



Square One
CONSTRUCTION

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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Revision: REV 1

Project Address:

GTO House
Hare Hatch
Twyford
Reading
RG10 9ES

Prepared by:

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DOCUMENT CONTROL

REVISION	DATE OF REVISION	REVISED BY	REASON FOR REVIEW
Rev 1	19 th February 2026	D Hazell	Initial Document

INTRODUCTION

The purpose of the Construction Management Plan (CMP) is to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. The completed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. This CMP follows the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard.

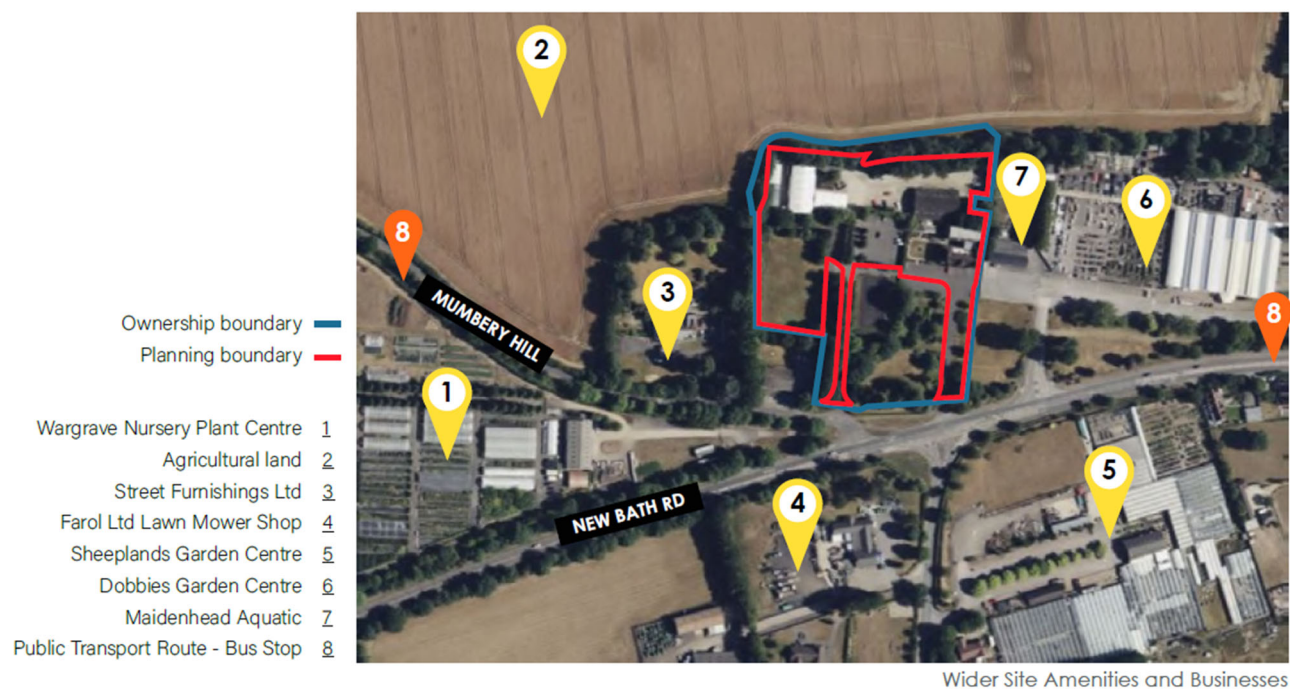
The approved contents of this CMP must be complied with unless otherwise agreed with the Highway Authority (HA) in writing. The project manager shall work with the HA to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Local Planning Authority (LPA) and the Highway Authority (HA) and complied with thereafter. It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licenses. Revisions to this document may take place periodically.



1.0 PROJECT SCOPE, LOCATION AND BACKGROUND

DESCRIPTION OF THE PROJECT

The GTO facility is located 7.5 miles to the North East of Reading city to the North West periphery of the village Hare Hatch. Hare Hatch is a rural village situated adjacent to the A4 that is home to predominantly heavy retail, commercial and intensive agricultural activities. To the West of the site are commercial greenhouses and to the East is a garden centre and exotic fish farm. The village is surrounded by agricultural land and some forestry with a number of large estates.



PROJECT PROGRAMME

It is the Project Managers responsibility to develop the tender programme into a suitable and sufficient construction programme and maintain this programme through the construction period, with assistance from the Operations Manager if/when required. The key programme dates are indicative and maybe subject to change

PROGRAMME OF WORKS

Commence works: July 2026
Completion of works: May 2027 (36 weeks)

DAYS OF WORK:

0800 to 1800 Monday to Friday
0800 to 1300 on Saturday
No Sundays or public holidays

PHASE	DESCRIPTION	START	COMPLETION
PRE-CONSTRUCTION	Design Stage and Mobilisation	14/07/2026	21/08/2026
PROCUREMENT/SPECIALIST DESIGN	Various	30/07/2026	14/08/2026
CONSTRUCTION	Construction Phase	22/08/2026	02/05/2027
EXTERNAL WORKS	External Works	17/12/2026	06/04/2027
HANDOVER	Handover	20/04/2027	02/05/2027
TOTAL DURATION		36	WEEKS



SITE LOCATION

The GTO facility is located 7.5 miles to the North East of Reading city to the North West periphery of the village Hare Hatch. Hare Hatch is a rural village situated adjacent to the A4 that is home to predominantly heavy retail, commercial and intensive agricultural activities. To the West of the site are commercial greenhouses and to the East is a garden centre and exotic fish farm. The village is surrounded by agricultural land and some forestry with a number of large estates.



SITE CONTEXT

The adjacent diagrams show the masses of the existing barn and pavilion in comparison with the proposed scheme below. The proposal has been designed alongside site massing studies to control and measure the overall site mass impacts. The spatial efficiency of the scheme has been continuously scrutinised to ensure the minimum proposed mass while providing the amenities the business needs to operate. This has been done by:

- Defining and refining work-flows and minimum spatial / working zone requirements to inform a logical grid and reduce excess mass.
- Ensuring the proposed roof ridge height sits below that of the existing barn.
- Limiting the proposed footprint to that of the existing barn where possible to respect and retain the continuity of the sites historical configuration.
- Defining and managing expectation for future growth.

With the total mass of buildings on site at 8,298m³, the scheme proposes a 22% increase at 10,124m³. a volume that is sympathetic and respectful to the site and its constraints while sufficient to provide GTO with the space they require.

Please note indicative mass diagrams on the following page

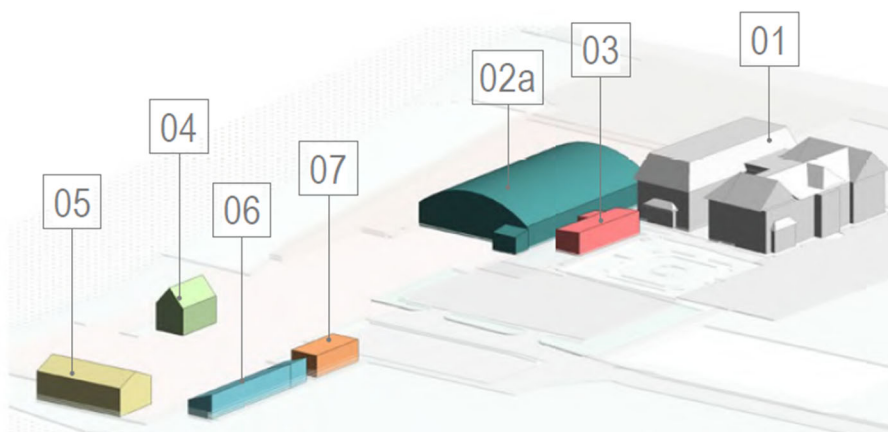


CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

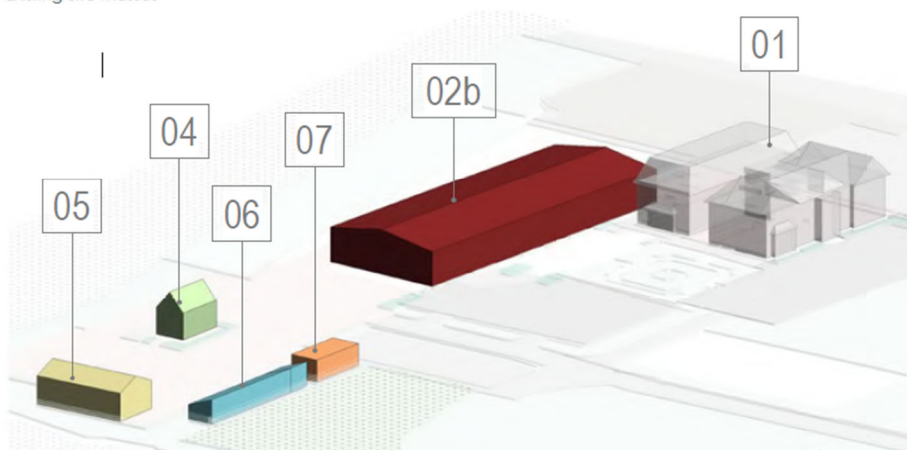
BUILDING	VOLUME	BUILDING	VOLUME
01 - GTO HOUSE	4314 m ³	01 - GTO HOUSE	4314 m ³
02a - BARN - TO BE DEMOLISHED	2797.2 m ³	02b - PROPOSED WORKSHOP	4807 m ³
03 - PAVILION - TO BE DEMOLISHED	184.3 m ³	(PAVILION MASS ADDED TO PROPOSAL)	—
04 - BRICK COTTAGE	171 m ³	04 - BRICK COTTAGE	171 m ³
05 - MACHINE SHOP	478 m ³	05 - MACHINE SHOP	478 m ³
06 - TIMBER SHED	230 m ³	06 - TIMBER SHED	230 m ³
07 - BRICK SHED	124 m ³	07 - BRICK SHED	124 m ³
EXISTING TOTAL	8298 m ³	PROPOSED TOTAL	10124 m ³
22% OF EXISTING TOTAL	1825 m ³		

Note: Mass based on site survey information: Topo
Survey 14951CV-01-06
(Dated-22.10.2014)

PERCENTAGE INCREASE : 22%



Existing Site Masses



Proposed Site Masses



2.0 CONSTRUCTION PHASING AND PROGRAMME

The preconstruction programme duration is 5 working weeks which includes the Design stage and Mobilisation period. We have also shown a separate period for procurement of specialist sub-contractors including where applicable their working drawings and manufacture periods, within this duration.

The construction stage programme duration is 36 weeks commencing on site during August 26 and completing in May 2027. The works would commence with the establishment of the site boundaries and site welfare including the site temps in accordance with our site layout plan.

The demo & sub structure programme duration is 8 working weeks including the pad foundations, level reduction to formation and partial drainage installation.

Following completion of the sub structure we would commence the superstructure / envelope programme with a duration of 28 weeks. These works will include the structural frame erection, façade cladding and feature panels, internal load bearing slab and garage equipment pits.

The fit-out stage programme duration is 16 weeks, the commencement of the M&E are programmed to start early. Other works will commence once the building is watertight.

The external stage programme is 12 weeks, the external hard and soft landscaping works would commence following the completion of the facade and roof works. Practical Completion of the project will be achieved with the completion of all works and the handover operations.

PROGRAMME DEVELOPMENT & MONITORING

The Master Programme is will be developed from the Tender Programme following early Design Team & collaborative working Meetings. Our programme will be issued to the Client's Project Team and will form the document against which progress is monitored and reported during the Contract. The programme is reviewed by our project team on a weekly basis, alongside several strategies that provide early warning of issues with the potential to affect the project, whether adversely or to the Contract's benefit.

Should the programme need to be adjusted for any reason, change, weather, delays etc., the full impact will be assessed together with any potential mitigating circumstances. Once we have completed this task, we will immediately communicate the change to the Client's professional team usually by telephone initially then in writing explaining the situation. If required, the programme will be updated in line with our findings and communicated with the supply chain.

On a monthly basis, as part of the monthly project report, we will incorporate an annotated version of the Construction Programme with a current progress dropline together with an open and detailed account of the months' activities and our assessment of the current Completion Date.

Ensuring that our Client has all the information in a timely manner manages their expectations and allows them to make informed rather than rushed or ill-considered decisions for the benefit of the Project.

Once Square One Construction are engaged on a project we set out clearly to the client team who each of our team are and their responsibilities. Our role is to engender a collaborative and innovative approach to risk identification and mitigation. Our weighted and scored Risk and Opportunities Register provides clear responsibility and actions for mitigation and progress is monitored at the monthly risk review meetings.

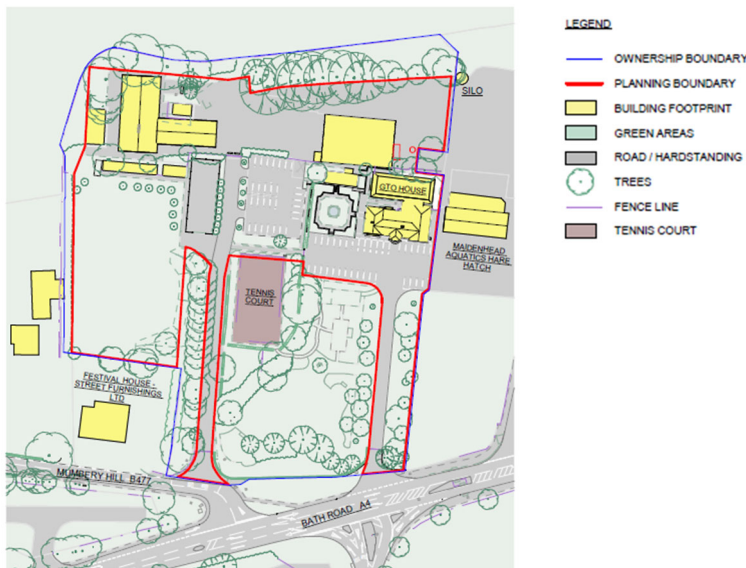
By incorporating as wide a local stakeholder group as possible into the preconstruction and construction phases, we technically deconstruct every element of a project to identify risk and opportunity in the design, construction, and logistics from the outset. This data based deep knowledge of the project details assures an awareness of the planned mitigations for safety, quality and construction risks even before we set foot on site. We strive to deliver a confident start to the construction phase and a safe, coordinated delivery of the project.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

SITE ESTABLISHMENT

Upon occupation, site establishment works will commence with the continuation of the erection of perimeter Hoarding and arranging the temporary welfare facilities comprising of a site office, meeting room, canteen, drying room and toilets. A pedestrian and vehicle gates will be installed in the Hoarding in accordance with the approved site plan

The site has two existing access point off the B477 and A4. The proposal is to utilise the access point of the B477; this will provide good segregation between the construction traffic and clients / staff attending GTO's Head Office who will use the entrance off the A4



As far as reasonably practicable the visual intrusion of construction sites on nearby accommodation and users of local facilities and amenities will be contained and limited. The hoardings will accord with the following principles:

The standard hoarding will be of suitable height, generally heras style fencing with debris netting as required. Gates will be fitted to the heras fencing to ensure site security, these will be placed at the site entrance. The site entrance will be of a suitable construction so as to prevent transition of materials onto the highway.

Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc. Also, there will be an information board located at the site entrance with the appropriate contact details listed.

Appropriate sight lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians.

Hoardings/heras fencing is to be checked daily to ensure it is damage free, suitable and secure.

Construction Phase Traffic

In order to mitigate the impact of construction traffic on adjoining properties that use the local infrastructure, a Traffic Management Plan will be developed and implemented by the Contracts Manager. This plan will focus on the:

Co-ordination of car parking for construction personnel, this will be within the site compound area

All construction traffic entering and leaving the site will be closely controlled. All operations, loading and unloading of plant and materials will be carried out within the site boundary where possible, and always under the control of a banksman.

Vehicles making deliveries to the site will arrive by designated routes.

Construction Overview

The development will be subject to an approximate 36 week construction period, which will comprise a relatively intense 12 week period at the start where heavy duty vehicles will be at the peak of the project.

An average of up to 20 construction workers are forecast to be on site during peak times during the construction period. A temporary car parking area will be provided on the site within a contractor's compound. Parking will therefore be contained within the site and minimal parking will occur on the local highway network.

The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractors. However, a number of the non-local site operatives will likely stay at local accommodation and, including local site operatives, will be encouraged to car/van share to minimise the impact on the local highway network.

The construction period will include the use of HGVs to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. Construction work and construction traffic movements shall not take place on Sundays, bank holidays or after 13.00hrs on a Saturday.

Site Access

Access to the site will be from the A4 which has a relatively easy route to the M3 motorway and the M4 purpose-built primary routes for all types of vehicles). Access onto site will be created as part of the construction process in the proposed position of access onto the development.

During construction the Site will be accessed via a metal gates located at the entrance to the construction site. Unrestricted access is not allowed without undertaking a Site-Specific Induction. In the absence of this training and approval, visitors to the site will always be escorted by site management in possession of this induction. A temporary compound area will be established within the site to allow for the set down of HGVs and materials relating to the construction of the site. For temporary visitors' spare sets of hi-visibility vests and Hard Hats will be provided but it is the expectation that all deliverers/collection persons will have all the equipment with them.

It is a requirement that all site personnel and visitors sign in and out of the site on all occasions. The Site Manager, or his designated qualified person, will be responsible for supervising, controlling and monitoring vehicle movements to and from the site as well as whilst the vehicle is on site. Ensuring that there are suitable arrangements for the safe delivery and collection of vehicle loads. All plant; delivery/collection vehicles and cranes will be supervised by a Banksman when reversing.



3.0 PROGRAMME OF WORKS

To be issued following main contractor appointment

4.0 STRATEGIES TO REDUCE IMPACTS

PLANNED MEASURES

MEDIUM IMPACT SITE PLANNED MEASURES CHECKLIST	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries	✓		
Re-timing for out of hours deliveries	✓		
Use of holding areas and vehicle call off areas	✓		
Use of logistics and consolidation centres			✓
Vehicle choice			✓
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
Freight by water*			✓
Freight by rail*			✓
MATERIAL PROCUREMENT MEASURES			
DfMA and offsite manufacture		✓	
Re-use of material on site	✓		
Smart procurement	✓		
OTHER MEASURES			
Collaboration with other sites in the area	✓		
Implement a staff travel plan		✓	

* If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway or rail freight siding.



MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk. It is a requirement for all vehicles and driver management practices to comply with the FORS standard. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

COLLISION REPORTING

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

ADHERENCE TO DESIGNATED ROUTES

Details of routes to be used for journeys to and from site for road operations are provided in Section 6. The routes to/from the local road network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

DELIVERY SCHEDULING

The Project Manager will ensure that a suitable delivery management system is used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in 30 minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity. Sub-contractors and haulers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. KPIs will be proposed to indicate; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles being involved in a collision whilst on site. Any required delivery restrictions requested by the local authority will be factored into the delivery schedule and agreed with the client.

RE-TIMING FOR OUT OF PEAK DELIVERIES

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighboring area. We commit to attempting to re-time as many deliveries as possible out of the morning peak times (08.00-10.00) and will confirm with any delivery restrictions requested and agreed with the client.

RE-TIMING FOR OUT OF HOURS DELIVERIES

Not anticipated.

USE OF HOLDING AND VEHICLE CALL OFF AREAS

The site will have a good amount of storage area for materials; currently it is not our intention to introduce a holding point local to the site. If it becomes apparent that it is required, this would allow vehicles to arrive early and delay their final approach to site until the pre-arranged delivery time. This could lead to greater logistical efficiency and reduced disturbance in the surrounding area.

USE OF LOGISTICS AND CONSOLIDATION CENTRES

Not anticipated.



5.0 TRAFFIC MANAGEMENT

The project manager will liaise directly with interested parties in the immediate vicinity of the project to co-ordinate traffic management arrangements. The proposed construction works would generate a moderate level of construction traffic. As such appropriate consideration has been given to the cumulative construction impact of the sites within the local area. Square One Construction confirm that we will ensure domestic and commercial waste collections are not disrupted.

To service the planned construction activities, the following vehicle types are expected to be required: -

- Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
- Spoil lorry, not exceeding 5m x 2.00m (5 tonnes unladen weight)
- Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
- Scaffold lorry, not exceeding 11m x 2.4m (20 tonnes unladen weight)
- 2 Axle rigid lorry, not exceeding 7m x 2.25m (7.5 tonnes unladen weight)
- 4 axle rigid Lorry (32 tonnes gross weight)
- Multi axle articulated Lorry (44 tonnes gross weight)

The site will support vehicle movements; qualified Traffic Marshalls will be present to oversee all arrival and departure movements to ensure no conflict can occur between construction-related traffic and members of the public. All construction vehicles will be collected by a Traffic Marshall from the site entrance gates who will guide the vehicle into the site demise at a speed no greater than 5mph.

TRAFFIC LOGISTICS AT THE ENTRANCE TO THE SITE

All major Delivery and waste away vehicles will access the site via the main site gates.

- The Project Manager will ensure, either directly or through the sub-contract supervisors, that all deliveries are advised of any agreed traffic management restrictions prior to deliveries being scheduled.
- The Project Manager will organise and maintain the site deliveries schedule, ensuring that suitable delivery time slots are allocated appropriately and within any time restrictions agreed.
- Signage will be provided to ensure delivery vehicles know the route to the site entrance and its access point.
- Square One Construction will arrange for a Traffic Marshall team to be available to guide the deliveries. The Traffic Marshall will be responsible for ensuring the safety of any pedestrians in the vicinity and ensure safe vehicular movements.
- Vehicles will call ahead at least 10 minutes in advance.
- The Traffic Marshalls will at all times wear Square One Construction branded orange high visibility jackets and orange head protection to differentiate themselves from the normal workforce.
- Vehicles will leave the site under Traffic Marshall control, directly picking up the existing B477 Mumbery Hill by turning left out of site towards the A4.
- There will be a site speed limit of 5mph when under control of the Traffic Marshall.

PRECONDITION SURVEYS AND REINSTATEMENT

Any damage to the carriageway or footway at the site boundary caused by construction related vehicle maneuvers will be repaired as part of the development works utilising the findings of a photographic condition survey undertaken upon occupation of the site. The extent of a pre site condition survey shall be agreed with HCC highway authority, and a copy will be supplied to the highway authority and client ahead of commencement.

ENHANCED SPECIFIC DETAILS

Delivery drivers are to contact the Site Manager prior to arriving at the site. Upon instruction and after identifying the vehicle type, drivers will make their way onto site and park in a designated area and seek a member of the management team before proceeding beyond this point.

To avoid unnecessary material stockpiles and congestion; delivery times and dates as far as possible will be 'just in time' - agreed and programmed to suit site and local area requirements. Upon Leaving site, all vehicles which could have a reduced visibility to the main roads shall be escorted by a member of the trade for whom the delivery was for and the Site Banksman.

Vehicles must not access or egress the site without the presence of a banksman, vehicles are to drive into the site under control of a banksman. Pedestrian access and egress routes to site offices and working area to be defined by crowd barrier or Heras fencing. Once the site has been established, pedestrian crossways will be created with signage advising personal to be mindful of potentially oncoming vehicles.

Signage will also be posted advising vehicle drivers of potential pedestrians crossing the roadway. No one should change or alter any of the demarcation walkways without prior agreement / consent from the Site Manager.

Provision for contractor parking will be allocated on the existing GTO Site where sufficient space is available for both contractor parking and additional material storage.

Expected Site Construction Traffic

Site Set Up Period

10 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
5 x Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
3 x 2 Axle rigid lorry, not exceeding 7m x 2.25m (7.5 tonnes unladen weight)

Demolition Period

60 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
2 x Scaffold lorry, not exceeding 11m x 2.4m (20 tonnes unladen weight)
55 x 4 axle rigid Lorry (32 tonnes gross weight)

Sub- Structure Period

320 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
20 x Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
20 x 2 Axle rigid lorry, not exceeding 7m x 2.25m (7.5 tonnes unladen weight)
325 x 4 axle rigid Lorry (32 tonnes gross weight)

Superstructure Period

200 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
70 x Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
10 x Scaffold lorry, not exceeding 11m x 2.4m (20 tonnes unladen weight)
20 x 4 axle rigid Lorry (32 tonnes gross weight)

Externals period

120 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
15 x Spoil lorry, not exceeding 5m x 2.00m (5 tonnes unladen weight)
10 x Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
10 x 2 Axle rigid lorry, not exceeding 7m x 2.25m (7.5 tonnes unladen weight)
10 x 4 axle rigid Lorry (32 tonnes gross weight)

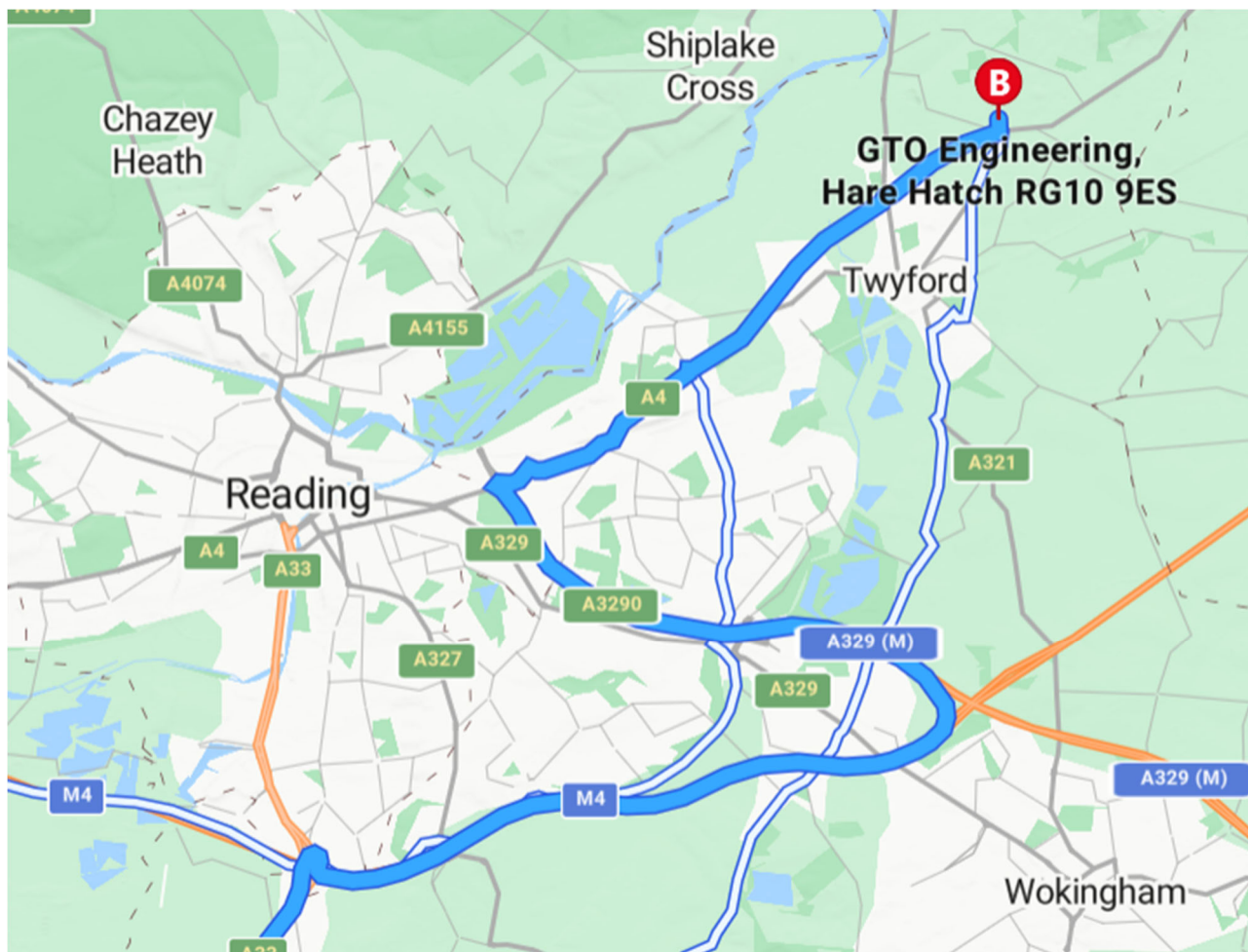
Client Relocation

15 x Car or small box/panel van, not exceeding 4m x 2m (3.5 tonnes unladen weight)
5 x Major component delivery vehicle, not exceeding 11m x 2.4m (20 tonnes unladen weight)
10 x 2 Axle rigid lorry, not exceeding 7m x 2.25m (7.5 tonnes unladen weight)



6.0 ROUTING OF CONSTRUCTION VEHICLES

Route from the South



ENFORCEMENT:

1. Vehicle movements will be restricted so as not to take place during peak operation times. Deliveries and waste away movements shall be coordinated to miss the known deliveries into the adjacent care home. At the time of writing, we do not foresee any restricted delivery timings during the site operating hours. In all instances, our priority will be to minimise disruption to local residents.
2. Written instructions will be issued to suppliers of any time restrictions with acknowledged agreement of the conditions described within this plan required before appointment.

CO-ORDINATION WITH NEARBY DEVELOPMENTS

We confirm that all reasonable efforts will be made to coordinate the scheduling of construction traffic movement with other nearby receptors:

1. Project Manager will review activity in neighbouring roads and co-ordinate deliveries accordingly.
2. Project Manager will monitor and review the CMP at least every two weeks during the project.
3. Any changes will be communicated to any interested parties, including HCC highways.

OPERATIVE AND VISITORS' VEHICLES

All other vehicles for operatives and visitors will access the project from the site gates. Vehicles entering in this way will be collected from the road by the Traffic Marshall and escorted to the site compound at 5mph limit. The site parking areas are intended solely for contractor's commuter parking. There will be sufficient parking spaces for a number of contractor's commuter vehicles. Private car trips to the project will be minimised by encouraging car sharing and use of public transport links.

VISITORS SITE ACCESS RESTRICTIONS

Visitors will be controlled by the Traffic Marshall team controlling the entrance to the access road and traffic leaving the site.



7.0 PROTECTING THE PUBLIC HIGHWAY

DEPOSITING OF MUD/DETRITUS

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable. Clean down facilities shall be provided to ensure that mud/detritus originating from the site is not deposited on the public highway. The highway will be regularly inspected by the Site Manager and any mud/detritus shall be expeditiously cleared. No development dirt shall be evident on the highway at the end of any working day.

MEASURES TO PREVENT WATER/WASTE ENTERING THE PUBLIC HIGHWAY

Appropriate measures will be taken to protect the public highway from damage arising from any construction related activity and to prevent mud, concrete and other detritus from being washed into the public highway drainage system.

ROAD SWEEPING AND WHEEL CLEANING

Maintaining the existing hardstanding areas for as long as practical is intended to reduce mud draw out from the project through the movement of vehicles and to minimise the generation of dusts. Wheel wash facilities will be employed at the exit of the site compound and site Traffic Marshals will monitor each vehicle and if required will wash down wheels before allowing the vehicle to leave the site.

We will provide a Jet-wash facility for this purpose to ensure that mud, dust and other construction materials are not deposited on the public road. Our Project Manager will be responsible for ensuring the provisions are suitable to prevent the deposit of mud and will undertake regular inspections of the haul road and approach roads. If required, road sweepers will be deployed to clear up any debris.

To ensure that the highway is kept clear of mud or debris, the following measures will be implemented:

- Provide wheel washing facilities and undertake highway cleaning on-demand of the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- Adequate sheeting will be required on all vehicles carrying waste materials; and
- Measures will be taken to prevent mud/debris from being swept into gullies.

REINSTATEMENT OF PUBLIC HIGHWAYS

These works involve significant ingress into existing highways and given the impact these works can have on the travelling public, it is important that they are completed as quickly and efficiently as possible. At the same time, we are obliged to reinstate the roads to certain standards to ensure they do not shorten their life or create uneven running surfaces.

All reinstatement shall be designed, specified and installed in accordance with the statutory code of practice, "*Specification for the reinstatement of openings in highways fourth edition February 2019*" published under section 71 of the New Roads and Street Works Act 1991. Square One Construction confirm that the groundworks package will be undertaken in such a manner as to ensure the installation of any road surface, footway, footpath or cycle track is conforming to the specifications and in accordance with the appropriate code of practice.



9.0 ENVIRONMENTAL CONSIDERATIONS

ENVIRONMENTAL DUSTS

Controlling dust is essential to protect the health of workers and minimize the impact on the environment, neighbouring communities and the environment. Nuisance dust emissions from construction and other civil engineering activities are a common and well-recognised problem. Fine particles (less than 10 mm in diameter, known as PM10) are now recognised as significant causes of pollution. Owing to their small size, they can be carried from sites even in light winds and may therefore have an adverse effect on the local environment and on the health of local residents, as well as on those working on the site.

Measures are required to be employed to control the build-up of dust generated by the site activities, during the times of the heaviest construction activities. Constant vigilance will be applied by the Project Manager in order to ensure levels are kept to an absolute minimum and where required Square One will provide suitable mitigation measures. These measures shall be identified and recorded within the Project Risk Assessment and reviewed at least every 7 days.

Contractors' tools and equipment are expected to be dust protected, either by localised extraction, wetting down techniques or manufacturer approved dust suppression measures. The external scaffolding will be fully sheeted to reduce dust emissions to the environment. The 2.4m hoarding can provide shelter from the wind and reduce the possibility of dust suspension from the ground. Material stockpiles will remain well dressed. Wetting down techniques will be used if and when the stockpiles become dry enough to leach fine particulate dusts into the air and the PM will consider seeding any stockpiles if necessary.

RISK SCREENING & MANAGEMENT

- Undertake a **Dust & Emissions Risk Assessment** before works start (consider demolition type, area, wind exposure, material types, proximity to receptors, ecology). Use the GLA screening matrix.
- Classify the site as Low / Medium / High risk; if Medium/High implement enhanced controls and continuous monitoring.

SPECIFIC CONTROL MEASURES (DEMOLITION & CRUSHING)

- **Soft strip first:** all glazed windows, doors, loose insulation, fixtures removed and doors sealed to reduce airborne material. Soft-strip prior to structural demolition.
- **Asbestos:** carry out a full refurbishment/demolition asbestos survey (refurb/demolition survey). All licensable asbestos removal must be by HSE-licensed contractors, with appropriate enclosures, negative pressure, and air testing. All asbestos waste to be removed under consignment/hazardous waste controls.
- **Hoardings & screening:** continuous perimeter hoarding (min 2.4–3.0 m) with additional mesh/windbreak for dust control around high-risk operations.
- **Water suppression:** use bowser/sprays on stockpiles, cutting, and crushing operations; water cannons/misting where appropriate (avoid runoff).
- **Wheel wash & road sweeping:** install wheel wash at site exit; daily road sweep for site access routes during active works.
- **Crushing & stockpile control:** crushing operations only during agreed hours, plant fitted with dust suppression / bag filters, enclosed conveyor where possible. Crushed aggregate stockpiles kept low, seeded or covered and located away from receptors; treat stockpiles with water or dust suppression and cover at night. Any on-site crushing that produces significant dust may require an Environment Agency permit (check with EA/Coventry).
- **Minimise drop heights, use sheeting:** when loading/unloading skip & vehicles, keep drop heights small and use chutes/sheeted loads.
- **Traffic management:** limit on-site deliveries to routes that avoid sensitive receptors where possible; use covered loads for exports; enforce speed limits on site to reduce dust.
- **Vegetation & ecology:** protect retained trees and vegetation (BS 5837) to avoid increased dust mobilization through removal of vegetation without mitigation.



MONITORING FOR DUST & EMISSIONS

- **Baseline monitoring:** 7 days of baseline PM2.5/PM10 (real-time monitors) at representative receptor facades before demolition begins.
- **Continuous monitoring:** deploy at least one continuous PM (PM10 & PM2.5) monitor at the site boundary nearest the nearest sensitive receptor (e.g., hospital or school). Set alert thresholds (e.g., PM10 > 200 µg/m³ short-term alert — *site to set triggers in line with GLA guidance*).
- **Visual inspections:** daily checks of dust on surrounding surfaces, weekly photographic records, and immediate corrective actions when visible dust observed.
- **Records:** electronic logs of monitor outputs, calibration certificates, daily inspection checklists and corrective action reports maintained and made available to LPA on request.

HAUL ROAD CONSTRUCTION – CONTROL OF DUST

The haul road planned for access through site could be vulnerable to dust emissions. The immediate access into site has been planned to bring the frontage area up to base course as early in the contract as possible and will remain so until such time the permanent new roads are constructed up to topping course. Wheel wash station to be set up as required through the cut and fill activities. The road to the entrance, as shown on the site plan, is also intended to reduce mud draw out from the project through the movement of vehicles.

ENVIRONMENTAL NOISE

Environmental noise mitigation measures need to be planned and implemented to minimise output to sensitive receptors. Where necessary, mitigation measures shall be employed. These measures shall be identified and recorded within the Project Risk Assessment and reviewed at least every 7 days. The noise output generated by construction activities will be recorded periodically within the Noise Monitoring Logbook located within Procure.

Where reasonably practicable, quiet working methods will be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations. Noise will be controlled at source and the spread of noise will be limited. Noisy activities will be undertaken at reasonable times, not before 8am and not after 5pm. Practicable noise and vibration reduction measures will be undertaken based on the risk assessment process, including specific plant, tools and equipment rated with minimal noise output and where particular noisy works are required to be undertaken, the time they are undertaken will be chosen carefully and noise enclosures will be erected and utilised. Additionally, where construction noise is generated adjacent to the operational businesses, acoustic screens will be utilised in order to provide further attenuation.

CONTROL OF NOISE & VIBRATION

Noise and vibration controls will follow British Standards and local guidance (BS 5228 for noise & vibration; Section 61 process as required by the Local Authority).

BASELINE & MONITORING

- **Baseline noise survey:** unattended noise logger(s) for 1 week at representative receptor façades (daytime/evening/night if works might affect these periods).
- **Continuous / spot monitoring:** Class 1 sound level meter(s) or fixed noise loggers during key noisy operations (demolition, crushing, piling if any), with measurement locations at the nearest residential façade, school façade, and hospital boundary. Calibration certificates kept on site.
- **Vibration baseline & monitoring:** baseline condition survey of nearest structures (party walls and neighbouring properties) and PPV monitoring during earthworks/excavation/any percussive works. Compare to BS 7385 / ISO 4866 guidance thresholds for risk of cosmetic damage and to BS 6472 for human response.

NOISE & VIBRATION MITIGATION MEASURES

- **Working hours** as given in Section 1, restrict very noisy activities to mid-day where possible.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

- **Plant selection & maintenance:** use modern plant with effective mufflers, quiet modes and acoustic enclosures; maintain engines and silencers. Locate crushing and generators as far from receptors as possible.
- **Acoustic screening:** temporary acoustic barriers/hoardings (min 3 m where effective) around noisy zones.
- **Operational controls:** soft-start procedures, avoid simultaneous use of multiple high-noise items near a single receptor, use non-audible reversing systems where safe (broadband beepers) and banksmen to reduce reliance on audible alarms.
- **Piling / piling alternatives:** if piling is needed later, consider low-vibration techniques (auger piling, CFA) and submit piling-specific vibration assessment.
- **Pre-works condition survey** for adjoining properties (photographic and measured records) to avoid disputes and provide baseline for damage claims.

Reporting & triggers

- Define action levels (e.g., LAeq,T exceedance of agreed baseline + X dB at receptor) and set escalation: audit → change method/plant → stop works if unresolved.
- Implement complaints/incident reporting.

ASBESTOS & HAZARDOUS MATERIALS

- **Pre-works demolition/refurbishment asbestos survey** (type: refurbishment/demolition survey) by UKAS-accredited asbestos surveyor. Prohibit demolition until asbestos risks are cleared.
- **Licensing & notifications:** Licensable removal to HSE-licensed contractor; notify enforcing authority (ASB5 or relevant forms) where required and retain air-clearance test certificates before reoccupation of areas.
- **Waste handling:** asbestos waste to be double-bagged/labelled and removed by licensed carrier to permitted facility; maintain consignment notes. Record training & PPE for operatives.

CONTAMINATED SOILS

SI and Geotechnical reports will cover localised areas of the project and will be deemed to be comprehensive. Until the surveys are completed, we will assume no significant potential sources of contamination will be identified either on the site or close to it.

ENVIRONMENTAL INCIDENT PROCEDURE

In the event of a significant fuel, hydrocarbon or COSHH spillage the following actions will be implemented:

- The incident will be reported immediately to the Project Manager;
- The Project Manager will deploy the spillage team who will proceed to the spillage area
- The spillage team will then implement measures to initially prevent the spread of the spillage, particularly to any drainage point and then implement measures to clear the spillage;
- All collected waste materials will then be placed into the appropriate waste receptacles such as oil drums for disposal off site as hazardous waste;
- All such incidents will be recorded
- In the event of a significant environmental incident occurring the Environment Agency will be advised immediately.

IDENTIFYING ADDITIONAL ENVIRONMENTAL EMERGENCY PROCEDURES

As part of the operation of the Environmental Risk Register, The Operations Manager and Project manager shall be responsible for identifying any potential scenario arising from the operations taking place on the project that may lead to adverse environmental impacts and notify the ISOH&S Manager for assistance with development of an appropriate emergency procedure to mitigate the identified hazard. This includes:

- Flora (including arboriculture requirements, biodiversity impacts, invasive species),
- Ground contamination,
- Air contamination,
- Environmental noise,
- Archaeology,
- Watercourses,
- Carbon Net Zero metrics,
- Social Value metrics.

The following conditions will be monitored during the demolition phase to ensure compliance with planning conditions and local authority requirements. These templates will be maintained on-site, either digitally or in hard copy, and reviewed weekly by the Site Manager and Environmental Officer

- Daily Dust Monitoring Log
- Noise Monitoring log
- Vibration Monitoring Log
- Complaint Log

10.0 CONSIDERATE CONTRACTORS

The project may be registered with the Considerate Contractors Scheme

11.0 RESPONSIBILITY FOR IMPLEMENTATION

RESPONSIBILITY	RESPONSIBLE PERSON	CONTACT
Ensuring this CMP is implemented	Contracts Manager	tbc
Day-to-day liaison with interested parties	Contracts Manager	tbc
Operational communication with interested parties	Site Manager	tbc
Communicating with local people, dealing with complaints	Site & Project Manager	tbc
Review and updating this CMP	Contracts Manager	tbc
EMERGENCY CONTACT NUMBER	Contracts Manager	tbc
EMERGENCY CONTACT NUMBER (OUT OF HOURS)	Contracts Manager	tbc