A66 Northern Trans-Pennine Project TR010062

2.7 Environmental Management Plan Annex B14 Site Establishment Plan

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2.7 ENVIRONMENTAL MANAGEMENT PLAN ANNEX B14 SITE ESTABLISHMENT PLAN

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B14 Site establishment plan

B14.1 Main construction compounds

General surroundings

B14.1.1 It is expected that most schemes will have a site compound established, with some likely to be larger than others. It is proposed to establish three main compounds across the project which are to be situated within the extents of the M6 Junction 40 to Kemplay Bank scheme, the Temple Sowerby to Appleby scheme and the Stephen Bank to Carkin Moor scheme and these are expected to help service the other scheme satellite compounds. The compound sizes will be relative to the available land, connectivity with the A66 and interface with utilities to minimise the environmental impacts of the works. Table 1: Indicative compound locations presents main and key satellite compound locations for each of the schemes.

B14.1.2 The measures set out in the following sections will apply to all compounds (main and satellite) where relevant.

Table 1: Indicative compound locations

A66 Compound Locations			
Scheme/Chainage	**Location Descriptor**	**Compound Type**	**Approximate Duration**
M6 Junction 40 to Kemplay Bank	Skirsgill Depot, utilising existing access from A66	Main compound	61 months (full construction duration, with early establishment expected in late 2023)
Penrith to Temple Sowerby	North of Centre Parcs junction, temporary access constructed during works	Satellite compound	48 months (likely less as only required for land-form works)
Temple Sowerby to Appleby	Western extent of scheme, south of A66, accessed via existing junction on A66	Main compound	48 months
Appleby to Brough	Centre of scheme south of MoD tank turning area, accessed via tank road from A66	Satellite compound	36 months
Bowes Bypass	North of main junction adjacent to A67, accessed via A67	Satellite compound	24 months
Cross Lanes to Rokeby	Adjacent to B627, access off B627	Satellite compound	24 months
Stephen Bank to Carkin Moor	South of A66 close to Moor Lane, accessed off Moor Lane	Main compound	48 months

A66 Compound Locations			
Scheme/Chainage	**Location Descriptor**	**Compound Type**	**Approximate Duration**
A1(M) Junction 53 Scotch Corner	No compound required	n/a	n/a

B14.1.3 Environmental Statement (ES) Volume 2: Chapter 2: The Project Figure 2.3 Indicative Construction Areas (Application Document 3.3) show the indicative construction compound locations.

Access

B14.1.4 Access to the compounds will be enabled via new, designated access points. These will be determined by the Principal Contractor(s) and set out in future iterations of this plan as below:

- M6 Junction 40 to Kemplay Bank and Penrith to Temple Sowerby: [PC to specify access point]
- Temple Sowerby to Appleby and Appleby to Brough: [PC to specify access point]
- Bowes Bypass, Cross Lanes to Rokeby, Stephen Bank to Carkin Moor and A1(M) Junction 53 Scotch Corner: [PC to specify access point]

B14.1.5 The access and egress points onto the public road network will be maintained in a clean condition by use of wheel washing facilities and mechanical road sweepers as appropriate. Hard surfacing will be maintained along the main routes within the compound to minimise the generation and spread of mud and dust.

B14.1.6 A construction traffic management plan (Environmental Management Plan (EMP): Annex B14 (Application Document 2.7)) will be implemented to manage the construction related traffic on the surrounding road network.

Compound establishment

B14.1.7 Topsoil will be stripped from the area and stored in bunds of no more than 2m in height within the compound boundary. Excess soils will be stored in designated soil storage areas within the Order Limits, situated as close to where soil has been stripped as possible to minimise transport.

B14.1.8 The Local Authority Archaeologist will be consulted prior to any topsoil strip to determine where topsoil strip may be required to be carried out under archaeological supervision. Archaeological deposits will be overlain by between 200mm and 300mm of subsoil which, in combination proposed aggregate and surfacing, will provide adequate protection from activities in the construction compound. Works will not commence in these areas until authorisation is obtained from the supervising Archaeologist.

B14.1.9 Removal and storage of soils will be undertaken in accordance with the Soil Management Plan (EMP: Annex B9 (Document reference 2.7) to

ensure that soils remain viable for agricultural reinstatement following completion of the Project.

B14.1.10 Heavily trafficked areas and any areas identified as having a higher risk of encountering contaminated ground will be hard paved with either tarmac or concrete to prevent infiltration e.g. car parking, fuel storage, concrete batching.

B14.1.11 The main facilities within the main construction compound are expected to include:

- Site management offices, including car parking
- Welfare, staff accommodation and canteen facilities
- Temporary CCTV control facility
- Rapid vehicle recovery facility (24hrs)
- Plant and equipment storage and lay-down areas
- Plant refuelling and fuel storage area
- Waste management and segregation area.

Drainage

B14.1.12 Measures for controlling site run-off and drainage will be agreed with the appropriate local authority, utilities regulator and the Environment Agency. This includes the use of silt traps and oil interceptors to ensure that the ground and surface water is not contaminated.

B14.1.13 Connection to foul sewer where possible will be required and consent details and requirements will be documented within the Environmental Consents Register. A draft consents register is provided as part of the Environmental Management System (EMS). Where there is no foul sewer within close reach of the site, onsite sewage treatment will be required. A bespoke Environment Permit for the sewage treatment plant effluent will be obtained where required. Consent details and requirements are documented within the Environmental Consents Register which forms part of the EMS.

Lighting

B14.1.14 Lighting will be provided for security and safety during hours of darkness. Care will be taken to avoid spillage of lighting towards adjacent properties or wildlife sites by facing lighting units into the compound and using cut off or low-level lighting where practicable.

Energy and water efficiency

B14.1.15 Any office and associated site building will be double glazed and lighting will be controlled through passive infrared sensors where practicable. Heating and cooling units will be controlled individually allowing for areas not in frequent use to be turned down or off. Switch off labels will be put on switches to encourage users to turn off lighting and appliances when not in use. A switch off campaign will be set up which will be supported by a lunch and learn on energy and water efficiency. A tool box talk will be prepared and briefed out to all site operatives to encourage switching off engines when idle. The appointment of

environmental champion will be made for both the office and site. These volunteers will help promote good environmental practise across the disciplines.

B14.1.16 The compounds will be supplied via a grid connection where practicable (and locations of main compounds have been selected in locations to ensure this is feasible), with generators used at temporary satellite compounds where grid connection not possible/practicable.

B14.1.17 Energy, fuel and water usage will be recorded and submitted to all parent companies on a monthly basis and reported to National Highways. Onsite water usage will be monitored via a water usage log template which will be in use by operators of the road sweeper, the water bowser (to fill up jet washes etc.) and the dust suppression bowser.

Compound pollution prevention

B14.1.18 Pollution prevention measures will be established to ensure that any activity in the compound do not cause pollution to the ground or watercourses. Specific measures include:

- Fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. Refuelling will be carried out in designated areas by trained personnel
- Chemicals and other potentially polluting substances will be stored in accordance with the manufacturer's instructions. The minimum possible inventory of such chemicals will be stored on site at any one time
- Material recycling, for example, concrete crushing, will be carried out to minimise the production of dust. Stockpiles and conveyors will be damped with water as necessary
- Emergency spill kit will be readily available. Any spillage of fuel, oil or other chemical will be promptly cleared
- Waste segregation areas will be established skips / containers will be of an appropriate construction to ensure that any waste contained does not escape. The existing car park will provide a suitable surface
- Measures for control of runoff will be agreed with the Environment Agency
- Pollution prevention measures will abide by good practice set out in the Environment Agency Pollution Prevention Guidelines (PPGs) and agreed with the regulators and other interested parties. The PPGs have been withdrawn by the Environment Agency, but in the absence of suitable replacement will be utilised as the benchmark for good environmental practice[1].

[1] 1 Although the PPGs were revoked by the Environment Agency, they still maintain relevant as best practice guidance until updates are made available.

Compound reinstatement

B14.1.19 The compounds will be reinstated to its current condition following demobilisation of the compound. This includes removal of all structures, materials and equipment and surfacing.

Boundary fencing

B14.1.20 Security of the site will be provided either by post and rail or chain link fencing to be determined on a site-by-site basis.

Works access and haul routes

B14.1.21 The main construction work will be carried out adjacent to the A66 within traffic management and offline through greenfield. Access to the works will be via clearly defined “Works Access” and “Works Exit” points within the traffic management.

B14.1.22 Designated haul roads utilising the public road network will be detailed in the Construction Traffic Management Plan.

B14.1.23 Haul routes will be contained within traffic management and will access temporary worksites e.g. earthworks.

Public rights of way and public open space

B14.1.24 Affected Public Rights of Way (PRoW) will be listed in Table 1: Location of public rights of way once they are confirmed through detailed design.

B14.1.25 Any temporary diversion will be agreed with the Rights of Way Officer at the appropriate County Council and recorded in the Construction Traffic Management Plan.

Table 1: Location of public rights of way

Public Rights of Way	Location
TBC	