
From: Michael Gradwell <Michael.Gradwell@networkrail.co.uk>
Sent: 17 May 2022 14:07
To: Quinn, Mark
Cc: Byron Kerr-Dando; Peter Rock; William Brandon
Subject: External Mail: RE: 22/00168/FUL
Attachments: Construction Management Plan rev01.pdf

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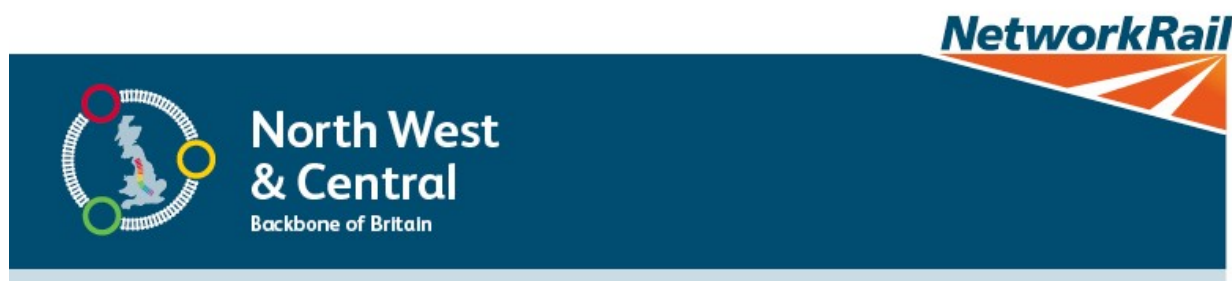
OFFICIAL

Hi Mark,

Please find attached an updated version of the CEMP, with a section added for Section 73 updates on Page 21. Please let me know if you need anything else.

Kind regards,

Michael Gradwell
Town Planning Manager
Network Rail Property (NW&C)
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From: Quinn, Mark <mark.quinn@knowsley.gov.uk>
Sent: 11 May 2022 08:38
To: Michael Gradwell <Michael.Gradwell@networkrail.co.uk>
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Subject: 22/00168/FUL

Hi Michael

Please see attached comments from the Highways Team. Please note that they are requiring the CEMP to be updated to take account of the increased HGV movements. This can be submitted as part the current application or secured by planning condition.

Regards

Mark Quinn
Principal Planner
Planning

Telephone: 0151 443 2223

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BUCKINGHAM GROUP CONTRACTING LIMITED

Construction Management Plan

PRINCIPAL CONTRACTOR

Buckingham Group Contracting Limited

FOR

CONTRACT NAME

Headbolt Lane

CONTRACT ADDRESS

BGCL Site Offices
Headbolt Lane
Kirkby
Liverpool
L33 1WA

CONTRACT NUMBER

F20002

CONTRACT DOCUMENT REF

N/A

REVISION

01

DATE PRODUCED

12/05/2022

PREPARED BY

NAME	John Moran	ROLE	Senior Project Manager	DATE	12/05/2022	SIGNATURE	
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APPROVED BY ENVIRONMENTAL LEAD

NAME	Richard Cooper	ROLE	Environment Manager	DATE	13/05/2022	SIGNATURE	
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CLIENT APPROVED BY

NAME	Peter Rock	ROLE	NR Project Manager	DATE	13/05/2022	SIGNATURE	
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VERSION HISTORY

REVISION	DATE	SUMMARY OF CHANGE	LED BY
00	11/01/2022	New document.	J.Moran
01	12/05/2022	Increase in HGV movements mitigation added page 21	J. Moran
02			

GLOSSARY

TERM	DEFINITION
EMP	Environmental Management Plan

[illegible]



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1.0 INTRODUCTION

1.1 Construction Management Plan

Buckingham Group Contracting Limited (BGCL) have been appointed by our Clients Network Rail Limited ("Network Rail") to construct a new Railway Station at Headbolt Lane, Kirkby

An Application for Planning Permission (21/00563/FUL) has been made to Knowsley Council for the following:

"Station including station building (and associated platform works), car park, bus stops, cycle parking ,substation compound and associated line side works including the section of rail line between Kirkby station and Headbolt lane upgraded to twin track, bridge works (to bridges over County road and Simonswood brook) new signalling, erection of fencing to platforms and car park , removal of redundant platform at Kirkby station, pedestrian and road bridge over Kirkby brook, re-grading works and new road junction at Headbolt lane/Fallowfield."

A full Environmental Impact Assessment (EIA) has been carried out, in support of this application and an Environmental Statement (ES) has been produced, supported by an Outline Construction Environmental Management Plan (170248-ARU-REP-EEN-000019).

Condition 3. of the Planning Permission states:

"No phase of the development hereby permitted, including any works of demolition, shall be commenced until a Construction Management Plan that details the means of mitigation of construction effects for that phase has been submitted and agreed in writing by the Local Planning Authority."

We have described the appropriate means requested, in the relevant sections below.

2.0 PLANNING CONDITIONS

Condition 3.a - Noise & Vibration

a) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.

The intent of the Project is to power the site accommodation with a DNO supply but given lead in times that's unlikely to be in place until summer 2022. In the interim a 250kVA generator will be used. This will be fully enclosed and situated as indicated in the compound sketch in section 3.F. Details of noise outputs below

Sound Pressure Levels (dBA) for Level 1 High Ambient Enclosure

Generator Set Model		50 Hz								60 Hz							
		15 m (50 ft)				7 m (23 ft)				1 m (3 ft)				Ambient Capability °C			
		75% Load	100% Load	75% Load	100% Load	75% Load	100% Load	75% Load	100% Load	75% Load	100% Load	75% Load	100% Load				
P249-5	Prime/standby									62/63	64/64	68/69	70/70	78/78	78/79	66	
P250-5	Prime/standby	61/61	62/62	67/67	68/68	75/75	76/76	61									
P275-2	Prime/standby	61/62	63/63	67/68	69/69	75/75	76/77	60									
P275-5	Prime/standby	61/62	62/63	67/68	68/69	75/75	76/76	59									
P300-4	Prime/standby	62/62	63/64	68/68	69/70	75/75	76/77	57									
P300-5	Prime/standby	62/62	63/63	68/68	69/69	75/76	76/77	57									
P313-5	Prime/standby								63/64	65/66	69/70	71/72	78/79	79/80	59		
P330-5	Prime/standby	62/62	63/64	68/68	69/70	76/76	77/77	54									
P344-5	Prime/standby								64/64	66/67	70/70	72/73	79/79	80/80	56		
P375-4	Prime/standby								65/66	67/68	71/72	73/74	79/80	81/81	51		
P375-5	Prime/standby								64/65	67/68	70/71	73/74	79/79	80/81	52		



Buckingham Group shall consider the potential impact of our work in advance, identify those sensitive receptors we may impact and put measures in place, including Best Practicable Measures (BPM) to reduce effects of noise and vibration from construction activities, as a minimum:

- Noise shall be minimized at source wherever possible first, such as construction methodologies, minimum standards for and selection of plant & equipment.
- If mitigation at the source is not possible, then positioning of screens, acoustic barriers or repositioning equipment away from sensitive receptors where possible.

Noise strategies will be formulated with respect to the nature, duration and time of works and the proximity of sensitive receptors. Best practicable means and industry best practice will be employed in order to reduce impacts, noise controls shall be integrated into the preparation of Work Package Plans (WPP), including:

- All work shall be carefully planned, sequenced and executed in order to minimise noise and vibration
- All staff and operatives will be briefed on the requirement to minimize nuisance from site activities, via briefings, toolbox talks etc.
- Night-time deliveries will be avoided, materials will be delivered and stored at or near the site during daytime and components will be prefabricated off-site, where practicable
- Vehicles shall be loaded/ unloaded with care in designated areas and engine idling is prohibited
- Equipment will be modern, quiet and well-maintained and shall comply with relevant noise and other emissions standards
- Plant and equipment with the potential to create noise and vibration will be located away from sensitive receptors and the use of barriers or other structures to absorb and/or deflect noise away from noise sensitive receptors



- Layout of the site will be designed where possible to reduce the need for reversing and reversing alarms shall include one or more noise reducing feature i.e. non-tonal signals, self-adjusting output, flashing warning lights. Alarms shall be set to the minimum output for safety compliance
- Modern silenced piling methods shall be used (with the use of driven impact piles avoided, where possible), and rigs shall be carefully operated
- Vehicles and mechanical plant utilised on the work sites will be fitted with effective exhaust silencers and shall be examined on a daily basis and maintained in good working order and operated in a manner such that noise emissions are controlled
- All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which should be kept closed whenever the machines are in use, and all ancillary pneumatic percussive tools shall be fitted with mufflers or suppressers of the type recommended by the manufacturers and should be kept in a good state of repair
- Silencers with pneumatic wrenches (specified to provide up to 18db noise reduction) shall be used
- Any plant, equipment, or item found to have defective noise control equipment shall not be operated until it is repaired
- Fixed items of construction plant will be electrically powered from the mains supply in preference to being diesel or petrol driven
- Screws and drills shall be used (rather than hammer and nails) for fixing hoardings, etc.
- All materials, scaffolding, tools and waste shall be carefully handled, e.g., by lowering rather than dropping items
- Small power tools and temporary power shall make use of Alternative Power Technology where possible: Such as Battery Power Sources, instead of small generators, Hybrid and Solar Powered equipment
- Site Vehicles shall be EV or Zero/ Low Emission Technology where possible to reduce noise, emissions, and other sources of nuisance
- Consideration of the impacts on relevant ecological areas
- Risk assessments to inform structural surveys of buildings, structures, equipment, and sensitive processes that may be affected by vibration from construction
- Where practical and safe to do so works will take place during the day
- Railway Blockades have been booked to facilitate as much daytime working as practical.

Condition 3.b - Dust Control and Suppression

b) Methods for dust control and suppression.

The following specific dust and emission control methods will be employed on site for the duration of the works.

Site Management

- Display the name and contact details of person(s) accountable for dust issues on the site boundary.
- Display office contact information.
- Record and respond to all dust complaints.
- Make a complaints site logbook available to the local authority when asked.
- Carry out regular site inspections to monitor compliance with dust control procedures, record inspection results, record findings and inspection in site logbook and make these records available to the local authority when asked.
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues (i.e., the Site Supervisor and/or Health and Safety Advisor) when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions.
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the site logbook.

Preparing and maintaining the site

- Plan site layout: machinery and dust causing activities should be located away from receptors.
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.



- Avoid site runoff of water or mud.
- Clean hoardings facing sensitive receptors if visibly heavily soiled, to prevent resuspension of dust

Operating vehicle/machinery and sustainable travel

- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Where possible, avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment.
- Haulage vehicles should be managed to access the site without delay and vehicle idling emissions avoided.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- Use enclosed chutes, conveyors, and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste management

- Reuse and recycle waste to reduce dust from waste materials.
- Bonfires and burning of waste materials will not be permitted on the site.

Condition 3.c - Transfer of Mud

c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type.

The following specific mud control methods will be employed on site for the duration of the works.

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site logbook.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.
- Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Implement a suitable wheel washing system to make sure all vehicles leaving site have clean wheels. This is located next to the Eastern entrance highlighted in the compound plan in section 3.f

Condition 3.d - Storage of Plant & Materials

d) The areas for the storage of plant and materials.

Excavation & Demolition

- Stockpiles will be segregated, a 'clean' mound and a 'contaminated' mound
- The stockpiles will be clearly labelled
- Potentially contaminated arisings will be stockpiled on an impermeable surface such as Visqueen
- It is recommended that a dedicated quarantine area for waste soils is set up. The quarantine area should be formed on an impermeable composite liner (clay with polythene membrane, or HDPE sheeting, or concrete hardstand) in an

area of site agreed prior to commencement of site works. A collection trench should be constructed along the width of the treatment area to gather any runoff.

- Soils will be tested prior to off-site disposal
- Stockpiles will be managed as not to cause nuisance through dust or odours

Construction

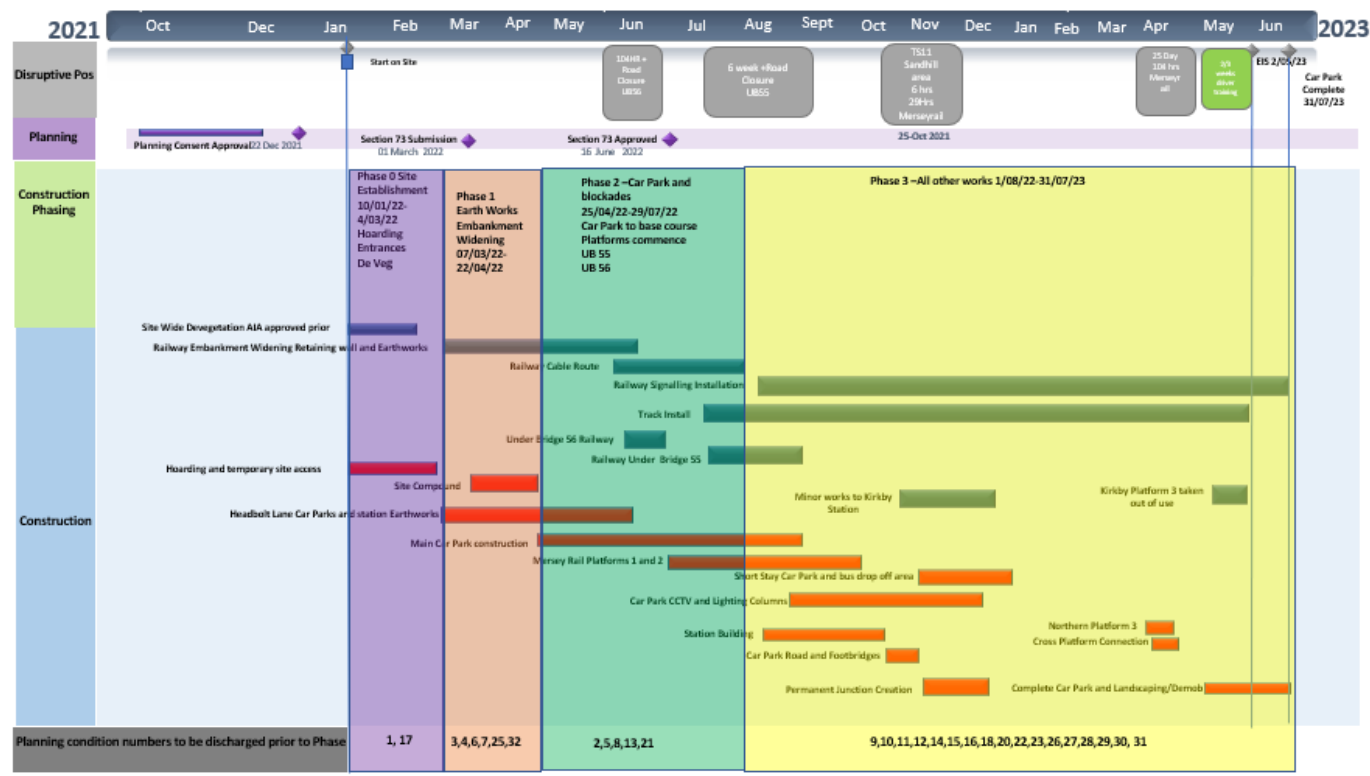
- Stockpiles will be managed as not to cause nuisance through dust or odours
- Materials will be stored to prevent wastage through weathering, for example stored on hard surfaces and pallets, materials will be covered to prevent water damage. Additionally, a 'Just in time' delivery scheme will be adopted to prevent surplus materials being stored on site, this should reduce damage risk
- Attention to material quantities will be made to prevent over ordering of materials leading to subsequent waste
- Wastes will be segregated at source. Hazardous and Non-Hazardous soils will be segregated, office waste, metal, mixed construction and hazardous waste (i.e., used spill kits) will be segregated. If there are large quantities of timber at any one time, a sustainable contractor such as National Wood Recycling will be employed to remove timber
- All skips will be clearly labelled stating the waste streams, including the segregated soil stockpiles
- Licenced waste contractors will be sourced. Waste Carrier Licences and Waste Permits/ Exemptions will be obtained prior to removal
- Contractors and BGCL staff will be briefed on the Materials and Waste Management Toolbox Talks will be carried out throughout the duration of the project
- Waste management and duty of care training will be carried out with BGCL Staff

Condition 3.e - Programme of Works

e) A programme of works, including phasing

It is anticipated that the construction of the proposed Scheme will commence in Q1 2022 and take approximately 18 months to complete.

Programme detailed below



Condition 3.f - Site Compound





Condition 3.g - Recycling & Disposal of Waste

g) Scheme for recycling/disposal of waste resulting from demolition and construction works

In order to control the waste generated on the Site during preparation and the construction and remediation phase, BGCL will separate the main waste streams on the Site, prior to them being taken to a waste facility for disposal.

A Site Waste Management Plan (SWMP) will be developed, which will specify the waste streams to be estimated and monitored and goals set with regards to the waste produced.

All waste to be removed from the Site will be undertaken by fully licensed waste carriers and taken to licensed waste facilities.

Condition 3.h - Wear & Tear to the Highway

h) Adequate provision for addressing any abnormal wear and tear to the highway.



All Access/Egress from the development shall be in line with those accesses agreed with Knowsley Council during the planning process. Any temporary accesses or highways interfaces shall only be carried out once appropriate consents have been agreed (i.e. Highway Interface, TTRO, NRSWA).

The following specific control methods will be employed on site for the duration of the works.

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site logbook.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.
- Inspect haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Implement a suitable wheel wash system. A Jet wash will be utilised on this Project and will be positioned at the Eastern Entrance indicated on the site compound plan in section 3.f
- Any damage to the highway will be repaired immediately and KBC notified of any issues

Condition 3.i - Construction Hours

i) Proposed hours of construction (the following is usually acceptable: 0800 to 1800 Monday to Friday, 0800 to 1300 Saturday and not at all on Sundays/Public Holidays).

Standard Construction hours will operate Monday-Friday between 08:00-18:00 and Saturday 08:00-13:00, with no working on Sundays or bank holidays, **however, during rail blockades, which are required to facilitate construction of certain aspects of the proposed Scheme, there will be some night -time working and instances where construction working hours will operate on 24 hours a day, for seven days basis. These periods and mitigation are detailed within Appendix A**

A Noise & Vibration Plan has been produced and submitted in line with Condition 4 describing:

- a) the controls which will be implemented at all times,
- b) the arrangements for work outside of the Standard Working Hours,
- c) details the works that will be carried out,
- d) the means of mitigation of those construction effects and
- e) a communication and reporting strategy.

Condition 3.j/k/l - Pollution Control Measures

j) Pollution control measures in relation to Kirkby Brook corridor and bankside/buffer habitats

k) Locations of compound and storage areas to minimise risk of runoff into Kirkby Brook.

l) Detailed pollution control measures, particularly in relation to watercourses.

A detailed Water Management Plan (WMP) has been prepared for this project:

Hazardous Substances

- All fuels and oils shall be stored in compliance with the Control of Pollution (Oil Storage) Regulations 2001
- Fuel shall be stored in dedicated bunded, impervious storage areas away from drains and watercourses
- Fuel tanks (> 200litres) shall be stored within a bund capable of holding 110% of their capacity
- Containers of fuels, oils and chemicals shall be stored within secondary containment when in use and a suitably bunded COSHH cage or chest when being stored
- Containers of fuels, oils and chemicals to be stored in undamaged containers and labelled with their contents
- Small mobile plant shall be stored on plant nappies.



- Refuelling shall be carried out only by competent persons and in line with refuelling procedures
- The Buckingham Group foreman will monitor the condition of the plant and equipment. Details of service and calibration will be recorded on the plant & equipment register
- Spill kits will be on site at all times to help mitigate any pollution incidents

Herbicides

- Any herbicides used to control weeds shall be used in accordance with Environment Agency guidelines. Personnel carrying out weed treatment will be suitably qualified and experienced
- All operatives using herbicide products shall have received adequate training specifically PA1 (general understanding) and PA6AW (spraying of herbicide with backpack)
- Storage and transport of herbicides shall be maintained in line with Pesticides: Code of Practice for using Plant Protection Products (2006, Defra)
- Before any product approved for use in or near water is used, BGCL shall consult with the Environment Agency and water abstractors shall be notified. The Environment Agency form (AqHerb01) shall be used to facilitate this requirement

Excavation

- Seeding or covering exposed ground and sediment stockpiles.
- Only removing vegetation from areas that need to be exposed in the near future;
- Minimising the amount of time soil stockpiles are exposed for.
- All plant and wheel washing to be carried out in a designated area at least 10m from any water body or surface drain. Prior to egressing site at the Eastern entrance, a Jet Wash facility will be in place to clean wheels. This is shown in the compound plan in section 3.f.
- Runoff to be collected in lagoons or settlement tanks (or similar) to allow suspended solids to settle and be removed to appropriate levels before discharge to the nearby watercourse.
- Any runoff water containing silt or other pollutants to be treated appropriately before discharge back to the water environment.

Dewatering Excavations

- De-watering (Surface water in Excavations) shall only be carried out in line with relevant Environmental Permit or Regulatory Position Statement.
- Pollution Control Equipment (i.e., Silt Busters) shall be used to ensure that any discharges are free from pollution, silt and compliance with Environmental Permits.
- Appropriate monitoring, including testing of water quality will be carried out.
- BGCL Permit to Pump will be used to describe site specific controls in place at all times.

Working on or Near Water

- Work within 8m of watercourses shall only be carried out when necessary Flood Risk Activity Permits are obtained and working methods are agreed with the Environment Agency.

Site Emergency Preparedness & Response Plan

Buckingham Group will produce a Site Emergency Preparedness & Response Plan, outlining:

- The projects significant risks
- Control mitigation to be implemented to reduce the risk of an incident based on best practise
- Procedural flowchart to follow in the event of an incident
- Responsibilities of people on site in responding to an incident
- Contact details of stakeholders to the incident
- The Site Emergency Preparedness & Response Plan will be briefed to all operatives working on the project.

As well as major spillages the Site Emergency Preparedness & Response Plan will detail the procedure for responding to other environmental incidents including:



- **Ecological Disturbance:** Unexpected ecological protected species, invasive species damage to protected sites, damage to trees
- **Archaeological Finds/ Cultural Heritage:** Unexpected archaeological finds, damage to listed structures/ monuments, damage to an urban conservation area
- **Hazardous/ Contaminated Materials/ Waste:** The discovery of asbestos, arsenic and other hazardous materials, breaches in waste legal duty of care
- **Complaints:** Complaints from public nuisance, breaches



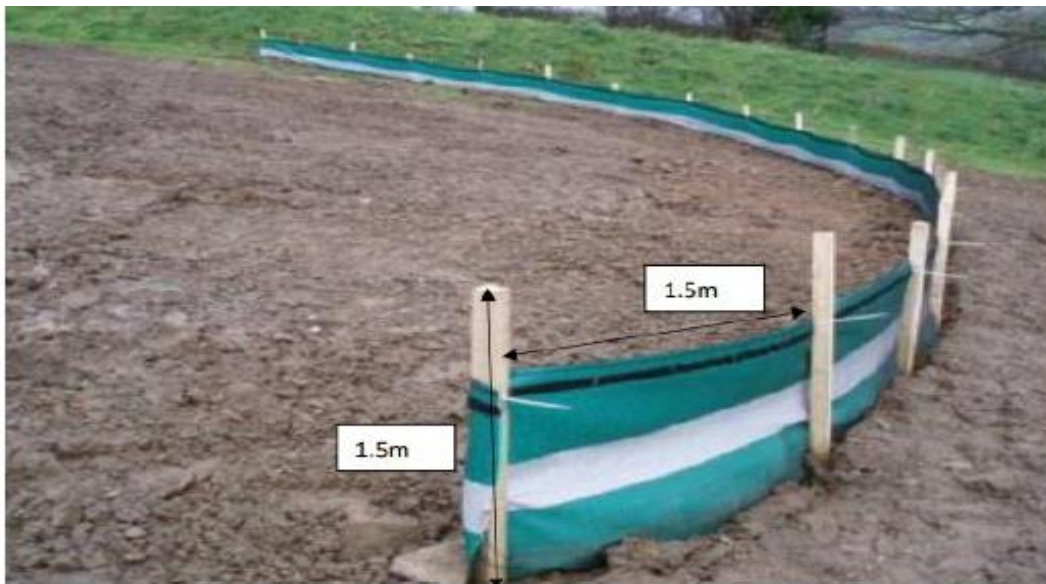
Condition 3.m - Habitat Protection Measures

m) Habitat protection measures, including use of temporary fencing (primarily for Kirkby Brook and woodland areas/trees);

Kirkby Brook/Water Management Plan

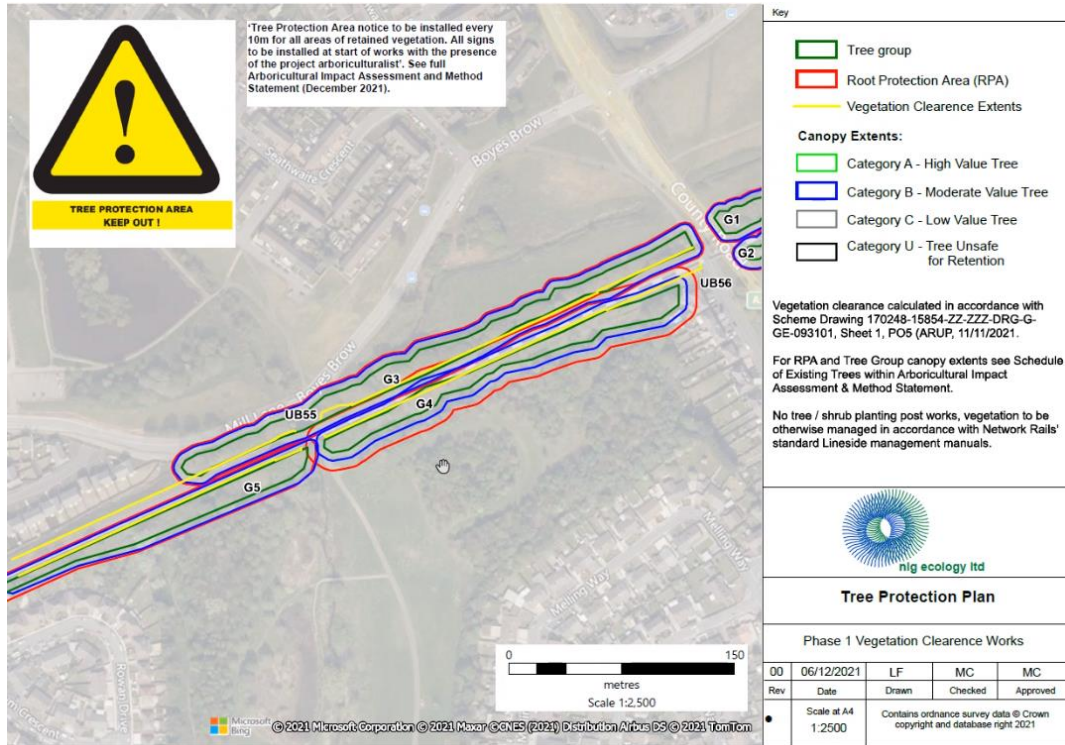
Protection measures will be implemented prior to the construction phase to ensure that water features are protected prior to works starting, including the following:

- 8m buffer around watercourse
- Install silt fencing, exclusion zones and other water protection measures in advance of work commencing.
- V-Ditch next to silt fencing to intercept any surface water runoff.
- Signage warning operatives/public of water risks.



Arboricultural Methods Statement/Tree Protection Plan

A revised arboriculture impact assessment and arboriculture method statement for that phase shall be submitted to and approved in writing by the Local Planning Authority prior to full commencement of any phase of development. The development shall thereafter be implemented in accordance with the revised arboriculture reports, inline with Condition 4.25, an draft example is shown below.



Condition 3.o/p - Reasonable Avoidance Measures

o) Reasonable avoidance measures (RAMs) for badger and hedgehog.

p) RAMs for common amphibian and reptile species;

Reasonable Avoidance Measures have been prepared to ensure no harm to badger, hedgehog, common amphibian and reptiles. These include the following:

1. The vegetation clearance will be undertaken in two stages under ecological supervision. The first cut will be to 150mm and the second cut will remove vegetation to ground level (with a minimum of 24 hours between cuts). In areas of very short vegetation the material can be removed with machinery under supervision.
2. Vegetation clearance applies to all habitats cleared in daytime air temperatures above 5°C. Works must be avoided in cold temperatures or if prior overnight temperatures have been less than 1°C;
3. The cut material is to be chipped and placed in discrete piles outside the working areas or removed from the site.
4. Following the cutting of the vegetation a hand search of the area will be undertaken. If any signs of badgers or hedgehogs are found, they will be removed by the approved accredited agent under appropriate protected species licenses.

Following the first cut hedgehogs, common amphibians and reptiles should leave the area, however if species are found or there are signs of Badgers, ecological advice will be sought immediately.

5. The site is considered suitable for commonly occurring reptile species. It is recommended that during de-vegetation works, should a suspected reptile be observed on site that works cease and that a 10m exclusion zone be demarcated around the reptile and that the reptile be left to disperse on its own accord. A competent ecologist should also be notified immediately. The ecologist will then attend site, assess the situation and establish any required mitigation measures.
6. Whilst no evidence of badger, rabbit or fox was recorded during the survey, small areas were not accessible during the survey due to the presence of dense scrub vegetation; it is therefore possible that mammal holes and/or evidence are present within.
7. As a precaution, if any holes suspected to be badger sett entrances are unexpectedly discovered during any future works, work in that area must cease and an ecologist must be contacted for advice on how to proceed, a site visit may be required to assess the hole(s). Badger sett entrances are typically in the shape of a capital 'D' with the flat side down, measuring on average 25-35cm in width and maintaining a wide tunnel within. Fresh spoil is often present outside regularly used entrances.
8. With regards to rabbit and fox, these species are protected under the Wild Mammals Protection Act (1996) from asphyxiation and crushing. It is recommended that if any mammal holes are identified then these holes should be avoided – this includes trampling, obstruction, machinery and temporary storage of materials. If avoidance is not possible, an ecologist should be contacted so that the species to which the hole belongs to can be identified. This information will then be used to provide further advice (a site visit may be required to assess the hole(s)). x
9. Existing tracks should be utilised for vehicle movements where possible.
10. Any amphibians or hedgehogs found within the works area will be captured and moved to a predetermined receptor area by the suitably qualified ecologist.
11. Throughout the works all trenches must be covered at night or ramps provided to prevent species from getting stuck.
12. Large pipes must also be covered to prevent species access and risk of these species getting stuck.
13. Construction material will be stored on pallets to avoid creating habitat for hedgehog and amphibians.
14. To comply with legislation protecting nesting birds, clearance of any vegetation should ideally be undertaken outside of the nesting bird season that is considered to run between 1st March to 30th August inclusive, unless it is established that nesting birds are not present via an appropriately timed ecological nesting bird check.



Condition 3.n/q/s/r - Precautionary Working Methods

- n) Precautionary working methods for tree removals in respect of bats.
- q) Precautionary measures and timing restrictions in respect of nesting birds.
- s) Precautionary working methods in respect of potential bat roosting features at the Millbrook bridge, including an inspection by a licensed ecologist prior to the start of works.
- r) Precautionary working methods in respect of water voles, particularly for works affecting the banks of Kirkby Brook (for example bridge crossings).

Prior to the start of works, all site operatives working within the site will receive a Toolbox Talk (TBT) by the Ecological Clerk of Work (ECoW). The TBT will include information on the ecology, identification and legislation, where relevant, related to bats, nesting birds & water voles. All operatives must sign a register to confirm they have received the TBT and understand the legal protection of these species once the TBT has been given.

Preliminary Working Methods Statement for Trees with Bat Roosting Potential

- Trees on site were assessed to hold bat roosting potential.
- If trees holding a moderate bat roosting potential are to be impacted, roost locations should be assessed via aerial inspection and/or with an endoscope by a suitably qualified ecologist to confirm the assessment of bat roosting potential and to check for bat occupation.
- If bat roosting potential is confirmed to be moderate or higher, further survey effort if the form of bat emergence surveys (at least one dusk and one dawn emergence survey) would be required to determine if the roosting features are being utilised by bats, in-line with best practice guidelines (Collins, 2016) .
- Should bats be confirmed to be present at this stage, a Natural England mitigation licence would be required for any trees with confirmed bat roosts, to be removed to facilitate the works.

Preliminary Working Methods Statement for Trees with Low Bat Roosting Potential

- The soft felling will be carried out under the supervision of a bat licensed ecologist.
- Ideally carry out work on trees in autumn and spring (i.e., September to October and March to April), as this is when bats are least likely to be present.
- When preparing to cut a tree, look for evidence of bat occupancy – behind ivy stems; obvious holes, cavities and splits; dark staining on a tree below a hole; staining around a hole; maze of tiny scratch marks around the hole; noise coming from a hole; droppings within a hole.
- Bats may be behind partially detached ivy with stems in excess of 50mm, such features much be searched for evidence of bat occupancy before removal.
- Bats may be anywhere inside a hole, try to cut as far above a hole as possible. If in doubt if it is a roost, do not cut and seek ecological advice from the on-site ecologist.
- Bats may be inside cracks held open by the weight of a branch, which will close when the branch is taken off. Search such splits for bats before removing large limbs.
- Where possible, ring bark and leave up to 15m standing dead wood (trunk), with due regard to Health and Safety issues.
- If bats are found: if the roost(s) is still intact and bats are not injured, works will temporarily cease until the ecologist has assessed the situation and establish the most appropriate way forward. If necessary, Natural England will be consulted, and a mitigation licence will be applied for. If the bat(s) is injured, the bat will be taken into care by a local bat group/bat carer – works should only recommence once the ecologist has said that it is safe and legal to do so.
- If the timber is felled, the roost is not exposed and the bats are not injured, the ecologist will temporarily seal and isolate the roost and contact Natural England if necessary before re-locating the roost to a nearby suitable location and allowing the bats to disperse of their own accord when ready to do so;
- If the roost has been exposed, and a bat(s) has been injured, the bat(s) will be placed into a secure box or bag by the ecologist, who will then contact the local bat group/carers for advice and assistance. Bats must not be handled without gloves or by non-licensed personnel; and
- In all cases where bats are found to occupy a tree, the ecologist will keep a log of all decisions made and any mitigation undertaken on site.

Preliminary Working Methods Statement for Nesting Birds

- Nesting opportunities for a range of common bird species exist across the site, including within the proposed development area in grassland, tall ruderal, scrub, under bridges and within trees.
- It is recommended that all devegetation works are undertaken outside the main nesting bird season (March to August inclusive) and maintained occasionally to deter any uptake prior to the commencement of works. If this timing is not possible and dense scrub or mature trees need to be removed during the main nesting bird season, checks of the affected areas will need to be undertaken by an ecologist no more than 48 hours prior to removal/ management. If any active nests are identified, a buffer of at least 5m in all directions would be required, to protect the nest from disturbance until any chicks have fledged.

Preliminary Working Methods Statement for Riparian Mammals

- The small watercourse on the site has been considered to offer negligible potential for riparian mammals. However, there may be more suitable habitat within the wider surrounding area. Therefore, as a precaution, if an otter or water vole is sighted at any point, works should cease in that area until the animal(s) has dispersed of its own accord. In addition, as a precaution throughout the proposed works, the watercourse should remain open to wildlife passage, i.e. in-channel scaffolding or machinery, if required, should not fully block access for wildlife to pass through. No overnight lighting should be used.

Preliminary Working Methods Statement for Common Amphibians

- It is highly likely that common frog and common toad will be present on site and utilising the semi natural habitats for shelter and foraging. To avoid any impacts upon common amphibian species devegetation works should be completed ideally to avoid nesting bird season but also to avoid amphibian hibernation season (November to February).

Additional Preliminary Working Methods

1. Existing tracks should be utilised for vehicle movements where possible. Where new vehicle routes or tracks are required, the Ecologist will recommend on appropriate measures to be undertaken prior to vegetation clearance for track construction.
2. Any amphibians or hedgehogs found within the works area will be captured and moved to a predetermined receptor area by the Ecologist. Brown hare will leave the area following the first cut of the vegetation and disturbance within the site;
3. Throughout the works all trenches and holes will be covered at night or ramps provided to prevent amphibians, brown hare and hedgehog from getting stuck. Large pipes will also be covered to prevent brown hare access and risk of these species getting stuck.
4. Construction material will be stored on pallets to avoid harm to hedgehog, brown hare and amphibians.
5. The scrub habitats present on site offer refuge opportunities to small mammals such as hedgehog. Any dense scrub on site, if removal is required, should be carefully cut back in stages by hand in accordance with previous recommendations, taking care to look for hedgehogs in particular. If any hedgehogs are found, these should be safely relocated to a nearby, suitably dense/ well-vegetated area or brash pile that will remain undisturbed by the works.
6. If there is any doubt over translocating the hedgehog to a different part of the site, or if the hedgehog appears to be harmed or underweight, an ecologist will take the hedgehog into care and will contact a local wildlife hospital for advice.
7. As part of the site's landscaping, enhancement opportunities for wildlife could be considered, including: the installation of bird boxes on nearby mature trees; the planting of pollen rich species of benefit to insects; the planting of a small number of fruit trees; and the addition of shrubs to provide a variable vegetative structure.
8. Provision of artificial or natural hedgehog boxes could also be considered for quiet undisturbed areas on site with ground covering vegetation, preferably against a wall or fence. For example, three or four logs may be arranged to leave an appropriately sized hole for a hedgehog to nest in and covered with masses of twigs and leaves. Retaining wood piles



attracts invertebrates and fungi, providing a good local food source for hedgehogs and other species, and possible nesting sites (materials from site works could be used for this purpose).

9. Pre-commencement checks of any sections of the banks of Kirby Brook for evidence of water voles by a suitably experienced ecologist immediately prior to any works directly impacting the banks of the watercourse (eg. bridge works or installation of outfalls)
10. An Ecological Clerk of works (ECOW) will be employed during the construction activities and will make monthly inspections and attend site during works which pose the greatest ecological risk

A Landscape and Ecology Management Plan (LEMP) (see document 170248- ARU-REP-EEN-000024) has been developed to ensure that proposed enhancement and creation of habitats are maintained post-construction.

Condition 3.t - Pest Control Measures

t) Details of relevant pest control measures to be taken during the construction phase.

In order to control pests, the Project shall in the first instance offer soft preventative measures including the following

- Bins to be closed
- Bins to be emptied regularly
- Good hygiene measures to be implicated on site at all times
- Adequate bins to be provided for waste removal
- Offices to have a site cleaner visit on a daily basis
- The induction shall include details of these measures and advise of the risks of Leptospirosis around the railway and the brook

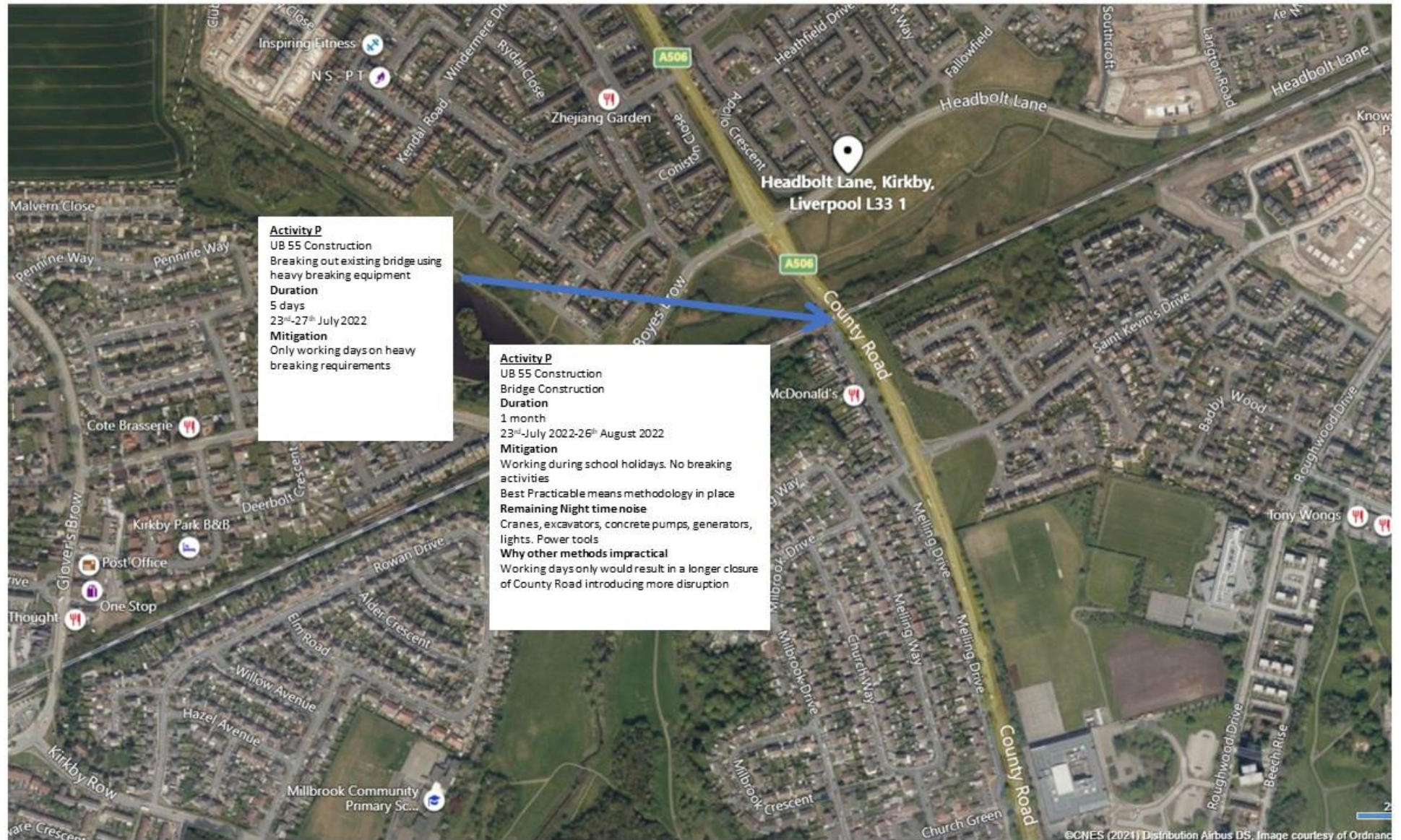
If any pests are reported by the site team a qualified pest control organisation will be contacted who will set up bait boxes around the site in the first instance and further measures may be utilised if the problem persists

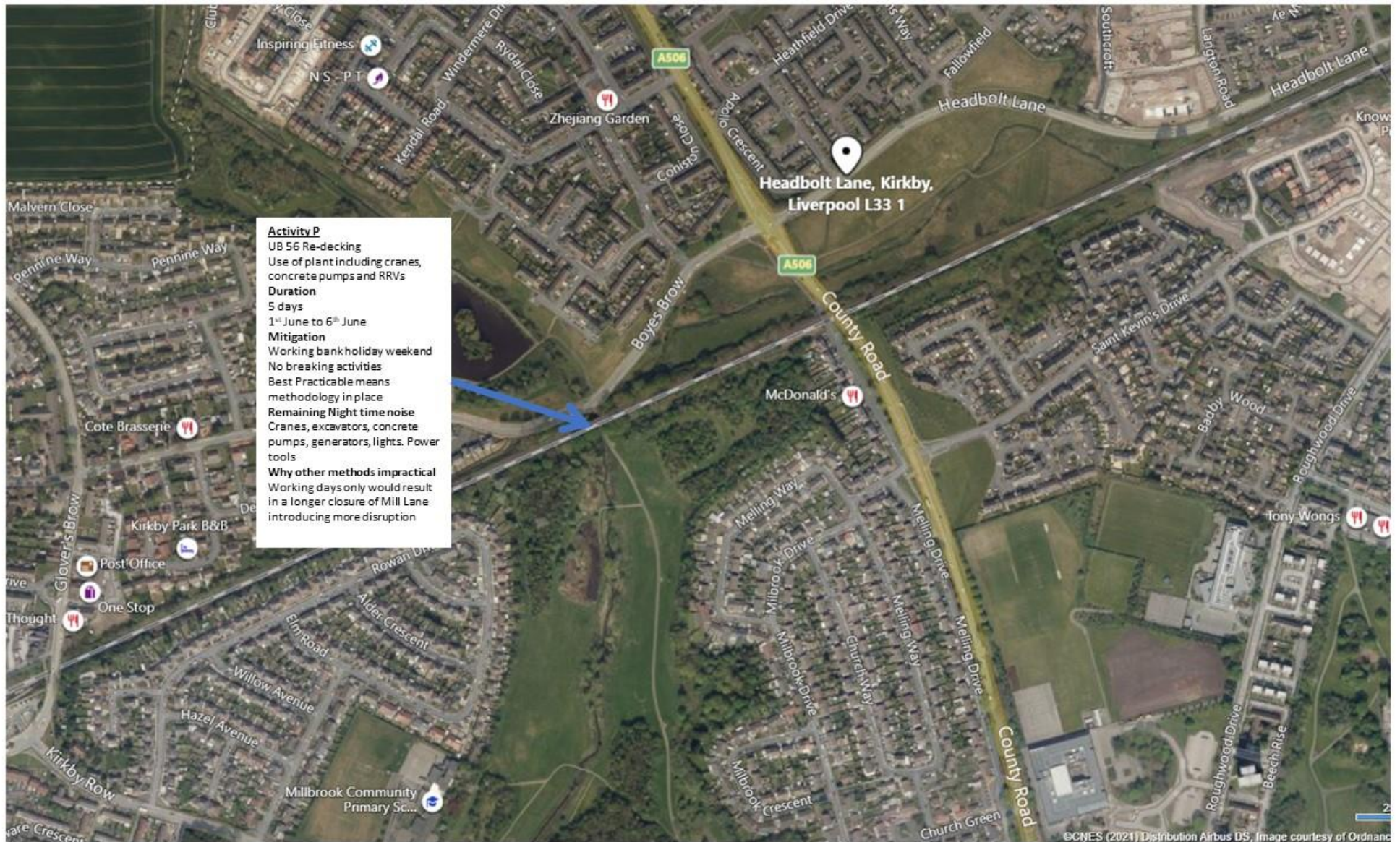
Section 73 Update- Increase in HGV Movements

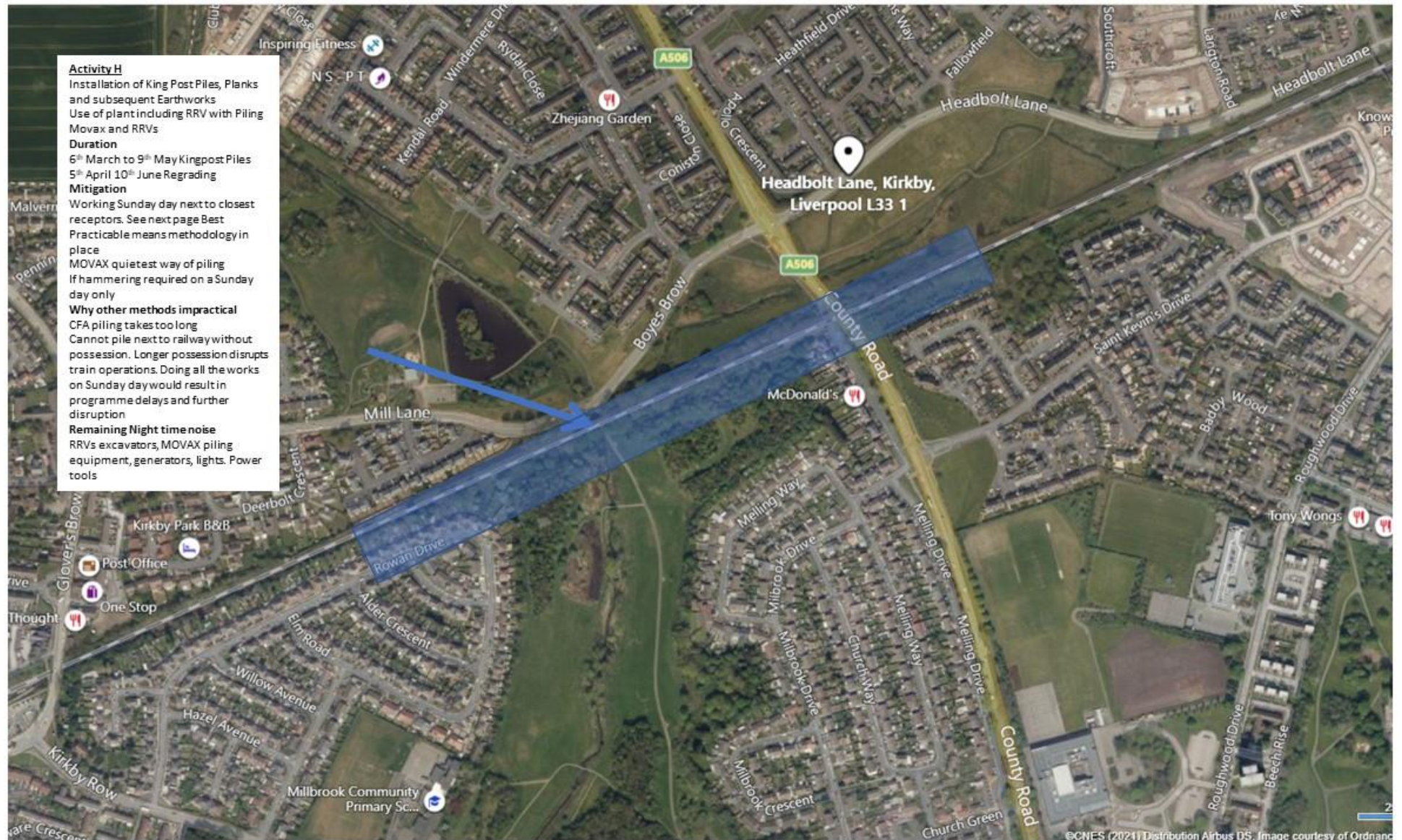
Since the previously agreed CEMP it has been noted that there will be an increase in HGV movements to provide fill to increase the levels to implement the elongated car park shape. In order to control the impacts from increased HGV movement the following control measures will be introduced

- Road space traffic management will be co-ordinated with KBC to ensure that the additional HGVs are not clogging up the road during planned road closures during sensitive times
- Suppliers will be local
- No off road parking is to be permitted
- Deliveries will be staggered so no HGVs will be clogging up
- Traffic Marshalls will be available to marshal the HGVs in and out of site

APPENDIX A - CONSTRUCTION ACTIVITIES LIKELY TO GIVE RISE TO INCREASED NOISE AND VIBRATION

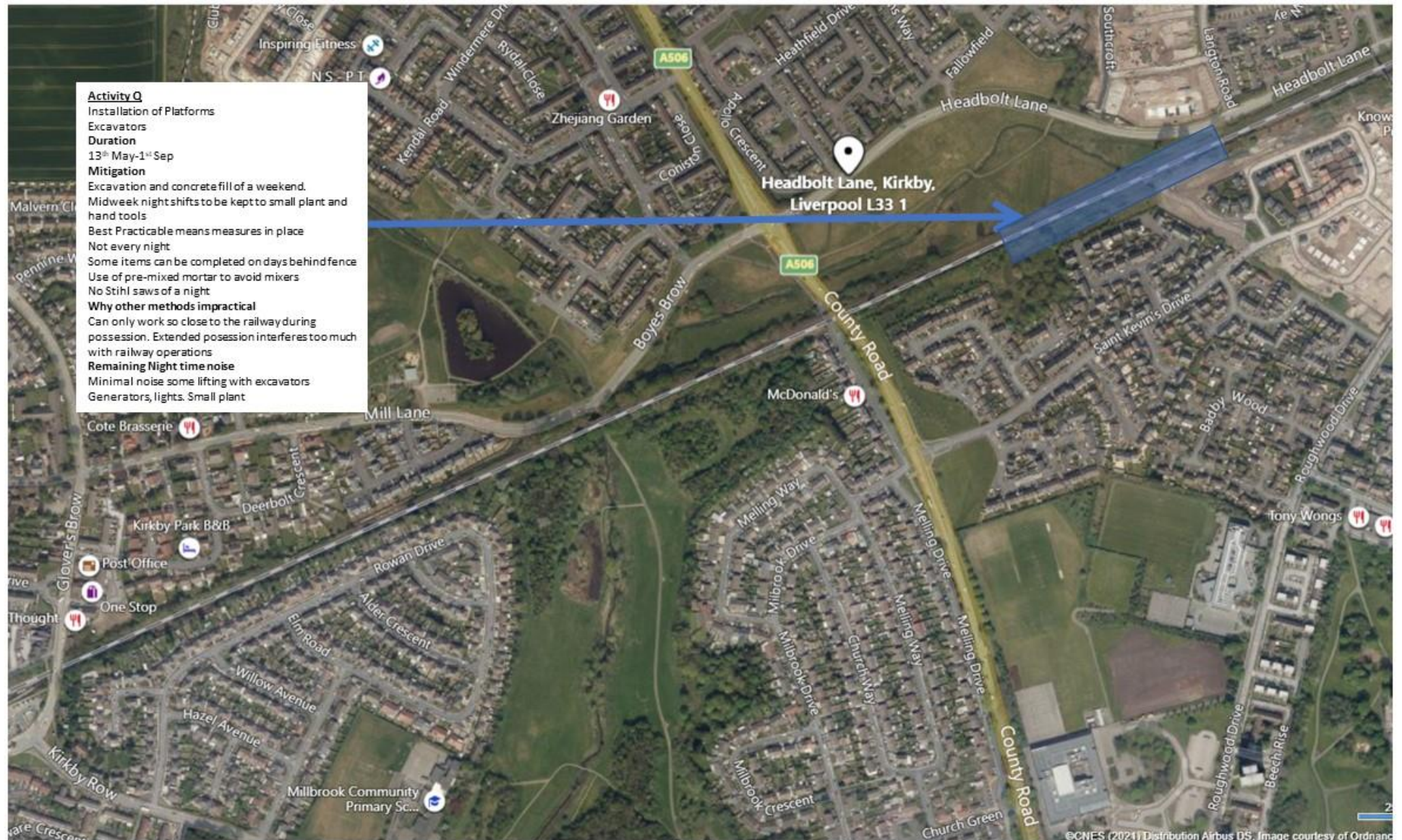














Activity I, J and M

Plain Line Install

Use of plant RRVs, train haulage and compaction equipment. Haulage trains will cover the length of the footprint but mostly be idle

Duration

Sat Night to Monday Morning

2022

23rd -25th April

4th -6th June

11th -13th June

18th -20th June

25th -28th June

16th -23rd July (Midweek but within school holidays)

27th Aug to 5th Sept (Midweek but within school holidays)

10th -11th Sept

17th -18th Sept

24th -25th Sept

1st -2nd Oct

8th -9th Oct

15th -16th Oct

22-23rd Oct

29-30th Oct

5th -6th Nov

12-13th Nov

19th -20th Nov

26-27th Nov

3rd -4th Dec

2023

28th Jan -20th Feb

Mitigation

Working weekends and school holidays

Best Practicable means methodology in place

Why other methods impractical

Haulage trains cannot block up Potter Space freight terminal so need to be within work site. Can only replace 150m of track per weekend. Phasing of work necessitates 2 week long blockades in Summer 2022 and a 3 week long blockade in 2023. Engineering trains must access and egress outside of passenger train hours. Impractical to rail operations for lengthy line closures.

Remaining Night time noise

Loading /Unloading of rail wagons. Effort will be made to do as much of this of a day but impractical to do it all of a day. Compaction equipment and Tampers vibrating the track into place. Excavation of existing ground. Bumping of rail. Lifting of rail into place. Top Ballast drops



