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# Construction & Environmental Management Plan (CEMP)

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G Park Swindon

Highworth Road, Swindon



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# Construction & Environmental Management Plan

G Park Swindon, Highworth Road Swindon



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## 1. Introduction

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# Construction & Environmental Management Plan

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## 1.1. Purpose

This document sets out the Construction Environmental Management Plan (CEMP) required by Condition 21 of the planning permission for G Park Swindon (Application S/22/1819). This document should be read alongside requirements of the Swindon Borough Council's requirements for construction traffic and HGV routeing.

The CEMP has been prepared by Savills (UK) Ltd on behalf of GLP the site owner and applicant.

### Condition 21 states;

"Prior to the commencement of works on Site a Construction Environmental Management Plan (CEMP) incorporating the recommendations in the Ecological Impact Assessment (Delta Simons, November 2023) report is to be prepared and submitted to the Local Planning Authority for approval in writing. This is to include measures for protecting oak tree T32 during construction and retaining it following development."

**T32 Oak Tree;** In relation to the T32 Oak Tree, the contractor shall ensure that Rootsafe is installed to allow the footpath to be constructed over the roots of T32. RootSafe provides a flexible and permeable solution for protecting tree roots, creating a robust and stable platform for constructing paths within the root protection area of existing trees without damaging the roots.

The cellular structure and perforated cell walls of RootSafe reduces the load pressure on subsoils to tree roots and prevents damage. With clean granular materials as infill air and moisture can reach the roots to encourage healthy prolonged growth.

This document also covers other Construction and Environmental planning related conditions including;

### Condition 5 (Access Road)

Access to the site is off Kingsdown Road. As stipulated in the planning consent, condition 5 states; "No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 30m of the proposed access road, including the junction with the existing public road and associated visibility splays, or a suitable temporary site access to be agreed with the Local Planning Authority has been completed to at least binder course level."

The contractor shall form a suitable temporary site access in accordance with Burrows Graham's drawing 20052-BGL-XX-XX-DR-C-00260. The contractor shall obtain any necessary traffic management arrangements and permissions with Swindon Borough Highways Department prior to commencing works on site.

## Condition 12 (Tree Pits) states;

A separate application has been submitted to discharge Condition 12. The condition states;

“Prior to the commencement of the development hereby permitted, a scheme detailing the tree pits for 8 (eight) individual *Betula pendula* trees, sized 8-10 cm stem girth (measured at 1m) to be planted within the car park island beds and 24 (twenty-four) individual *Quercus robur* trees, sized 1.75 - 2m height, to be planted adjacent to hard surfacing along the southern boundary, as defined on the EPD Soft Landscape Plan (21-007\_01 Rev PL07), shall be submitted to and approved in writing by the Local Planning Authority. The site-specific tree pits are to be of an engineered design that incorporates technology that will enable each tree to successfully establish and thrive to maturity in hard surface environments, via the provision and safeguarding of 11m<sup>3</sup> of appropriate growing medium for the *Betula* and 25m<sup>3</sup> for the *Quercus*.”

The contractor is to comply with Epd landscape design and the specified engineered tree pits for both the carpark (*Betula pendula*) and the line of *Quercus robur* between the footpath and the service yard, see drawings 21-007-20 engineered tree pits Site Plan PL02, 21-007-21 engineered tree pits Section A-A & 21-007-22 engineered tree pits Section B-B.

The tree pits are based on Green Blue Urban's engineered tree pit details and the drawings have been reviewed by and discussed with Green Blue Urban prior to submission.

Where two or more trees share the same soil cells the soil volume can be reduced by 20%. This means that the 22m<sup>3</sup> of cells for two *Betula pendula*'s in the same planting bed can be reduced to 18 m<sup>3</sup> and the 25m<sup>3</sup> for the *Quercus robur*'s reduced to 20m<sup>3</sup>.

There are 18 *Quercus Robur* that require full soil cells under the footpath (it should be noted that on the far side of the footpath the roots are back into soft ground and can continue to grow in these areas).

The first four *Quercus robur* in the run have adequate space within the triangle woodland section to grow (therefore no cells are required as discussed with Green Blue Urban). Reroot 600 will be used along the edge of the path in this location to stop the roots from growing under the path and instead guiding them into the woodland area. The last tree in the run also has enough space to grow without the need for cells.

The 5th *Quercus robur* and the 23rd will have a combination of soil cells and soft ground giving them adequate room to establish. Reroot 600 will be used to guide the roots accordingly. Rootsafe is to be specified for T32 to allow for the footpath to be constructed. The roots of the proposed *Quercus robur* in this location will also be able to use this root space accordingly. Reroot 600 will be used to guide roots accordingly.

## Condition 20 (Lighting) states;

A separate application will be submitted to discharge Condition 20 in relation to the final lighting design for the operational phase. The condition states;

“No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted lighting contours, have been first submitted to, and approved in writing by, the Local Planning Authority prior to first occupation/use of the site. All external lighting is to be in accordance with 'Bats and Artificial Lighting at Night', Guidance Note 08/23, (Institute of Lighting Professionals, 2023). Any external lighting that is installed shall accord with the details so approved.”

In relation to external lighting during the construction phase: works will be carried out in daylight hours but should lighting be required within working areas, this will be provided by towable lighting sets moved and positioned as the work face and routes require albeit the majority of works is foreseen to be carried out during daylight hours only at this stage.

### 1.2. Structure of the CEMP

This submission is structured to provide a logical approach to the environmental management for the development as follows:

- Section 2 provides details of the construction programme and sequencing of the works.
- Section 3, in conjunction with the drawings in Appendix 1, shows where the developer will locate the site compound and accesses and the parking of vehicles of site operatives and visitors. This section also provide details of security hoarding and lighting.
- Section 4, along with a Construction HGV Routeing Scheme and Construction HGV Communications Strategy, shows traffic routes to the development site and restrictions on construction and delivery traffic during construction.
- Section 5 provides the methodology for managing and minimising waste and optimising the use of recycled materials.
- Section 6 details how the developer will protect the environment with specific reference to: the works to minimise the environmental impacts of the works (including potential disturbance and pollution), mitigation for protected species, hours of work, pollution protection methods, storage of plant and materials, wheel cleaning facilities, control of dust and dirt, minimising noise from plant and machinery and measures to control the hours of use, and details of the management of surface water on site during construction.

### 1.3. Scope

The on plot earthwork and Infrastructure works at G Park Swindon P+R will comprise;

- Ground re-profiling to form a building plateau
- Provision of utility services
- Drainage connections
- New road access off Kingsdown Road

The building works will comprise;

- Construction of a storage & distribution facility including;
- Landscaping
- Service yard
- Car Parking
- Site area 2.292ha.
- Warehouse 7,518 sqm
- Warehouse undercroft 118 sqm
- Offices 632 sqm
- Haunch height 12.50m
- Car Spaces 39
- HGV Parking 7 and Van parking 10

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- Dock doors 16
- Level Access Doors 2

The Contractor will oversee and manage the construction phase of the development and ensure that all subcontractors engaged adhere to the environmental controls documented in this submission.

The overall responsibility for implementation of the CEMP will lie with the developer, GLP.





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## 2. The Development and Construction

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## 2.1. Overview of the Proposed Development

A detailed planning permission was granted on 15 January 2024 (Ref. S/22/1819) for;

Erection of a warehouse (Use Classes B2 / B8) including ancillary office space, vehicular access, HGV and car parking, pedestrian / cycle access, sustainable drainage, and landscaping. G Park Kingsdown Road Swindon SN3 4TZ.

There are 21 planning conditions associated with the consent for the development. These have been tracked and it has been identified with pre-commencement conditions advised as; 5 (Proposed Access Road), 12 (Tree Pits), 14 (Retained Trees), 15 (Drainage Strategy), and 21 (CEMP).

## 2.2. Construction Programme

It is anticipated that the earliest start onsite for the development is September 2024. The construction programme requires the Build Contractor mobilisation period to complete the site set up and Contractor's site compounds.

The Contractor will also ensure that all construction related traffic travelling to and from the site will use the agreed routes. Once the construction compound and site access/exits points (in accordance with condition 5 of the planning permission) have been established it is anticipated that the on plot development will commence.

The programme encompasses the construction of a single unit, along with associated utility and drainage infrastructure. Following the mobilisation period, it is anticipated that construction works will commence on site from October 2024 and completion of the proposed scheme is anticipated April 2025.

Should it be required groundwater levels are to be managed by a competent contractor during construction with the use of drainage elements, pollution / silt control and over pumping as required. Attenuation ponds may also be required to hold water, prior to discharge at a controlled rate into the existing watercourse. This will avoid any erosion to the existing banks during construction, any required discharge licences will be obtained from the EA or relevant body.

## 2.3. Material Management Plan

Soils types Expected to Be Encountered

Description from Site Investigations (SI) to be updated upon receipt of SI;

- Topsoil (Class 5A)
- Cohesive Material (Class 2A & Class 2B)
- Granular Material (Class 1A & Class 1B)

Prior to excavation taking place on the site trial hole information in conjunction with any necessary additional trial holes excavated by the earthworks contractor will be consulted to plan the excavation sequence to ensure material type/ types to be encountered within each stage of the works is known and strategy for dealing with that specific material confirming point of deposition and or temporary stockpile is understood prior to works commencing.

Each distinct material type being encountered as part of the works will require segregation and adherence to specific handling and storage methodology, throughout the earthworks sequence. Described below are the key methods of working to be employed to deal with each distinct material type.

## 2.3.1. Topsoil (Class SA)

### Excavation

Topsoil will be stripped from working areas where this applies prior to any other earthworks or construction operations taking place. Prior to commencement of strip operations a suitable storage location will be selected, these locations will be away from open surface water ditches to prevent risk of silt runoff. Haul routes to storage locations will be agreed. If directed by the overseeing authority surface vegetation will be sprayed off using Glyphosate herbicide (Full rate 5Litres/Ha) 2 weeks in advance of strip operations.

Excavation will commence using an excavator fitted with a non-toothed bucket (Wide flat ditching bucket). Topsoil will be stripped to its full depth in a single excavation cycle, care will be taken not to contaminate topsoil with underlying subsoil materials. During the strip operation topsoil consistency will be monitored by supervisor and any distinct changes in soil type will be stripped and stockpiled separately.

Topsoil will be loaded directly into articulated dump trucks for transportation to stockpile areas, where possible Articulated Dump Trucks (ADT's) will be sited directly next to the loading excavator, trafficking only the non-stripped surface and not running on the stripped formation. The topsoil will primarily be stripped in periods of dry weather and the haul routes and ground conditions will be monitored daily.

If the ground conditions deteriorate from inclement weather the haul route will be reconsidered and the area remediated and fenced off to stop any further trafficking until the area has dried out. No areas of topsoil will be stripped from under the canopy of trees unless instructed by overseeing authority.

### Transportation

All topsoil will be transported from the point of excavation to stockpile location by 30-ton articulated dump trucks. Trucks will only travel on predefined haul routes; all haul routes will have topsoil stripped from them to a sufficient width to enable operation of ADT's and maintenance of haul routes without contaminating adjacent in-situ topsoil.

### Storage

Storage of topsoil is dependent on the period of time that topsoil will be stored. In this case less than 6 months. Due to the soils being stored for a short period of time (Less than 6 months) the stockpiles will be created to a maximum height of 4m.

The initial 2m of height of stockpile will be created by the ADTs tipping load to load covering the entire stockpile footprint, and a low ground pressure dozer will then level the tops of the deposited loads. The ADTs will then tip again load for load trafficking the previously tipped topsoil, this operation will be repeated until required stockpile height is achieved.

Once stockpile is completed a bulldozer will then trim the final stockpile to promote free draining of surface water and reduce ingress of water into the stockpile, and if required an excavator will seal off the surface with the back of the bucket (weather sealing).

## 2.3.2. Chalk (Class 3)

**Chalk unlikely to be present.**

## 2.3.3. Cohesive Fill Material (Class 2A & 2B)

### **Excavation/Compaction**

Excavation and compaction of material is to be in accordance with BGL's earthworks specification.

Care will be taken throughout the excavation process to ensure that all different material types encountered within the excavation process are selectively excavated and segregated.

Care will be taken to ensure all temporary stockpiles are clearly defined as to what material they contain so as to reduce risk of mixing soil types.

## 2.3.4. Granular Fill Material (Class 1A & 1B)

### **Excavation/Compaction**

Excavation and compaction of material is to be in accordance with BGL's earthworks specification.



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## 3. Site Context and Location

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The Site Logistics Plan is provided in Appendix 1, showing key locations like the location of the site compound, and parking for both cars and plant.

All site working areas (including compound and parking areas) will be secured by Heras security type fencing. This will be replaced as soon as practicable by the permanent security hoarding in some areas/ fencing to the main compound and carpark.

The site compound and parking area will have security lighting activated by photocells secured to the site cabins. The car park and pedestrian walkways will be prioritised for lighting. The lighting units will also be positioned to minimise light pollution to local properties.

Works will be carried out in daylight hours but should lighting be required within working areas, this will be provided by towable lighting sets moved and positioned as the work face and routes require albeit the majority of works is foreseen to be carried out during daylight hours only at this stage.



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## 4. Construction Traffic Routes

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Site access to the development plots can be seen within the Site Logistics Plan (Appendix 1). When finalised, the routes will also be signposted, with the site speed limit reduced to 15MPH on all haul roads and reduced further to 5MPH when passing other trades or vehicles.

The Construction Traffic and HGV Routeing Scheme will internally be covered by issuing the planned accessed routes to all HGV drivers entering the site. Where external deliveries are required, the routeing plan will form part of any order placed with strict instruction for HGV drivers to follow the approved access routes. Upon accessing the site for first, each HGV driver will be given a short induction where the approved routes will be reinforced to ensure nobody accidentally drives on prohibited routes.

If accessing the site on foot, there is an existing pedestrian pathway access to the site. The foot path can be seen in Appendix 1, marked as a green line on the Site Logistics Plan. This will mitigate the need for any pedestrian crossings only at the compound when accessing the site works.

The site will be secured using temporary Heras security type fencing and pedestrian crowd barriers to demarcate footpaths. The site compound will initially be secured with Heras fencing, followed by timber hoarding with vehicle and pedestrian gates. No vehicles will be allowed to leave the site without being forward facing for safety reasons. This will be enforced through inductions, site security manning the exit point, along with suitably qualified banksmen whenever reversing to enable leaving the site in a forward facing direction of travel as required.

Security will be located at the entrance of the site compound area and will control access of all pedestrians and vehicles entering the site. The security gateman will direct the construction traffic to the place of offloading. The site will be locked and secured at all other times. All deliveries will be scheduled and staggered throughout the working day to avoid the morning and evening peak flows.





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## 5. Recycling & Disposing of Waste

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The construction industry is a major consumer of natural resources, this use can be minimised using recycled materials, and the effects minimised by using sustainably sourced materials. Also, the way materials are used and stored can have an impact where these are damaged and need to be replaced.

Where possible, recycled or secondary aggregates will be used to avoid the use of virgin aggregate. Products with a recycled content will be used in preference to those without where possible.

Locally sourced materials will be used preferentially where this is economically feasible. Where the design and specification allows, the use of cement replacements will be investigated to lower the embodied carbon or concreting operations.

Only timber that is from a demonstrable sustainable source will be used. Delivery tickets will be on file with each line item stating whether it is from an FSC / PEFC source and referencing the chain of custody certificate number. The chain of custody certificate will also be on file showing the list of products covered under the certificate.

Materials vulnerable to damage through the weather/vehicle movements etc. will be stored in designated areas and suitably protected.

Waste on site will be managed in accordance with the waste hierarchy; Eliminate > Reduce > Reuse > Recycle > Recover > Dispose.



For example Precast or pre-cut materials will be used where possible to eliminate waste creation on site. Waste Management Contractors will be selected to help the Developer achieve its goal of increasing reuse and recycling rates, and minimising waste sent to landfill.

The Contractor may choose to complete a Site Waste Management Plan for all waste and non-waste movements and maintain this as a live record, although not a requirement.

Where waste is produced, and where possible, reports will be requested to show the actual tonnage of waste produced and the breakdown of how this waste was dealt with, e.g. diversion from landfill. To manage and monitor the waste process, waste streams will be estimated and monitored, and goals set with regards to the minimisation of waste produced. Where waste must be disposed of from site, the Contractor will obtain and check Waste Carrier Licenses for all companies who remove waste from site.

Also, for each disposal location, full environmental permits, exemptions or other evidence will be obtained and checked to ensure that these can accept the waste type and quantity to be sent there.

All waste transfer notes/hazardous waste consignment notes will be checked before signature to ensure all required information is recorded before the waste is removed. All waste duty of care information and waste movements may be captured in the Site Waste Management Plan (SWMP).

Where possible excavated natural material will be used in accordance with CL:AIRE The Definition of Waste: Development Industry Code of Practice. This will ensure that these materials do not get classified as waste and are used in a sustainable manner.

Also, where feasible, inert waste from demolition and construction will be crushed in line with the WRAP Quality Protocol for the Production of Aggregate from Inert Waste and reused on site.



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## 6. Management & Mitigation Plan

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This section of the CEMP presents the mitigation and management measures relating to potential adverse impacts and also to potential beneficial effects. It also details the monitoring strategy and the responsible party.

The Contractor will hold registration to BS EN ISO 14001:2004.

The site management team will comply with all specified requirements regarding environmental pollution and protection. All staff are fully trained and competent and will ensure that only suitably qualified persons or subcontractors carry out the each of the specific work packages involved on this project.

The Contractor will comply with the current legislation and British Standard recommendations as stated below:

- The Control of Pollution Act 1974 (in particular Part III, Sections 60 and 61).
- Part III of the Environmental Protection Act 1990.
- The Control of Noise at Work Regulations 2005.
- The Health and Safety at Work Act 1974.
- BS5228:2009+A1:2014: Noise Control on Construction and Open Sites.

Health, Safety, Environment, Quality (HSEQ) checks will be made on all proposed subcontractors prior to them commencing and their work on site will be regularly monitored in accordance with QA and environmental management procedures.

The Contractor will be an Associate member of the Considerate Constructors Scheme (CCS) and this project will be registered with the scheme. Compliance with the Scheme's Site Code of Considerate Practice indicates a site is achieving a standard beyond statutory requirements. The five criteria of the CCS code are:

- Enhancing the Appearance
- Respecting the Community
- Protecting the Environment
- Securing Everyone's Safety
- Caring for the Workforce

The project's performance against these criteria will be evaluated by an independent assessment by the Considerate Constructors Scheme.

Noise, dust and all other forms of pollution will be minimised, and every attempt shall be made to limit the nuisance caused to the general public by actions involved in carrying out the work. All statutory pollution legislation will be adhered to and any local bylaws abided by.

All necessary precautions will be taken to avoid causing damage to adjacent properties and roads surrounding the site. Features for preservation such as trees will be clearly marked and/or cordoned off to prevent accidental damage.

## 6.1. Hours of Work

Working hours will be 08.00 – 18.00 Monday to Friday only, in accordance with Swindon Borough Council. Saturday work will be between 8am – 1pm. There will be no work Sundays or bank/public holiday working. Permissions for any works requiring to be outside of these hours (e.g.: infrastructure works on the highway so as to cause minimum disruption to the public) will be sought from SBC and other relevant authorities prior to carrying out these works. Daily delivery vehicle movements will generally be off-peak to minimise disruption to the traveling public.

## 6.2. Ecological Issues

The contractor shall comply with the requirement of the Ecological Impact Assessment prepared by Delta Simons.

All construction works will be completed in accordance with recommendations included in the Delta Simons' reports, and carefully controlled in terms of their potential environmental impacts through implementation of best practice methodology. The Developer and their appointed Principal Contractor will be responsible for compliance with legal consents and planning conditions relating to nature conservation. Installation of physical protection measures and implementation of sensitive working practices during construction. They will also be responsible for regular inspection and maintenance of physical protection measures and monitoring of working practices during construction.

## 6.3. Noise and Vibration

Excessive noise and vibration not only represent a major hazard to site workers but can annoy neighbours and also disturb wildlife. For the construction phase, the Contractor will control and limit noise and vibration levels.

The Environmental Protection Act 1990 gives Local Authorities powers to control noise from construction sites by reference to Sections 60 and 61 of the Control of Pollution Act 1974 (COPA). Section 61 facilitates a process by which a Contractor agrees a method of working with a Local Authority, often stipulating hours and methods of working and occasionally agreeing specific noise limits at sensitive locations. Where noise and vibration limits are subject to control, the Contractor will apply for Consent (under Section 61 of the Control of Pollution Act 1974) to the Environmental Health Officer (EHO) at Swindon Borough Council (SBC). The Contractor shall employ the best practical means to minimise the noise and vibration produced by their operations whilst affecting the permitted scheme and shall have regard to the recommendations in BS5228:2009 "Code of practice for noise and vibration control on construction and open sites".

The following factors will be considered:

- Proximity to both residential and commercial sensitivities
- Duration of the works
- Time of day the works are to be undertaken
- Engineering practicability and safety
- Methods and types of plant
- Monitoring, liaison and reporting

Irrespective of the location of the works, the Contractor will ensure suitable mitigation and enhancement of the construction activities as outlined below:

- Appropriate operational hours;
- Considerate working hours for excessively noisy activities;
- Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable;
- Locating noisy plant and equipment as far away from dwellings as reasonably possible and where practical, carry out loading and unloading in these areas;
- Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings);
- Orienting plant that is known to emit noise strongly in one direction so that the noise is directed away from dwellings, where possible;
- Closing acoustic covers to engines when they are in use or idling; and
- Lowering materials slowly, whenever practicable, and not dropping them.

Working hour restrictions imposed on the project will be strictly adhered to. Night-time works will only be undertaken where no alternative is available. Arrangements for any such works shall be agreed with the Environmental Health Officer.

The noise control hierarchy will be implemented – Eliminate > Substitute > Isolate > Control – to minimise the effect of our operations and plant and machinery on neighbours.

Where works adjacent to sensitive receptors is unavoidable, the construction method utilised will be chosen to minimise noise and vibration. Where possible, noise and vibration will be controlled at source. Plant shall be positioned so that emissions do not cause nuisance to neighbours or sensitive receptors.

Where significant levels of noise may be generated, mitigation options will be employed using screening and localised acoustic enclosures to minimise any such noise effects.

The site layout during construction will be developed and maintained to avoid the creation of unnecessary noise and vibration, e.g. traffic and haul routes regularly inspected and maintained.

Where works are identified as being likely to cause disturbance to neighbours or other sensitive locations, noise/ vibration monitoring will be undertaken to determine the likelihood of any potential adverse effects on the sensitivities. Additional controls will be subsequently put in place should any issues arise.

Background readings will be undertaken prior to infrastructure works commencing.

## **6.4. Plant, Equipment & Fuel Storage**

The Contractor will use only environmentally acceptable plant and equipment, compatible with the safe and efficient construction of the works. Noise emitted by an item of plant will not exceed the relevant values quoted in either the relevant EC Directive/UK Statutory Instrument. All major items of plant and equipment will be accompanied on delivery with the relevant noise and vibration emission data.

All items of plant and equipment will be operated and maintained to manufacturer's recommendations, in such a manner as to avoid causing any excessive noise or exhaust emissions. Plant and equipment in poor condition or becoming unserviceable, will be removed from site and replaced with equipment in a serviceable condition. Where specified, effective silencers will be fitted to operational plant and equipment. All plant operating on the site in intermittent use will be shut down in the intervening periods between use.

All stationary plant will be sited (where practical) so that the noise impact at any nearby dwellings is minimised and it is enclosed or screened using the guidance and advice given in BS5228, except where this is considered to be unnecessary and/or impractical. Also, the earthworks have been designed to avoid the need for piled foundations.

The storage of fuels and oils is to be strictly in compliance with the Control of Pollution (Oil Storage) (England) Regulations. This applies to all fuel stored on site including that of our subcontractors. Fuel, oil and other pollutants will be stored in bunded tanks in a designated compound area away from watercourses and re-fuelling will only be carried out in this area using hoses fitted with trigger delivery nozzles. All fuel storage and chemical stores must remain locked when not in use and all containers / vessels must be of an approved type and clearly marked / labelled. The chemicals storage location is shown on the site logistics plan at appendix 1.

The site location must be checked to see whether it falls within an inner or outer source protection zone, appropriate controls will be put in place should this be the case. The site will nominate a Fuel Storage Coordinator and all storage locations will be inspected weekly and recorded. All fuel deliveries will be supervised by the Fuel Storage Coordinator(s) for the entire duration of the refuelling operation.

The Emergency Spill Procedure details the actions we'll take before, during and after an incident. Copies of this procedure along with the name of the contractor's designated spill supervisor will be attached to fuel bowsers and spill kits.

Spill kits must be retained with all static fuel tanks and mobile bowsers and also provided at strategic locations around the site, taking into consideration the nature and volume of works, as well as plant and equipment in use at any given time.

### Emergency Spill Procedure

#### **STOP WORK Immediately and RAISE THE ALARM**

- Fast, immediate response is vital
- Raise the alarm if necessary
- At the very least make sure everyone in the vicinity is aware of the incident
- Do not rush into unknown solutions

#### **BE AWARE – IDENTIFY THE SPILL**

- Identify the source and substance spilling, don't try to identify the substance by touch or smell
- If you are not sure what the substance is, don't take any risks
- If the spillage is flammable remove all sources of ignition
- Safety for you and others is the number one priority
- Do you need to excavate the site?

#### **PROTECT YOURSELF**

- PPE – Safety boots, gloves, goggles and overalls must be suitable for the spillage



## HELP THE INJURED

- If anyone is injured help them first, but only if it is safe to do so. Rushing in could make you a victim too. Do you need the emergency services?

## STOP THE SOURCE

- For example, patch holes in drums with a leak
- If the spillage is flammable extinguish all sources of ignition

## SCALE OF THE SPILL – DO YOU NEED AN EMERGENCY SPILL CONTRACTOR?

- Is it a small spill or heavy flow?
- Can you and your colleagues handle it, or do you need one of our emergency spill contractors?
- Contact the emergency spill contractor if it is a large spillage or is already seeping into the ground or watercourse
- If it is a large spillage near an identified sensitive area

## CONTAIN THE SPILL

- Stop the spill from spreading and from reaching drains, open grounds or sensitive areas
- Use spill granules, sand, bunds to contain the spill
- Cover or protect drains (even if some spill has already entered the drain)

## NOTIFY

- Notify somebody from the site team
- Notify your projects Environmental Manager
- If you are unable to contact the Environmental Manager, contact your Health and Safety Manager
- If the spill has reached a surface water drain, stream or ditch or soaked away into open ground this should be assessed immediately on the 24 hour helpline 0800 807060
- The Environmental Manager will then liaise with the Environment Agency
- If it has reached a foul drain, the sewer provider should also be notified as soon as possible

## CLEAN-UP

- Cordon off the area to make sure no-one walks through the spillage
- Use absorbents (Granules, sand etc to soak up the spill)
- Work from the outside if the spill inwards

## WASTE DISPOSAL

- Used spill materials and PPE will need to be disposed of correctly
- Take the disposal bags to the waste to avoid trailing spent or leaking absorbents around the site
- Tag each bag with a clear description of its contents
- If the waste resulted from oil etc this will have to be disposed of as contaminated waste
- If you are unsure of how to dispose of the waste consult a member of the site management team, Environmental Manager or Environment Agency

### RE-STOCK

- Make sure the site manager is aware of the situation and that the spill kit is restocked
- An empty spill kit is as bad as no spill kit
- Do not use the spill kit for any other purposes

### REPORT

- The incident should be reported according to the requirements of the HSE31 Accident and Incident Report Form

### 6.5. Mud & Dust Control

Where large volumes of spoil or other material are to be transported off site, the Contractor will contact the Local Highways Department and arrangements shall be made for protecting the local roads from mud and debris.

'No construction traffic beyond this point' and 'No access for construction traffic' signs will be erected on the existing estate roads and in surrounding villages. All construction traffic will be directed to the site via the designated site access point.

The Contractor will ensure that the public highways and pavements adjacent to the site are kept in clean condition at all times. This will be achieved via on site wheel washing facilities and road sweepers for the highway[s] as required. A road sweeper will be in attendance when deliveries are ongoing, and twice a day when there are none.

As well as causing a nuisance to neighbours, dust can lead to both health issues to persons on and off site and can have adverse ecological impacts. Potential sources of emissions must be identified, and appropriate controls applied to eliminate or minimise effects on neighbours and other sensitive receptors.

Where possible, dust creating activities will be completed away from sensitive receptors e.g. crushing or cutting of concrete materials. The following control measures will be implemented as a minimum:

- All dust-producing activities will be dampened down, preferably at source.
- Dust controls are will be planned prior to demolition and maintained during demolition.
- Debris netting will be utilised during potentially dusty demolition and construction activities.
- Hard standing will be provided as early as possible to provide a running surface for vehicles that is easier to control dust emissions.
- Wheel wash facilities will be provided (where this is practicable) where mud is likely to be transported onto the public highway, this will be combined with road sweeping to reduce the possibility of dust even further.
- Haul routes will be regularly damped down with mobile suppression systems and regularly cleaned.
- Maximum speed limits of 15mph on unsurfaced haul routes and work areas and 10mph on surfaced haul routes and work areas will be imposed.
- All vehicles carrying loose or potentially dusty material to or from the site are to be fully sheeted.
- Drop heights will be minimised from conveyors, loading shovels, hoppers and other loading or handling equipment, additional water suppression will be utilised where possible.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.

- Vehicles will be well maintained to minimise release of particulate matter through the exhaust. Carry out regular inspections to monitor dust levels and the effectiveness of any suppression in use. Dust monitoring will be carried out where dust is likely to cause potential nuisance or damage to adjacent sensitive receptors. The results of this monitoring will be assessed against background readings to determine any effect of our works on dust levels.

This list is not exhaustive and additional measures detailed by the client, planning conditions and previous environmental statements will be included implemented.

## 6.6. Ground & Water Pollution

If works are not planned properly, construction activities have the potential to cause pollution to the land and water environments. It is an offence to cause or knowingly permit any solid, noxious or polluting material to enter controlled waters unless consent by the EA has been issued.

Where information on existing ground conditions is not already available, investigations will be undertaken to determine the existing conditions of the site, and any contamination already present. Where required, a remediation strategy will be implemented to deal with any existing contamination

Areas of known contamination will be fenced off and access only made available to authorised persons. Where contaminated arisings need to be stockpiled, these will be placed on and covered by a polythene liner or similar to prevent cross contamination with the underlying ground.

When pumping anything other than clean uncontaminated rainwater, a settlement tank is to be used to remove suspended solids and if required, hydrocarbons.

Fuel/oil and chemical storage along with all refuelling will take place at least 10m away from water courses or surface/foul drainage.

Concrete washout will be undertaken into a lined skip or pit and will not take place within 10m of a watercourse or surface/foul drainage. Wash waters from wheel washing will not be allowed to enter water courses or drainage.

Controls to prevent uncontrolled runoff into watercourses will be put in place and agreed with the EA where required.

Consent will be sought from the Local Authority where works that will affect the flow of ordinary watercourses is required.

## 6.7. Surface Water Management

The surface water drainage strategy has been developed taking due cognisance of site conditions, and the principles approved under the BGL's strategy.

Surface water from the service yard will pass through Class 1 petrol interceptors prior to entering the storage devices. In this way, runoff from the developed site will replicate pre-development conditions, with all surface water entering the local watercourse network at greenfield rates.

## 6.8. Hazardous Waste and Materials

Suspected Contaminated material identified through visual or olfactory means where encountered will be third party tested in accordance with the current legislation & guidelines and if deemed unacceptable to remain on site will be disposed of at a licensed tip (Mepal Permit number EPR/LP3996/ND).

Where the existence of hazardous materials or contaminants is suspected, a physical survey of the site will be carried out to confirm or determine the extent of the material. Where tests are required to prove toxicity or otherwise, the sampling requirements shall be determined by consultation with appropriate consultants and testing laboratories.

The Contractors' Environmental Manager will be contacted, and advice sought on the procedures for the sampling, monitoring and safe disposal of hazardous substances (e.g.: asbestos, dumped toxins, contaminated land etc.).

Where asbestos is found in the works, the principal contractor will dispose of the material in accordance with the Control of Asbestos Regulation 2012.

Toxic or contaminated waste will be tipped ONLY on sites with a current authorised license, and ONLY following the notification of the Local Waste Disposal Authority.

The Contractor will conform to all Local Authority conditions concerning the handling and disposal of such wastes. Where the consignment note system is used, the Local Authority shall be informed at least 3 working days in advance of the proposed movement of the waste.



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## 7. Conclusions

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The local emergency services will also be informed, well in advance, of the proposed route for transporting the waste from site to the point of disposal.

## **7.1. Other Environmental Considerations**

All works to be carried out in accordance with the planning conditions. The ecology report must be followed to comply with habitat protection required during bird nesting season March through to September.

Where generators are required for lighting purposes in urban areas, they will be housed in suitable acoustic enclosures. Lighting will face away from residential properties wherever possible and lights shielded to prevent glare to any residential property or road users.

The Contractor will apply to the Local Authority for the relevant authorisation permits in the event of the following:

There is a necessity to divert public rights of way as a result of constructing the permanent works.

Or,

There is a necessity to provide temporary wayleaves if access is required through adjacent properties or across private rights of way. It will be general policy to preserve all trees, except those that are specified as required to be removed.

## **7.2. Liaison with the Health & Safety Executive**

The project will be notified to the Health and Safety Executive prior to commencement of works in accordance with (Construction Design Management) Regulations 2015.

This submission provides comprehensive details of the Contractor's proposals to mitigate ecological issues and how the environment will be protected during the course of construction of 1 warehouse (Use Classes B2 / B8) at G Park Kingsdown Road, Swindon.



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## Appendices

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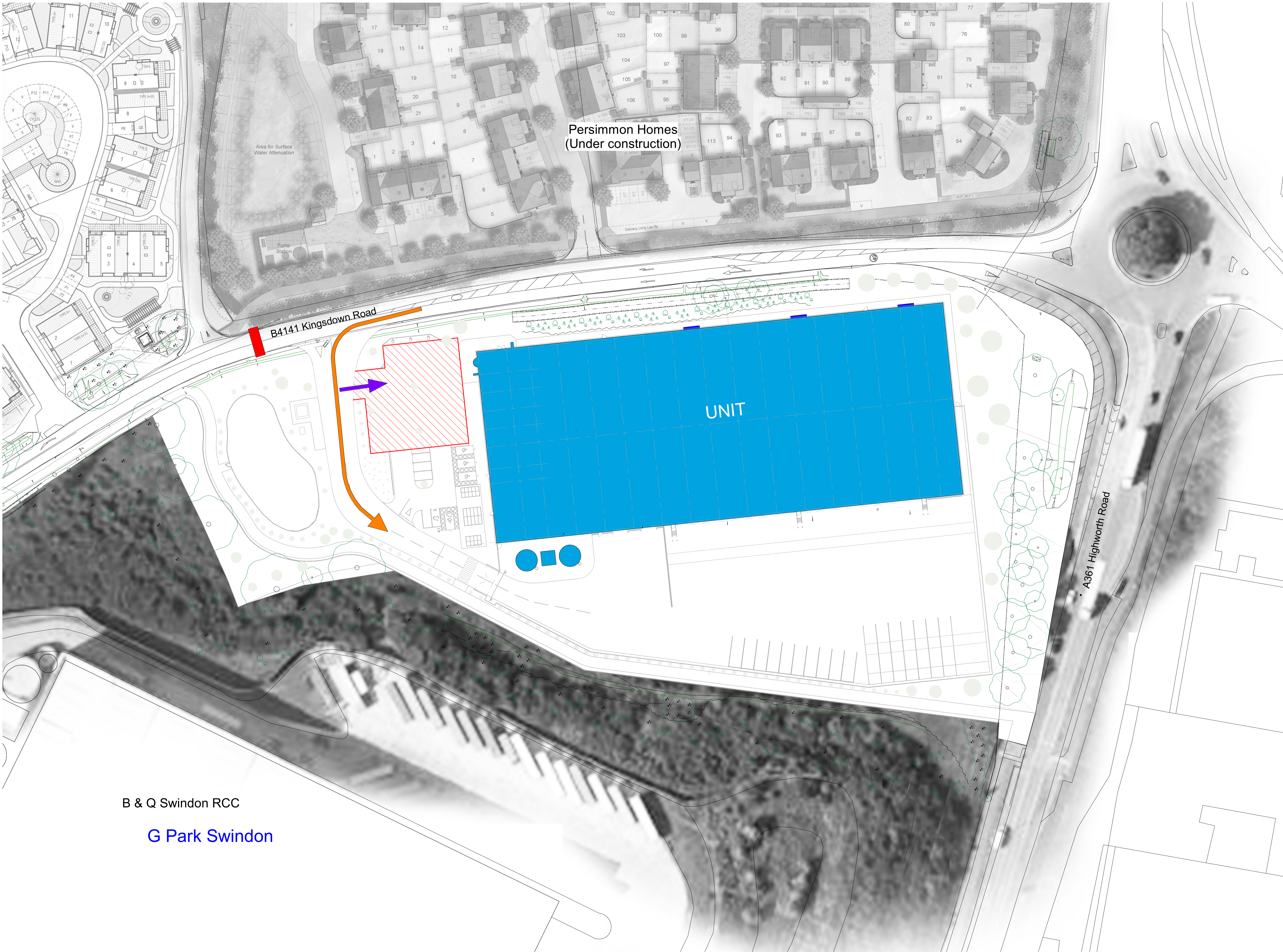


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## Appendix 1.0 Site Logistics Plan

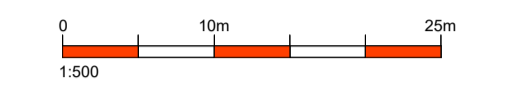
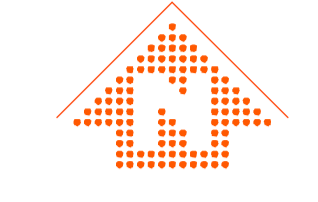
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B & Q Swindon RCC  
G Park Swindon

NOTES:  
Copyright Chetwoods (Birmingham) Limited. No implied licence exists.  
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.  
Subject to statutory approvals and survey.  
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.  
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.  
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design team's comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



**SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING. LAYOUT TO BE TRACKED. RED LINES INDICATIVE ONLY**

**G PARK, SWINDON DEVELOPMENT IS PRIVATE AND CONFIDENTIAL. THIS DRAWING HAS BEEN PRODUCED IN DRAFT FORM FOR ILLUSTRATIVE PURPOSES ONLY.**

Notes:  
Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.  
Any dimensions given are to be confirmed with site measure.

All sq. ft areas are based on the conversion factor of 10.763910417 to ensure the most accurate results for the overall total. However, as no decimal values as shown, individual areas will be rounded up or down which can sometimes result in the total sums not being exact.

- Proposed warehouse unit
- Site access
- Site compound access
- Site compound with portable cabins & welfare
- No construction traffic to turn left on exit

P 1	First issue for information	12.03.24	DG/PS
Rev	Revision Description	Date	Author/Reviewer

**PRELIMINARY**

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Project  
G Park Swindon



Drawing Title  
**LOGISTICS CONSTRUCTION PLAN**

Scale	Size	Drawn	Checked	Date
As indicated	A1	DG	PS	12/03/24

Project	Originator	Zone	Level	Type	Role	Number	Rev
4230	CA	00	00	DR	A	00030	P 1