



Construction Environmental Management Plan

Site Name	Former Glen Dimplex	
Site reference	Stoney Lane, Whiston	
TW Company	North West	
Authorised by	S.Devine	Date: 11.12.25
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Figure 1: Site Location Plan

Figure 2: Build Route

Figure 3: Construction Traffic Access Route approaching/exiting site

Figure 4: Overall Construction Traffic Access Route

1 INTRODUCTION

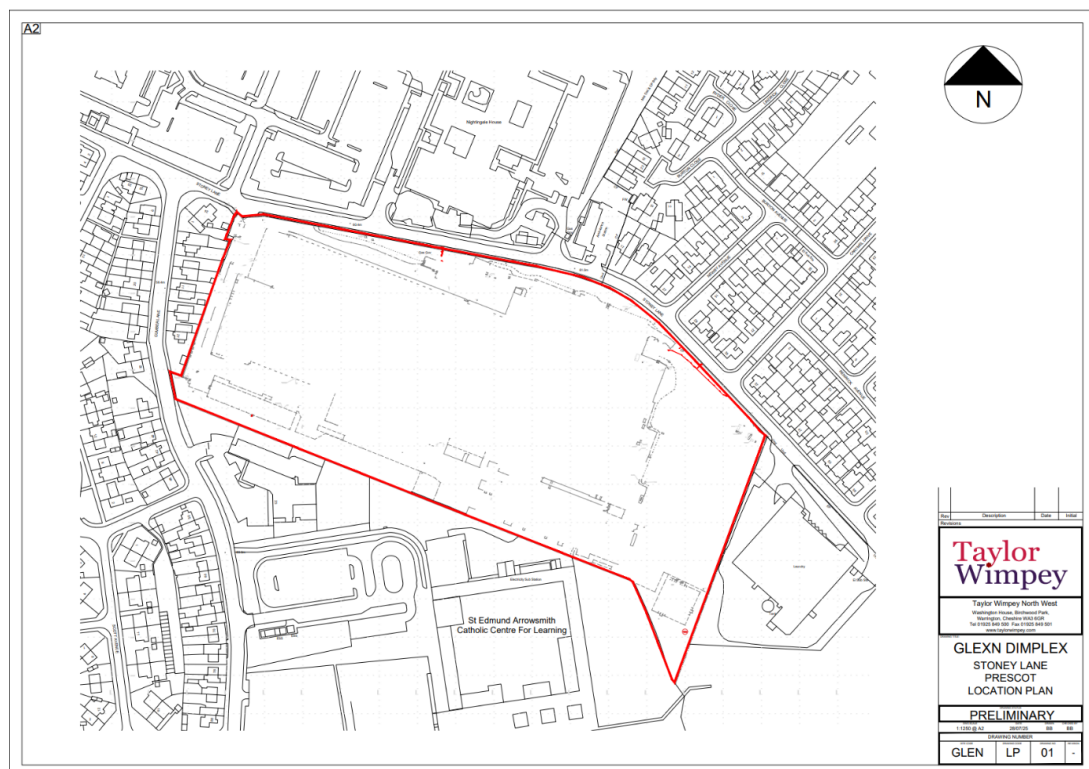
This Construction Environmental Management Plan (CEMP) is intended to form the basis for the management of the main environmental aspects associated with the proposed residential development at Glen Dimplex, Whiston.

The CEMP sets out how the commitments will be translated into actions in the field and the means by which they will be monitored and verified. It outlines the environmental commitments that are to be delivered by the Principal Contractor. Taylor Wimpey UK Ltd is the principal contractor (PC) for this development.

Throughout the construction phases of the project, Taylor Wimpey UK Ltd (Taylor Wimpey) will also be following the mitigation measures outlined in their Environmental Management System (EMS) and associated documents.

Site Location

The development area is located off Stoney Lane, Whiston. This document specifically covers the area within the line edged red on the plan presented in Figure 1.



The surrounding land use is as described:

North: Stoney Lane

East: Elis Laundry & Plant

South: St Edmund Arrowsmith

West: Residential properties fronting Cumber Lane

2 ENVIRONMENTAL CONSENTS

The proposed full application seeks approval for the erection of a residential development (Use Class C3) with associated access taken from Stoney Lane, parking, public open space, and landscaping.

Any planning conditions relating to Environmental Impacts/Mitigation will be referenced and updated within this document upon receipt of planning permission.

3 ROLES AND RESPONSIBILITIES

3.1 Roles

3.1.1 *TW Production Manager*

The TW Production Manager shall be responsible for:

- Appointing a Site Manager; and
- Reviewing the monthly Site Environmental Checklist audit completed by the Site Manager.

3.1.2 *TW Site Manager*

The TW Site Manager shall be responsible for:

- Undertaking weekly Site Compound Checks, and persons to supervise refuelling of tanks and bowzers;
- Ensuring the required consents are in place before work starts;
- Ensuring environmental and waste requirements are included on requisitions and in subcontracts and orders;
- Ensuring oil, including diesel is stored in properly bunded tanks / inc use of drip trays for plant and equipment / refuelling;
- Ensuring Waste Transfer Notes / Hazardous Waste Consignment Notes are checked against invoices before payment;
- Liaising with statutory authorities and TW as required and ensuring records of communication (including verbal communication) are kept. Statutory authorities should always be accompanied on site visits;
- Ensuring employees, contractors and subcontractors implement the controls set out in this CEMP;
- Ensuring employees, contractors and subcontractors receive Induction Training (including project environmental issues) and Tool Box Talks, as appropriate;
- Ensuring personnel needed for audits are available when required;
- Verifying actions resulting from Corrective Action Requests and Observations raised during audits are completed by the deadlines;
- Ensuring environmental training is provided;
- Reporting incidents to the Taylor Wimpey Production Manager immediately (inc. use of the TW advice line), and to statutory authorities where required;
- Logging and monitoring incidents and non-conformances;
- Disseminating information, including changes to legislation, and relay to relevant contractor's employees;
- Identifying employees who require environmental training and maintain training records in line with the contract for the works;
- Providing advice and dealing with queries and correspondence on environmental issues;
- Identifying significant environmental impacts for the project and assist in setting up contracts to include the necessary controls;

- Monitoring the progress in closing out Corrective Action Requests and Observations raised during audits;
- Ensuring all records are retained and readily available; and
- Carrying out monthly Site Environmental Checklist audit.

3.1.3 All Staff

All operatives have responsibility for the environment; responsibilities include but are not limited to:

- In the case of an incident, stopping work, implementing control procedures and reporting it to the Taylor Wimpey Site Manager;
- Contacting the Waste Representative when waste needs collecting;
- Passing any queries or correspondence on environmental issues to the Taylor Wimpey Site Manager; and
- Working in accordance with environmental procedures, the CEMP and Method Statements.

Contacts

The lists of contacts currently appointed for this project are as follows. The remaining positions shall be filled once planning permission for the development has been granted. Taylor Wimpey is supported by environmental specialists at RSK.

Name & Position:	Company	Contact no:	Email address:
TBC Site Manager	Taylor Wimpey	TBC	TBC
Matthew Ash Production Director		01925 849500	Matthew.Ash@taylorwimpey.com
Simon Devine Technical Director			Simon.Devine@taylorwimpey.com
Chloe Powell Engineer			Chloe.Powell@taylorwimpey.com
Brandon Bardsley Senior Design & Planning Executive			Brandon.Bardsley@taylorwimpey.com
Environmental Advice Line	RSK	0845 003 8752	N/A
Environment Agency Incident Hotline	Environment Agency	0800 807060	N/A
Mark Halliwell Senior Ecologist	UES	01565 757788	mark@ues.org.uk

3.3 Site Communication

Communication Method	Frequency	Attendees	Environmental Points for discussion
Contractor Site Meetings	Weekly	TBC	Any pertinent environmental issues.
Subcontractor Meetings	Monthly	TBC	Waste Management, Nuisance, Environmental Incidents
Toolbox Talks	As required	All site personnel, including subcontractors	Toolbox Talks will be used to inform all site personnel of key information concerning the management of the site, procedures to be followed and expected conduct when working on the project. The toolbox talks will cover a broad range of topics including those related to best practise environmental management.

4 STAKEHOLDER ENGAGEMENT

4.1 Stakeholder Consultation

In December 2025, Taylor Wimpey sent consultation flyers to local residents in the local area to inform them of our intentions to develop the site.

A dedicated webpage has been set up on the Taylor Wimpey website which confirms an email address for the general public to express their views on the development proposals.

Any further concerns raised by the public or local community can be reported to Head Office. Once the development has commenced concerns can be raised with the Site Manager or reported to Head Office.

Alongside the engagement activities for the local community the pre-planning process has required liaison with a range of local and specialist stakeholders including a pre-application meeting with Knowsley Metropolitan Borough Council along with discussions with ward and parish councillors.

4.2 Complaint Procedure

Any concerns the public or local community wish to raise can be brought to the attention of the Site Manager. Any complaints received by other site operatives shall be immediately reported to the Site Manager. Site operatives will be informed about the process to deal with complaints from members of the public; should they be approached whilst working on site, through toolbox talks.

When a complaint is reported the following information shall be recorded:

- Details of the issue leading to the complaint;
- Details of the complainant;
 - Name;
 - Address;
 - Contact number;
 - Preferred contact method; and
- If a complaint has been previously made, any details of the previous incident.

Alternatively, complaints can be reported to Taylor Wimpey UK Ltd through the Customer Service Department of the North West Business Unit. Those wishing to make a complaint should call 01925 849559 or email CSNW@taylorwimpey.com.

On receipt of a complaint, Taylor Wimpey UK Ltd shall:

- Acknowledge all complaints within 2 working days; and
- Either reply fully within 7 working days of receipt, or reply within 7 working days to advise you of the steps we are taking and to give a date by which we will be able to reply fully.

Taylor Wimpey UK Ltd aims to resolve all complaints following the above procedure. However, this may not always be possible and there are additional procedures documented within the Taylor Wimpey UK Ltd EMS. Where complaints relate to issues of noise or dust, as soon as complaints are acknowledged action will be taken as soon as practicably possible to mitigate and prevent any further issues.

5 PROJECT DESCRIPTION

5.1 Description of the development

The development proposals consist of 204 traditional new-build homes in mews, semi-detached & detached style, with associated infrastructure and landscaping. The properties will be a mixture of 2, 3 & 4 bedrooms.

5.2 Construction programme

Upon receipt of the planning permission, works are scheduled to commence late 2026 and the sales centre is scheduled to open late 2027. The anticipated site completion is programmed for H1 2031, please refer to our Infrastructure Delivery Plan that details phasing.

6 ENVIRONMENTAL CONSTRAINTS AND RECEPTORS

The site “core hours” will be Monday – Friday 08:00- 18:00; Saturday ‘core hours’ will be 08:00 – 13:00. There will be no works programmed at any other time including Bank Holidays unless otherwise agreed.

Operations such as earthworks can be seasonal and weather dependant, and as is customary in the construction industry the working day and or days may be extended to take advantage of extended daylight hours during the period April to October. Any extended working hours permitted will be approved in writing by Sefton Metropolitan Borough Council.

Additional weekend, Sunday and Bank Holiday working may be required for certain types of activities such as work that entails the possession of a road, works for reasons of public safety, site logistics operations or work within buildings. This will be agreed beforehand with Sefton Metropolitan Borough Council before works are undertaken.

6.1 Noise Limits

In accordance with good practice, construction activities that elevate noise levels, measured as LAeq (1hr) by more than 1dB above ambient level at the front of any noise sensitive premises, may not take place outside of normal hours of work.

6.2 Vibration Limits

In accordance with BS 5228, prior explanation shall be given to all potentially affected residents of vibration generating activities to place at site likely to cause vibration up to and in excess of the limit $10\text{mm}\cdot\text{s}^{-1}$. If any activities are likely to cause in excess of this level they shall only be undertaken for brief periods, to prevent the vibration impact from becoming intolerable to local residents.

A review of the likely vibration effects from construction works will be undertaken and referenced against BS5228:2009+A1:2014. Vibration monitors will be set up to monitor the level of vibration during works. This review could indicate a requirement for vibration monitoring at the vibration sensitive receptors whilst certain activities are taking place on site. Monitoring results could subsequently indicate requirements for further mitigation.

6.3 Ecologically Sensitive Area

The site is not located near any Local Wildlife Sites (LWS) or Nature Reserves. However, any construction works are to adhere to the reports & mitigation measures detailed within the submitted UES Preliminary Ecological Appraisal report.

6.4 Construction Site Layout and Good Housekeeping

In planning the construction site layout, Taylor Wimpey will ensure that a good housekeeping policy is applied at all times, and as far as reasonably practicable; that amongst other things:

- Existing hedges and tree screens and the topography will be utilised to screen construction sites; temporary earth mounding or other temporary screening will also be included where appropriate, within the confines of the construction site;
- All site hoardings will be regularly inspected, repaired and repainted as necessary;
- All working areas will be kept in a clean and tidy condition;
- Adequate toilet facilities will be provided for all site staff;

- Rubbish will be removed at frequent intervals and the site kept clean and tidy;
- Food waste will be removed at frequent intervals;
- Any waste susceptible to spreading by wind or liable to cause litter will be stored in enclosed containers;
- Open fires will be prohibited at all times;
- All necessary measures will be taken to minimise the risk of fire and the contractor will comply with the requirements of the local fire authority;
- Storage sites, fixed plant and machinery, equipment and temporary buildings will be located to limit adverse environmental effects;
- All external lighting and illumination associated with the construction process will be in accordance with the guidance issued by the Institution of Lighting Engineers: "Guidance Noted for the Reduction of Light Pollution" and the CIE (International Commission on Illumination) Report: "Guide on the Limitation of the Effects of Obtrusive light from Outdoor Lighting Installations";
- To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990 (as amended), external lighting will be designed and positioned to:
 - Provide the minimum levels necessary for safe working;
 - Avoid disturbance to adjoining residents and occupiers;
 - Avoid creating dazzle or distraction for drivers using adjacent highways or the railway;
 - Seek to minimise light spillage or pollution;
 - Ensure that excess light does not fall on sensitive ecological habitats;
- Energy efficient options for site facilities will be incorporated wherever possible. They may include energy efficient light bulbs and automatic controls, which will supplement good housekeeping such as switching off equipment when not in use;
- Adequate security will be exercised by the principal contractor to protect the public and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security measures will be implemented; and
- Any site cameras will be located and directed so that they do not intrude into occupied residential property.

6.5 Environmental Receptors

These are the environmental receptors that could potentially be impacted by associated environmental aspects from this project during construction:

- Air quality:
 - Dust (particulate matter, i.e. PM₁₀); and
 - Fumes (i.e. NO₂).
- Ground and groundwater:
 - Pre-existing contamination mobilised through development works;
 - Pollution spills;
 - Vibration;
 - Dust (particulate matter, i.e. PM₁₀); and
 - Litter.

- Water bodies, streams, reservoirs, rivers and lakes:
 - Pollution spills;
 - Litter; and
 - Dust;
 - silt.
- Ecology (i.e. animals, birds, aquatic life, trees and plants):
 - Pollution spills;
 - Litter;
 - Noise;
 - Fumes (i.e. NO₂);
 - Vibration;
 - Silt; and
 - Dust (particulate matter, i.e. PM₁₀).
- Humans (i.e. neighbours and construction workers):
 - Pre-existing contamination;
 - Noise;
 - Dust (particulate matter, i.e. PM₁₀);
 - Fumes (i.e. NO₂);
 - Litter; and
 - Vibration.
- Surrounding land:
 - Pre-existing contamination mobilised through development works;
 - Pollution spills;
 - Litter;
 - Noise;
 - Fumes (i.e. NO₂);
 - Vibration; and
 - Dust (particulate matter, i.e. PM₁₀)
 - Silt.

7 KEY ENVIRONMENTAL IMPACTS

7.1 Ground Conditions

7.1.1 Impacts

Ground conditions can be impacted by

- Fuel and liquid spillages;
- Dust;
- Vibration;
- Windblown waste / litter; and
- Contaminated land.

7.1.2 Mitigation

All fuel will be stored in a double skinned tank or a tank in a suitable bunded area, designed to hold 110% of the tank's capacity, in compliance with the Control of Pollution (Oil Storage) (England) Regulations 2001. All connections shall be situated within the bund. All fuel and chemical stores and refuelling activities shall be situated at least 30 meters from any given watercourses, where practicable.

Re-fuelling activities will only be undertaken in designated areas, by suitably qualified persons. Toolbox talks will be communicated to site staff and contractors so that they are fully informed of refuelling procedures.

Pumps and generators used on the site will have integral drip trays where possible. All items of plant without an integral drip tray shall be stored over a portable drip tray. Drip trays shall be inspected and kept free of accumulated rainwater as necessary. Any oily water shall be disposed of at an appropriate licensed facility. Any cleaning/arising from drip trays etc. is to be disposed of as hazardous waste in accordance with Environment Agency guidance and current legislation.

All hazardous liquids e.g. oils, lubricants, chemicals and tins of paint are to be stored in a segregated area in a suitable locked COSHH container and in accordance with the products Safety Data Sheet. COSHH assessments will be available nearby for information in the event of a spillage.

A spill response kit will be available onsite and accessible to all to control pollution incidents. These spill kits will contain absorbent pads, absorbent granules and methods of disposal of materials and used kit. These kits will be located at appropriate points around the site which are considered to be at a higher risk of pollution (e.g. refuelling area and next to fuel tanks). Further spill kits and supplies will be located in the stores within the site, where replacements for used kits will be found. Spill kits will need to be regularly inspected and immediately replaced if used.

7.2 Water Resources and Flood Risk

7.2.1 Impact

The site is shown on the Environment Agency's Flood Map for Planning located within Flood Zone 1. defined as land assessed as having less than 1 in 1,000 annual probability or river or sea flooding (<0.1%) and such is considered to be unaffected by river flooding.

Taylor Wimpey standard Silt Management procedures will be adhered to by all contractors on site. This includes, but is not limited to:

- Avoiding excessive topsoil stripping
- Stockpiles are to be situated away from any rivers/watercourses
- Avoiding tracking machines near to any rivers/watercourses
- Pumping of any silty water is to go directly to a tank or designated storage area with the use of silt management materials i.e. straw bales or silt bags.
- Stockpiles are to be sealed appropriately and stored away from rivers and drains.

7.2.2 Mitigation

All options are to be considered for occurrence of silt runoff into the mains sewer and the surrounding environment. These include:

- Leaving grassy areas as catchment or settlement areas;
- Battering or sheeting oil stockpiles and locating them away from the watercourses and drains, where possible;
- Protection of drains;
- Use of grips and straw bales;
- Silt fencing; and
- Dewatering.

7.3 Ecology and Nature Conservation

7.3.1 Impact

The proposed development site has an area of approximately 5.77ha and mainly comprises urban habitats with industrial buildings that were associated with the functioning of the disused factory. Small areas of woodland and other neutral grassland are also present within the northern and southeastern sections of the site, with standing water to the south of the central building.

The preliminary ecological appraisal, produced by UES, has highlighted potential issues with the following ecological receptors on or adjacent to site: amphibians, bats, birds, hedgehogs, reptiles and woodland. Provided these issues are addressed in accordance with the recommendations detailed in this report, the development may proceed without adversely impacting the aforementioned ecological receptors.

The closest statutorily protected site is Thatto Heath Meadows LNR which is located approximately 3.24km to the northeast of the site, whilst the closest non-statutorily designated site is Parrens Covert LWS which is located approximately 706m to the south of the proposed development site. Given the distances from site and the scale of development, it is considered unlikely that the proposed development will have any direct or indirect impact on these sites.

There is an area of semi-natural, broadleaved woodland located along the northern boundary of the proposed development site. This is to be removed as part of the construction phase but replaced as noted within our BNG Strategy produced by UES.

The woodland and grassland habitats onsite may provide foraging and commuting opportunities for both amphibians and reptiles. However, the majority of the proposed development site comprises

urban habitats associated with the functioning of the disused factory, and there are no ponds located within 500m of the site.

There are seven buildings within the proposed development site which were subject to a detailed bat scoping survey to determine their suitability to support roosting bats. No trees within the development site contain suitable PRFs for bats, but the areas of woodland and grassland may provide foraging and commuting opportunities. Note that the seven buildings onsite are being demolished under a S80 Application and Prior-approval Notice.

There are a number of habitats onsite, such as the woodland, scattered scrub and buildings which could support breeding birds.

No evidence of hedgehog activity was observed on site during the walkover survey. However, numerous records of hedgehogs were returned from the local area, and the areas of woodland and grassland provide suitable foraging and commuting opportunities for hedgehogs.

No evidence of protected species (i.e. plant or animal) was found on site during the survey. There are not any trees covered by a Tree Protection Order located on site. The majority of the trees on the development are to the outer neighbouring boundaries of the development, please refer to the Arboricultural Impact Assessment.

Construction activities have the potential to damage root systems and also to above ground parts of the tree. This could occur through excavations (i.e. during groundworks) and compaction of the soil within close proximity of the tree. Mobile plant has the potential to cause accidental damage through collision. Also, accidental spills of polluting substances (i.e. hydrocarbons) have the potential to cause damage and poison trees.

The site does not contain any protected hedgerows.

Consideration shall also be given to the following likely significant effects, which may spread beyond the application site:

- Disturbance to populations within hearing range during the construction phase due to noise or vibration;
- Disruption to habitats / populations within receiving range of dust or other air quality considerations during the construction and operation phase;
- Disruption to the normal diurnal patterns for species during construction and operation due to lighting;
- Disturbance to habitats / populations within walking distance during the operation phase; and
- Pollution to watercourses and potential effects on sensitive habitats further downstream during the construction and operation phases.

7.3.2 Mitigation

All site personnel, including sub contractors, are to be given the Taylor Wimpey Environmental Management Toolbox Talk. This will enable the workers to recognise protected species and invasive species and to know their responsibilities.

In accordance with UES' preliminary ecological appraisal, the following RAMs should be implemented on site during the construction phase of the development:

- The grassland is to be mown / cleared to have a sward length below 10cm. The sward length is to be reduced gradually in order to give any amphibians or reptiles present time to move off site of their own accord. The mown / cleared area will then be maintained with a short sward until the works on site have been completed.

- Any potential hibernacula will be removed from the working area by a suitably experienced ecologist, and placed in a suitable area close to site. Hibernacula could include piles of rubble, bricks, loose soil, debris, brash piles etc.
- No excavations are to be left open overnight. If this is not feasible a plank should be left within the excavation at a 45-degree angle to allow amphibians and other wildlife to escape. Any open excavations should be checked for amphibians in the morning prior to start of works on site.
- Materials will be stored on pallets off the ground in order to reduce the risk of amphibians and reptiles sheltering underneath them.
- The woodland and trees along the site boundaries should remain, where feasible, to continue to provide shelter and connectivity across site for amphibians and other fauna.
- UES will remain on-call throughout the development and if any newts or reptiles are encountered, work on site is to stop immediately and ecological advice is to be sought.

Bat RAMS

- Any external lighting installed as part of the development should be designed to be wildlife friendly and avoid overspill onto the woodland and treelines along the site boundaries (see Appendix 7 – External lighting guidance).

Hedgehog RAMS

- No trenches or excavations will be left open overnight. They will be backfilled or covered with board, or alternatively fitted with a means of escape for any hedgehogs (or other animal) which may become trapped within, such as a plank or slope leading out of the bottom of the excavation at an angle of 45°. All excavations left open overnight will be checked for trapped wildlife in the morning.
- Any potential refugia on site or created as part of the works should be removed by hand or checked for sheltering hedgehogs prior to their removal by mechanical means or burning. Potential refugia can include piles of leaf litter, log piles and brash piles.
- Any pipes will be stored with caps on to prevent entry by hedgehogs and other animals, and materials such as barbed wire will be stored so that animals cannot become entangled in them.
- Any chemicals or harmful materials will be stored so that they cannot be accessed by hedgehogs or other animals.
- Excavations will be checked immediately before they are backfilled to ensure that no animals have become trapped.

Pest Control

- To mitigate the likelihood of pests becoming established, the following will be considered:
 - Strict waste management — Use sealed bins, frequent waste removal, and skips covered and away from sensitive ecological areas;
 - Control of standing water;
 - Store timber, insulation, and other materials off the ground and under cover to prevent nesting;
 - Keep grass short, remove debris piles, and avoid creating long-term undisturbed areas where pests can shelter; and
 - Restrict eating to designated areas and conduct daily cleaning

- **Control Measures:**
 - The use of qualified professionals for trapping, baiting, or chemical treatments, ensuring compliance with UK regulations (e.g., CRRU Code of Best Practice);
 - Local controls such as snap traps, physical barriers, and ultrasonic deterrents; and
 - Exclusion measures such as sealing gaps in site cabins, storage units, and welfare facilities; install barriers where needed

7.4 **Air Quality**

7.4.1 *Impacts*

Air quality within the vicinity of the site and along haulage routes will be impacted by fumes (i.e. particularly NO₂), dust and particulate matter (PM₁₀) during construction activities. The main sources of these pollutants include:

- Haulage routes, vehicles and construction traffic,
- Materials handling, storage, stockpiling, spillage and disposal,
- Exhaust emissions from site plant, especially when used at the extremes of their capacity and during mechanical breakdown,
- Construction and fabrication processes, and
- Internal and external finishing and refurbishment.

Receptors prone to impacts from decreased air quality include:

- Local ecology (i.e. animal and plant species),
- Human receptors both on and off site through inhalation of pollutants,
- Settlement of dust and particulate matter on local and surrounding area causing nuisance.

7.4.2 *Mitigation*

Fumes from vehicles will be minimised by the following measures:

- Engines of all vehicles and plant on site will not be left running unnecessarily;
- Low carbon vehicles and plant fitted with catalysts will be used where possible;
- Ultra low sulphur diesel fuel will be used in plant and vehicles;
- Ensuring that plant and vehicles are well maintained and hold a valid MOT;
- All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the European Emission Standards. It is good practice for contractors to aim to meet the highest Euro standards for emissions for all HGVs and LGVs accessing the site; and
- Wherever possible, use of electrical powered tower cranes.

The potential to produce dust and particulate matter (PM₁₀) will be minimised by implementing Best Practical Means (BPM) measures. These will include:

Site Planning:

- Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile;
- Daily dust risk assessments to be undertaken to ensure that the most suitable control measure is assigned to each task/activity/dust source, based on the weather, dust

potential, proximity to sensitive receptors and the likelihood of dust escaping the boundary.

- Stockpiles of soils and materials would be located as far as possible from sensitive properties, taking account of prevailing wind directions and seasonal variations in the prevailing wind;
- Surface areas of stockpiles would be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up; and
- Where appropriate, windbreak netting/screening should be positioned around material stockpiles and vehicle loading/unloading areas.

Demolition & Remediation operations will be covered under separate documents as part of a S80 Application and Prior-approval Notice.

General construction activities:

- Visual inspection of the site perimeter to check for dust deposition (evident as soiling and marking) on vegetation, cars and other objects, and the implementation of remedial measures would be carried out, if necessary;
- Construction operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. Additionally it will be ensured that all construction plant and equipment is maintained in good working order;
- Short-term releases may also occur during start up of diesel engines, etc. Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty site plant will be decommissioned until repairs are carried out and it has been tested and found to be operating satisfactorily;
- On-site cement and concrete batching (if required) will be undertaken in enclosed areas, with suitable water dowsing and wind shielding measures applied as appropriate;
- Dust-suppressed tools will be used for all operations;
- Cutting or grinding of materials on-site shall be carried out with the use of water suppression; and
- No unauthorised burning of any material will be carried out anywhere on site.

Earthwork activities

- Before any stockpiles and spoil heaps can be created, an assessment of suitability must be undertaken by the Groundwork Contractor's Temporary Works Supervisor. The assessment will include:
 - Type of material, height & ground bearing
 - Angle, gradient, and height
 - Location of walkways/traffic routes
 - Location to underground/overhead services
 - Location to boundary fencing
 - Location to excavations
 - Location to freshwater courses, land drains and outfalls
- Take into account the predominant wind direction when siting stockpiles to reduce the likelihood of affecting sensitive receptors;

- Dampening of exposed soil and material stockpiles using sprinklers and hoses when necessary to prevent dust and particulate matter becoming mobile; and
- Completed earthworks should be covered or vegetated as soon as is practicable.

Construction traffic:

- Surfaced and un-surfaced site access roads will be watered as necessary using a water bowser and surfaces kept in good order;
- Regular inspection of local highways and site boundaries to check for dust deposits shall be carried out. A road sweeper shall be employed to ensure site road and local highways are kept free of deposits; the frequency of visits shall be varied depending on the condition noted during the inspections. All road sweeper collections will be disposed of in accordance with current waste management legislation;
- Vehicles carrying loose aggregate and workings should be sheeted at all times;
- Construction traffic shall be routed to avoid sensitive roads (i.e. residential areas, etc.); and
- Speed limit around site of 20 mph.

Wheel washing facilities:

Taylor Wimpey take pride in the presentation and safety of our developments and surrounding areas. To this end we ensure that we prevent, as much as is possible, any debris/mud from being deposited on the public highway.

- A hard standing cleaning area including wheel washing facility will be established within the site, to ensure no run off/mud/debris is deposited on the public highway. (**Figure 2 – Build Route Plan**)
- A “lance & bowser” style will be set up before the site egress (the position will be moved dependant on working zone, as identified on the plan), and maintained for the duration of the construction work on the site. When in use the run off from this will be prevented from leaving the site and entering the highway network.
- The high pressure jetter bowser provides a power wash facility to quickly and effectively remove dirt and stubborn deposits
- In addition a road sweeper will be in operation every day during the initial construction phase, to keep site roads immediately off **Stoney Lane** at the new proposed access road to keep the public highway clear of debris/mud
- The Site Manager will monitor and inspect the cleanliness of roads adjoining the development site and will instruct additional road sweeping if required.

7.5 Noise and Vibration

7.5.1 Impact

Noise and vibration will be caused during construction activities by:

- Traffic movements;

- Plant movements;
- Demolition operations;
- Excavating operations
- Piling operations; and
- General construction activities.

7.5.2 Mitigation

To mitigate the potential impacts of noise and vibration the following measures shall be adopted for the general construction activities and site management:

- All activities with the potential to cause noise and vibration will be limited to the “core hours” will be Monday – Friday 08:00 – 18:00 and Saturday 08:00 – 13:00;
- Where there is a requirement to undertake works on a Sunday or Bank holiday; written approval shall be sought from the Local Planning Authority in advance of the works;
- General induction training for site operatives and specific training for staff having responsibility for particular aspects of controlling noise from the site shall be delivered;
- Radios, where used on-site, will be limited to low volume to minimise noise levels and reduce the potential impact of a noise nuisance;
- Where generators are operated overnight, measures shall be taken to minimise noise levels at the nearest dwellings, such as the use of hybrid generators where possible;
- Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum; and
- Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration; this is to include compliance with BS 5228, Noise Control on Construction and Open Sites.

Specific mitigation measures shall be adopted to control the potential impact from each site activity, as detailed below.

Traffic Movements:

- All visitors to site shall be required to adhere to the Traffic Management Plan for the development. The Traffic Management Plan shall be displayed in prominent locations to ensure all visitors are aware of how to navigate the site; and
- Deliveries will be programmed to arrive during permitted hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.

Plant movements and operation:

- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/ UK Statutory Instrument levels and the levels quoted in BS5228;

- Intermittently operating plant will be shut down in the intervening periods between operations (including during breaks and down time of more than 30 minutes);
- Any compressors brought on to site would be silenced or sound reduced models fitted with acoustic enclosures;
- All pneumatic tools will be fitted with silencers or mufflers;
- Where possible, noisy plant shall not be used simultaneously and/or in close proximity to each other, to avoid cumulative noise impacts; and
- Site inspections shall be undertaken and will include checks to ensure that plant is being operated with any specified acoustic covers in place. Excessively noisy plant shall be removed from site for repair or maintenance. Quieter construction methods will be used, where required and where considered reasonable and feasible.
- Vehicles regularly used on site, such as forklift trucks and JCB's will have white noise/broadband reversing alarms fitted.

Demolition & Remediation operations will be covered under separate documents as part of a S80 Application and Prior-approval Notice.

Piling operations:

The foundation solution on site will be vibro stone columns (VSC) with traditional strip foundations on top of the VSC piles. This method involves columns driven via weight and vibration forming a column void which is subsequently filled with single size stone and vibrated and compacted, thus stabilising and improving the ground bearing Capacity of the ground. The top 600mm is removed (de-capped) to allow the formation of traditional strip footings. To minimize vibration to the surrounding environment the following will be implemented.

- Noise will be closely monitored, if complaints are received, additional monitoring and assessment will be undertaken.
- Multiple Vibration monitors will be installed on the site boundary and test piles will be driven on plots closest to the boundary to assess vibration prior to piling works commencing.
- Pre-commencement surveys will be offered to adjoining residents.
- Adherence to noise and vibration limits, and operating hours, shall be included in contractual agreements with contractors;
- Contractors shall be required to ensure that plant is operated with all specified acoustic covers in place. Regular inspections of plant shall be undertaken to ensure this measure is being followed;
- Equipment will be switched off when not in use (including during breaks and down times of more than 30 minutes); and
- Where possible, piling activity shall not be undertaken in close proximity to or at the same time as other loud or vibration generating equipment.

Excavation operations:

- Adherence to noise and vibration limits shall be included in contractual agreements with contractors;
- Equipment and excavation work sites shall be oriented, where possible, to reduce noise emissions to sensitive receptors;

- Excavation operations will, wherever possible, be undertaken without the use of pneumatic breakers; and
- Where it is necessary to use pneumatic tools, all items will be fitted with silencers or mufflers.

Following guidance from the Environmental Health Officer, if complaints are received relating to excessive/substantial construction noise, or if the Local Authority requires further assessment, additional construction noise assessments will be undertaken in accordance with a recognised methodology such as those found in BS5228:2009+A1:2014 Part 1 (Noise).

7.6 **Waste**

7.6.1 *Impacts*

The construction works are likely to produce the following wastes:

- Mixed construction waste;
- Light mixed and compactable waste;
- Mixed inert waste;
- Timber;
- Plasterboard;
- Mixed metals;
- Paper, cardboard & plastics; and
- Hazardous waste – small quantities of part full paint tins, mastic tubes and aerosols.

7.6.2 *Mitigation*

Taylor Wimpey has developed a Site Waste Management Plan (SWMP) for the phase(s) of the development. The SWMP details how each waste stream will be managed; the projected waste volumes and the Duty of care checks on all waste carriers and permitted disposal/ treatment sites.

The details of the Duty of care checks shall be recorded within the sites Waste Management Matrix (WMM) contained within the SWMP and displayed within the site office. Site operatives shall undertake checks of the Waste Transfer Notes and Hazardous Waste Consignment Notes supplied against the details of the WMM to ensure waste is being managed in line with current waste legislation.

Waste will be segregated into individual front end or rear end loaders (metal, hardcore, timber, inert etc.) and monitored in relation to type and weight, enabling the onsite recycling of materials to be maximised. Taylor Wimpey also have an internal scheme called ReUSE which allows the company to source soils and aggregates from within the business and to use them on sites under the CL:AIRE Code of Practice. A Materials Management Plan (MMP) will be utilised to manage arisings from excavations and services. In addition there is the opportunity for Taylor Wimpey to include the import of Clean Naturally Occurring topsoil to cap the site under the MMP.

Taylor Wimpey has appointed Reconomy to act as the Waste Broker for the development. Reconomy automatically update the SWMP with waste arising data, for collections under their contract. Reconomy will log all the materials removed from site and the method in which it has been dealt with. Taylor Wimpey provides supplementary information for all services outside of the Reconomy

contract. Overall responsibility for the maintenance and review of the SWMP remains with Taylor Wimpey. A copy of the most up to date SWMP will be held within the site office.

All waste materials should be stored appropriately on site, including:

- Segregating wastes using appropriate storage containers,
- Using suitable containers for waste types and labelling containers appropriately (i.e. gypsum/plasterboard, timber, etc.),
- Use covered skips to prevent spread of wind-blown wastes,
- Hazardous wastes are stored in suitable containers away from sensitive receptors and site traffic,
- Avoiding the mixing of hazardous and non-hazardous materials.

7.7 Transport

7.7.1 Impact

Traffic may cause the following impacts:

- Noise;
- Dust;
- Traffic congestion resulting in extra travel time for local residents;
- Vibration;
- Nuisance; and
- Additional hazards to local residents of moving vehicles
- Debris on existing highway from site operatives and delivery vehicles accessing sites

The impacts of construction traffic have been assessed as part of the Transport Assessment conducted by Eddisons. The construction activities will all be accessed from Stoney Lane and any disturbance will kept to a minimum and access and egress will be fully maintained to the adjacent properties during the development phase.

Primary site access/egress route is shown Figures 3 and 4. The construction traffic route plan is carefully defined and controlled, ensuring vehicles avoid stopping, waiting or manoeuvring to adjacent entrances, prioritising and avoiding the Accident and Emergency access to Whiston Hospital off Dragon Lane. There will be no queuing directly outside the school frontage during peak periods

7.7.2 Mitigation

Priority is to be always given to emergency services and local vehicles. No vehicles are to block the public highway at any time. There is to be no off-site parking.

All construction vehicles using the local highway network are to comply with the *Highway Code* at all times.

Suitable signage is to be established on and off site. During working hours the external gate is to remain open allowing direct access into the compound area to prevent any highway congestion and where possible, a one-way traffic system is to be established.

To ensure that HGV's attending site do not cause congestion on the local highway network (specifically turning right into the site), the site compound with accompanying hard standing and access road will be located to the south of the site ensuring sufficient space for multiple vehicles to turn into the site. The compound arrangement is shown in Figure 2. There will be turning areas available on site.

Banksman requirement will be subject to risk assessment as the scheme progresses. There is no initial requirement for a banksman as risk are assessed and managed via traffic management plan, signage and suitable on-site provisions for parking/turning/offloading-loading.

All vehicles accessing are to adhere to the 10mph site speed limit. Where possible deliveries are to be arranged in advance, ensuring that vehicles do not attend site in convoy.

All road vehicles are to remain on hard standings at all times. The reversing of vehicles/HGV's is to be minimised as far as is reasonably practicable.

Prior to leaving site, vehicles are to be inspected to ensure that no site debris remains (e.g. rubble and mud). If debris is identified it is to be removed before the vehicle is allowed to leave site (e.g. by using a jet wash/wheel wash and/or other means as necessary). Where necessary, loaded vehicles to/from site are to be sheeted in order to control the release of dust/debris

Ensure that there is a minimum of 3-minute delay between HGV vehicles leaving site to minimise any potential congestion on the public highway.

Road sweeping will take place a minimum of 3 hours per 3 days each week. The frequency will be reviewed on site to assess if sufficient. During material movements on/off site road sweeping frequency will be uplifted accordingly.

The movement of heavy good vehicles associated with the transportation of material to and from the site shall be restricted to the hours of Monday – Friday 08:00- 18:00; Saturday 'core hours' will be 08:00 – 13:00. No activities will take place outside of these times, including Bank Holidays.

Taylor Wimpey shall prepare and implement a Traffic Management Plan (TMP) outlining procedures to follow and prescribed routes when working on the site which will evolve with the progress of the development. The TMP shall incorporate any restrictions imposed by the planning consents, Highways Authorities and/or the Police Authority. The TMP will include specific routing for construction traffic to the site. The TMP shall be circulated by the Taylor Wimpey Production Manager to all parties who are employed or have a legitimate interest in the works. The Taylor Wimpey Site Manager shall ensure that Construction Traffic Routing Signs are erected prior to works commencing, and that these are maintained in good and clean condition throughout the duration of the works. The traffic management plan will explicitly recognise and respond to the presence of sensitive frontages, including Whiston Hospital (Dragon Lane), its associated access points on Stoney Lane, Northwest Ambulance Service (Stoney Lane) and St Edmund Arrowsmith Catholic High School (Cumber Lane).

Pedestrian safety at the Stoney Lane access will be prioritised due to the proximity of Whiston Hospital and its high visitor, patient and staff footfall. A dedicated, gate construction access point will be established with clear segregation between vehicles and pedestrians. Clear signage will be installed in advance of the site access warning of construction traffic and directing pedestrians to safe crossing points. The Stoney Lane carriageway has dual footpath arrangements therefore pedestrians will also be encouraged to utilise the northern footpath to mitigate interaction with crossing points and construction traffic. Vehicle movements will be scheduled outside peak hospital visiting hours where practicable to reduce interaction with high pedestrian volumes. All drivers will be briefed on the sensitivity of the location and required to adhere to strict speed limits (e.g. 10 mph near the access).

Pedestrian “desire lines” (such as direct routes between residential areas, the hospital, and public transport stops) will be respected by maintaining safe, logical walking routes throughout the works.

To maintain accessibility and avoid disruption to public transport and pedestrians, existing footways will remain open and unobstructed at all times, unless temporary closures are approved and alternative routes are clearly provided. Any temporary diversions will be:

- Fully signed, lit and barrier protected.
- DDA-compliant (suitable for wheelchair users, prams etc.

Bus stops on Stoney Lane will remain operational, with no construction parking, waiting, or loading permitted in these areas.

Given the function of the ambulance station opposite the site, a strict no-obstruction policy will be always enforced for the ambulance station access/egress. All contractors will receive a site induction emphasising the need to give absolute priority to emergency vehicles.

Construction vehicle movements will be:

- Carefully scheduled and coordinated, avoiding peak emergency response periods where possible
- Managed via real-time communication between site management and delivery drivers

The site is in proximity to St Edmund Arrowsmith Catholic High School. To minimise conflict:

- Staggered deliveries to prevent congestion and queuing.
- All drivers will be briefed on the presence of school children and increased vulnerability and the need for reduced speeds and heightened awareness.
- Taylor Wimpey will engage with the school to communicate construction activities and coordinate any additional mitigation measures.

To prevent overspill parking on surrounding constrained residential streets, a robust parking management strategy will be implemented:

- No on-street parking by contractors or subcontractors will be permitted in the vicinity of the site.
- All personnel will be required to park within designated on-site hardstanding parking areas to the south in the site shown in Figure 2.
- Clear instructions will be included within all contractor inductions and contractual documentation, making compliance mandatory.
- Regular monitoring and enforcement will be carried out by Taylor Wimpey site management, with repeat offenders subject to removal from site.
- Where appropriate, contractors will be encouraged to car share, use public transport or active travel options for local employees.

This approach will ensure that construction personnel do not place additional pressure on the local highway network or residential amenity.

7.8 Archaeology and Cultural Heritage

7.8.1 Impacts

GHC Archaeology & Heritage were commissioned to produce a Historic Research and Assessment to detail the development of the former Rainhill Stoves Works (a possible former munitions factory) and the contributions it may have made to the war effort, in order to provide an assessment of the significance of the site. This assessment also considers the potential for earlier below-ground remains to survive within the study site, namely a former 18th century house once situated on Cumber Lane, which was demolished ahead of the construction of the munitions factory.

Based on the results of geoenvironmental assessment, as well as examination of historic maps and photographs, it is considered that the initial groundworks associated with the construction of the factory complex, as well as later groundworks associated with the levelling of the site ahead of its resurfacing has resulted in significant truncation to the ground across the study site. It is therefore considered that there is the low potential for surviving below-ground remains of the former cottage complex to survive within the southern part of the study site, and it is further considered that there is the medium-high potential for any below-ground remains to be contaminated with residues from various the various manufacturing processes carried out within the study site.

It is thought that the study site was once the site of a wartime munitions factory; unfortunately, beyond the references by Stoves Limited, who occupied the site between 1925 – 2024, and a mention within a local history book, no documents, photographs, newspaper articles, etc. were identified which support this.

Examination of historic photographs and maps have shown that the main building within the study site has undergone significant alterations since its construction between 1906-1925. Most notably, the entire roof has been changed, replacing the original, possible 'Belfast truss' curved roof with a taller, pitched roof structure. The recent site visit has indicated that internally, the buildings have also been heavily altered, likely due to changes in manufacturing processes. However, it appears as though the external brick walling along the northern and southern elevations may be original to the building, though these walls have been altered with the insertion and closure of a number of different apertures. The survival of some historic fabric within the complex lends the site a low level of historic interest and evidential value.

Based on the available documentary and historical information, as well as the overall survival of historic fabric, it is considered that the study site contributes little towards the identified research priorities within the North West Regional Research Framework.

There are no listed buildings, scheduled ancient monuments or conservation areas on site or within close proximity to it.

The following activities associated with the proposed development could impact on potential archaeological remains:

- Excavation work for footings;
- Pre-construction drainage works and fencing;
- Movement of heavy machinery; and

- Installation of services, drainage and cabling.

7.8.2 *Mitigation*

Any unexpected archaeological discoveries shall be reported to the Council Archaeology Advisor, English Heritage and Taylor Wimpey Environmental Advice Line. Expert knowledge will be sought before continuing works which may include consultation with MEAS.

7.9 **Landscape and Visual Impacts**

7.9.1 *Impact*

During the development stage there are likely to be some minor visual impacts to surrounding areas. This will include stockpiles of soils and aggregate materials, mobile plant and movement of heavy goods vehicles and temporary site offices.

7.9.2 *Mitigation*

The impact of the development itself has been assessed as being positive and no further landscape mitigation measures are proposed. During the construction phase, keeping the welfare areas, inclusive of hoardings, clean and tidy, shall mitigate the impact on the visual amenity. These areas will be monitored on a daily basis by site operatives from Taylor Wimpey.

All lighting of the site compound and welfare facilities will be directional and non-polluting (i.e. not pointing into the sky) and will either be set on timers or activated by passive infrared system to minimise their operation.

Existing trees and tree groups, especially those of moderate to high value, are to be retained where possible. Also, new planting within gardens and alongside residential streets will provide extra tree cover, increasing the visual amenity of the site.

7.10 **Dust & Dirt**

7.10.1 *Impact*

During the development stage dust and dirt can be generated in dry weather by vehicle movements on and off site. The following mitigation measures will be applied during the construction phase to control/mitigate dust and dirt emissions:

7.10.2 *Mitigation*

Site operators shall visually assess the dust emissions during the construction phase of the facility as to whether unacceptable levels of airborne dust are travelling beyond the site boundary in the direction of sensitive receptors.

In the event that complaints relating to dust emissions are received, investigations shall be made into the activity or operation causing the disruption and further mitigation measures employed to ensure dust emissions remain at an acceptable level.

Enhanced mitigation measures will be considered when completing activities deemed to be of high dust generating potential, such as stockpiling and ground preparation, and also when undertaking works close to the new access road to the eastern boundaries of the development site in close proximity of existing sensitive receptors (road users).

In order to control potential impacts, the following enhanced mitigation measures are proposed:

- in order to prevent dust nuisance to adjoining occupiers, particularly during dry weather, there will be adequate screening and damping down during all site work, such as piling (including storage of construction materials);
- vehicles will be sheeted to prevent loss of materials off-site;
- storage locations for all materials that create dust, including soil, will be located away from the development boundary and residential properties as far as practicable, aggregated where possible to avoid the creation of many stockpiles, adequately screened to prevent wind loss and damped down where practical when being handled;
- drop heights will be minimised and chutes will be used where necessary;
- regular inspection of local roads to check for dust deposits and any deposits removed;
- use water as a dust suppressant as and when required;
- a trained site manager (or his assistant) will be on-site during working hours to be responsible for proper implementation of dust mitigation measures;
- waste materials will not be burnt on-site;
- prolonged storage of materials on site prior to use and/or disposal will be avoided;
- no idling of vehicles; and
- no site runoff of water or mud (TW standard HSE protocols will be applied).
- Using water sprays to damp down roads and stockpiles and use of dust fencing, particularly near occupied homes (see image examples below)



Exhaust emissions from plant and machinery can be a nuisance. This will be minimised by ensuring the contractors maintain their plant to reduce emissions and prevent the emission of black smoke. Where possible mobile or fixed plant will be positioned away from site boundaries/occupied areas.

The impacts of construction traffic as already detailed also forms part of this mitigation strategy and not just on site construction work and vehicle movement. Delivery vehicles have been assessed during the planning process for the development and as a result of the construction activities, there may be some disturbance to the existing residents. Any disturbance will be kept to a minimum and access and egress will be fully maintained to the properties during the development phase.

The Site Manager will monitor and inspect the cleanliness of roads adjoining the development site and will instruct additional road sweeping if required.

All the above will ensure the generated dust & dirt in dry weather by vehicle movements on and off site are prevented as much as possible and mitigated accordingly.

8 MONITORING AND AUDITING

8.1 Introduction

Appropriate monitoring of the environmental effects of construction enables the effectiveness of environmental mitigation to be evaluated. It also allows environmental problems to be identified and responded to at an early stage. Monitoring will also help Taylor Wimpey to identify and implement environmental improvements, which will contribute to the overall environmental performance of the project.

8.2 Environmental Audits

Taylor Wimpey will carry out appropriate environmental inspections and monitoring of environmental performance in the form of monthly audits. Formal audits will be against an audit checklist, which will provide a mechanism to monitor and assess compliance against all Taylor Wimpey's requirements and standards.

Where problems are recognised, the corrective action will be identified by the inspector and subsequent corrective action undertaken within a defined time frame.

8.3 Environmental Monitoring

Environmental monitoring shall be carried out as necessary and requirements for environmental monitoring shall be reviewed as consents are received and consultations completed.

Key parameters that will require environmental monitoring include:

- Energy use arising from construction site activities;
- Water use arising from construction site activities;
- Waste generation during construction; to be monitored as part of the Site Waste Management Plan to ensure the appropriate treatment, handling, management and disposal measures are applied. Records shall be kept of quantities and types of waste handled;
- Dust pollution arising from construction site activities.

Documentation from environmental monitoring shall be maintained and made available as appropriate.

8.4 Environmental incident and corrective action reporting

Taylor Wimpey has an emergency response system documented within Section 4 of the Taylor Wimpey HSE Manual. All environmental incidents and near misses shall be reported and investigated by Taylor Wimpey.

The incident must then be reported to the Taylor Wimpey Environmental Advice Line (0845 003 8752) where an Environmental Consultant shall provide additional advice and support. Where relevant, the appropriate statutory authority (e.g. Environment Agency) shall be informed immediately. For Environmental Incidents the Taylor Wimpey procedure requires the site operatives to prevent the continuation of the incident, where safe and possible to do so. Copies of incident investigation reports shall be kept by Taylor Wimpey and action taken to prevent recurrence.

9 MANAGEMENT OF CONTRACTORS

All sub-contractors are required to provide Method Statements and Risk Assessments for all their proposed working methods as per Taylor Wimpey UK Ltd procedures. These will contain methods of activities, potential environmental receptors and are required prior to commencement on site. Copies of all these documents are to be held within the Site Office.

Method statements obtained by the contractor from their subcontractors should include, as a minimum:

- A description of the works being undertaken;
- Descriptions of the impacts to the environment caused by their works based on a review of surveys and information available for the development. The impacts should consider areas such as landscape and visual; transport, waste and noise and vibration;
- Details of the activities to be undertaken; equipment to be used; hours of operation; site access arrangements and likely vehicle movements and details of waste and emissions expected to be generated;
- Management and Mitigation measures;
- Monitoring and measurement responsibilities; and
- Emergency preparedness and response procedures.

The method statements of Taylor Wimpey and all the subcontractors will include the following environmental control measures:

- All waste to be segregated and placed in a suitable waste container;
- All fuel to be stored in suitable double skinned bowsers, tanks or within a bunded area;
- Drip trays or absorbent blankets to be placed under all static plant;
- All hazardous chemicals to have an up to date COSHH assessment, be appropriately labelled and be stored in a locked container;
- Emergency arrangements for spill response;
- Spillages to be reported immediately;
- Core working hours;
- Vehicle and plant engines to be turned off when not in use; and
- For excavations, works to stop immediately if unknown remains found.

10 TRAINING & COMPETENCE

Taylor Wimpey procedures for ensuring the correct levels of training and competence include:

- All operatives are informed at the induction stage of all sensitive ecological areas and are issued with an ecological document stating the reasons and locations of all the relevant areas;
- All operatives are inducted by Taylor Wimpey before work commences and informed that they are required to 'sign in' before the operative commences work;
- Taylor Wimpey works to their Taylor Wimpey HSE Manual and Taylor Wimpey CDM/EMS Manual, where individual operatives have specific Induction Sheets. These documents are read to the relevant operatives, where a signature is required on completion and a record kept in the site file;
- There are also procedures in place that any issues raised in relation to Environmental Health & Safety and work ethics, whether highlighted by Taylor Wimpey staff or site operatives, are relayed via 'Tool Box Talks' and are noted on an individual form, allowing site management to resolve the issues raised.
- A record of Tool Box Talks will be kept on site, stating date, description of non-conformance, potential implications, proposed corrective actions, individual responsible and target date.

10.1 Inductions

All project personnel and sub-contractors shall receive an Environmental Induction Presentation, prior to commencement of works onsite. No personnel, including subcontractors, shall be permitted to commence employment on site without prior attendance at an induction.

Environmental topics covered in the induction shall include but will not be limited to:

- Water resources;
- Pollution prevention;
- Emergency response procedures;
- Waste management and housekeeping;
- Management structure;
- Duties and responsibilities;
- Relevant procedures;
- Ecologically sensitive areas;
- Incident reporting;
- Consents and licenses;
- Legislation; and
- Environmental best practice.

10.2 Toolbox Talks

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

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

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

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

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

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

Records of all 'Tool-Box Talks' and attendance shall be kept in the site offices.

10.3 **Specialist training**

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

- Emergency environmental crews.
- Waste representatives.
- Fuel tanker drivers.

11 CHANGE MANAGEMENT

This CEMP will be reviewed following:

- A major environmental incident;
- A major change in the construction methods to be used on site;
- Change of environmental regulations that affect the works; and
- Change to the environmental aspects and impacts of the works.

12 FIGURES

Figure 1: Site Location Plan (The red line demarcates the residential development site boundary).

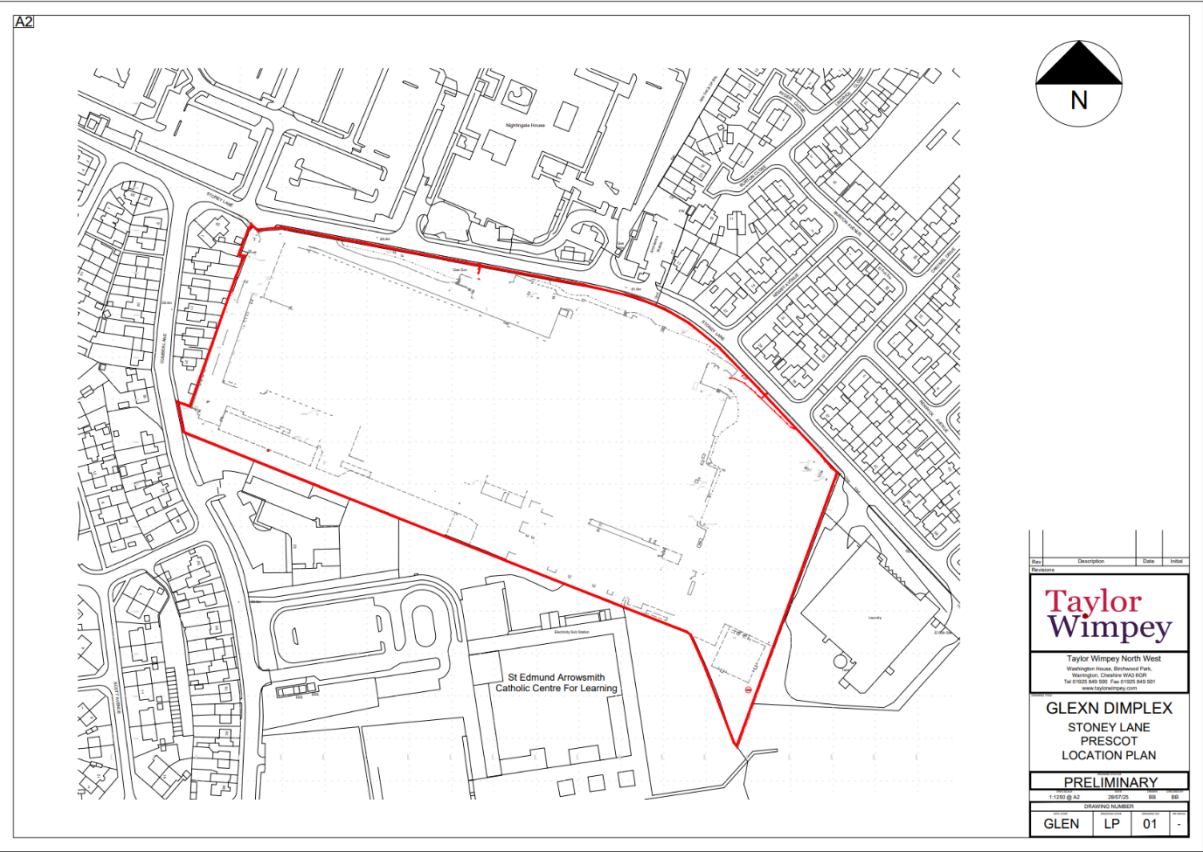


Figure 2: Build Route (Rev A)

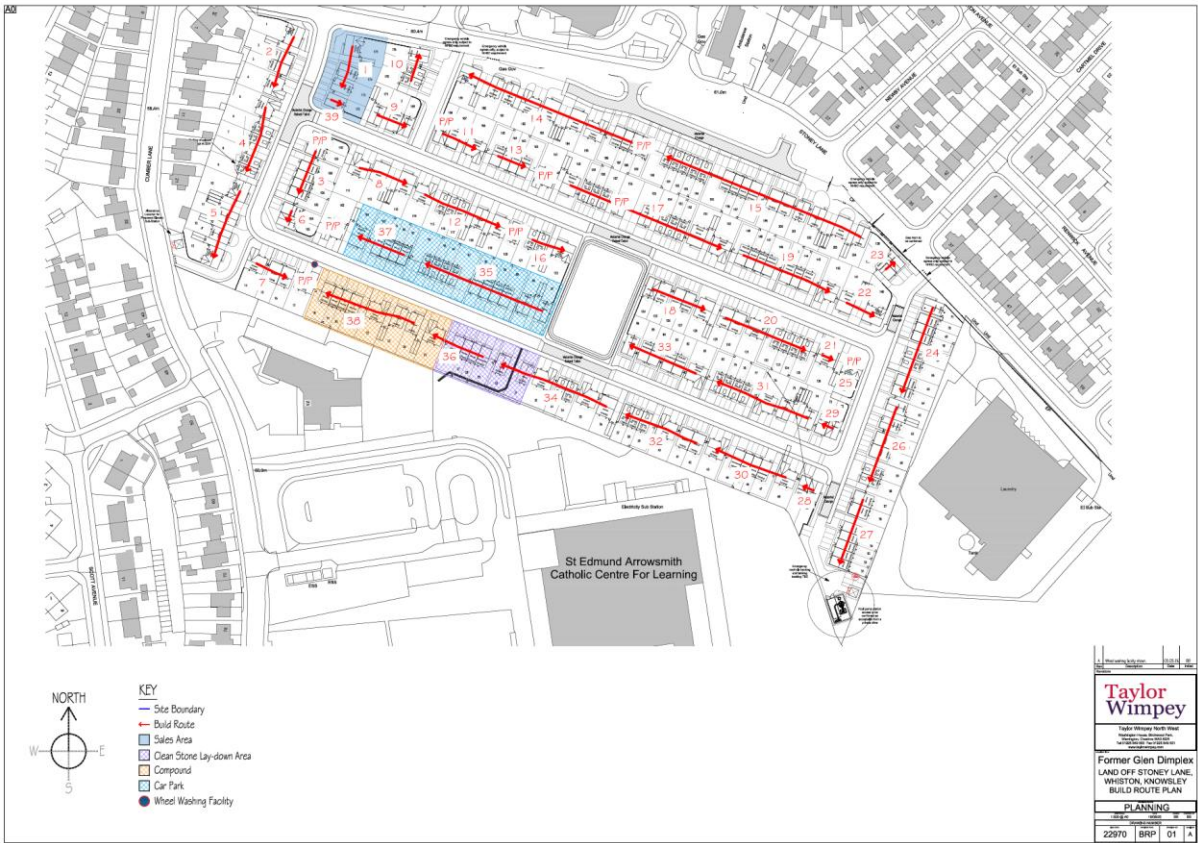


Figure 3: Construction Traffic Access Route approaching/exiting site (route shown in green)

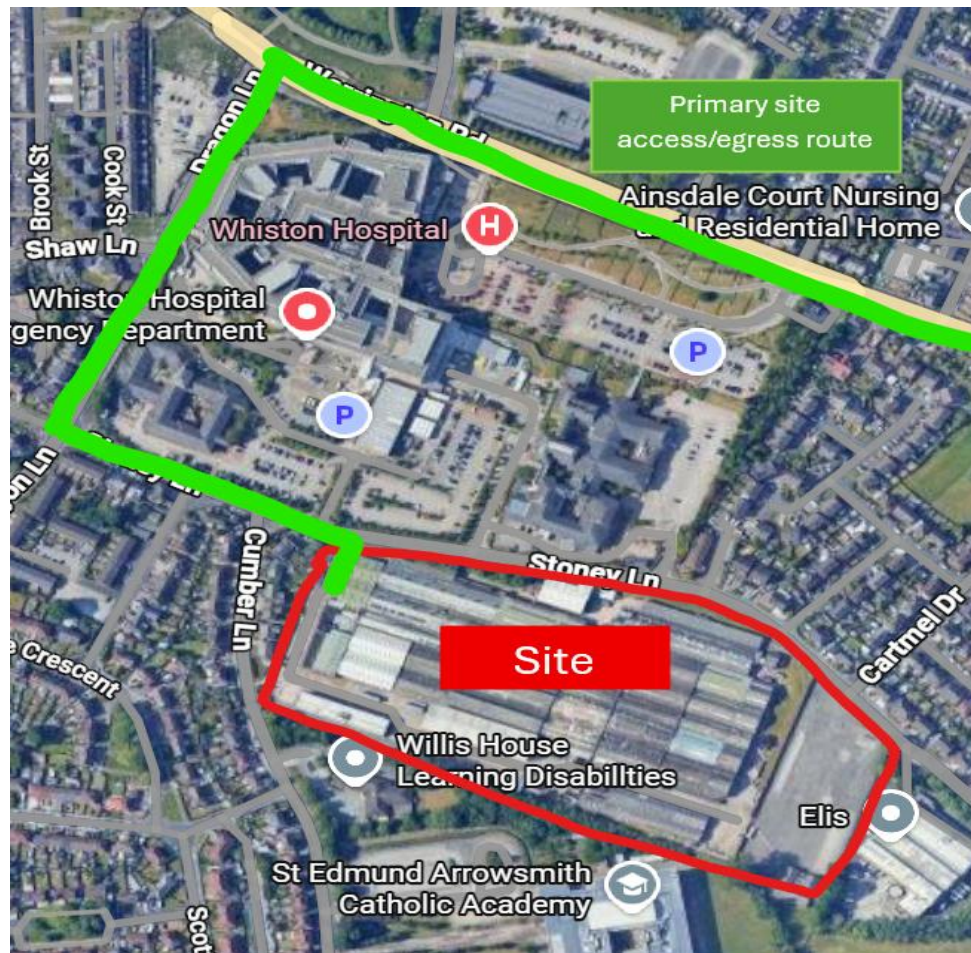


Figure 4: Overall Construction Traffic Access Route (Route shown in green)

