

Construction & Environmental Management Plan

Land off Berry Hill Rd, Adderbury, Banbury, OX17 3HF



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Construction and Environmental Management Plan Revision Sheet

Record of Amendments

Version No.	Date	Brief description of Amendment
1	20.03.22	Initial Issue
2	18.04.23	Updated working hours to reflect CDC standards

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Land off Berry Hill Rd, Adderbury – Construction Environmental Management Plan

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Land off Berry Hill Rd, Adderbury – Construction Environmental Management Plan

1.0 Introduction

1.1 Purpose

This **Construction Environmental Management Plan (CEMP)** has been prepared to provide an actively managed framework needed for the planning and implementation of Construction Works proposed at land off Berry Hill Road, Adderbury in accordance with the environmental commitments required by planning condition 19 and section 106 agreement in relation to the consented outline planning permission (**19/00963/OUT**).

The actions set out in this plan are intended as a tool for anticipating, recording and mitigating any impacts and it provides generic and specific actions to be undertaken either prior to or during the Construction Works. Construction Works on site are to be undertaken with due regard to this CEMP. The CEMP is applicable to all staff and operatives working on the project, throughout the construction phase and aims to minimise disturbance to residents and wildlife.

Wherever possible ecological features will be retained and strengthened. This CEMP will protect important features during site preparation and the construction phase and will adopt best practice to prevent accidental damage to environmental receptors, (e.g. trees by machinery), to avoid impacts of light, runoff and dust, and by adherence to Environment Agency Pollution Prevention Guidelines. Reference should also be made to appendix A, B, C & D.

1.2 Background to the project and site description

The site occupies an area of 4.0 hectares of greenfield land which has been used as a paddock for horses.

1.3 Environmental Policy

Hayfield Homes recognises that its activities impact directly on the environment and is therefore committed to:

- ensuring full compliance with any relevant statutory legislation or guidelines with the contract.
- treating all legal obligations as the minimum standard;

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- identifying and assessing environmental aspects in advance and ensuring, where possible, that controls are implemented and maintained; and
- putting measures in place to prevent and control pollution incidents.

1.4 Roles and Responsibilities

Members of the Project Team may be assigned specific roles and will be responsible for the correct application of the CEMP. The details of the actions to be taken to implement each aspect of the CEMP will need to be developed and specified by the Contractor in Method Statements or Work Instructions. Individual specialists will be appointed to provide expert advice. The Contractor will identify individuals, along with their role, responsibility and authority. It should be noted that one person could fulfil several roles.

Production Director

The Production Director is responsible for the effective resourcing of staff to ensure that the environmental requirements identified in the CEMP are undertaken and to check that construction activities comply with the requirements of the CEMP.

Site Manager

The Site Manager will be responsible for coordinating and managing all the environmental activities during the construction phase. The Site Manager's responsibilities include:

- monitor construction activities and performance to ensure compliance with the CEMP and that identified and appropriate control measures are being effective;
- ensure delivery of environmental training to personnel within the project team;
- act as a main point of contact between the regulatory authorities and the project on environmental issues;
- develop and review the CEMP and specialist procedures;
- manage and coordinate work carried out by the environmental specialists;
- lead the appointment of environmental specialists as appropriate.

Environmental Clerk of Works / Consultant (EnviroCW)

The Contractor's ECW (EnviroCW) is responsible for advising on environmental activities on the project, reporting to the Site Manager. The EnviroCW's responsibilities include:

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- monitoring of construction activities and performance to ensure that appropriate environmental control measures are being implemented and are effective;
- provision of advice and liaison with the construction team to ensure that environmental risks are identified, and appropriate controls are developed and included within Method Statements and Risk Assessments; and
- in conjunction with the environmental specialists, overall monitoring of the programme for environmental works, and provision of status reports as necessary.

Ecological Clerk of Works / Consultant (EcoCW)

The Contractor's (EcoCW) is responsible for advising on ecological activities on the project, reporting to the Site Manager. The EcoCW's responsibilities include:

- Advise on, and monitoring of, construction activities
- Pre-construction checks for sensitive habitats and protected species
- Micro-siting infrastructure features
- Dewatering and runoff control
- Preparation of Species Protection Plans for Breeding Birds, protected mammals, reptiles, amphibians
- EPS Licenses
- Pre-construction checks
- Construction exclusion zones
- Monitoring execution and effectiveness of pollution prevention plans
- Water quality sampling
- Retain copies of all ecological reports relevant to site works, relevant planning conditions and any relevant protected species licenses. All reports will be kept in the site office and will be available to refer to at any time.

1.6 Method Statements

Method Statements will be completed by, or on behalf of, the Contractor or Subcontractor by trained engineers or other appropriately experienced personnel, in consultation with on-site environmental staff and environmental specialists from the LPA (where necessary). Their production will include a review of the environmental risks and commitments, as identified in the Environmental Risk Assessment, so that appropriate control measures are developed and included within the construction processes.

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Method Statements will be reviewed and approved for use by Hayfield Homes Health & Safety Department) and, where necessary, by an appropriate environmental specialist. Where appropriate, Method Statements will be submitted to the enforcement agencies (Environment Agency, Natural England, Cherwell District Council / Oxfordshire County Council Environmental Health Officer etc). Method Statements shall contain as a minimum:

- any permit or consent requirements;
- work to be undertaken and methods of construction;
- labour and supervision requirements;
- health, safety and environmental considerations;
- location of the activity and access/egress arrangements;
- plant and materials to be used (including spill kits).

1.8 Environmental Risk Assessments

All activities undertaken on site will be subject to an Environmental Risk Assessment to be carried out by the Contractor or Subcontractor. Environmental Risk Assessment will be undertaken by trained staff following an approved procedure which will:

- identify the significant environmental impacts that can be anticipated;
- assess the environmental risks from these impacts;
- allocate responsible person for actioning required control measures.
- identify the control measures to be taken and re-calculate the risk;
- report where an inappropriate level of residual risk is identified so that action can be taken through design changes, re-scheduling of work or alternative methods of working to reduce the risk to an acceptable level;

The results of an Environmental Risk Assessment and its residual risks are considered acceptable where, using all reasonable endeavours, the severity of outcome is reduced to the lowest practical level; the number of risk exposures are minimised; all reasonably practical mitigating measures have been taken; and the residual risk rating is reduced to a minimum.

The findings of the Environmental Risk Assessment, and in particular the necessary controls, will be explained to all operatives before the commencement of the relevant tasks using an agreed instruction format.

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1.9 Relevant Environmental Legislation

The Contractor is required to comply with all relevant legislation for the construction phase of the project. This shall include but is not limited to the following:

- Control of Pollution Act (COPA) 1974;
- Countryside and Rights of Way Act 2000;
- Environmental Protection Act 1990;
- Water Resources Act 1991;
- Environment Act 1995;
- Wildlife and Countryside Act 1981;
- Hazardous Waste (England and Wales) Regulations, 2005;
- List of Wastes (England) Regulations, 2005.

In addition to the above the Contractor will refer to CIRIA Environmental Good Practice on Site C502, Planning Policy Guidance Notes and Environment Agency Pollution Prevention Guidance notes.

1.10 Authorisations and Permissions

All licences, consents and permits which may be required for the construction works will be obtained from the appropriate authority. The obtaining of all such authorisations will be the responsibility of the Contractor.

1.11 Environmental Monitoring and Auditing

Audits

The purpose of environmental auditing is to provide a check that appropriate environmental supervision is taking place, in accordance with statutory requirements and the CEMP. The Environmental Audit will also review the results of monitoring undertaken during construction, in order to identify the need for any additional environmental management or mitigation measures to be implemented.

Internal Audits/Inspections will be undertaken by the ECW to establish that procedures and actions highlighted in the CEMP are being implemented and to confirm conformity with the Contract requirements. An Environmental Audit report will be produced at regular intervals to be agreed between the ECW and Site Manager, certifying compliance with the required standards, and identifying any areas of non-compliance, including remedial actions to be taken. The scope of the Environmental Audit will cover all the environmental aspects and impacts relating to construction. The Audit will comprise of unspecified visits as appropriate.

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Non-conforming processes will initiate a Non-Conformance Report, which will identify the nature of the problem, the proposed corrective action taken to avert recurrence of the problem, and verification that the agreed actions have been carried out.

Monitoring

Monitoring of noise, vibration, dust and water quality will be carried out as agreed with the relevant authority (eg Local Authority or Environment Agency). The Contractor will maintain a register of environmental monitoring.

Training

Regular 'Toolbox Talks' on specialised topics shall supplement the induction course. Toolbox talks shall be used to highlight issues of concern and to disseminate new information not previously provided. They will also offer site personnel with the opportunity to provide feedback.

Tool Box Talks shall include, but will not be limited to, instances where:

- There is a change in existing legislation, which requires an operational change.
- Site inspections or audits have identified corrective actions which require rolling out.
- Work is being undertaken in environmentally sensitive areas.
- There are significant changes in environmental conditions, i.e. heavy rainfall.

The frequency and topics of the Toolbox Talks shall depend upon the phase of construction. They shall be provided as often as necessary to address site-specific environmental requirements.

Toolbox talk topics for environmental shall include, but will not be limited to:

- Ecologically sensitive areas
- Environmental incident and reporting
- Invasive weeds
- Protected species
- Silt and water management

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- Waste management and segregation

Records of all 'Toolbox Talks' and attendance shall be kept in the site offices.

Specialist Training

Specialist training for specific members of the construction crews will be provided as required. This may include, but will not be limited to:

- Emergency environmental crews
- Waste representatives
- Fuel tanker drivers

See Appendix F for latest ecological report.

1.12 Environmental Emergency Response

A Pollution Incident Control Plan (PICP) will be prepared by the Contractor to incorporate emergency training requirements and the reporting of incidents. The Contractor will carry out the works using reasonable skill and care to avoid and/or minimise environmental incidents. The PICP sets out the precautions to be taken to avoid the discharge of hazardous materials. Occasionally, however, despite stringent measures being in place, uncontrolled releases, pollution incidents (such as spillages) and nuisance events may occur. The PICP will be designed and implemented to contain and limit the effects as far as reasonably practicable by listing the rapid response and other procedures (such as clean-up) to be followed in such an event.

The PICP will principally deal with any potential oil or diesel spillages, as these are considered the most likely accidental events. Other potential incidents could include nuisance complaints regarding noise or dust releases. In addition, the PICP will address the response applicable to an environmental incident, regulatory notification, emergency services and any environmental complaints or enquiries from the general public.

Environmental incidents will be reported to the Operations Director and Site Manager at the earliest opportunity and within 24 hours. Environmental incidents must be reported immediately to the Environment Agency 24 hour Emergency Hotline on 0800 80 70 60.

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1.13 Related Documents

Table 1 outlines the related documentation which provides additional information or the basis for actions prescribed in this CEMP.

Table 1: Related Documents		
Ref.	Title	Location
19/00963/OUT	Outline planning permission subject to a planning condition	Site Office

1.14 Programme/Phasing

Construction is anticipated to begin in October 2022 and to span a 24-month period. The initial works will include installation of tree protection and removal of trees and hedges in accordance with the planning consent, followed by demolition of existing equestrian facilities. Phase 1 of build will be the temporary construction access to the site at the point of the proposed pedestrian link into site along with the building of a show home adjacent to the new permanent access to the development. We will build our way around the site anti-clockwise from the showhome area North and West across the site.

2.0 Site Specific Controls

2.1 Wheel Wash Facilities

The site management team will implement measures to prevent mud & debris being taken onto areas adjacent to the project site and the public highway.

The measures implemented will be appropriate to the location of the construction work and the degree of mud and debris being produced. Traditionally, wheel washing involved significant water supply, proving unsustainable. It has been proven that the early construction of the road network is much more sustainable. Therefore, water bowsers with jet wash & brushes (with consideration of containment of surface water run-off) will be used throughout the phasing of development and be located within 20m of the site's construction access to accord with the provision of the site access road. Once the site roads are constructed to tarmac base course, the use of road sweepers will also be employed, when deemed necessary. We will however continue to have a jet wash on site as shown in Appendix G.

2.2 Dust Suppression

Onsite dust creation will be monitored to ensure that there is no impact to air quality within the vicinity of the development. Nearby sensitive receptors will be identified and construction activities which generate dust will be carried out away from these sensitive receptors.

Activities include but are not limited to the following;

- Earthworks
- Construction Traffic
- Waste Transfer and Movement

Dust suppression techniques will be employed if mitigation is required. Road sweeping and damping down will control the dust during prolonged periods of dry weather, along with the implementation of site speed limits (set at a maximum of 10 M.P.H. as appropriate).

Haul lorries should be adequately sheeted to minimise the release of fine particles into the air.

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The main ground works contractor and Developer shall ensure that the local road network is kept clear of mud/debris that might have been tracked from the construction site. Road sweepers will be deployed when necessary. Dust monitoring will form part of the daily site inspections.

2.3 Earthworks

Topsoil will be stripped using an excavator and dumper and placed in temporary bunds. The temporary topsoil bund will be formed using an excavator into steep sides to ensure surface run off from rain fall, the bund surface will be compacted using the bucket of the excavator to prevent ingress of rain fall and deterioration of the topsoil. Stripping of topsoil and subsequent backfilling shall be undertaken progressively to minimise the extent of exposed formation such that excavations requiring backfilling shall remain open only for the minimum period necessary. The bunds will not reach more than 2m in height at any time with side slopes of fill not exceeding 1(v) to 1.5(h) at any stage.

Materials removed from site will be re-used, where possible, with topsoil being reused within the gardens and informal green spaces within the development. Any excess materials will be removed from site for reuse or disposal at an appropriately licenced facility.

2.4 Vehicle Emissions

Most plant and machinery used on the site shall be powered by diesel engines. In order to control the emission of excessive exhaust fumes, the contractor shall regularly check and inspect all plant to ensure it is in good working order and is maintained appropriately.

2.5 Noise and Vibration Mitigation

There are several sources of noise and vibration on the development site. In particular; machine drivers, breakers, & grinders/cutters. Construction activities likely to cause undue noise and vibration are to be carried out within designated hours (7.30am-6pm Monday to Friday, 8am-1pm on Saturday). All on site works shall have due regard to BS5228 1 2009+A1 2014 and to ensure minimal disturbance, all necessary vehicles will be fitted with broadband/white noise reversing sirens only.

Vehicles and plant used during construction will be maintained in good and efficient working order. When not in use machinery is to be switched off and not left running.

Acoustic covers will be fitted to appropriate machinery.

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2.6 Details of temporary lighting during construction

No external temporary lighting is proposed during the construction works, except some nominal lighting within the Site Compound for the purpose of site security.

Compound lighting will be positioned in such a way as it offers no nuisance or pollution. It will consist of the use of 60W ES Oval Bulkhead White IP54 metal guard (or equal), number and position to be confirmed on site subject to the written agreement of the Local Planning Authority.

2.7 Details of enclosure of working areas

All construction areas will be enclosed and locked at night for both security and safety.
The site compound will have designated storage areas, as well as refuelling areas and welfare facilities

2.8 Access Arrangements & Condition Survey

All construction areas will be enclosed and locked at night for both security and safety.
The site compound will have designated storage areas, as well as refuelling areas and welfare facilities
Access to be taken from the principal point of access as per the approved access.
A highway condition survey will be undertaken prior to the commencement of development for the principal route to site. This will inform any remedial works which may be required post-development, which should be undertaken in a timely manner as required.

2.9 Construction Vehicle Delivery Times

While in general site hours particularly will be 07.30 till 18.00 on weekdays and 08:00 to 12:30 on Saturdays.
It is envisaged that in general, construction traffic associated with the delivery of materials and plant and removal of surplus and/or waste materials (i.e. other than staff vehicles) will typically arrive and depart between 08:00 to 17:00 on Monday to Friday and between 08:00 and 12:00 on Saturdays. The site manager will be responsible for the proactive management of site logistics.
All deliveries will be pre-booked with 48 hours' notice and be held on a Delivery Schedule. This schedule will be used to prevent congestion on the road network or construction site.
All construction vehicles will physically turn on to the site in order to ensure that the public highway is kept free for general traffic.

Appendix A: Noise Mitigation – Best Practicable Means

1. Careful selection of working methods and programme and all on site works shall have due regard to BS5228 1 2009+A1 2014;
2. Selection of quietest working equipment available where possible e.g. electric/battery powered equipment, which is generally quieter than petrol/diesel powered;
3. All equipment shall be maintained in accordance with the manufacturer's specification;
4. All equipment shall be fitted with exhaust silencers to comply with the manufacturer's specification;
5. All equipment fitted with engine covers shall only be operated with those covers closed and fastened to prevent rattling;
6. No equipment shall operate other than at manufacturer's rated working levels; site staff shall not 'rev' equipment unnecessarily;
7. Shutting down of equipment when not in use, i.e. maintain a 'no idling policy';
8. Where possible plant with directional noise characteristics shall be positioned to minimise noise at adjacent properties;
9. All audible warning systems in use on the site shall be designed to minimise their noise impact and broadband/white noise reversing sirens only;
10. Static machines shall be sited as far away as practicable from inhabited buildings or other noise sensitive locations;
11. Unattended plant outside normal working hours should, if possible, be powered by electricity otherwise acoustic enclosures will be necessary to minimise noise levels;
12. Positioning of equipment behind physical barriers, i.e. existing features, hoarding or purpose-built acoustic barriers;
13. Moving parts of working platforms and other equipment shall be lubricated to control noise when being operated;
14. Seeking to avoid the use of pneumatic breakers and drills when breaking pavements. Alternative methods include chemical slitters or falling weight breakers;
15. Handling of all materials in a manner which minimises noise, including minimising drop heights into hoppers and lorries;
16. Switching all audible warning systems to the minimum setting required by the Health and Safety Executive, and using banksmen as an alternative to audible alarms wherever practicable;
17. Planning the routes and times of deliveries to minimise nuisance to local communities;
18. No vehicles shall wait or queue on the public highway with their engines running for any more than 5 minutes;
19. Where operations are required at night, a quiet night-time working ethic will be employed ensuring that all staff have consideration for nearby residents. This will include controls over the use of raised voices and bad language, and controls over the use of radios and telephones;
20. No plant and equipment shall be left running for any more than 5 minutes if not required for immediate use or required to ensure continuity of braking or lighting supply. Any equipment left running when not required for immediate use within this 5-minute period shall be set to engine tickover in order to minimise noise emissions from that equipment wherever possible;
21. Reminding all site employees of their obligation to minimise noise on site by the use of signs and site inductions;
22. Toolbox talks will be carried out to make sure that all site staff are aware of their environmental responsibilities and of the sensitivities of the vicinity. These will also ensure that Best Practicable Means of control are delivered on the site; and
23. Engaging in community liaison to explore ways of minimising noise impacts and increasing local tolerance to noise.

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Where cranes are in use on site:

24. Crane drivers will be instructed to operate the crane at all times in as quiet a way as possible, and not to run the crane engine at high speed whilst slewing or moving the crane, or carrying out other manoeuvres;
25. Crane spindles, pulley wheels and telescopic sections shall be adequately lubricated in order to prevent screeching or squealing;

Appendix B: Relevant Environment Agency Pollution Guidance

It is considered that the works will be in accordance with the following pollution prevention guidance as a minimum

<https://www.gov.uk/guidance/pollution-prevention-for-businesses#polluting-substances>

Which contains pollution prevention guidance for businesses in the following areas:

1. [Polluting substances](#)
2. [Activities that produce contaminated water](#)
3. [Correct use of drains](#)
4. [Storing materials, products and waste](#)
5. [Unloading and moving potential pollutants](#)
6. [Construction, inspection and maintenance](#)
7. [Set up an environmental management system](#)
8. [Contact the Environment Agency](#)

Please note Individual PPG's while still available were withdrawn in England in December 2015 and shouldn't be used.

Appendix C: Noise Complaint Procedure

In the event of any noise complaint from a member of the public, the site supervisor or someone considered by the site supervisor as competent, will investigate the validity of the complaint.

Where the complaint is upheld as valid, action will be taken to mitigate noise levels to an acceptable level. This may include the use of temporary barriers during the operations considered to be causing complaint, or the prohibition of use of an item or items of plant until quieter plant or alternative methods of operation are imposed to reduce the impact.

Where the complaint is not upheld, the complaint will be recorded in full detail in the site diary.

A log will be kept of all complaints received, the action taken to investigate the validity of the complaint and any additional noise mitigation measures that are implemented where a complaint is upheld as valid. The log will be provided to the Environmental Health Officer as and when requested.

Appendix D: Air Quality and Dust Mitigation – Best Practicable Means

1. All plant and equipment to be maintained in accordance with appropriate legislation or manufacturers recommendations to ensure emissions to atmosphere are minimised;
2. Engines of plant and machinery and lorries to be turned off at all times when not in use;
3. No burning of material to take place on site;
4. Ensure adequate water supply on site;
5. Ensure run-off water from dust suppression activities is disposed of in accordance with appropriate legal requirement;
6. Wheel washing at the exits from construction areas where there is a potential for dust and mud to be carried on to the highway;
7. Regular visual monitoring of construction activities to identify any significant dust sources;
8. Location of potentially significant dust sources away from construction site boundaries wherever possible;
9. Water suppression in dry conditions to reduce dust emissions (use mobile bowsers or fixed sprayers as appropriate);
10. A speed limit applied to all construction vehicles working on the construction site;
11. Minimising heights for any stockpiles and tipping operations;
12. Avoid double handling of excavated material wherever practicable;
13. Seal or re-vegetate completed earthworks as soon as reasonably practicable after completion;
14. Use of solid hoardings around the site boundary and dust generating activities;
15. Sheeting of loads during transport of dusty/friable material; and
16. Ensure deliveries of bulk cement and other similar powder materials are in enclosed tankers and stored in suitable silos with emission control systems to prevent escape of material and overfilling during delivery.

Where construction activities are close to potentially sensitive receptors, additional dust control procedures should be adopted as appropriate. These may include:

1. Avoiding earthworks during dry weather or provision of additional suppression equipment to control dust;
2. Ensure mixing of cement, grout and other similar materials takes place in locations remote from sensitive receptors or is totally enclosed; and
3. Use increased hording heights around sensitive receptors.

Appendix E: Prevention, Containment and Cleaning up Spillages

Liquid Storage

Best practicable means will be employed to prevent polluting materials from entering the hydrological systems. This will include specific measures to prevent silt from escaping from excavations.

All oils and fuels will be stored in compliance with the Environmental Management Guidance Oil Storage Regulations for Businesses: 2015 which states that;

- Fuel shall be stored in dedicated bunded, impervious storage areas, away from drains and watercourses.
- Drums over 200 litres shall be stored on drip trays capable of holding 25% of the drum's maximum capacity.
- Fuel tanks shall be stored within a bund capable of holding 110% of their capacity. All pipes and gauges shall be within the wall of the bund.
- Bowsers shall be double skinned and shall be stored in a bund capable of holding 110% of the volume of the bowser.
- Small mobile plant shall be placed on drip trays; and
- Spill kits will be available at various points around the site and located next to bowsers and drums.

Consideration will be given to any required surface coatings which contain bitumen or related materials, as being delivered in a hot and ready to lay format. This will avoid the bituminous materials being heated on site.

Material Safety Data Sheets (MSDS) and Control of Substances Hazardous to Health (COSHH) assessments will be implemented and will detail specific storage requirements and any potential reactivity with other chemicals.

Solids

Spillages of dry and dusty materials will be avoided by good housekeeping methods including storing under cover and on suitable surfaces. Skips will be covered where there is a risk of material becoming airborne.

Vehicle operators who deposit mud on the road are potentially liable for a range of offences. A range of powers are available to the police and highways department, primarily under the Highways Act 1980 and the Road Traffic Act 1988.

The following measures will be utilised on site to prevent mud being trafficked onto the highway

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during the construction phase;

- Provision of wheel wash for vehicles;
- Ensure drivers adhere to site speed limits – to help retain mud on the vehicle; and
- Routine monitoring of the main highway, road sweepers will be employed on the main highways where problems arise to keep it free of mud.

Dealing With Spills

Spill kits will be available at various points around the site and located next to bowsers and drums.

All contractors will be trained in the use of spill kits.

Should a spill occur the following will be implemented:

- Work will be stopped immediately;
- All possible ignitions will be extinguished if the spilt material is flammable;
- The spill will be contained using spill kits on land and booms on the stream;
- The source will be identified and sealed as practical;
- Granules/ pads will be used to mop up as much spill as possible;
- The construction site manager will be informed of the spill;
- If the spill enters any adjacent waterbody or drainage system the environment manager must be contacted immediately, who will contact the relevant regulators;
- The granular material and pads and any containment items will be treated as hazardous waste and disposed of accordingly.

An incident report form will be produced and sent to the HS&E department within 24 hours of the incident occurring. If the incident is significant a full investigation will be carried out by the HS&E Advisor and the Regional Environmental Advisor.

Risk of fire water run off

In the case of a fire being attended by the Fire service, significant volumes of water, foam and burnt matter may be washed onto the ground. There is a risk that this may run off into the drainage system and the watercourse.

In this case and in so far as it is safe to do so the site management will monitor fire water runoff and ensure that contaminants are prevented from entering water systems by use of booms and bunds.

Treatment of Effluents

Any connections or discharges to drains and/or controlled waters will not be undertaken without approval and where required, the necessary consent being issued.

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In order to protect drainage systems, they will be drawn up on the Site Plan showing the nature and course of the drainage on site. Surface water drainage will be marked BLUE and foul water drainage will be marked RED. Measures will also be taken to prevent silting of such waters and pollution spill kits made available on site in case of emergency or accidental spillage.

Discharges will only be made to drains and sewers where appropriate consents are in place. The principal contractor for each phase of work will be responsible for securing the necessary consents.

Waste

The site will be managed in accordance with good practise guidelines.

Construction dust may be generated as a consequence of ground excavation works. If dry weather is experienced during the construction period, then dust may be generated by the movement of vehicles on the site, remediation works, site clearance, cut and fill operations and grading works.

The project will take measures to control the impact of dust, by applying best practice measures for keeping surfaces damp and evaluating the suitability of weather conditions for performing specific site works.

The principles of industry good practice will be applied to ensure that the potential for fugitive dust emissions is minimised and is not a cause for nuisance complaints from neighbouring properties.

To prevent unacceptable impact from dust re-suspended by construction vehicles, the following mitigation measures will be employed as necessary: damping down dusty surfaces; controlling the speed of mobile plant crossing un-surfaced areas; the use of a mechanical road sweeper on public roads; use of solid perimeter site hoardings and covering of HGVs carrying dusty materials.

Should any activity associated with the construction phase cause, or appear likely to cause, visible dust to be carried towards any sensitive boundary, particularly at nearby properties, the activity giving rise to the emissions will be modified or suspended until the conditions giving rise to the emissions have been resolved.

Storage locations for potentially dusty materials will be located away from the site boundary in so far as practicable.

All dust and air quality complaints will be recorded with work carried out to identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;

Air pollution, arising from odour, fumes and smoke, may arise from the following activities:

- Use of heavy plant and machinery; and
- Road vehicles, particularly HGVs.

Pollution to air will be managed in order to reduce impacts to a minimum and to eliminate where practicable, through construction industry good practice, to manage and monitor dust emissions.

Management will be achieved through:

- No fires permitted on site;
- All fuels, oils and other Volatile Organic Compounds (VOC's) will be stored in secure, sealed,

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labelled containers;

- Consideration will be made to using prefabricated materials where possible so that localised air pollution is minimised;
- Vehicles and plant will be switched off when not in use;
- Ensure vehicles and plant are not over loaded to prevent labouring;
- Modern, well-maintained plant and equipment is used; and
- Mains electricity supply will be used in preference to generators where practicable.

Appendix F: Ecological Appraisal Including Safe Working Method Statements

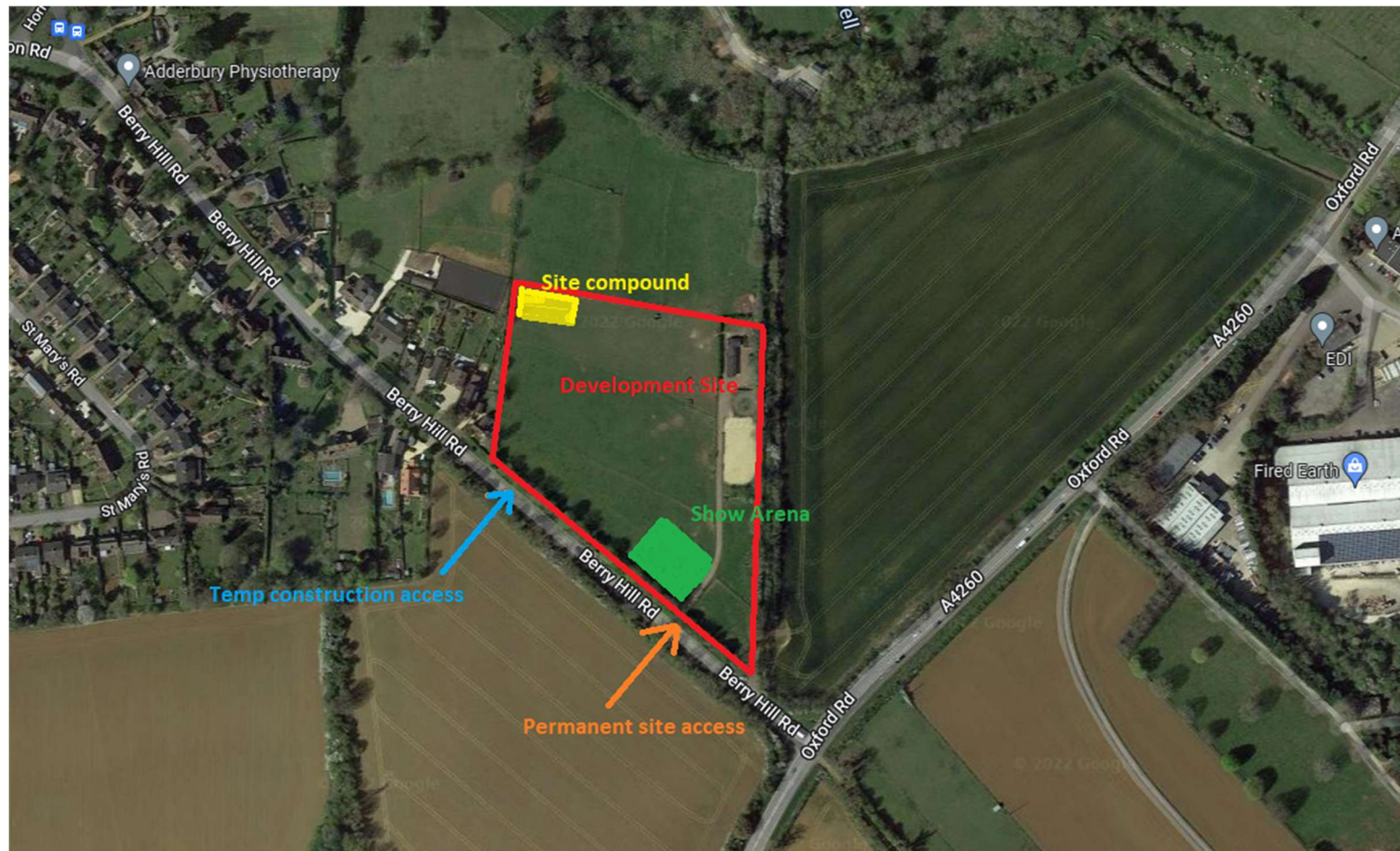
Appendix G: Traffic Management Plan (Construction Phase)

1. All construction vehicles and deliveries are to gain access via the access on Berry Hill Road. The site gates will be set back to allow all delivery vehicles to park up without obstructing the highway. All vehicle movements on site to be carried out under the instruction and guidance of our competent site staff. The site is a concealed entrance, so care should always be taken when leaving the site. All vehicles must access Berry Hill Road Rd via the A4260 – we will endeavour to limit access through Bloxham
2. Site working Hours
Mon – Fri 07.30 – 18.00
Sat 08.00 – 12.30
Delivery Hours in school term
Mon – Fri 08.00 – 17.00
Sat 08.00 – 12.30
Strictly **No** working or deliveries are permitted outside these hours.
3. All operatives, delivery drivers and visitors must report to the site office prior to entering site for full induction prior to commencing works or making deliveries.
4. On Arrival at site, delivery vehicles must pull up in front of the site gates off Berry Hill Road. **NO DELIVERIES TO BLOCK THE RIGHT OF WAY ON ANY OTHER DRIVES OR ENTRANCES IN BERRY HILL ROAD.**
5. Site can take rigid, wagon and drag vehicles, all suppliers to do full survey before any deliveries. Arctic's only following successful survey.
6. Contractors will have designated on-site parking as directed by the site staff.
7. Strictly no reversing without assistance. Reversing manoeuvres onto the public highway from the site access will be prohibited.
8. All delivery vehicles leaving site must take extreme caution and be mindful that the site has a concealed entrance.
9. All drivers of vehicles leaving site should ensure that their wheels are cleaned prior to entering highway land, any debris or mud carried onto the Highway should be cleared immediately and suction sweepers to be used as required.
10. All pedestrian routes must always be observed and maintained, all operatives should be made aware of pedestrian routes and the need to adhere to the use of.
11. Traffic plan to be monitored and updated at regular intervals or as required.
ANY VEHICLES NOT COMPLYING WITH THIS PLAN WILL BE REFUSED ACCESS TO THE SITE.

Land off Berry Hill Rd, Adderbury – Construction Environmental Management Plan

Access to the site will be via the junction of Berry Hill Road and the A4260, which has Northerly and Southerly traffic flow. Traverse along Berry Hill Rd where the construction access will be located on the right-hand side. Care is to be taken when crossing oncoming traffic. We will endeavour to limit the flow of construction traffic from the West through Bloxham, although this will be unavoidable at times

Development site aerial view detailing site access, sales arena & site compound location



Land off Berry Hill Rd, Adderbury – Construction Environmental Management Plan

Wider view indicating potential construction traffic routes



APPENDIX H: SITE CONTACT SHEET

Please see hierarchy of contact names and numbers for complaints at Berry Hill Road, Adderbury.

Name	Position	Phone number	email
TBC	Site Manager		
TBC	Assistant Site Manager		
TBC	Banksman		
TBC	Contracts Manager		
Liam Gilbert	Production Director	07947 957995	lgilbert@hayfieldhomes.co.uk