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Construction Environmental Management Plan

Client: B. Price Limited
Project: Former Alton Nurseries, Bewdley, Worcestershire
Date: December 2023

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Contents

1.	Introduction	4
1.1	Overview	4
1.2	Purpose of the CEMP	4
1.3	Objectives of the CEMP	4
1.4	Structure of the CEMP	5
2.	Site Context & Development Proposals	6
2.1	Overview	6
2.2	Site Location	6
2.3	Development Phases	8
2.4	Project Timescales	8
3.	Traffic Management Measures	9
3.1	Overview	9
3.2	Construction & Delivery Routing Strategy	9
	Routes to/from the Proposed Development	9
3.3	Construction Access	11
3.4	Temporary Site Construction Compound – Plant, Material Storage and Staff Facilities	13
3.5	Construction Staff Parking	13
3.6	Turning Facilities	13
3.7	Hours of Operation	13
3.8	Consultation	14
3.9	Construction Vehicles and Daily Traffic Movements	14
3.10	Delivery Management	14
3.11	Temporary TRO and Signage	15
4.	Preventative and Environmental Management Measures	16
4.1	Introduction	16
4.2	Enabling Works/Formation of Site Perimeter	16
4.3	Wheel Wash Facility	16
4.4	Management of Dirt and Dust	17
4.5	Excavations and Groundworks	17
4.6	Protection of existing trees to be retained	18
4.7	Recycling / disposing of waste resulting from construction or demolition works	18

4.8	Noise Control	18
4.9	Storage of plant and materials	19
4.10	Hoarding	19
5.	Monitoring and Review.....	20
5.1	Overview	20
5.2	Monitoring and Review	20
5.3	Key Contacts	20
5.4	Compliance	21
5.5	Enforcement and Corrective Measures	21

Figure 2.1	Site Location in a Local Context	7
Figure 2.2	Existing Site Access – A456 (Long Bank)	7
Figure 2.3	Construction Programme	8
Figure 3.1	Route 1 – Inbound / Outbound Construction Traffic Routes (To / From Northeast)	10
Figure 3.2	Route 2 – Inbound / Outbound Construction Traffic Routes (To / From Southeast)	11
Figure 3.3	Route 3 – Inbound / Outbound Construction Traffic Routes (To / From West)	12

Appendix A	Proposed Site Layout Plan
Appendix B	Hoarding and Gate Plan
Appendix C	Tree Root Protection Plan

1. Introduction

1.1 Overview

The Transportation Consultancy Ltd 'ttc' have been appointed to prepare a Construction Environmental Management Plan (CEMP) in order to discharge Condition 9 related to Full Planning Application Ref: 23/0243/FUL in support of the demolition of existing glasshouses and buildings and erection of 3,863 square metres (41,580 square foot) of light industrial floor space (Use Class E(g)(iii)), car parking and associated works, located at the former Alton Nurseries, Long Bank, Bewdley.

This document sets out the proposed management strategy, which will be in place during construction of the development. It should be noted that this report is informed partly by the Construction Management Plan (CMP) produced by the appointed contractor.

1.2 Purpose of the CEMP

This CEMP has been produced in order to discharge Condition 9 of Planning Application Ref: 23/0243/FUL, which is as follows:

The Development hereby approved shall not commence until a Construction Environment Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

- 'Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;
- *Details of site operative parking areas, material storage areas and the location of site operatives facilities as required;*
- *The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring;*
- *Details of the lorry routes, size, type and frequency of movements;*
- *Traffic management measures for construction vehicles on Long Bank (A456) to include temporary signage and the use of a banksman to oversee all vehicular manoeuvres;*
- *Measures to demonstrate that those immediately affected by the construction works will be kept informed and due consideration and courtesy will be shown to the local community. The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved.*

Reason To ensure the provision of adequate on-site facilities and in the interests of highway safety.'

This CEMP provides relevant information to discharge the condition and to ensure construction activities are carried out in a manner which minimises the impact on the local area.

1.3 Objectives of the CEMP

The objectives of the CEMP are to:

- provide details of the construction processes for the stage of works;

- minimise impacts of the construction stages on the local highway network;
- enhance safety and awareness;
- provide information on traffic routing and site access;
- provide an indication of programme and key dates;
- identify temporary traffic management, waiting and loading controls; and
- set out preventive measures to reduce environmental impact of the works.

1.4 Structure of the CEMP

The remainder of this CEMP is structured as follows:

- **Chapter 2** – Site Context & Development Proposals
- **Chapter 3** – Traffic Management Measures
- **Chapter 4** – Preventative and Environmental Management Measures
- **Chapter 5** – Monitoring & Review

2. Site Context & Development Proposals

2.1 Overview

The proposed development quantum consists as per the following:

- Erection of 4-light industrial units (3,863m²).
- Provision of 10no. parking spaces per unit, including;
 - ▶ 1no. disabled parking space.
 - ▶ 2no. EV parking spaces
- Formation of access from Long Bank (A456), which will accommodate an 8m wide carriageway with 2m wide footway on western side of the road.

2.2 Site Location

The site measures approximately 2.3 acres and previously operated as a garden centre, locally known as 'Alton Nurseries' selling plants, trees, fruit trees, garden plants, patio furniture and shrubs. The site benefits from existing access from Long Bank which operated in the form of a simple dropped kerb access.

The proposed development is located to the immediate north of the A456 (Long Bank) situated approximately 3.6km to the west of central Bewdley and is located on the side of the former Alton Nurseries.

The application site is currently inactive and situated in an area typically under industrial use, whereby more industrial units bound the site to the north and the west, with agricultural land to the east and residential properties to the south. **Figure 2.1** below illustrates the site's location within the local context.

Figure 2.1 Site Location in a Local Context



The A456, Long Bank, is a two-way single carriageway road which routes on a northeast – southwest alignment along the direct frontage of the proposed development site, between Bewdley and the A49. It is subject to the national speed limit (60mph), it is unlit within the vicinity of the proposed site access. The carriageway benefits from a pedestrian footway on the northern side of the road, which measures circa 1.5m wide, while the carriageway measures circa 6.2m wide, with central white delineation markings. Long Bank provides users access to a number of residential properties which front the highway and are accessible via a dropped kerb access point.

Figure 2.2 Existing Site Access – A456 (Long Bank)



2.3 Development Phases

This CEMP considers the construction phase of the proposed development only. The operational phase of the proposed development was considered within the submitted Transport Statement (TS) which supported the planning application. Given that planning permission has now been granted, the operational impacts of the development once constructed are considered acceptable.

2.4 Project Timescales

A detailed programme of works has been prepared by the Principal Contractor, whereby it has been determined that the construction programme will take 18-months.

The construction period will begin following the discharge of any relevant conditions, technical approvals, and completion of any necessary highway permits; this CEMP is therefore relevant for the duration of the works. The construction programme is outlined below in **Figure 2.3**.

Figure 2.3 Construction Programme

18 Month Build Programme																	B. Price Ltd		
Item	Description	Mt 1	Mt 2	Mt 3	Mt 4	Mt 5	Mt 6	Mt 7	Mt 8	Mt 9	Mt 10	Mt 11	Mt 12	Mt 13	Mt 14	Mt 15	Mt 16	Mt 17	Mt 18
1.0	Site set Up & mobilisation	█																	
2.0	Site strip & clearance	█																	
3.0	Foundations & Drainage		█	█	█														
4.0	External works 1st visit inc ducting & hardstanding					█	█	█											
5.0	External works 2nd visit inc external finishes & service connections														█	█	█		
6.0	Steel frame building & cladding inc roof					█	█	█	█	█	█	█	█						
7.0	Internal fit out inc carpentry, plumbing, electrical works & decorating									█	█	█	█	█	█	█	█		
8.0	Site clearance & de-mobilisation																	█	█
9.0	Snagging																	█	█
10.0	Handover																		█
11.0																			
12.0																			
13.0																			
14.0																			
15.0																			
16.0																			
17.0																			

3. Traffic Management Measures

3.1 Overview

This section details the measures to be implemented to provide mitigation for the traffic generated during the construction phase of the project. The CEMP has been prepared to supply management and mitigation measures to minimise the impact on existing users of the public highway network.

The primary objectives of traffic management measures are to:

- Ensure the movement of people and materials are achieved in a safe, efficient, timely and sustainable manner;
- Keep freight and construction traffic to a minimum during network peaks to reduce the impact on the highway network;
- Ensure that the impact and disruption to the local communities is minimised;
- Minimise vehicle trips associated with the construction where possible;
- Ensure the continued monitoring, review and subsequent improvement of the CEMP and mitigation measures;
- Limit the impacts on the Strategic Road Network (SRN) and the Local Road Network (LRN); and,
- Limit the impacts on the natural and built environment.

3.2 Construction & Delivery Routing Strategy

At the time of writing the sources of construction materials and supplies is unknown. As a result, it has been assumed that deliveries will arrive via the strategic highway network (M5 or A49). The following key considerations have been taken into account for delivering the access route strategy to the proposed development:

- Use the shortest route available from the location of the access points to the Strategic Road Network SRN;
- Use a sliding scale approach with regards to route assignment and road classification, utilising the 'A' classified highway network as far as practicable, before resorting to lower classifications of highway;
- Avoid single carriageway highways where alternatives are available;
- Avoid settlements and sensitive receptors (schools, retail areas), wherever possible; and,
- Avoid toll roads.

Routes to/from the Proposed Development

The proposed access routes to/from the site have been identified and analysed in terms of distance, road restrictions, sensitive land uses and road quality.

Construction and delivery traffic will access the site via the following routes (illustrated in **Figure 4.1** and **4.2**):

Route 1 [From Northeast / East]:

The northeastern route journeys over a length of 27.7km from the M5 Junction 4 to the site access on Long Bank along roads of ‘A’ classification only. The route is shown in **Figure 3.1** and utilises the following roads:

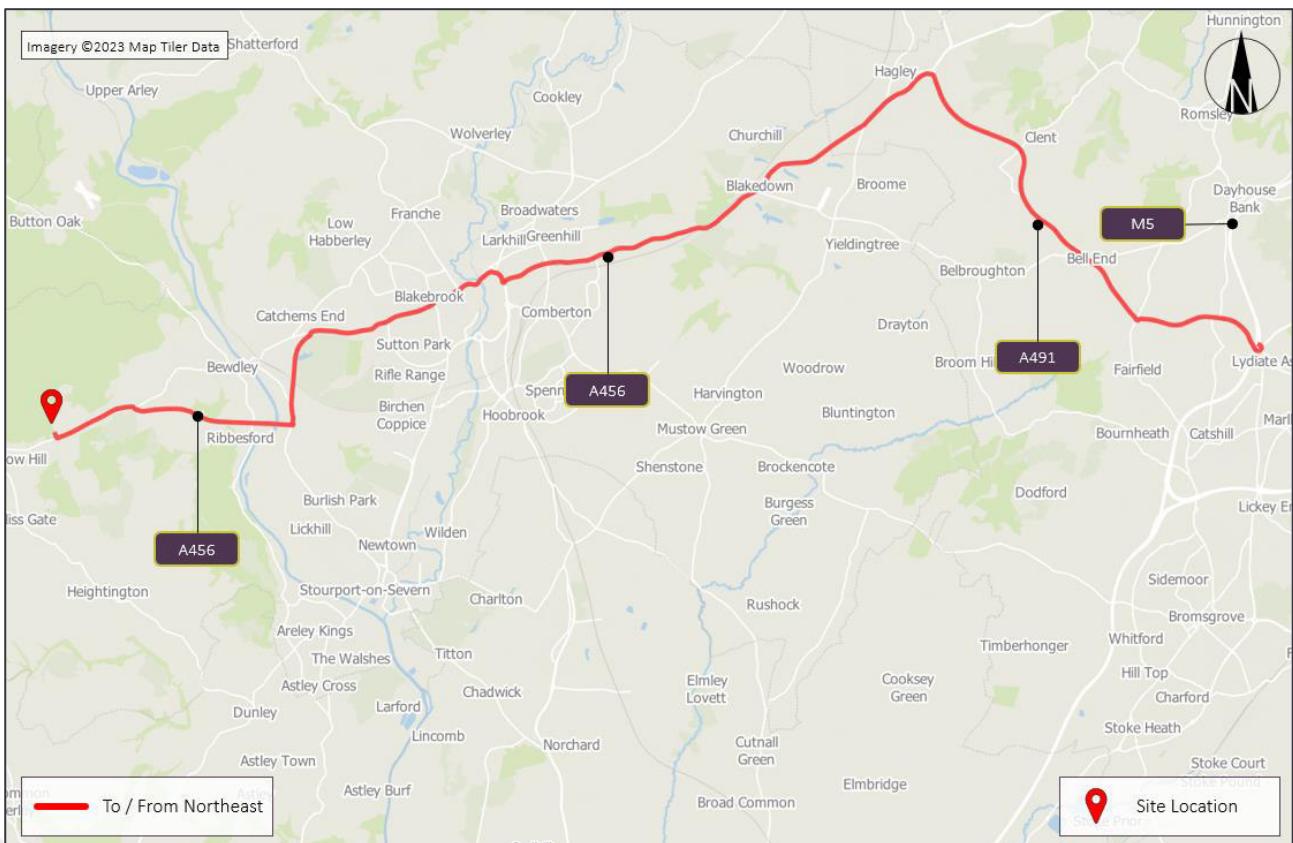
- A491
- A456

All roads along the route are of good quality and are characterised by a mix of dual and single carriageways. All roads along the route are considered suitable to accommodate construction traffic. It has been identified from a desktop review that there are no weight or height restrictions along the route.

It is acknowledged that the route travels through some town centres and built up areas (such as Kidderminster and Hagley). However, it is important to note that the DfT Count Point data has shown that the A456 and A491 are commonly trafficked by HGVs and LGVs. Therefore, the additional trips generated during the construction phase of development will not result in a material impact on the safe operation of the identified roads.

The outbound route journeys along the same roads as the inbound route, but in the reverse direction.

Figure 3.1 Route 1 – Inbound / Outbound Construction Traffic Routes (To / From Northeast)



Route 2 [From Southeast]:

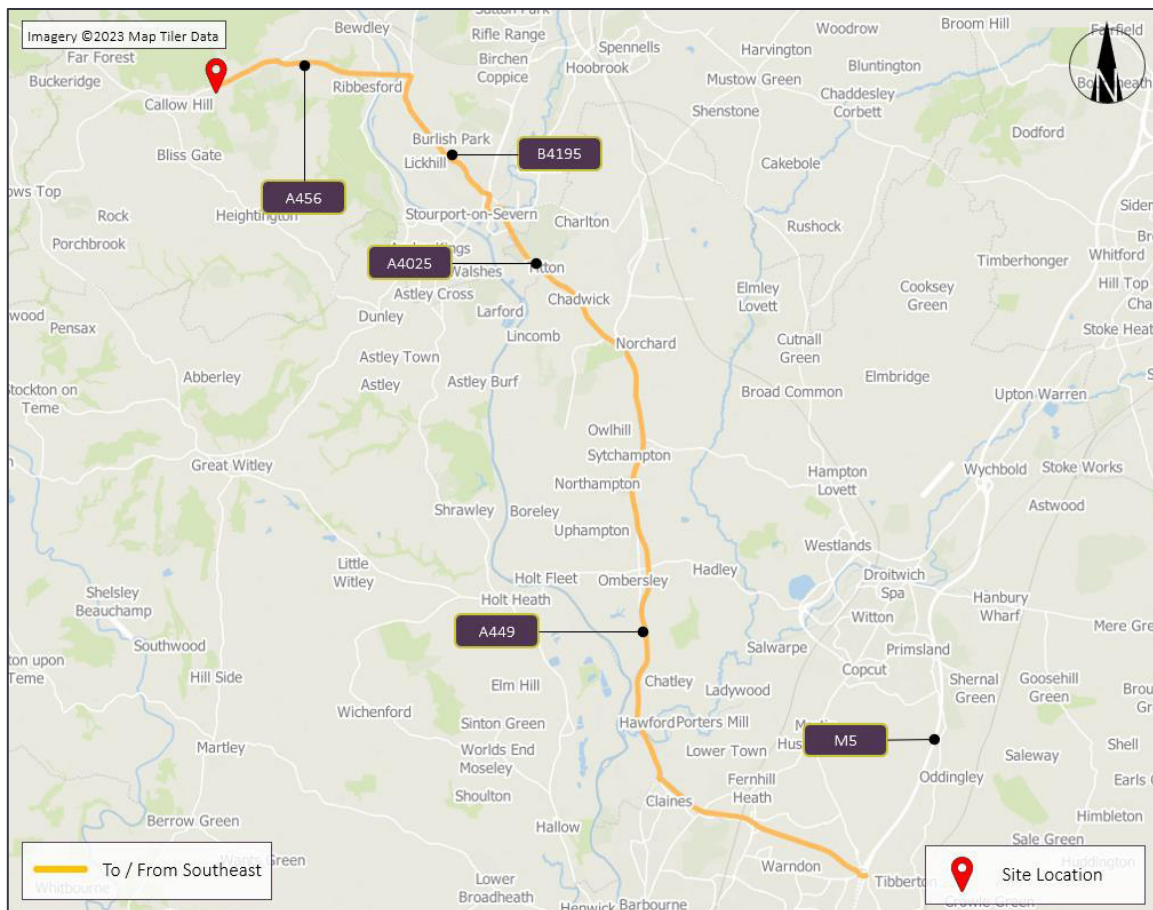
The route from the southeast journeys over a distance of 27.3km from the M5 Junction 6 to the site access on Long Bank along roads of ‘A’ and ‘B’ classification only. All the roads along the route are of good quality and generally in good condition, are characterised by a mix of dual and single carriageways throughout the route. The route is shown in **Figure 3.2** and utilises the following roads:

- A449
- A4025
- A451
- B4195
- A456

It has been identified from a review of the route that there are no weight or height restrictions along the entirety of the route. It is noted that the route passes through some towns and built up areas (such as Stourport -upon-Severn). However, it is important to note that the DfT Count Point data has shown that the roads utilised are commonly trafficked by HGVs and LGVs. Therefore, the additional trips generated during the construction phase of development will not result in a material impact on the safe operation of the identified roads.

The outbound route journeys along the same roads as the inbound route, but in the reverse direction.

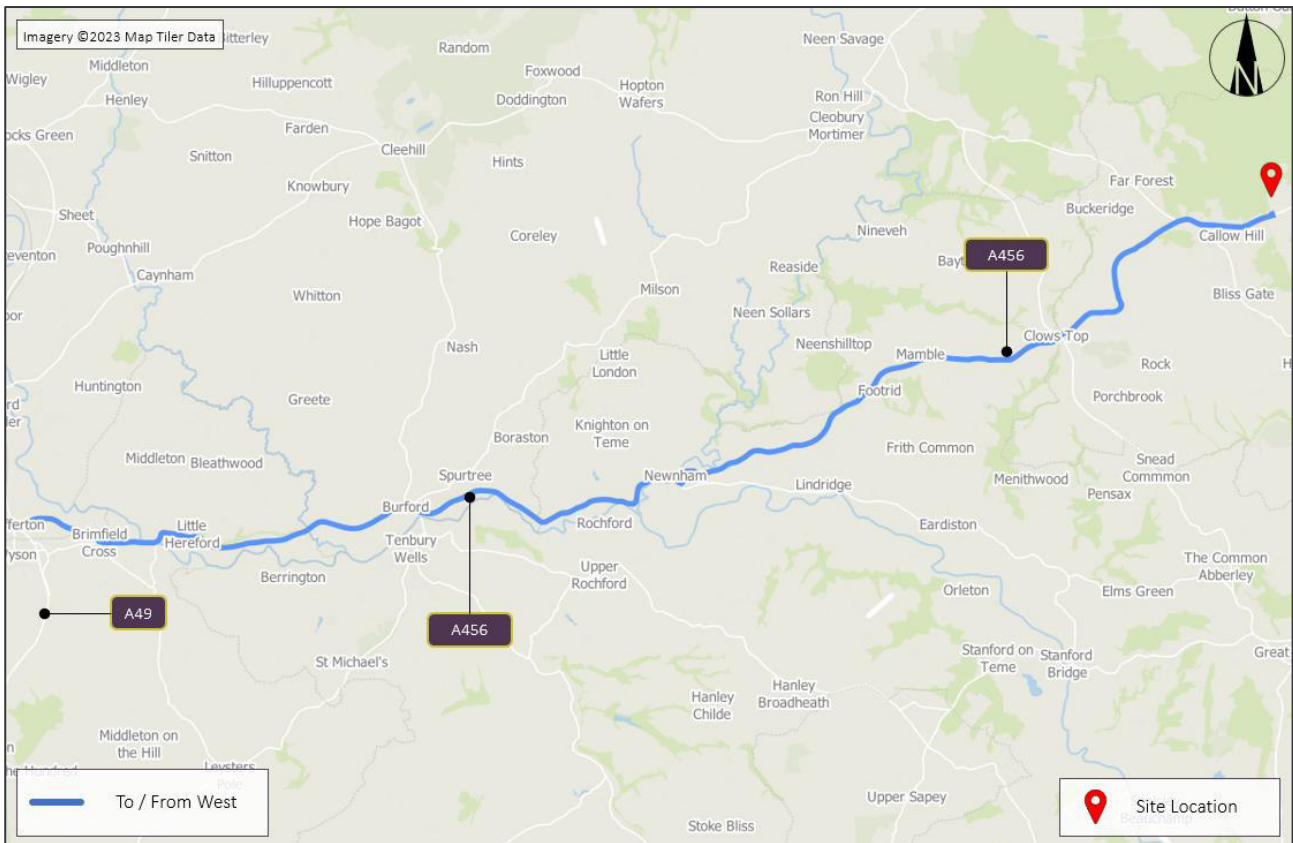
Figure 3.2 Route 2 – Inbound / Outbound Construction Traffic Routes (To / From Southeast)



Route 3 [From West]:

The route from the west journeys over a distance of 27.2km from the A49 to the site access on Long Bank along roads of ‘A’ classification only. This route only utilises the A456 which is of good quality and generally in good condition. The A456 is predominantly made up of single carriageways throughout the route. No height or weight restrictions are present along the route. The route is shown in **Figure 3.3**:

Figure 3.3 Route 3 – Inbound / Outbound Construction Traffic Routes (To / From West)



The above routes will be a condition of all supply orders and sub-contractors, and therefore, no other local roads are likely to be impacted. All deliveries will be advised of the routes at the time of booking.

Further to this, a delivery strategy will be in place on the construction site in order to manage bookings efficiently and will be used to prevent any conflict/issues with road users and backing up/double booking of vehicles to prevent local impact on the local highway network.

The routing strategy for the traffic movements detailed above and the justification/mitigation measures required are detailed later in this report.

3.3 Construction Access

Temporary construction access to the site will be provided via the existing dropped kerb access that served the former Alton Nurseries site. The existing access takes the form of a dropped kerb access and is bounded by wooden fences on both sides.

The access and egress routes will be asphalted. This area will be kept free from parked cars, parked plant or storage of materials.

3.4 Temporary Site Construction Compound – Plant, Material Storage and Staff Facilities

A temporary construction compound will be required during the construction phase of the proposed development and will be located within the curtilage of the application boundary. The compound is identified on the proposed site layout plan included in **Appendix A**. The compound includes:

- Site Office;
- Canteen and welfare facilities;
- Material Storage Area; and
- Site Parking for construction workers and visitors.

3.5 Construction Staff Parking

It is anticipated that there could be a maximum of 15no. staff on site at any one time during the construction period. Due to the nature of the works most staff will need to bring tools etc to site, therefore options for sustainable travel are relatively limited. Therefore, the maximum provision of parking will accommodate for 15no. cars, although the use of staff vehicle sharing will be actively encouraged with the aim to reduce vehicular movements.

Upon entrance / exit to and from the site, workers vehicles will report directly to the area of hardstanding at the temporary construction compound where there will be sufficient space for parking and turning. The parking areas are identified on the proposed site plan. Due to the low volume of traffic generated during the construction period there will be minimal disruption to the safe operation of Long Bank.

All parking can be accommodated for within the curtilage of the development site, and no parking will be allowed for construction workers on the public road network in the vicinity of the site. A number of additional unscheduled visits may be required throughout the construction period for site inspections and due to unforeseen circumstances, which is accounted for in the parking requirements specified.

3.6 Turning Facilities

Sufficient space will be provided onsite to allow all construction vehicles to enter and exit the site in forward gear. The turning area is identified on the proposed site plan included in **Appendix A**.

3.7 Hours of Operation

During the construction period the following hours of operation will be adhered to:

- Monday to Friday – 08:00 to 18:00; and,
- Saturday – 07:30 to 13:00;
- Sundays no working; and,
- Bank holidays or public holidays no working.

3.8 Consultation

Immediate neighbouring land users will be made aware of the development scheme through a letter drop, which will provide an introduction and explanation of the construction scheme within good time prior to the commencement of any works. The leaflet drop will include contact details for the site manager and project manager.

3.9 Construction Vehicles and Daily Traffic Movements

Deliveries of machinery, materials and equipment will be required over the course of the construction period. It is envisaged that the maximum number of construction vehicles to access the site per day will be 7 transit style vehicles and 8 rigid vehicles.

Delivery / tipper wagons will be accompanied to the unloading area by a banksman who will be in advance of the driver at all times and clearly visible to the driver. Delivery vehicles will be able to access site in a forward driving motion and will be able to pull over safely to report to the site office before entering the main works of the site to enable unloading. From the onset, all suppliers will be asked to deliver materials in smaller, rigid style vehicles. A turning head will be provided for all vehicles leaving site to leave in a forward driving motion.

Where possible, car sharing amongst staff will be encouraged to help keep employee vehicle traffic movements to a minimum. This will be explored and, if viable, organised by the Principal Contractor, once the demographics of the employees/workforce are fully known.

There is a bus stop located 160m to the west of the site, along Long Bank. The bus stop is characterised by bus flags with timetable information and provides users with access across Kidderminster, Stourport-on-Severn and west Worcestershire, with bus routes such as 291, 292, 292S, as outlined in **Section 2** of the corresponding TS produced by 'ttc' (Ref no. **210547-01**).

3.10 Delivery Management

All contractors are required to provide details of their proposed timings of material deliveries to the site - at this time, the site manager will advise on the specific area for delivery within the compound.

The site manager will be responsible for ensuring that all deliveries to and from the site are managed effectively, reducing traffic volumes and unnecessary disruption on the local highway network. The site manager will be the single point of contact for all drivers approaching the site who require assistance.

All deliveries will be booked in through the appropriate management platform. As part of this, details on the vehicle size, loading and offloading method will have to be provided, along with the required destination on site.

The site management and logistics teams will also advise material delivery contractors and their drivers of the most appropriate route to follow when approaching the site (as illustrated in **Figure 3.1, 3.2 and 3.3**), in order to arrive at the site; in particular, providing advice on any local road restrictions in vehicle width, height and weight.

Delivery times will be managed and restricted so as to minimise localised impact wherever possible. Deliveries will be managed so that multiple deliveries/vehicles do not arrive at site any one time. A large proportion of deliveries (bulky construction materials such as concrete, steel, etc.) will all be on scheduled deliveries and will be actively managed.

Vehicle movements will be scheduled in and called off, as required. However, it is anticipated that the contractors will aim to use local suppliers (where applicable); which as a result, will reduce the requirement for longer journeys and the risk of multiple deliveries (coming from greater distance).

Delivery vehicle dwell times will be kept to a minimum; vehicle engines will also be turned off to reduce noise pollution. Appropriate traffic management including clear and visible construction works signage will be implemented and used when/where required; this will be submitted by the Principal Contractor prior to commencement, as requested. Banksmen will also be in position as and when required.

Upon commencement of construction, all deliveries, operatives, employees and visitors to the site will report to the temporary contractor office/cabin. This will be communicated to all works contractors upon their appointment and pre-start meeting.

3.11 Temporary TRO and Signage

At this stage in the process, it is not envisaged any Temporary Traffic Regulation Orders (TTRO) will be required. Nevertheless, if this was to change, as part of the development construction process, this will be discussed and agreed with the Local Highway Authority.

The LHA will be consulted with, in order to agree the required temporary construction access signage. The anticipated signs are likely to include 'Construction Access' and 'Caution HGV Movements' warning signs, in order to inform and advise drivers of the construction access and route.

All signage will comply and conform with the Traffic Signs Regulations and General Direction (TSRGD) standards (where applicable).

4. Preventative and Environmental Management Measures

4.1 Introduction

This section sets out the preventative measures and environmental measures that will be implemented as part of this CEMP. As stated earlier in this report, this section is predominantly informed by information provided by the Principal Contractor in the CMP.

4.2 Enabling Works/Formation of Site Perimeter

Prior to commencement of any construction works, the site perimeter will be hoarded with timber plywood sheets, which will be painted grey and white to match company colours (with marketing graphics possibly added later). The line of hoarding and access gate is as shown in **Appendix B** of this document.

Despite no evidence found of any bat roosts, all site workers will be made aware of the possibilities of finding bats during the site clearance and the procedure to follow should they be found. In the unlikely event that a bat is found, then contractors will cease work immediately and advice will be sought from a suitably qualified ecologist. Telephone numbers of such will be held on site. Any potential loss of habitat connectivity (for example, through the removal of existing boundary vegetation) should be avoided as far as possible.

Access to the construction site during construction hours will be controlled by personnel located at the entrance of the site. All visitors will sign in and out with security.

Visitors to the site will be given a Health and Safety site induction, provided with Personal Protective Equipment (PPE), and will remain with an appropriately trained escort at all times.

4.3 Wheel Wash Facility

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site.

An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of.

It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

- Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
- Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
- Vehicles will be permitted to leave site following approval of the site manager or his site representative that the above steps have been completed to a satisfactory standard.

The front area of the site will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum to reduce the effects of rain on 'broken' ground.

If this is not sufficient, a road sweeper will also be used in the immediate area which will be ordered directly via the site manager.

4.4 Management of Dirt and Dust

If dust emissions are generated during periods of dry weather, the contractor will use water spray and other dust suppression methods.

The site manager will take account of weather conditions and any prevailing wind direction when organising operations to prevent and minimise dust nuisance to neighbouring properties and highway users.

All staff will be trained on site and be aware of the Dust Management Strategy.

The new site compound will provide a good, clean working platform to prevent road contamination.

All staff will have the appropriate PPE on at all times to protect them during operations that create airborne dust. Use of Stihl saws without a water suppression will be prohibited.

4.5 Excavations and Groundworks

Location of buried underground services:

- Prior to commencing any excavations, the area to be excavated will be CAT scanned.
- Service plans will be obtained from all statutory undertakers.
- There is one overhead BT line on site, this is to be redirected.
- Once identified by CAT scan or hand dig, all existing services routes will be marked with spray paint (a different colour than setting out paint). If markings are lost during the working operation of the site, then lines will be remarked. Overnight, temporary pegs may be used if wet weather is anticipated.
- Works will be undertaken in accordance with HSE guidance document, "Avoiding danger from underground services".

Excavations:

- Trenches with a depth exceeding 1.0m will be battered back or suitably shored. All excavations will be closely monitored as battering or shoring may be required at shallower depths.
- Trenches will be inspected at regular intervals and excess groundwater pumped out or sump pits excavated alongside trench.
- Vehicle plant will be kept a safe working distance from the trench to prevent potential collapse.
- No site staff will work below an excavator.

4.6 Protection of existing trees to be retained

Protection will be provided in accordance with BS5837-2012. Heras fencing will be sited around trees to prevent site operations affecting root growth etc at a minimum distance of half the height of the tree or to the extent of the canopy, whichever is the greater and will be maintained for the duration of the construction works. Where tree protection is required, please refer to **Appendix C** of this document.

No excavations are permitted within a RPA (Root Protection Area). There are no areas of RPA within the boundaries of this development.

4.7 Recycling / disposing of waste resulting from construction or demolition works

No demolition is required on this development.

Any metals encountered on this development will be stored in “metal” only skips on site and collected by a registered local scrap metal dealer when full.

During the main construction phase, three separate skips will be used. Each clearly identified, with one for general waste, one of plasterboard and plaster products and another for hardcore, brick debris, broken slabs for crushing and recycling.

The site manager will be responsible for identifying and segregating waste on site.

Resultant hardcore will be re-used in the permanent works, wherever possible. Re-usable materials will be identified on site and either removed for storage or sold.

All recyclable materials will be removed from site for processing in licensed facilities.

It is not anticipated that asbestos will be encountered onsite based on the ground investigation for the site. In the event asbestos is encountered onsite B. Price will instruct a specialist contractor to contain and perform the safe removal from site.

4.8 Noise Control

Noise from construction and associated works has the potential to cause disturbance to neighbouring residents. In order to minimise this, B. Price Ltd and its agents will only carry out audible work between the hours of 8.00am to 6.00pm on Mondays to Fridays and 7.30am to 1.00pm on Saturdays. No works will be carried out on Sundays or Bank Holidays.

Whilst working on site, the contractor will adhere to the recommendations of BS 5228-1, clause 9.3 to minimise noise levels during the execution of the works.

All site operatives and sub-contractors will be told that failure to comply with the above could lead to an enforcement notice under Section 60 of the Control of Pollution Act 1974.

The project is a relatively simple commercial unit scheme with no notable works which would involve significant noise pollution.

The site already benefits from an electrical supply and therefore, there are no proposals to use generators on the site. Should the need arise, only “silent running” generators will be used.

4.9 Storage of plant and materials

As mentioned in section 4.2 above, the access route will be asphalted, and a banksman will be provided. This compound area will be kept free from parked cars, parked plant, or storage of materials. This will ensure vehicles can egress the site in a forward gear.

As mentioned above, all materials and plant will be stored within the fenced site. Materials such as cement, plaster etc and valuable equipment will be stored in metal, security containers.

Flammable substances e.g. foam plastics, flammable liquids, and gases such as propane and hazardous substances e.g. pesticides and timber treatment chemicals, will be stored in separate lockable areas, protected from accidental ignition, with clear signing.

If materials are stored at height e.g. on top of a container, guard rails will be in place to prevent accidental fall when stacking or collecting materials or equipment.

Stored items will not block or obstruct routes of escape that will be needed in the event of an emergency situation, such as a fire. Whilst, materials will be kept in a designated storage area, materials may be moved for use and therefore, any temporary locations will also require review, irrespective of the anticipated short duration.

No burning of timber or any other material will be carried out at this site.

4.10 Hoarding

Prior to the erection of any hoarding, which immediately borders the public highway, a permit will be obtained from Wyre Forest District Council, if required.

A secure and lockable gate will be erected at the entrance of the main works after the parking area off Long Bank Road. The gates will be hinged only to open inwards (towards site).

There are no proposals, at present, to apply visual marketing graphics to the hoarding, only the standard H.S.E site warning signs. However, should the contractor reconsider, the graphics will be carefully planned to as not to distract drivers immediately passing the site. Any phone numbers, open day event notices etc. will be placed in such a way that passing traffic has ample opportunity to view on approach to the site.

Any hoarding would have to be in line with or behind both visibility splays at both site entrances. No hoarding will be illuminated.

All hoarding and fencing will be inspected at least weekly and any loose panelling refixed. Care must be taken to ensure no loose panelling blows out onto public highway, during extreme windy weather.

5. Monitoring and Review

5.1 Overview

This section reviews the management structure that will oversee the CEMP. It is important that a strong management structure is in place to ensure the CEMP objectives are met and that continued monitoring and review of the CEMP is maintained.

A Transport Co-ordination Officer (TCO) will be appointed by the Principal Contractor to achieve this. It is likely this role will be undertaken by the Project Manager.

The TCO will be employed prior to the commencement of works and will have the following transport related responsibilities:

- Liaise with and report to the LHA about mitigation and any remedial measures, if required;
- Update the CEMP as required; and,
- Resolve issues and problems through the liaison with relevant stakeholders.

5.2 Monitoring and Review

A TCO will be appointed prior to the commencement of works as part of the CEMP to oversee the implementation and monitoring of the CEMP.

The Principal Contractor will undertake monitoring as necessary to ensure compliance with the requirements of the CEMP, this will include the maintenance of traffic management measures.

The TCO will monitor and review the CEMP. These reviews are required to ensure that the CEMP delivers on the commitments and achieves the goals set out in the document.

5.3 Key Contacts

The contact details of the TCO (or Project Manager) and out of hours contact, responsible for the on-site works are provided below:

- | | | |
|----------------------------|---|--------------|
| ● TCO (or Project Manager) | - | Phil Kelly |
| ● Phone Number | - | 07980 863626 |
| ● Email | - | TBC |
| ● Site Manager | - | Dave Lynch |
| ● Phone Number | - | 07515 577998 |
| ● Email | - | TBC |

The relevant LHA will also be informed if the contact details change at any point during the construction phase.

5.4 Compliance

A series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements set out in the CEMP are not achieved. It is anticipated that these mechanisms will be determined at a later stage and may include:

- Risk Assessment Method Statement (RAMS) - this will include site inductions for contractors, briefing on obligations of the Principal Contractor's standards, induction and adherence to RAMS procedures, driver inductions and compliance guidance; and,
- Actions - to be employed if the commitments of the CEMP are breached.

5.5 Enforcement and Corrective Measures

The Principal Contractor will ensure that appropriate measures are taken to ensure that behaviour and performance is monitored and where appropriate corrective measures are taken to resolve, redress and enhance service performance which is in breach of the standards within the CEMP.

Appendix A

Proposed Site Layout Plan

APPENDIX A PROPOSED SITE LAYOUT PLAN



Appendix B

Hoarding and Gate Plan

APPENDIX C

Site Hoarding & Gate Plan



Appendix C

Tree Root Protection Plan

APPENDIX B

ILLUSTRATIVE PROPOSALS FOR TREE PROTECTION FENCING

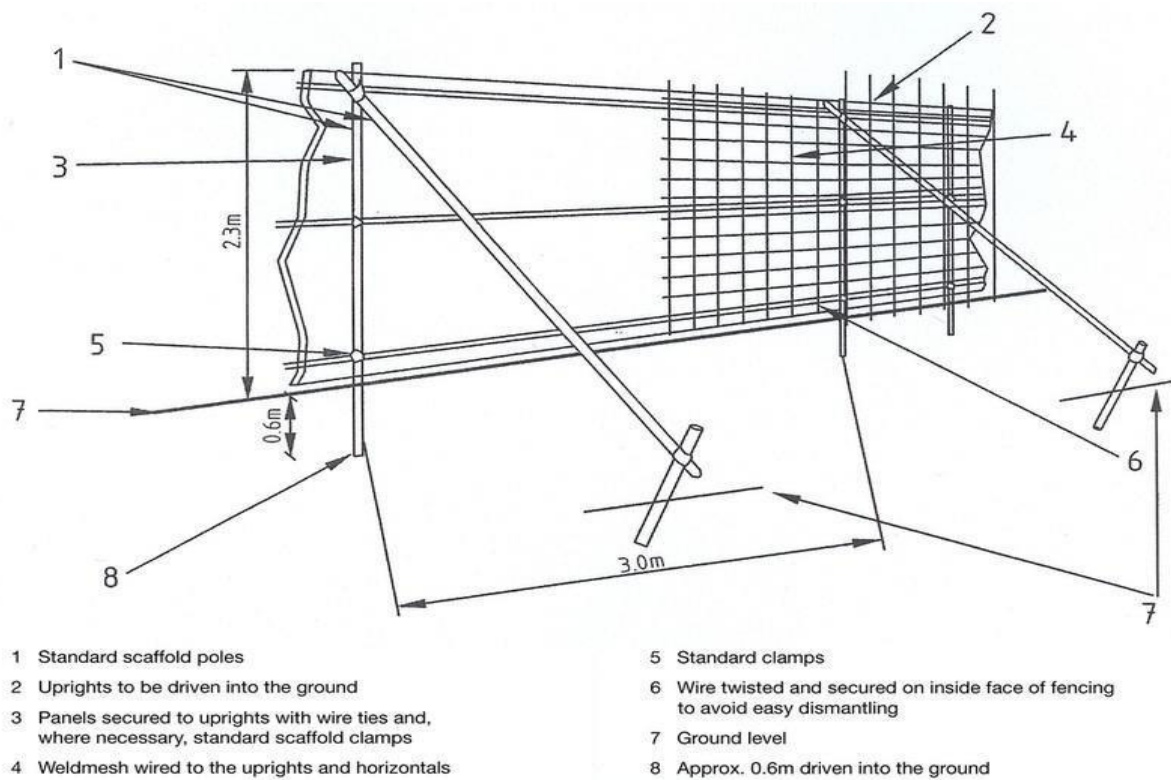


Figure 2. – Protective fencing for RPA

