit Report. Where non-conformances with the CEMP are identified these will be recorded on a Non-Conformance Report.
- 6.1.5 The Non-Conformance Report will identify the non-conformance and the required corrective action. The report allows subsequent audits to monitor the performance of the corrective action and then sign off the corrective action request once it has been successfully implemented. All Non-Conformance Reports will be held in a designated file on site by the Principal Contractor.

6.2 Highways Inspection

- 6.2.1 An inspection of the existing highways servicing the site should be undertaken with the Council Highways Officer (if applicable), prior to work commencing the site, with further inspections at agreed intervals. A detailed record will be produced of the existing conditions of the verges, road surfaces, passing places and junctions. Any damage that arises as a result of the site, will be re-instated.

Appendix A Proposed Site Layout Plan

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:
Principal Designer:
Unless noted below, all known hazards have been highlighted on the drawing:

- Note
- Exact boundaries to be confirmed with reference to land registry plans and topographical survey.
 - HGV circulation subject to tracking analysis.

— Planning Application Boundary
43.01 acres / 17.40 ha

— LDO Boundary taken from Cheshire West and Chester
Drawing: North Road Industrial Area - LDO Area (DWG required for accuracy)

MP Gas Kiosk

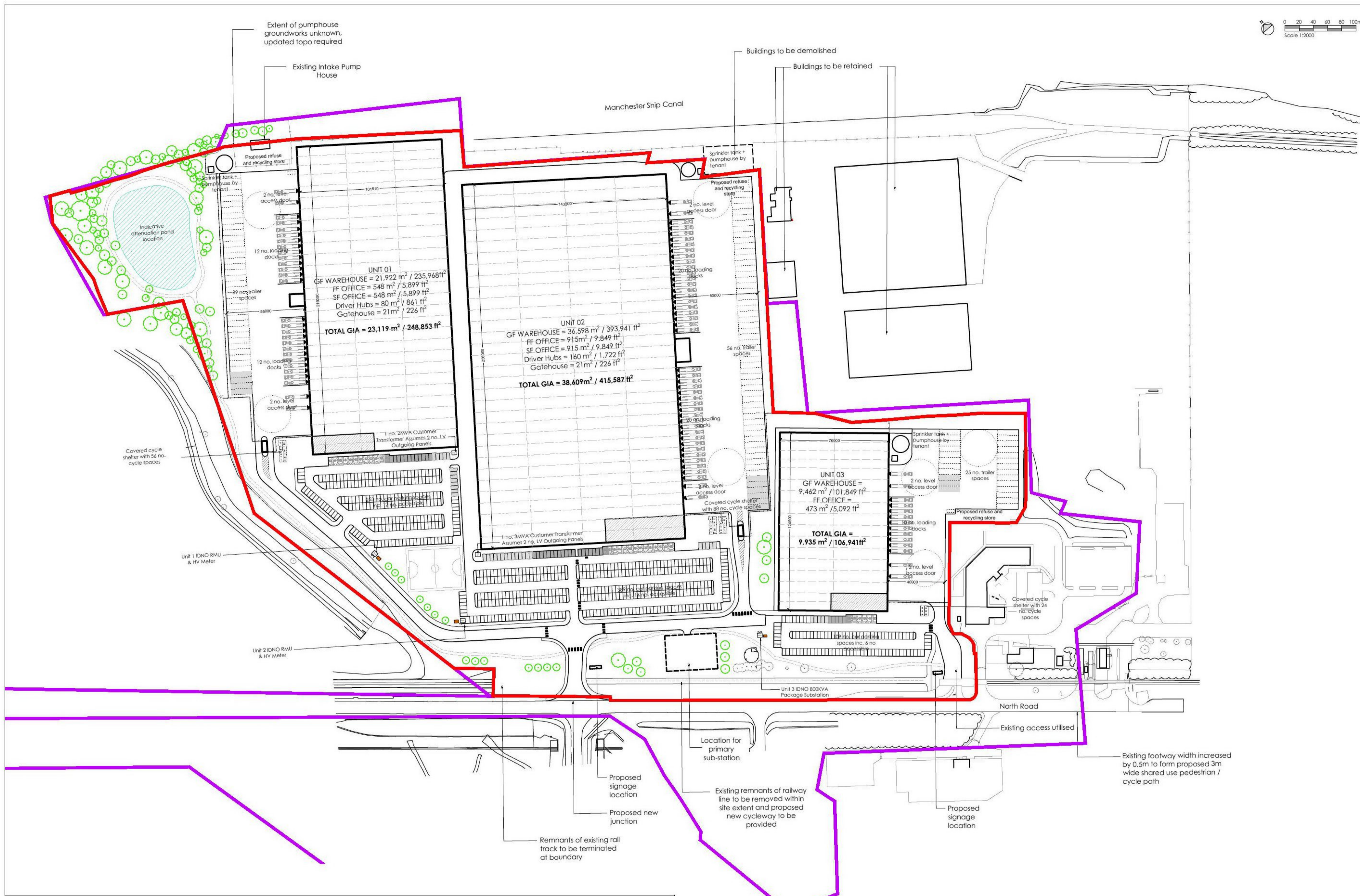
P6	03/03/21	KS	AS
Carriageway width on the bend of the internal road leading to Unit 1 amended.			
P5	02/03/21	KS	AS
Cycle path amended to proposed site access			
P4	25/02/21	KS	AS
Title block updated. Red line boundary updated to the existing site entrance.			
P3	18/02/21	KS	AS
Unit 1 and 2 shared fire track increased to 12.3m and site layout amended to suit. Primary sub-station footprint updated. Proposed site access updated and cycleway added.			
P2	15/02/21	KS	AS
Unit 1 footprint amended to suit updated topo survey. Unit 3 footprint increased to ensure site total GIA remains the same. Parking amended to suit proposed landscape plan			
P1	20/01/21	KS	AS
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Comment		
drawing stage	Planning		
client			

Firethorn Developments Ltd

project
Link Logistics Park
Ellesmere Port

drawing title
Proposed Site Plan

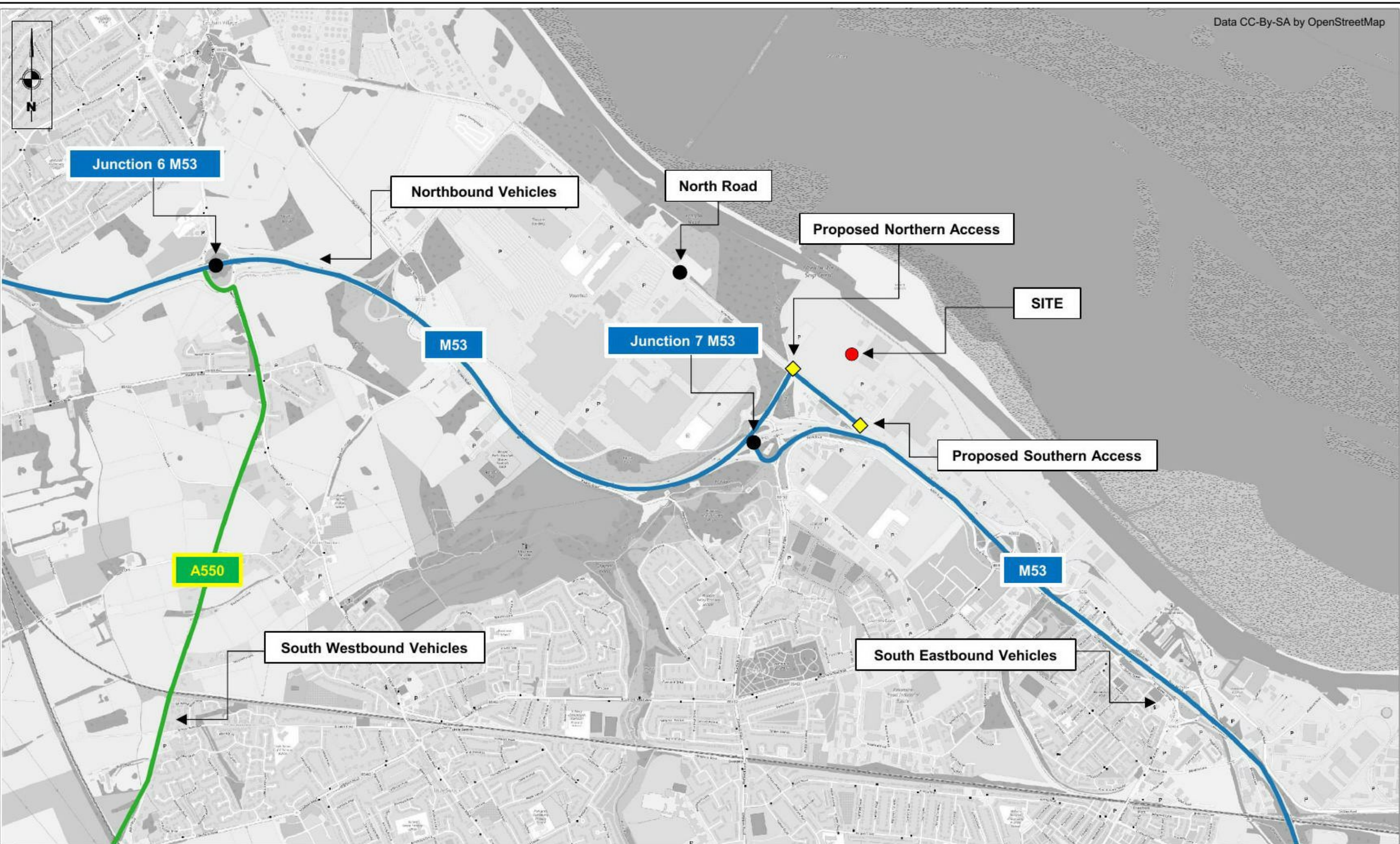
date Nov 2020 drawn DJS
scale@A2 1:2000 checked AS



Schedule of Accommodation

Unit	Ground Floor GIA	Office GIA	Gatehouse	Driver Hubs	TOTAL UNIT GIA	Car Parking (Accessible)	Parking Ratio (/m²)	EV Charging Spaces (Hatched Dark Grey)	Future EV Charging Spaces (Hatched Light Grey)	Ducting for HGV EV Charging (Hatched Light Grey)
Unit 1	21,922m² / 235,968ft²	1,096m² / 11,798ft²	21m² / 226ft²	80m² / 861ft²	23,119m² / 248,853ft²	253 (12)	1:91	13	13	4
Unit 2	36,598m² / 393,941ft²	1,830m² / 19,698ft²	21m² / 226ft²	160m² / 1,722ft²	38,609m² / 402,779ft²	389 (14)	1:99	20	20	6
Unit 3	9,462m² / 101,849ft²	473m² / 5,092ft²	-	-	9,935m² / 106,941ft²	109 (6)	1:92	6	6	3
TOTAL SITE GIA					71,663m² / 771,381ft²	751 (32)		39	39	12

Appendix B Construction Traffic Route



Project Title Link Logistics Park	Drawing Title Construction Traffic Routing Plan	Job Number C17876	By SG	Rev	Description	Date	By	Drawing No. APPENDIX A
		Date 22.02.2021	Checked VP	-	-	-	-	
		Scale NTS	Status -	-	-	-	-	