

Construction Environmental Management & Logistics Plan (CEMLP)

Construction Of Natural Grass Football Pitches Using Imported Soils Approved For Use By The Environment Agency. Proposals Include Extensive Planting & Habitat Creation

at

**The Middlesex Stadium (Formally Hillingdon Borough
Football Club), Breakspear Road, Ruislip HA 4 7SB**

Compiled by Bruce Weller

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V1

Version	Date	Author	Checked by	Comments
V1		B Weller	D Weller	For Condition 5 discharge

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1 EXECUTIVE SUMMARY

1.1 Overview

- 1.1.1 Condition 5 of Planning Approval Ref 1794/APP/2024/2874 requires a Construction Environmental Management & Logistics Plan.
- 1.1.2 This Construction Environmental Management & Logistics Plan (CEMLP) outlines the commitments, methods and measures that will be adopted by the Principal Contractor during the construction work for Natural grass football pitches at Middlesex Stadium. It relates to, and will ensure that the earthmoving will have a minimal effect on the environment, the development site and the surrounding area during the construction process.
- 1.1.3 Environmental controls and methods will be followed to protect ecology, and the environment and to control the emissions of dust, noise, and traffic impact during the construction phase of the development.
- 1.1.4 The project build will span circa 8-10 months. Planting of shrubs will take place in the first available winter period. Planting of grassland / wildflower will take place either Autumn or spring whichever is the sooner following completion of the regrading.
- 1.1.5 The purpose of this CEMLP is to specify the overarching principles and detailed measures to minimise and mitigate the effects of the construction activities associated with the development of the site. It will also ensure that construction activities cause minimum disruption to the local residents and members of the public by achieving a safe and secure working environment. More specifically, the CEMLP aims to:
 - 1.1.6 Ensure that relevant mitigation measures set out in the technical reports as submitted in support of the planning application are implemented during all construction activities;
 - 1.1.7 Take into account relevant planning policy as specified above; and
 - 1.1.8 Ensure that relevant legislation, Government and industry standards, and construction industry codes of practice and best practice standards are complied with.
- 1.1.9 The CEMLP details the environmental controls and procedures that will need to be adopted throughout the redevelopment, thereby providing a tool to ensure the successful management of potential adverse effects as a result of the construction activities. It sets out roles and responsibilities for the management of these controls and procedures.

1.2 The CEMLP includes the following:

- 1.2.1 The phasing of the works;
- 1.2.2 The hours of work;
- 1.2.3 On-site plant and equipment;
- 1.2.4 Measures to mitigate noise and vibration;
- 1.2.5 Measures to mitigate impact on air quality;
- 1.2.6 Waste management;

- 1.2.7 Site transportation and traffic management
- 1.2.8 The arrangement for monitoring and responding to complaints relating to demolition and construction;
- 1.2.9 Measures to avoid and mitigate impacts to the water course at the western end of the site
- 1.2.10 Full details of the expected number of construction related staff to be working on the site, as well as where they would park;
- 1.2.11 Soil Delivery times details;
- 1.2.12 The maximum number of HGV vehicle movements
- 1.3 **Management Structure**
 - 1.3.1 Responsibility for all environmental issues relating to the development of the site rests jointly with the developer, the Principal Designer and Principal Contractor. Individual responsibilities will be divulged throughout the management team relating to the co-ordination of inspection, monitoring or reporting. The Principal Contractor will have the central role in managing Safety, Health, Environment and Quality (SHEQ) issues during construction of the development. The Principal Contractor and all sub-contractors will have to implement the environmental control measures set out within this CEMLP.

2 INTRODUCTION

2.1 Background

This document and accompanying plans:

- Middlesex Stadium -820.01 Existing Site Survey.pdf
- MIDDLESEX STADIUM 820.07 Contractors Works Plan Condition 5.pdf
- MIDDLESEX STADIUM 820.06 Tree Protection Plan Condition 12

have been prepared in order to discharge Condition 5 of Planning Approval Notice 17942/APP/2024/2874. The relevant section of Condition 5 requires the following to be provided:-

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - Routing;
 - Signage;
 - Vehicle types and sizes;
 - Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - Frequency of visits;
 - Parking of site operative vehicles;
 - On-site loading/unloading arrangements; and
 - Use of an onsite banksman (if applicable).
 - Wheel washing
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;
- (ix) Measures to avoid and mitigate impacts to the water course at the western end of the site
- (x) full details of the expected number of construction related staff to be working on the site, as well as where they would park;
- (xi) Soil Delivery times details; and
- (xii) the maximum number of HGV vehicle movements

3 SCHEME DESCRIPTION

3.1 **Existing Site**

- 3.1.1 The proposed alterations are to take place on land that currently forms part of The Middlesex Stadium . (Grid reference TQ 07965 88588)
- 3.1.2 Site Address: The Middlesex Stadium (Formally Hillingdon Borough Football Club), Breakspear Road, Ruislip, HA4 7SB
- 3.1.3 The site area covers 3.50 Hectares
- 3.1.4 The applicant is The Middlesex Stadium

3.2 **Topography**

- 3.2.1 The existing topography is illustrated in figures 1 and 2 scaled plan 820.01. The site essentially falls from a high point to the east (50.50m AOD) to a low point in the west (45.50m AOD)

3.3 **Land Cover**

- 3.3.1 The site where the works are proposed consists of managed amenity grass. There is some scrub and ruderal vegetation along the western boundary with trees and hedgerow bordering the southern and northern boundaries to the site.

3.4 **Water**

- 3.4.1 There are no existing water features, streams or ditches on the application site. There is a ditch running along the western boundary (outside of the site).

3.5 **Soils**

- 3.5.1 A Preliminary Risk Assessment was undertaken in April 2025 by ads.
- 3.5.2 As part of their trial pits they found: “Topsoil was encountered at all locations. The topsoil was described as dark brown slightly clayey sand with occasional rootlets between 0.15m and 0.60m thick. Underlying the Topsoil, the investigation encountered a slightly clayey gravel in Trial Pits 4, 5 and 7 located in the west of the site. This was underlain by a silty clay with silt partings and occasional sand inclusions. This clay was present in all other trial pits directly under topsoil and is interpreted to be the London Clay Formation.”
- 3.5.3 For further detail please refer to the previously submitted report: “10110 Phase1 PRA Report_Middlesex Stadium 11 04 25.pdf”

3.6 **Public Access**

- 3.6.1 There are no public rights of way crossing or directly adjacent to the site area. There is a public right of way running north /south to the east of the site and one running east/ west approximately 150m to the north of the site.

3.7 Proposed Scheme

- 3.7.1 The applicant wishes to build on the success of the synthetic pitch installations by offering high quality turf pitches as part of the overall enhancement of the facility.
- 3.7.2 The existing ground at the site of the proposed grass pitches is not conducive to high quality football pitches, with the ground not only being too steep (over 3% slope) but also made up of clay based soils that are prone to being seasonally wet.
- 3.7.3 The proposed build process will allow a single level to be created at the desired slope angle for drainage (circa 1%). This will allow a series of pitches to be marked out for different youth groups.
- 3.7.4 Overall the process proposed will lead to superior football pitches that drain and can be played on through all seasons. The pitches would be finished to a high specification that is in line with the requirements of Sport England.

4 OBJECTIVES OF THE CONSTRUCTION ENVIRONMENTAL MANAGEMENT & LOGISTICS PLAN (CEMLP)

4.1 General

- 4.1.1 The CEMLP provides details of the measures which the Principal Contractor will implement to minimise and mitigate the construction impacts on the environment at the development site and surrounding areas.
- 4.1.2 The CEMLP sets out the control of the soil grading process, the construction process, site operations, traffic management and the environmental control measures which will be undertaken during construction.
- 4.1.3 The CEMLP has been developed considering the overall environmental objectives of the Principal Contractor and compliance with all relevant legislation.
- 4.1.4 Minimise any disturbance or negative impact (in terms of noise dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood;
- 4.1.5 Eradicate offensive behaviour and language from construction sites; and
- 4.1.6 Recognise and reward the constructor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.

4.2 Legal Compliance

- 4.2.1 Considerable environmental legislation applies to the works to be undertaken. Prior to commencing on-site, all relevant legislation, including requirements for licenses, exemptions permits and/or consents shall be identified and confirmation of full compliance obtained and kept on site.

4.3 **Responsibilities and Overseeing of The CEMLP**

- 4.3.1 The responsibility of carrying out the requirements and objective of the CEMLP will rest with The Principal Contractor.

- 4.3.2 It is the responsibility of the on-site manager to ensure that a copy of the CEMLP is held at the contractor's administration office at all times and that all the site operatives (including sub-contractors) are fully aware of the requirements set out within the document.

- 4.3.3 The CEMLP is to be reviewed by the site manager every fortnight and any changes to procedures, accidents, incidents or non-compliance determined by the Local Planning Authority / Environment Agency inspections are recorded by way of an addendum/diary attached to the document.

4.3.4 Principal Contractor

- 4.3.5 For the development works the Principal Contractor will use its direct resources supplemented by the appointment of external specialist consultants and sub-contractors. The CEMLP will be implemented through contractual arrangements with its Sub-contractors.

- 4.3.6 The Principal Contractor will hold overall responsibility for the implementation of the permits and oversee any environmental issues. The Principal Contractor will:

- 4.3.7 Appoint a suitably qualified Project Director.

- 4.3.8 The Project Director will be an employee of The Principal Contractor. The role of the Project Director will be to:-

- 4.3.9 Verify that the Contractor and Sub-contractors have allocated sufficient resources to allow delivery of the CEMLP;

- 4.3.10 Participate in communication with the Local Planning Authority and other third parties as required;

- 4.3.11 Regularly review the findings of the monitoring programme, coordinated by the Project Environmental Manager (PEM) or those delegates with environmental responsibility;

- 4.3.12 Arrange for periodic review and update of the CEMLP; and,

- 4.3.13 Provide specific responsibilities for those who will be employed in the scheme as provided below.

- 4.3.14 To ensure compliance with the phasing requirements as set out in the documentation and planning approval notice/conditions.
- 4.3.15 Provide 'As Built 'surveys on project completion.
- 4.3.16 Project Environmental Manager (PEM)
- 4.3.17 A suitably qualified PEM will be appointed by The Principal Contractor to be responsible for the day-to-day management of the development. They will coordinate the monitoring and reporting of the CEMLP implementation and report to the Project Director. The PEM shall;
- 4.3.18 Oversee a programme of noise, dust and vibration monitoring;
- 4.3.19 Review and comment on the appointed sub-contractor's detailed plan for delivering the CEMLP;
- 4.3.20 Participate in Contractor performance review meetings as required;
- 4.3.21 Contribute to communication on environmental matters between project partners and any relevant statutory consultees.
- 4.3.22 Carry out site inspections, environmental inspections and audits, as necessary.
- 4.3.23 Monitor the implementation of any corrective action identified and communicate accordingly.
- 4.3.24 Management of environmental complaints.
- 4.3.25 Ensure all legal consents, licenses, permits, exemptions etc. are in place and up to date;
- 4.3.26 Ensure all objectives of the CEMLP and all relevant regulations are being adhered to and met.
- 4.3.27 All Staff & Sub-contractors
- 4.3.28 In addition to the HGV movements, a maximum of 3 staff would be required during the construction phase that would arrive outside the highway peak hour
- 4.3.29 Through detailed site induction and specific documented toolbox and awareness talks ALL staff and sub-contractors shall;
- 4.3.30 Work to agreed plans, methods and procedures to limit environmental impacts.
- 4.3.31 Understand the importance of adjacent sensitive sites e.g. close neighbours retained trees and hedgerows, etc. and the significance of avoiding pollution on site, including noise, dust and vibration, and how to respond in the event of an incident to avoid or limit environmental impact;

- 4.3.32 Report all incidents to their line manager.
- 4.3.33 Be aware of the ecology activities which need to be taken account of.
- 4.3.34 Monitor the workplace for potential environmental risks and alert the immediate line manager if any are observed.
- 4.3.35 Co-operate as required, with site inspections and audits.
- Take PRIDE in their JOB and the contribution they are making to improve the quality of football pitches, improve the existing ecology and overall improvement to the surrounding environment.
- 4.3.36 Training & Raising Awareness - ALL staff will undergo environmental and ecology awareness training, initially as part of the induction process and through regular toolbox talks, to be made aware of the roles and responsibilities, procedures to be followed and to ensure competency.
- 4.3.37 Reporting - Reporting procedures will be defined by The Principal Contractor with overall responsibility held by the PEM providing feedback on the environmental performance of the re-development.
- 4.3.38 Monitoring Continual Improvement and Review - Monitoring of noise, dust and vibration will be carried out following the environmental control measures outlined in Sections 4. The PEM will hold the responsibility of maintaining a register of all environmental monitoring, which should be made available for auditing and inspection.
- 4.3.39 The CEMPLP will be a live document and updated during the life of the project to ensure that it remains suitable and relevant to effectively deliver the project's environmental commitments.
- 4.3.40 Monthly reports will be available for inspection by statutory consultees to provide evidence of the monitoring undertaken.
- 4.3.41 Environmental Complaints & Incidents - ALL complaints and incidents will be recorded and responded to. These are to be reported to the site manager and the PEM, who will provide advice on how to deal with the incident.
- 4.3.42 Training shall be provided to prevent environmental incidents and to ensure that personnel are aware of the actions to be taken in the event that they identify an incident.
- 4.3.43 In the event of an environmental incident, works will be ceased and the Site Manager and Technically Competent Manager will be informed.
- 4.3.44 Following a significant incident the procedures detailed in the CEMPLP relevant to the event will be reviewed and improved where required.

- 4.3.45 Public Relations & Community Relations - There will be a regular and proactive liaison with the Local Planning Authority and other third-party groups as appropriate on environmental issues throughout the project implementation.

5 CONSTRUCTION ENVIRONMENTAL MANAGEMENT & LOGISTICS PLAN

5.1 Ecology

5.2 The Principal Contractor will ensure that any activities associated with the construction that may have a negative effect on ecology (i.e. through direct impacts on habitats or species, or through exposure to dust air quality and noise) will be monitored and appropriate mitigation measures employed to reduce the impact to acceptable levels.

5.3 As set out within the Ecological Appraisal (Environmental Business Solutions) which accompanies the planning approval , mitigatory measures included within the CEMLP include:

5.4 Site walkovers prior to commencement of construction activities;

5.4.1 The planting of additional scrub/wildflower as early as feasible within the construction programme;

5.4.2 Suitable lighting directed away from potential habitats so as not to disturb birds or bats (although the ecologists have established there are no bats in the vicinity of the site (see EBS report) , and the avoidance of night-working; and

5.4.3 The undertaking of regular toolbox talks to make sure that construction workers are aware of the importance of avoiding pollution of water courses/ ditches and being aware of all other ecological receptors within and adjoining the site.

5.4.4 **The sensitive ecological receptors** identified on site or around the site are (see Figure 1) :-

5.4.5 - Surrounding trees and their accompanying Root Protection Zones

5.4.6 NB No other protected species or otherwise was identified on site eg Bats , reptiles , flora.

5.4.7 **Other sensitive Receptors** (see Figure 1)

5.4.8 - Clubhouse

5.4.9 - Residents to the South East

5.5 Construction traffic management

5.5.1 Refer to CorlHT Transport Statement dated August 2024.

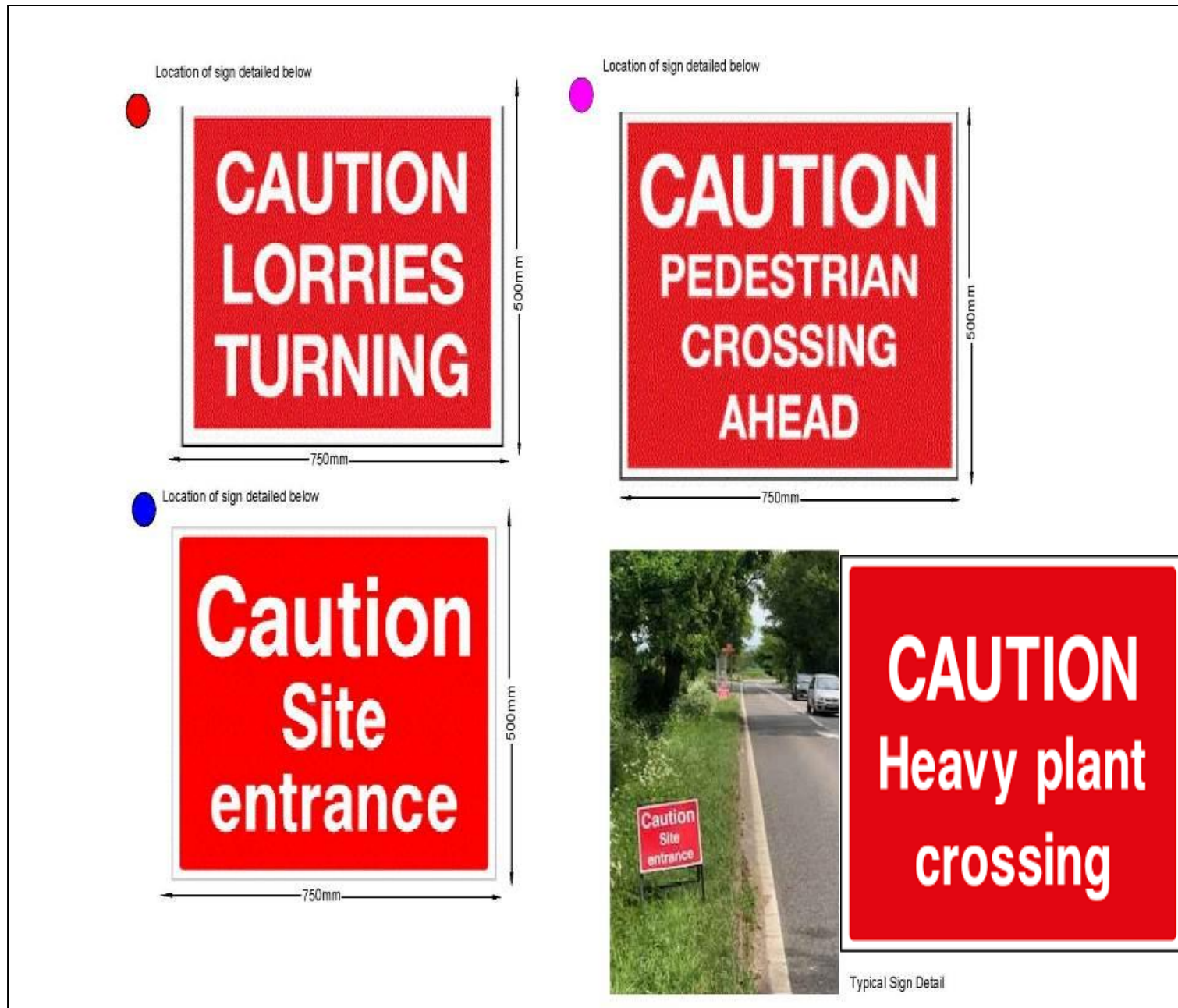
5.5.2 *Background* - The majority of the construction traffic will relate to the tipper lorry movements that are required to import the necessary soils for the remodeling works.

- 5.5.3 Other construction traffic generated by the project will include vehicles delivering and removing plant and machinery. This will essentially be at the start and end of the project and will cover the delivery and removal of dozers, excavators and dumpers as well as site administration and welfare cabins, and wheel wash facilities.
- 5.5.4 Other construction traffic will be intermittent vehicles movements bringing supplies for soft landscape works (e.g. trees, shrubs, grass and wildflower seeding) and hard landscape works (e.g. path materials, drainage materials etc)
- 5.5.5 The construction sites hours of work will be from 0700 to 1900 hours Monday to Friday, 0700 to 1300 hours on Saturday.
- 5.5.6 The construction work will be undertaken in one phase.
- 5.5.7 The construction period is likely to take around 6-8 months (see CoralHT Transport Statement) depending on weather conditions and rate at which the soils become available (sensitive to economic downturn or upturn).
- 5.5.8 *Site Access and Egress* - existing priority access to the site with Breakspear Road will be retained and used for the proposed development and construction phase
- 5.5.9 It is likely that lorry / staff movements will number 59-86 each day if that. Under no circumstances will lorries be permitted to park on the main highway beyond the entrance.
- 5.5.10 Signage (figure 2) should be placed along the roadside (as shown on figure 3) highlighting the site access and that lorries will be turning.
- 5.5.11 *Footpaths - Protection.*
- 5.5.12 There are no public footpaths within the application site itself or between the site and the main road. Normal measures will be undertaken as regards avoiding dust drifting over any footpath in the vicinity.
- 5.5.13 *Construction of Features*
- 5.5.14 Stripped topsoil will only be stored at a maximum of 2m as per BS guidance inside the tree protection fencing. See Figure 4
- 5.5.15 The soil brought in by tipper lorries is tipped at the working "face" so there will be no storage / stockpiling required. Stripped topsoil will only be stored at a maximum of 2m as per BS guidance.
- 5.5.16 Other brought in materials shall be very temporarily stockpiled within the tree protection fencing (if required) at a maximum of 2m as per BS guidance.
- 5.5.17 The construction of the facility will be undertaken to the levels, recommendations, conditions and landscaping as per the following CEMLP relevant consultant / planning drawings and reports



Project Name: Middlesex Stadium (Formally Hillingdon Borough Football Club)	Drawn By: DW	Approved By: BW	Revision: Rev A
Drawing Name: Existing Site Details	Scale: 1:500 @ A1	Date: 02/09/2024	
Project No: 820	Drawing No: 820.01		





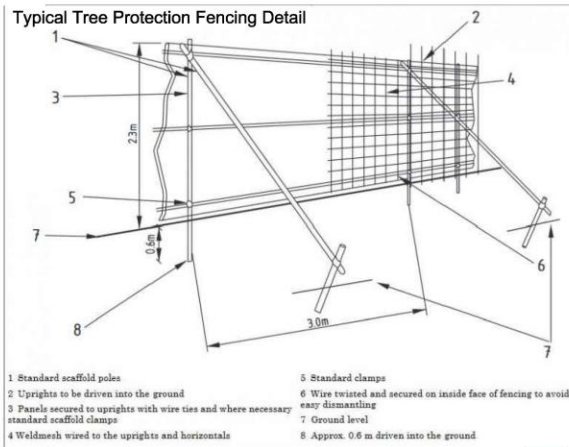


Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club)	Drawn By: DW	Approved By: BW	Revision:
Drawing Name: Contractors Works Plan Condition 5	Scale: 1:500 @ A1	Date: 22/07/2026	
Project No: 820	Drawing No: 820.07		



- 5.5.18 *Construction Traffic Movement on Site* – Having entered the site all construction vehicles must follow the route shown on Figure 3 straight onto the construction site. Signs will be erected within the site stipulating that ‘all traffic entering the site must report to the Administration Office’.
- 5.5.19 A 5mph speed restriction shall be enforced on the site for safety reasons and to minimize dust generation.
- 5.5.20 Prominent signage will be displayed within the site to enforce routing around the application site, together with obvious signage for the site compound, turning areas, and visitor and staff parking.
- 5.5.21 For the avoidance of doubt, details of access arrangements to and from the site will be distributed in advance to lorry operators and suppliers servicing the construction works.
- 5.5.22 3 point individual check of each load of import material to confirm its Characteristics (including its smell, colour consistency and physical form) will be carried out at;
Point of entry;
On discharging of load; and,
During the spread and levelling.
- 5.5.23 If there are any concerns regarding the material, then the importation will cease immediately and will only recommence once any discrepancies have been fully resolved.
- 5.5.24 Non-compliant material will be rejected from the site and returned to its original source.
- 5.5.25 A daily log will be kept of each source of material received (by preauthorization reference) and cumulative volume received. The location of where each material has been placed will be recorded on a site grid plan.
- 5.5.26 Having completed the administration procedures tipper lorries will be permitted to proceed to the work face operating at the time. (NB lorries delivering materials and plant will unload at the contractor’s compound).
- 5.5.27 Tipper lorries will access and exit the works areas via designated haul routes.
- 5.5.28 Tree protective fencing will be erected before any site works begin see figure 4.
- 5.6 **The Parking of Vehicles of Site Operatives and Visitors**
- 5.6.1 Parking for all site operatives and visitors to the site shall only be within the contractor's compound. Access to the contractor's compounds will be via the approved construction access

Typical Tree Protection Fencing Detail



50m

	Boundary of Proposed Grass Youth Football Pitches		Retained vegetation
	Tree Protection Fencing		Existing Car Park / Access Road

Project Name: Middlesex Stadium (Formerly Hillingdon Borough Football Club)	Drawn By: DW	Approved By: BW	Revision:
Drawing Name: Tree Protection Plan for Condition 12	Scale: 1:500 @ A1	Date: 20/07/2025	
Project No: 820	Drawing No: 820.06		



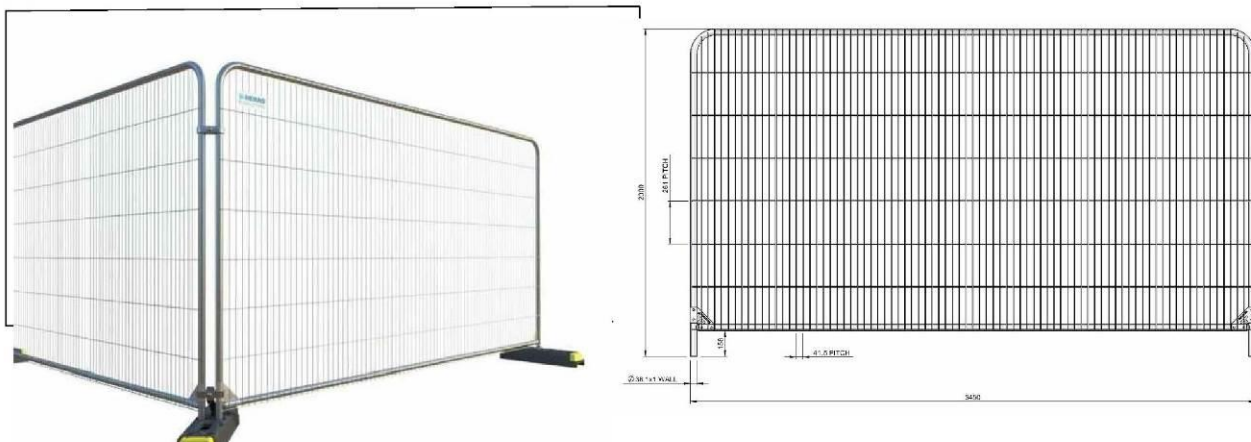
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- 5.6.2 Loading & Unloading of Plant The following machinery that will be based permanently at the site for the construction duration includes:
- 5.6.3 X1 Bulldozer (e.g. Caterpillar D6)
- 5.6.4 X2 360 – Excavator (e.g. Caterpillar 320)
- 5.6.5 X2 Dump Truck, (e.g. Volvo A25)
- 5.6.6 X1 Wheel Wash
- 5.6.7 The following machinery that will be based at the site for a limited period includes:
- 5.6.8 X1 Trenching Machine (for drainage installation)
- 5.6.9 Delivery of machinery shall only be via the Contractors Works entrances.
- 5.6.10 This above machinery will be brought to the site following completion of the site setup (ie installation of security and tree protective fencing, installation of mess and administration cabins).
- 5.6.11 Loading & Unloading of Materials - The following materials are to be used at the site (no materials will be leaving the site other than incidental rubbish);
- 5.6.12 Delivery of materials shall only be via the Contractors Works entrances.
- 5.6.13 Subsoils/soils approved for use as grading materials
- 5.6.14 Gravels (drainage)
- 5.6.15 Sand (Drainage)
- 5.6.16 Hardcore (temporary haulage roads, contractor compound and car park)
- 5.6.17 Drainage pipe
- 5.6.18 Amenity grass seed
- 5.6.19 Soft landscaping (trees, shrubs, wildflower seed)
- 5.6.20 Fencing (Heras)
- 5.6.21 The site operator shall maintain accurate records of the number of delivery vehicles accessing and egressing the site daily.
- 5.6.22 Deliveries of subsoils/soils for grading works - There shall be no more than 83 two-way HGV movements a day associated with the importation of soil materials. The site operator shall maintain accurate records of the number of inert soil delivery vehicles accessing and egressing the site daily. see Cora IHT transport statement

- 5.6.23 Deposition of imported material is to be undertaken in a suitable frequency of numbered zones in order to allow a 'cradle to grave' tracking and recording system to be implemented and maintained.
- 5.6.24 Empty lorries shall only leave via the designated Contractors' access/egress. The site manager is responsible for ensuring that the lorries leaving the site are in a suitably clean state for joining a public highway.
- 5.6.25 Deliveries of subsoils/soils for grading works will only arrive and leave at the construction site from 0700 to 1900 hours Monday to Friday. 0700 to 1300 hours on Saturday.
- 5.6.26 Materials other than soils and subsoils - Other materials brought to the site will be delivered on an as-need basis. Delivery of materials shall only be via the Contractors Works entrance. Should the materials not be for immediate installation, they shall be stored at the Contractors' site compound.
- 5.6.27 Lorries having delivered materials shall only leave via the designated Contractors access/egress.

5.7 **Storage of plant and materials used in constructing the development**

- 5.7.1 Lorries bringing soils and subsoils to the site will be directed straight to the work face where they will deposit their load under the direction of the site operatives.
- 5.7.2 When machinery is not being used or outside of construction/operating hours, all machinery shall be stored within the confines of the secured Contractors' compound.
- 5.7.3 Figures 3 illustrates the area where plant and materials are to be stored.
- 5.7.4 Figures 4,5,6,7 and 8 illustrate where Heras security fencing is to be installed on the site during the construction works. This fencing shall be installed on a phased basis (where works are taking place) in accordance with the above plans.
- 5.7.5 2m high heras fencing shall be installed around the contractor's compound.
- 5.7.6 There are no proposals to have decorative displays on the hoarding There will be no specific facilities for public viewing of the works.
- 5.7.7 Daily checks are to be made on the fencing and hoarding by the site manager to ensure that it is properly secured and in place.



5.8 Wheel washing facilities:

- 5.8.1 A closed system wheel wash and wheel spinner will be provided in the location indicated in figures 3. This will be used by all HGVs before leaving the site.
- 5.8.2 The wheel wash will be regularly inspected and cleaned, with the settlement tank being emptied to ensure continued functionality.
- 5.8.3 Inspection of the wheel wash shall be recorded in the site's diary.
- 5.8.4 All lorries shall sheet up before leaving the site to prevent spillages of mud and debris.
- 5.8.5 A road sweeper shall be made available to clean the hard-paved site roads and the immediate stretches of the roads on either side of the temporary access/egress bell mouths.

5.9 Measures to control the emission of dust, dirt and emissions

- 5.9.1 Measures to control the emission of dust, dirt and emissions to air during construction; including but not confined to non-road mobile machinery (NRMM) requirements;
- 5.9.2 Dust and emissions- Impacts on air quality may arise from the operation of the construction plant associated with on-site activities and from journeys to and from the site by construction-related traffic and the construction workforce. Construction plants and road vehicles emit a mixture of exhaust gases, which could add to the level of air pollutants in the locality.
- 5.9.3 During the construction phase, there will be various construction activities undertaken which all have the potential to generate dust smoke and particulate matter.
- 5.9.4 The land use to the west and south of the site is mainly agricultural and therefore of not great sensitivity but there is a residential road to the south East, and a Clubhouse to the North East (owned by the applicant and owner of the golf course) in relatively close proximity. The low intensity of the work is not anticipated to cause significant dust emissions (see construction vehicles required with tipper lorries being the only regular moving machinery).
- 5.9.5 General Provisions - The Contractor will ensure that air quality impacts (principally dust) from construction-related activities and construction traffic are controlled through careful planning of works and effective site management. With respect to general provisions, the Contractor will as far as practicable:
 - 5.9.6 ensure that the site is managed in accordance with the requirements of the CEMLP and relevant legislation (including health and safety);
 - 5.9.7 Ensure all operatives are aware of the sensitivity of land uses to dust emissions from the site activities;

- 5.9.8 Ensure the appointed person(s) will be responsible for controlling activities and handling complaints.
- 5.9.9 All complaints will be recorded and investigated at the earliest opportunity and any corrective measures implemented.
- 5.9.10 Undertake regular liaison with the local authorities and other relevant parties regarding the air pollution control measures implemented and their effectiveness, and operate a 'no burning' policy.
- 5.9.11 The main sources of particle emissions during construction activities will include;
- 5.9.12 Haulage routes, vehicle and construction traffic
- 5.9.13 Materials handling, storage and spreading
- 5.9.14 Site preparation and restoration on completion
- 5.9.15 The Principal Contractor will adopt the following measures to prevent/mitigate dust and particulate matter generation;
- 5.9.16 Monitoring
- 5.9.17 Daily site inspections will be undertaken of potentially problematic areas (e.g. unloading areas and internal site haul route), of the site and boundary by site staff during normal operations. This will consist of visual inspections of areas.
- 5.9.18 Dust control within the sites will incorporate the following measures:
- 5.9.19 The materials will be directly placed and formed to the required shape.
- 5.9.20 Material drop heights from plant and equipment will be minimised during loading/unloading;
- 5.9.21 Inspections will be recorded in the Daily Site Diary.
- 5.9.22 No Fires shall be lit on the site.
- 5.9.23 The section of haul road from the existing site entrance up to the contractor's compound is currently hard surface. This will ensure mud is removed from wheels and chassis before exiting on to the highway and also ensure that it is easily cleaned ;
- 5.9.24 Importation of plant and fill material will only be on the surfaced haul route. Internal haul routes will be re-graded regularly, as necessary.
- 5.9.25 Surfaced and un-surfaced haul roads will be dampened during dry periods using bowsers to minimize dust.
- 5.9.26 Regular checks on the wind direction will dictate areas of fill. Alternative "fallback" fill areas will always be available to provide immediate alternative solutions if activities are causing concern.

- 5.9.27 All deliveries to the site will be required to be sheeted (automatically retracting design will be required to allow ease of inspection).
- 5.9.28 Entrance areas will be regularly inspected throughout the day and cleaning carried out as required.
- 5.9.29 All lorries entering (or leaving) the site shall sheet up to prevent a windblown generation of dust from vehicles in transit.
- 5.9.30 Speed restrictions shall be enforced along the haul roads to minimize dust generation from the haul road. Any drivers of vehicles waiting to enter or leave the site will be required to switch off.
- 5.9.31 Water suppression will be used both on haul roads, graded areas and stockpiles. As required and on a proactive basis, dust suppression shall be used on the haul road using a tractor and bowser. Haul routes shall be damped down sufficiently well to control dust. Sustainable water sources on site will be investigated. Stockpiles will be sited away from sensitive areas.
- 5.9.32 Monitoring of particle emissions during the construction phase will be undertaken which will include establishing a baseline deposition/soiling rate being measured before starting Works.
- 5.9.33 Construction Plant and Equipment - To minimise emissions from the construction plant and equipment, the Contractor will ensure that as far as practicable:
- 5.9.34 Plant and equipment will be procured with the least potential for pollutant emissions, allowing for economic constraints and practicability;
- 5.9.35 wherever practical, plant and equipment will be powered by mains electricity;
- 5.9.36 all plant and equipment will be routinely serviced in line with the manufacturers' guidance or if either a site inspection or a review of an incident identifies a malfunction;
- 5.9.37 No vehicle or equipment emitting visible black smoke from its exhaust system other than during ignition will be used on the construction site; and the plant will not be left idling when not in use or, where this is not practicable, reduced to the lowest setting.
- 5.9.38 Management of Unforeseen Incidents - In the unlikely event that controls fail to be applied in an area of the site, there is a low risk that downwind properties would be impacted by dust from site activities.
- 5.9.39 If significant fugitive dust emissions are being generated at the site, monitoring indicates elevated standards or a complaint is received, the following corrective measures will be implemented:
- 5.9.40 The cause of the elevation will be immediately identified and reviewed; relevant operations will be suspended whilst control is applied; appropriate corrective measures will be applied. This may include, for example; the increased use of bowsers or misting systems for dampening, replacement of faulty machinery or compaction of stockpiles; visual inspection frequency will be increased to twice daily to assess whether the measures are effective and will not be reduced until

measures are successful; and the actions undertaken will be recorded in the Site Diary.

- 5.9.41 Odour - Given the types of operation and nature of the site-derived material, it is not considered that odour will be a concern during the proposed activities and consequently no mitigation is required.
- 5.9.42 Dirt (General) – To prevent mud and debris from reaching the public highways a closed wheel wash facility and wheel spinner will be installed at the site for the entire duration of the works. No construction vehicles will be permitted to enter or exit the site before the wheel wash is installed and fully operational. In addition, the haul road from the contractor's compound shall be concrete or tarmac up until it reaches the exit to the site to maximise the removal of any residual debris from the lorry wheels.
- 5.9.43 Location and details of wheel wash - Figure 3 illustrates the location of the wheel wash facilities.
- 5.9.44 Site Drainage - A suitable temporary drainage system will be installed in the vicinity of the contractor's compounds and along the haul roads. This is designed to allow the adequate collection of surface water run-off and prevent its transfer to the public highway and the water course to the western end of the site. The compound drains will be regularly monitored and maintenance carried out as required.
- 5.9.45 Temporary Haul Roads - Following the completion of the contractor's compound and installation of the wheel wash and wheel spinner, additional haul roads shall be installed if required (use of existing maintenance tracks is envisaged if required). These shall be completed on an as need basis in line with the phasing strategy for the construction and will be dependant on weather conditions.
- 5.9.46 The site ground conditions and nature of the construction (i.e. soil import) will require temporary haul routes to be constructed with hardcore material. Except for the section between the site access and the contractor's compound (which will be concrete), the haul roads will be installed to a minimum depth of 500mm hardcore with a width of 6m and underlain with a terram. Where necessary the haul roads will be topped off with 6f5.
- 5.9.47 The haulage routes are primarily to allow ease of access and to prevent the buildup of mud on vehicle wheels during wetter periods.
- 5.9.48 (NB – during some dry periods when the ground conditions are firm it may be possible to run vehicles over sections of existing ground. The operation of lorries over the existing ground will be at the discretion of the site manager and always with a view to minimizing dust generation).
- 5.9.49 Importation Lorry Egress - Having deposited soils at the appropriate location, empty lorries are to leave the site on the designated haulage route and exit the site as illustrated in figure 3
- 5.9.50 The movement of importation lorries from the working areas represents one of the activities that have the potential to generate mud, grit and dirt both within the site and onto the public highway.

- 5.9.51 The Site Manager will have the responsibility for ensuring that nuisances and hazards arising from the movement of lorries out of the site are minimized. A record of weather conditions shall be kept, including wind speed and direction to validate potential off-site issues. A record of all activities is to be maintained and held throughout the works. All records shall be made available to third parties as required.
- 5.9.52 A closed system wheel wash and wheel spinner will be provided in the location indicated in figure 3. This will be used by all HGVs before leaving the site.
- 5.9.53 The wheel wash will be regularly inspected and cleaned, with the settlement tank being emptied to ensure continued functionality.
- 5.9.54 Inspection of the wheel wash shall be recorded in the site's diary.
- 5.9.55 All lorries shall sheet up before leaving the site to prevent spillages of mud and debris.
- 5.9.56 A road sweeper shall be made available to clean the hard-paved site roads and the immediate stretches of the roads on either side of the temporary bellmouths.
- 5.9.57 No demolition or construction material shall be produced as a result of the proposals. In this regard, no measures to prevent such materials from reaching public highways are required.
- 5.9.58 *Refuelling* - All refuelling and maintenance of construction vehicles is to be undertaken in the designated area within the site compound. All refuelling and storage of oil and other chemicals shall be undertaken in accordance with the Environment Agencies Pollution Prevention Guidelines (PPG).
- 5.9.59 www.gov.uk/government/collections/pollution-prevention-guidance-ppg
- 5.9.60 A process of best practice shall be introduced which includes:-
- 5.9.61 Establishing a plant storage, maintenance and refuelling area in a location where it will not need to be moved during the course of the contract.
- 5.9.62 Fuel, oil and chemical storage facilities are to be located on impermeable surfaces with controlled drainage, away from ditches and channels.
- 5.9.63 The storage of all fuels, chemicals and oils within bunded or drip trays.
- 5.9.64 All funnels, buckets, containers, brushes and other associated equipment are to be kept in the bunded area when not in use.
- 5.9.65 All tanks are to be clearly labelled with their contents and storage capacity; to reduce the risk of overfill and spillage.
- 5.9.66 When storing oils such as mould release oils or hydraulic oils in barrels from which they will need to be transferred in small quantities to other containers before use, a tap shall be fitted to the barrel. Barrels are to be stored on a stand within a bunded area. Typical details of the bunded trays to be used on the site are illustrated below.

(Note: The bunded area refers to the location of purpose-built 'trays' or 'bunds' for the safe storage and use of oils and fuels). No earth 'bund' is required around the compound.



Fig 6 Examples of 'bunded' oil cans and double skinned fuel

- 5.9.67 Buckets or containers are to be placed under the taps to safeguard against drips and leaks. This will also prevent fuels and oils from mixing with any water in the base of the bunded area. The bunded area will be inspected daily by the site manager for any spills, drips or leaks. Should leakages or drips be discovered the equipment shall be repaired/replaced and the contamination immediately dealt with using the appropriate spill kit. The incident shall be recorded in the CMP log/diary.
- 5.9.68 Where there is a risk that the plant or vehicles could collide with or damage a fuel storage area, barriers should be installed (jersey™, Armco™ or similar) between the fuel storage tank and areas where the plant and vehicles operate.
- 5.9.69 Protect hydraulic hoses and connections from damage and regularly check for leaks and faults.
- 5.9.70 Fuel storage tanks should be locked when not in use to prevent unauthorised access and to reduce the risk of vandalism.
- 5.9.71 Care will be taken to ensure that adequate spill kits are available for immediate use should any accidental spills occur within the site compound.
- 5.9.72 On completion of the construction works the bunded area shall be removed and the original surface shall be inspected for contamination by a suitably qualified specialist before it is restored. Any areas exhibiting evidence of potential contamination shall be tested and if necessary remediated before restoration.
- 5.9.73 An area within the compound shall be designated for the collection of any rubbish or debris so that it can be efficiently segregated to optimise recycling potential. Rubbish is to be contained within a sealed skip to avoid windblown littering of the site and surrounding areas.
- 5.10 **Noise and Vibration Control**
- 5.10.1 The construction work and associated activities are to be carried out following the recommendations contained within British Standard 5228:2014 'Code of practice for noise and vibration control on construction and open sites', Part 1 and 2.

- 5.10.2 No specific noise fencing is required due to the low intensity and low sensitivity of the works.
- 5.10.3 As part of best practice, the following procedures will be adopted to minimise noise;
- 5.10.4 The Contractor will implement daily site inspections at site boundary locations during normal operations, to assess the noise emissions from the site to nearby sensitive receptors. The assessor will determine whether noise levels are considered excessive. In the event of either sustained excessive noise or a complaint, the Contractor will employ a competent acoustic technician to monitor the boundary.
- 5.10.5 In the event that the noise level is deemed excessive, works will be suspended until corrective measures can be implemented. This includes, but is not limited to, relocating an activity, undertaking maintenance on the plant, and replacement of non-performing equipment.
- 5.10.6 The results of any quantitative monitoring and daily inspections will be recorded in the site diary and will be made available to Local Planning Authority.
- 5.10.7 The following measures will be implemented throughout the project construction to ensure that noise levels are attenuated as far as is reasonably practicable:
- 5.10.8 Working hours and delivery hours will be strictly adhered to. Delivery vehicles will be prohibited from waiting within the site with their engines running;
- 5.10.9 Strict Controls on the sequencing of work will be developed on an area-by-area basis. Examples include turning off the mobile plant when not in use, restricting times of work along the specific sensitive boundary;
- 5.10.10 The quietest plant that can be reasonably and practicably obtained will be used for each construction task. Percussive and Pneumatic plant will not be required for any construction activities on site. All plant will be properly and regularly maintained and sited as far from sensitive receptors as possible to help minimise noise;
- 5.10.11 Use of radios, other sound systems or tannoy will not be permitted anywhere on site. Cutting or similar operations are not expected to be carried out;
- 5.10.12 The mobile plant will be fitted with smart audible alarms adjusted to background noise levels at all times; the plant will be orientated away from the noise-sensitive receptors;
- 5.10.13 Machines which are used intermittently will be shut down between periods of activity;
- 5.10.14 All machinery will be well-maintained (abnormal increases in noise are often associated with wear and tear or are indicative of mechanical failure), and all construction work will be undertaken following codes of practice as outlined in BS 5228;
- 5.10.15 Vibration - Given the types of operation and the distance to any property it is not considered that vibration will be a concern during the proposed activities and consequently no mitigation is required.

5.11 A nominated Developer/Resident Liaison Representative will be announced, with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as the first point of contact for residents who have any problems or questions related to the ongoing development.

5.11.1 Name: TBA

5.11.2 Address: TBA

5.11.3 Phone: TBA

6 Site Waste Management Plan (SWMP)

6.1 Demolition and Waste

6.1.1 There is no demolition envisaged on site just the reuse of recovered soils for the building of the football pitches.

6.1.2 Waste Forecast

6.1.3 The quantities of waste estimated to be generated from the Project are detailed below :-

6.1.4 Estimated Waste Arisings

6.1.5 Plastic (packaging)

6.1.6 Hazardous (oil, grease, fuel chemicals)

6.1.7 Mixed Non-Hazardous

6.1.8 Metal

6.1.9 Wood, Paper & Card

6.1.10 Estimated Waste Quantities

6.1.11 Estimated Waste Quantities (m3)

6.1.12	Construction	10
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6.1.13	Demolition	0
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6.1.14 **Waste Prevention and Minimisation**

- 6.1.15 Waste minimisation is at the pinnacle of the waste hierarchy and is essentially concerned with avoiding the production of waste in the first place. Whilst complete avoidance of waste is impossible, adopting certain waste minimisation practices will ensure that the overall quantity of materials not beneficially used on site is kept to a minimum.
- 6.1.16 Overall, the following practices will be adopted to help to minimise waste on site:
- 6.1.17 Improved precautions in handling materials onsite. Wherever possible materials will be kept in locked and /or covered storage, until the time of use, to avoid damage from vandalism, theft, vehicle movements, weather, etc.;
- 6.1.18 “Just in time” delivery of materials when they are required to prevent spoilage;
- 6.1.19 Ordering the correct materials as specified;
- 6.1.20 Maintaining a record of materials delivered onsite and dispatched - recording the number of skips used so that the amount of material consumed, sent for landfill or recycling can be determined;
- 6.1.21 Packaging is designed to protect raw materials and wherever feasible will be kept on until the last moment. Material suppliers will be asked to collect packaging for reuse;
- 6.1.22 Avoidance of over-ordering materials according to the stage of construction need; and
- 6.1.23 Responsibility for overseeing waste minimisation activities will be assigned to specific site personnel (e.g. construction site manager) who will monitor the progress and smooth running of waste minimisation activities.
- 6.1.24 If there are any surplus materials from the CD&E works, it may be possible to use these on other projects, either through contact with the buyer or by advertising them. Materials could also be donated to local community projects or charities. These options avoid the cost of disposing of surplus material resources as waste.
- 6.1.25 Waste that cannot be eliminated or reduced falls into one of the following four management categories:
- 6.1.26 Reuse
- 6.1.27 Recycling
- 6.1.28 Other recovery
- 6.1.29 Disposal

6.1.30 **Preparation for Re-use**

- 6.1.31 Implementing an SWMP as early as possible will reduce the amount of waste produced as part of the Project. The Principal Contractor will maximise opportunities for the potential for reuse and recycling of all waste streams onsite.
- 6.1.32 Over-purchasing can lead to significant wastage and must be avoided in the first place. Ensuring materials are ordered for delivery shortly before they are used on the Project will also avoid possible damage and therefore wastage. Construction waste or waste arising from imported material will be minimised through careful product specification and use. A continual review of the type of surplus materials being generated onsite will aid in identifying approaches to reduce the amount produced.
- 6.1.33 Materials delivered to the Project will be received and controlled by the Principal Contractor. Materials will be stored to minimise the potential for damage or wastage. Measures will include off-ground storage e.g. on pallets, remaining in original packaging, and protection from rain damage or collision by plant or vehicles. The materials storage area in the contractor's compound is secured during out of hours to prevent unauthorised access.
- 6.1.34 Where avoidance of excess materials onsite is not feasible, all available materials will be recorded and considered for possible reuse onsite before recycling. Excess materials that cannot be reused onsite will be considered for reuse elsewhere - if they can still be used in their present form, they will be classified as materials which can be reused off-site. Materials such as timber, bricks, tiles, paving blocks and topsoil would be stored separately onsite within the existing footprint and would all be considered for reuse elsewhere. The purpose of storing reused materials in separate skips/ areas is to reduce the potential for contamination and to encourage the reuse of materials by offering clean material streams from which to choose.
- 6.1.35 Options for reuse include:
 - 6.1.36 use of reclaimed materials (where appropriate);
 - 6.1.37 onsite reprocessing of materials; and
 - 6.1.38 reuse of packaging materials in limited circumstances.
- 6.1.39 The use of a data-recording sheet will allow the construction site managers to keep a record of all available materials onsite, hopefully reducing the need to over-order and increasing opportunities for reuse where possible.

6.1.40 Waste Minimisation Measures Include;

- 6.1.41 Monitor, audit and measure site waste through the implementation of SWMP Investigate options for recovering site-won materials for reuse on site
- 6.1.42 Retain topsoil, treat it onsite with compost (or other remediation) and use it for soft landscaping etc.
- 6.1.43 Use existing soft landscape that can't be retained (trees, shrubs) as compost and soft landscape top mulch Use recycled aggregates (either onsite or off site) in a concrete mix, as fill, etc.
- 6.1.44 Reuse packaging by returning to the supplier/ manufacturer or using it for other purposes (e.g. Timber packaging pallets can be chipped and used for landscaping top mulch
- 6.1.45 Embed all of the design options to be pursued into project briefings and procurement
- 6.1.46 Use an on-site baler to compact paper, card and plastic packaging to take up less space ready for recycling Use the national colour coding scheme for waste containers to ensure waste is separated efficiently
- 6.1.47 Order materials in bulk where appropriate with minimal/ reusable packaging where possible
- 6.1.48 Put in place a Material Logistic Plan looking at supply routes, handling, storage and security for the main construction phases of the project
- 6.1.49 Specify biodegradable packaging where possible
- 6.1.50 Specify the use of recycled material in a compost
- 6.1.51 Specify recycled content in hard landscaping, e.g. eco kerb 75% quarry waste
- 6.1.52 Specify recycled plant pots or root ball wrapping
- 6.1.53 **Recycling**
- 6.1.54 If excess materials cannot be reused in their present form but could be used on-site in a different form they are classified as recycled onsite (provided they were processed onsite). If the material cannot be reused onsite in any form, it may be classified as recycled off-site, e.g. non-returnable pallets reprocessed off-site to make chipboard.
- 6.1.55 Successful recycling relies upon early planning, clear responsibility and space within a compound for segregation and storage.
- 6.1.56 Enclosed and lockable skips will be used to prevent the deterioration of waste and also stops unauthorised access to the skips. The skips will be kept clean and marked to avoid contamination of materials.

- 6.1.57 Differently coloured skips will be used to ensure that workers are clear about where to put each type of waste. This will reduce the levels of contamination in the skips and increases the likelihood that a load will not subsequently be rejected once the waste stream has been sent off-site for reprocessing. In cases where the load is rejected, the likely destination would be landfilled (which would increase the costs of the Project).
- 6.1.58 The segregated skip categories are as follows :-
- 6.1.59 Hazardous (red)
- 6.1.60 Plastic (orange);
- 6.1.61 Wood (yellow)
- 6.1.62 Metal (Blue)
- 6.1.63 Paper & Card (Green)
- 6.1.64 Welfare Waste (brown)
- 6.1.65 Space within the compound is provided to accommodate the skips and storage of reusable materials. Individual waste streams will be kept separate including the use of an excavated material-only area.
- 6.1.66 Audits will be undertaken by Waste Contractors (by the Principal Contractor) to ensure that waste from the Project is being managed appropriately.
- 6.1.67 **Other Recovery**
- 6.1.68 Where it is not possible to reuse or recycle materials, the residual fraction of waste will be taken to an appropriate residual treatment facility or landfill site. Recovery of waste, rather than disposal to landfill, will be prioritised where material types are suitable for recovery and the Waste Management contractor has access to competitively priced recovery capacity.
- 6.1.69 Recovery mainly refers to energy recovery (e.g. reuse as fuel) or biological recovery (e.g. composting).
- 6.1.70 **Disposal**
- 6.1.71 Disposal of waste is at the bottom of the waste hierarchy as this is the least sustainable method of waste management.
- 6.1.72 For construction waste, suitable treatment, recycling and disposal facilities within reasonable proximity of the Project will be identified by the Principal Contractor.
- 6.1.73 The Landfill Directive requires that disposal sites are classified into one of three categories depending on the chemical composition of the material; these are hazardous, non-hazardous or inert. The ability for waste to be deposited at these sites will be dependent on the available space and the conditions imposed on the Project through the relevant licence/permit.

- 6.1.74 For excavated materials that are confirmed to be non-hazardous or inert, several reuse and recycling options could be explored, both on and off-site. (not applicable to this site)
- 6.1.75 For any vegetation removed, consideration will be given to mulching and/or composting. Reuse of such materials will be considered where possible i.e. mulch or compost to be reused back in the project for landscaping purposes.
- 6.1.76 The Principal Contractor will further identify and appoint appropriate Waste Carriers and Waste Management Facilities before the construction elements of the works commence.
- 6.1.77 **Onsite Waste Management**
- 6.1.78 Any Inert waste arisings from the project (eg hardcore) will also need to be stored in a designated stockpile area. Once verified by testing, the non-contaminated inert waste arisings will be reused or recycled following further processing (for example through crushing).
- 6.1.79 In developing the SWMP prior to the commencement of construction, the Principal Contractor will need to consider the waste minimisation and waste recycling targets.
- 6.1.80 **Off-site Waste Management**
- 6.1.81 As described above, off-site waste recycling, treatment and disposal will be undertaken by a suitably qualified Waste Management Contractor who specialises in reprocessing and recovery of construction waste arisings.
- 6.1.82 For the purposes of the Project, the transportation of material resources and waste arisings will take place by road and rail to and from material suppliers and waste management facilities.
- 6.1.83 The Principal Contractor will be responsible for identifying and procuring one or more waste management companies to provide the containers (skips), collection, transportation and management of waste produced at the site. Skips will be collected using a standard skip vehicle or a roll-on roll-off vehicle for larger skips.
- 6.1.84 Waste management companies (eg Skip hire) will be requested to remove full skips and replaced them with appropriate empty ones, once they become full. Welfare waste shall be collected weekly by the local waste collection service.
- 6.1.85 **Monitoring**
- 6.1.86 Under the Waste (England and Wales) Regulations and in line with this document , the Principal Contractor has several responsibilities which it will execute as follows:
- 6.1.87 to ensure that suitable storage is made available, including correct signage;
- 6.1.88 to check the waste carrier has the appropriate waste carrier licenses; and
- 6.1.89 Responsibility for waste management lies with the Principal Contractor unless a contractual agreement with subcontractors to manage their waste arisings exists -

the Principal Contractor will ensure that the Doc process is in place when this situation occurs.

6.1.90 Training

6.1.91 The Principal Contractor will provide training to employees on the Project on the use of the SWMP, roles and responsibilities and DoC requirements.

6.1.92 Onsite instruction and training covering appropriate waste separation, handling, storage, recycling, and reuse and return methods to be used by all parties (e.g. subcontractors), at all appropriate stages of the Project will be provided by the Principal Contractor.

6.1.93 Training will consist of an initial toolbox talk that will form part of the site induction process that introduces and explains the requirements of the SWMP and the concept of the waste hierarchy, as well as regular toolbox talks that provide updates on wider environmental issues. Workshops and other forms of training may be utilised where appropriate. Appropriate staff will be identified to attend these.

6.1.94 The Project will appoint a Waste Champion to act as a point of contact to deal with any waste queries from staff, promote best waste management practices and be responsible for the upkeep of the SWMP.

6.1.95 Waste Recording

6.1.96 Doc details are to be logged. Details are to include the waste management licenses, waste carrier licenses and exempt site licenses for waste management contractors employed on the Project. All waste management contractors' licences must be checked and verified before any waste movement occurs.

6.1.97 All WTN (Waste Transfer Notes) will be safely stored for two years following the Waste Regulations 2011. Consignment notes for the transport of hazardous waste will be held for three years in accordance with the Hazardous Waste Regulations 2005. The Project may consider using electronic transfer notes rather than paper-based ones. An example of such a system is Department for Environment Food & Rural Affairs' Electronic DoC (Defra Edoc).

6.1.98 In addition to monitoring and recording the performance of contractors, waste management facilities may be monitored periodically throughout the lifespan of the contract. This will ensure that high standards of compliance and environmental performance are maintained throughout the supply chain, including accurate recording of waste types and the origin/destinations of wastes.

6.1.99 Waste monitoring will be included as an agenda item at construction progress meetings. In addition, the SWMP will be communicated to the whole Project team at regular management meetings.

6.1.100 Throughout the works, the Principal Contractor will be responsible for reviewing the performance of all parties which are involved in the management of waste at the Project.

6.1.101 Progress towards the commitments contained in the Outline SWMP will be reported regularly and performance will be reviewed and monitored in line with the SWMP guidance.

6.1.102 A comparison of forecast and actual waste streams with key associated notes will be documented. This information could consist of an explanation for diversion, lessons learnt and revision of plans.

6.1.103 **Actual Quantities**

6.1.104 Within the Outline SWMP, a record of the types and quantities of waste being produced and including the eventual fate of the waste will be kept.

6.1.105 Maintaining these records will also help to identify which waste streams are not achieving anticipated recycling potentials so that alternative methods to handle that waste stream can be explored for the remainder of the Project.

6.1.106 The actual quantities table will be completed during the construction phase and data taken from the amounts recorded on waste transfer notes and hazardous waste consignment notes.

6.1.107 This information will then feed into Key Performance Indicators, which detail key commitment information such as the amount of recycled, reused/beneficially reused and diverted from landfill quantities.

6.1.108 **Review**

6.1.109 The SWMP will be reviewed regularly, with waste data being entered frequently i.e. fortnightly or monthly. Further reviews will take place where any significant changes occur. A log will be kept of when the plan has been reviewed and the outcomes.

6.1.110 An appropriate monitoring regime of the waste objectives and targets will be put in place.

6.1.111 Post Project Completion

- 6.1.112 At the end of the works, the Principal Contractor is responsible for reviewing, revising and refining the SWMP as necessary, to ensure best practice and to identify if lessons could be learned for the next time a similar project is undertaken. This review will aim to identify the following:
- 6.1.113 confirmation that the SWMP has been monitored and updated within the defined timescales;
- 6.1.114 an explanation of any deviation from the original plan;
- 6.1.115 a comparison of the estimated quantities of each waste type against the actual quantities generated; and
- 6.1.116 an action plan to address the lessons that have been learnt from the Project that could be implemented for the next project.
- 6.1.117 An estimation of the cost savings (if any) that have been achieved through the measures undertaken to minimise, reuse, recycle or recover waste arisings.

6.1.118 Summary

- 6.1.119 This SWMP report provides a review of CD&E waste arisings and management methods for the proposed Project. It is estimated that the Project is likely to produce in the region of 10m³ of waste.
- 6.1.120 This SWMP intends to reflect the Project's envisaged design and the associated quantities of waste arisings that are anticipated to be generated and enable better control over material resources and waste arisings throughout the CD&E phases of the Project.
- 6.1.121 The project should have comprehensive controls on their waste monitoring processes and follow where appropriate the hierarchy of waste management.
- 6.1.122 The waste minimisation recommendations should follow as necessary
- 6.1.123 Waste management practices have been identified which can assist in minimising waste generation for the Project. Where waste is generated, the document identifies management methods to aid material reuse or recycling before waste disposal.
- 6.1.124 The provision of a suitable area on site for the management and storage of waste will assist in reducing waste disposal and the environmental impacts of disposal.
- 6.1.125 It is recommended that the construction contractor monitors material delivery and waste generation onsite to identify opportunities for waste minimisation and reuse. Monitoring of waste activities will also help to ensure materials are recycled where viable and therefore the environmental impact of the Project is minimized.