Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Construction Environmental Management Plan (CEMP)

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 14

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Construction Environmental Management Plan (CEMP)

INTRODUCTION AND PROJECT INFORMATION

1.1. The 'Hinckley National Rail Freight Interchange' (HNRFI) (the Development) is being promoted by Tritax Symmetry (Hinckley) Ltd (the Applicant).

1.2. The Development is for a new strategic rail freight interchange on land east of Hinckley (the Site), in Blaby District in Leicestershire, and for improvements to junction 2 of the M69 motorway on the edge of the Site including a link road to the B4668/A47 Leicester Road.

1.3. The Site is located approximately 3 km to the north-east of Hinckley town centre, in a level area of mixed farmland to the north-west of M69 Junction 2. The Nuneaton to Felixstowe railway forms the north-western boundary of the main Site, with the M69 motorway defining the south-eastern boundary. To the south-west of the main site are blocks of deciduous woodland, including Burbage Wood, Aston Firs and Freeholt Wood, and a mobile home park and a gypsy and traveller settlement off Smithy Lane. The village of Elmesthorpe, a linear settlement on the B581 Station Road, is located to the north-east.

1.4. Other settlements in the locality include the towns of Barwell and Earl Shilton 1 km to the north, beyond the A47, the villages of Stoney Stanton and Sapcote lying respectively 2 km to the east and south east, the village of Aston Flamville 1 km to the south beyond M69 Junction 2, and the larger settlement of Burbage, 1.5 km to the south-west.

1.5. The Site largely comprises level farmland used for grazing and arable farming. Field boundaries are marked by a combination of hedgerows – some interspersed with trees – and fences. The Site is little developed, the exceptions being Woodhouse Farm, a large farmstead at the centre comprising Old Woodhouse Farm and Woodfield, along with two properties on Burbage Common Road and smaller developments known as Hobbs Hayes and Freeholt Lodge adjacent to the motorway.

1.6. The majority of the Site is located within the administrative area of Blaby District Council (BDC), with the north-western end of the A47 Link Road corridor located within the administrative area of Hinckley and Bosworth Borough Council (HBBC).

Purpose of the Construction Environmental Management Plan

1.7. This 'Construction Environmental Management Plan' (CEMP) has been prepared to confirm that appropriate environmental controls will be in place during construction of the Proposed Development.

1.8. This CEMP should be read in conjunction with the 'Construction Traffic Management Plan' (CTMP). Both the CEMP and the CTMP will be further developed once the appointment of the 'Principal Contractor' (PC) for the project has been confirmed and a detailed

construction programme has been developed.

1.9. The purpose of this CEMP is to specify the overarching principles and measures to manage and mitigate the effects of the activities associated with the construction of the Proposed Development. It will also ensure that construction activities cause minimum disruption to people, businesses and the environment.

1.10. More specifically, the CEMP aims to:

- ensure that relevant mitigation measures set out in the Environmental Statement (ES) (document reference 6.1) together with any additional mitigation measures in support of the DCO application, are implemented during all construction activities;
- take into account relevant planning policy; and
- ensure that relevant legislation, Government and industry standards, and construction industry codes of practice and best practice standards are complied with.

1.11. This CEMP details the environmental controls and procedures that will need to be adopted throughout the development, thereby providing a tool to ensure the successful management of potential adverse effects as a result of the construction activities. It sets out roles and responsibilities for the management of these controls and procedures.

1.12. It should be noted that specific methodologies and procedures will be addressed in detailed phase-specific CEMPs, completed following the appointment of a PC.

1.13. In this regard, and as set out in the Statement of Common Ground Intent Schedule (document reference 15.1), phase-specific CEMPs will be prepared prior to the construction of each development phase, these will be secured through a DCO requirement.

1.14. Alongside the CEMP the potential environmental effects of the construction work that have been identified through the environmental impact assessment (EIA) a series of supporting implementation plans set out a clear picture of the measures proposed to protect the environment and local amenity during construction. These are secured through DCO requirements.

- ***Construction Traffic Management Plan (document reference 17.6B)*** – which will include measures to ensure that construction traffic will not cause an unacceptable increase in traffic on local roads. The plan will include routing restrictions for construction traffic.
- ***Site Waste and Materials Management Plan (document reference 17.3)*** – covering the minimisation and management of waste and materials generated and used during construction.
- ***Ecological Mitigation and Management Plan (document reference 17.5)*** – setting

out the ecological mitigation strategies to be employed to ensure that protected species and habitats are safeguarded during site clearance and construction.

- ***Landscape Ecological Management Plan (document reference 17.2)*** – explaining how landscape and planting and habitat protection and enhancement will be undertaken with a view to securing specified landscape visual, ecology and biodiversity benefits.

CONSTRUCTION METHOD STATEMENTS

1.15. The following Construction Method Statements are appended to this CEMP.

- Appendix 1.1: Footbridge construction over rail line;
- Appendix 1.2: Bridleway crossing over watercourse; and
- Appendix 1.3: Demolition of existing road bridge over the rail line.

CONSTRUCTION PROGRAMME AND ACTIVITIES

1.16. The Proposed Development comprises the following main components.

Development on the Main HNFRI Site

a. The demolition of Woodhouse Farm, Hobbs Hayes, Freeholt Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;

b. new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;

c. an intermodal freight terminal or 'Railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;

d. up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace, including the potential for some buildings to be directly rail linked if required by occupiers. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They will also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;

e. an energy centre incorporating an electricity substation connected to the local electricity distribution network, battery storage and a gas-fired Peak lopping plant (designed to be ready for 100% hydrogen in the grid gas supply) with an electrical generation capacity of up to 5 (MW). Total electricity generation capacity at the Main HNRFI Site is therefore 47.4 MW;

f. a lorry park with welfare facilities for drivers and HGV fuelling facilities;

g. a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;

h. terrain remodelling, hard and soft landscape works, amenity water features and planting;

i. noise attenuation measures, including acoustic barriers up to six metres in height;

j. habitat creation and enhancement, and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;

k. pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;

l. utility compounds, plant and service infrastructure;

m. security and safety provisions inside the HNRFI including fencing and lighting; and

n. drainage works including surface water retention ponds, underground attenuation tanks and swales.

Highway Works

a. works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2.

b. a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway under the Highways Act 1980.

c. modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;

d. works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between

Burbage and Hinckley. In addition, pedestrian level crossings serving footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted;

e. off-site (outside the Order Limits) railway infrastructure including signals and signage.

Programme

1.17. The overall construction programme for the HNRFI is ten years post consent. At this stage it is anticipated that construction will commence in year 2 post-development consent and construction of the Proposed Development will take approximately 8 years.

Working Hours

1.18. At this stage anticipated normal working hours are:

- 07:00 to 19:00 hours Mondays to Fridays;
- 07:00 to 15:00 hours Saturdays (March to October) during Earthworks Phase (Phase 1); and,
- 07:00 to 13:00 hours Saturday, outside the above; and,
- No routine working Sundays and Public Holidays.

1.19. Normal working hours are subject to the exceptions set out below. If exceptional circumstances occur the relevant local planning authority and appropriate environmental health department will be advised and provided with appropriate method statements and risk assessments.

1.20. In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. Start up and close down activities will not include operation of plant or machinery giving rise to noise with the potential to disturb nearby residents or the arrival of any HGV at Site before 07:30 hours.

1.21. These hours will be strictly adhered to, unless, or in the event of, the following:

- Works are carried out within existing buildings or buildings constructed as part of the authorised development inclusive of power floating floors.
- Works to the railway including demolition of Burbage Common Road Bridge and installation of the replacement bridge across the railway forming part of the 'A47 Link Road'.
- Works to the highway agreed with the relevant highway authority.
- Works are carried out with the prior approval of the relevant planning authority.

- Works are associated with slip form working.
- Works involve deliveries, movements to work, maintenance and general preparation works but not including running plant and machinery for a period of one hour either side of the above times.
- Works involve any oversize deliveries or deliveries where daytime working would be excessively disruptive to normal traffic operation.
- Works involve removal / diversion / protection of existing services and installation of new services or drainage.
- Works are associated with an emergency.
- Works involve overnight traffic management measures.
- Works involve completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

1.22. The occurrence of exceptional works defined above will be notified to the relevant planning authority within 72 hours of their commencement, in accordance with sections 61 and 62 of the Control of Pollution Act 1974. Exceptional works are those which are required to avoid a risk to health and safety, environmental risk, or any other risk of a breach of the CEMP.

ACCESS AND TRAFFIC MANAGEMENT

1.23. In advance of construction activities commencing, routing of construction traffic is outlined in the CTMP (document reference 17.6B). Following appointment of a PC, detailed traffic management measures will be set out within a full Construction Traffic Management Plan' (CTMP).

1.24. Temporary signage will be used to direct construction traffic to the Site along the proposed construction traffic route, as described in the CTMP, utilising existing street furniture (e.g. lampposts).

1.25. All construction traffic will be segregated from pedestrian routes. Pedestrian routes will be kept separate from vehicle traffic and safe routes will be provided through the Site as required.

1.26. A delivery management system will be used to plan deliveries entering the Site. The Site management will manage this system along with its contractors and a delivery schedule provided for the banksman to control.

1.27. The type and number of vehicles generated during the construction period will vary according to the different stages of the construction programme, and the type and intensity of work being undertaken. These are detailed within the CTMP.

1.28. HGV movements will also be agreed with the local highway authority and included in the detailed CTMP.

1.29. Internal access tracks around the Site will be constructed using a crushed rock / aggregate base laid over a geotextile membrane (or similar) with a finer 'type 2' stone and gravel material surface. These tracks will be fully permeable and will not affect on-Site drainage.

Road Cleaning

1.30. Throughout the construction period, a road vacuum sweeper will be deployed on a regular basis to ensure all on-site and affected off-site roads in the immediate vicinity of the Main HNRFI Site access are kept clean and free from mud and debris.

1.31. Road gullies will be inspected on a regular basis to avoid the build-up of silt/detritus and where necessary gullies will be cleaned and connections jetted.

1.32. Additional visits will be implemented if the Site management team or highway authority note a build-up of debris/deposits on the public highway. A road sweeper will be available on 24-hour call out if required.

Wheel Washing

1.33. It is likely, and is also good practice, that the PC will 'stone up' any service road areas which will ultimately form the permanent works. This will enable transient vehicles to traffic only areas comprising crushed stone/concrete.

1.34. The PC will ensure and maintain that, as far as is reasonably practicable, no mud/debris is transferred onto the adjoining highway during construction. A pressure wash and brush cleansing will be implemented on-site and supplemented by mechanical road sweepers.

Parking

1.35. Parking of adequate size will be provided to accommodate site personnel and visitors as necessary, subject to the measures set out within the CTMP. No plant or vehicles will be parked on the public highway.

1.36. Car parking provision will incorporate adequate charging facilities for electric vehicles (EVs) as determined by the PC for each phase of the construction process. Provision will also be made for covered cycle parking facilities and use of cycling routes to encourage cycling to the Site.

SITE STRATEGY

Delivery of Plant and Materials

1.37. Loading and unloading will only be permitted in designated areas, as set out in the CTMP. Sufficient space shall be provided to assist all delivery and construction traffic to be able

to turn within the Site and leave in a forward gear/direction. Banksmen will be used for all reverse manoeuvring operations. No loading/unloading will be permitted on the public highway.

1.38. To avoid congestion on the local highway network the following measures set out in the CTMP will be adopted:

- Electronic delivery management schedule used to control the volume of deliveries to site, this will include the requirement for advance booking.
- Re-timing deliveries out of the morning peak, where possible, to aid operational efficiency of the construction site and the neighbouring areas.
- Consolidating deliveries into full loads to reduce the number of delivery vehicles delivering to site.

Security

1.39. Only authorised personnel will be permitted on the Site. All visitors will be required to enter through the main site access point and report to the Construction Manager (CM), or designated person. All visitors will be required to sign in and out to ensure that site management are aware of the number of people on the Site in the event of an emergency.

1.40. Visitors will be required to undergo induction training, wear the necessary personal protective equipment (PPE), i.e. as a minimum safety helmet, hi-visibility attire, safety footwear and, if necessary, will be accompanied by a representative on Site at all times.

1.41. The construction site perimeter will be checked on a regular basis to ensure that it is maintained, in good condition and remains secure. All entrance and exit gates into the Site will be secure at all times. More information will be provided by the PC following appointment.

1.42. Banksmen will aid construction vehicles in entering and exiting designated set-down areas. All mobile plant/equipment will be parked safely and locked within a designated area to prevent tampering, and keys to all plant/equipment will be kept in a secured location.

Public Rights of Way

1.43. As indicated on Figure 11.3 (document reference 6.3.11.3) of the ES, there are a number of 'public rights of way' (PRoW) crossing the Site. Safe access for pedestrians will be maintained, subject to the measures set out in the paragraph below, throughout the construction phases.

1.44. Access along retained PRoWs will be protected using Heras fencing, hoardings or similar. Many routes across the Site will be closed up or diverted in order to deliver the Proposed Development. Construction works that create dust will be kept to a minimum close to the PRoWs, and dust prevention measures, such as damping, will be undertaken to reduce the

impact on users of the PRoW network.

1.45. The exact PRoW that will be affected and the measures employed to ensure they can be used safely, or diverted/closed if not practicable, will be detailed in the phase specific CEMPs.

Lighting

1.46. While construction phase lighting for the Proposed Development and associated highway mitigation works is expected to be short term and reversible it is important to minimise light pollution, and disturbance to the residents, Network Rail and the travelling public on the public highway.

1.47. As outlined within Section 35 of The CDM Regulations (2015), the Site must be provided with suitable and sufficient lighting, which must be, so far as is reasonably practicable, by natural light. This relates to both the Site as well as the approach and traffic route to the Site.

1.48. In determining any temporary construction lighting arrangements, due consideration will be given, by the PC, to sensitive receptors that may experience a nuisance by the light, including wildlife. General control measures for the use of lighting are outlined below:

- Where appropriate, lighting will be activated by motion sensors to prevent unnecessary usage. It will comply with the Institute of Lighting Professionals' Guidance notes for the reduction of obtrusive light;
- Site lighting will be at the minimum luminosity necessary to enable the safety and security of the construction site. Lighting shall be provided to meet the target lux level as set out in BS 12464-2 Lighting of Outdoor Workplaces without over lighting. Luminaires shall be mounted at the lowest practical mounting height, providing lighting where only lighting is required;
- If not practicable to be powered with batteries, or other low noise power source, temporary lighting, when used adjacent to residential areas, must be fixed with a noise screen to keep noise levels to a minimum;
- As far as reasonably practicable, lighting must be directed away from residential properties and sensitive habitats. Lighting that needs to be sited close to the perimeter or ecologically sensitive areas should be fitted with shielding or be switched off or dimmed when not in use;
- Where possible, lighting should be downward facing;
- Lighting should be positioned to prevent glare;
- Lighting will operate in all external areas used by construction workers after dark in order to provide a safe and secure working environment without over lighting. High quality LED light sources with high colour rendering index (CRI) shall be utilised to

maximise visibility with efficient light output;

- Lighting should be controlled in such a way to illuminate high activity, hazardous or high security areas while reducing lighting levels at less pertinent areas;
- The PC should act responsibly to adjust any temporary lighting reported as causing a nuisance;
- To improve sustainability, lighting from diesel generators should be avoided;
- If a construction compound is required for more than one year, a more permanent lighting design should be required including columns to avoid overuse of temporary lighting units (which are historically harder to control light spill from than traditional column-mounted lights); and,
- Lighting should be controlled and on timers to ensure they are only on when needed. Regular checks by a contractor should be undertaken to ensure lights are not left on when not needed.

Construction Manager

1.49. An authorised responsible person will be nominated as Construction Manager (CM) by the PC.

1.50. The PC will register the project with the 'Considerate Constructors Scheme' (CCS), which requires that mechanisms are put in place for addressing complaints, monitoring, public liaison, prior notification works, etc.

1.51. The CCS Code of Practice includes:

- *Consideration*: All work to be carried out with the positive consideration to the needs of all potentially affected parties and environment in general.
- *Environment*: Minimising noise and dust from construction, use of local resources where possible, attention to waste management and the implementation of the waste hierarchy (reduce, re-use, recycle) and the avoidance of pollution.
- *Cleanliness*: The working site to be kept clean and in good order at all times.
- *Good Neighbours*: Full and regular consultation with neighbours including adjacent traders and businesses regarding programming and site activities.
- *Respectful*: Respectful and safe standards of dress shall be maintained. Lewd or derogatory behaviour will not be tolerated under threat of severe disciplinary action.
- *Safe*: Construction operations and site vehicle movements are to be carried out with great care and with consideration for the safety and security of the general public and site personnel.

- *Responsible*: Considerate Contractors will ensure all site personnel and any other persons working on the Site understand and implement the Code.

- *Accountable*: Posters and signs regulating to the project will be displayed adjacent to the Site giving names and contact details of staff who can be contacted in response to issues raised by the general public or other persons affected by the site operations.

1.52. Once appointed the CM shall be required to provide a written undertaking as to how the measures in the CCS CoP will be implemented. A copy of this can be provided to BDC and HBBC upon request.

TRAINING, SITE RULES AND COMMUNICATION WITH THE COMMUNITY

Training

1.53. Contractual arrangements will require all contractors to provide suitably qualified staff to manage and execute works for which they are responsible. The PC will require that all employees demonstrate an appropriate awareness of local sensitivities, expected code of conduct, working knowledge of the legislation, codes of practice, and guidance relevant to the activities in which they are engaged.

1.54. A training regime will be implemented to ensure that all staff members, including sub-contractors, receive focused environmental training to ensure their competence in carrying out their duties on the project.

1.55. The PC will be responsible for identifying training needs and will ensure that appropriate training is provided. Training will include information on local considerations and expectations on site behaviour, 'toolbox talks' for site operatives to maintain an appropriate level of awareness on health, safety and environmental topics and to advise employees of changing circumstances as work progresses. Records of attendance will be kept also for auditing purpose.

Site Induction

1.56. The PC will operate a site induction scheme for all personnel to ensure that they are aware of their individual responsibility to comply with the CEMP and phase-specific CEMPs.

Toolbox Talks and Method Statement Briefings

1.57. Toolbox talks and method statement briefings will be given as the work proceeds and will cover the environmental controls related to specific activities undertaken during the construction; for example, clearance of vegetation, protecting wildlife, soil stripping and spill response procedures etc. A full attendance register of toolbox talks and method statement briefings will be maintained on site.

Emergency Procedures and Incident Reports

1.58. Procedures will be developed to respond to any emergency incidents which may occur on site. In order to ensure that compliance with the requirements of the relevant legislation and to avoid or mitigate against any significant environmental impacts, an 'Emergency Preparedness Plan' (EPP) will be developed by the PC following appointment.

1.59. Once the EPP is completed, all staff will be trained and made aware of the EPP. In the event of any incident, the PC's Environmental Health and Safety Team will be notified. Additionally, the BDC and HBBC Environmental Health Department and any other interested bodies will be notified as required.

Training Records

1.60. All training records will be maintained and filed on Site. The records will include the content of the courses (induction and toolbox training), record of attendance and schedule of review.

Site Rules

1.61. The Site Rules will be developed to include environmental controls wherever applicable. Site rules will be displayed at the Site gate and in any on-site offices or welfare facilities. An initial list of site rules to be implemented on site is provided below; these will be updated and developed further by the PC following appointment and approved by the local authority as part of a DCO requirement:

- All personnel visiting or working on site must complete induction training prior to accessing the Site;
- All plant/equipment used during the construction activities must be compliant with the Provision and Use of Work Equipment Regulations 1998 (PUWER), maintenance and relevant certificates must be retained on site;
- All substances to be used or handled on site must have the Control of Substances Hazardous to Health (COSHH) assessment available on site for staff members to consult;
- At the end of each working day, all means of access, e.g. steps, ladders left in position must be secured/removed to prevent unauthorised persons (especially children) accessing the Site and hazardous areas;
- Smoking will be prohibited on site, except in designated areas, and the possession or use of alcohol and drugs is strictly prohibited;
- Site welfare facilities (e.g. portable toilets and canteen facilities) must be maintained for the duration of the demolition and construction activities;
- Standard PPE is required on site at all times, as well as additional Protective Equipment as required for specific works;

- All work areas must have clear, well maintained signage;
- All waste materials must be collected and removed from the Site at regular intervals;
- No fires will be permitted on site; and,
- Acts of threat or violence will not be tolerated and any offender will be removed and permanently excluded from the Site.

On Site Communication

1.62. A full contact list containing names, job titles and contact numbers of the key site contacts such as the PC's CM and Environmental Health and Safety Team members, shall be produced and maintained.

Community Relations

Statutory Authorities and Interested Parties

1.63. The PC, in conjunction with the Applicant, will be responsible for the liaison on environmental matters with statutory and non-statutory authorities and stakeholders. In particular, liaison with nearby residents will be required to avoid conflicts of operations, deliveries, removals and other highways matters.

1.64. Where necessary, consultation will be established and maintained with regulatory bodies with regard to environmental aspects of this project.

Local Community Engagement

1.65. The PC will provide community relations personnel, who will be the first line of response to resolve issues of concern or complaints. Reasonable steps will be taken to engage with local residents and businesses prior to and during construction (such as through the use of newsletters and fliers).

1.66. Site boards outlining information on the project and forthcoming works will be erected at the entrance to the Site. Site contact numbers will be displayed as appropriate, along with the complaints procedure.

Complaints Management

1.67. A formal complaints procedure will be developed; a named CM will be responsible for receiving, recording and responding to external complaints and will have their telephone number displayed for quick response to complaints. Any complaints will be logged, together with a record of the investigation, response and any necessary action taken.

ENVIRONMENTAL CONTROL MEASURES BY TOPIC

1.68. The following sections of this CEMP describe the general mitigation control measures to be implemented throughout the Proposed Development, on a topic-by-topic basis, to ensure the protection of the environment from potential adverse effects from the Proposed Development.

1.69. Future phase-specific CEMPs will include detailed mitigation and control measures relevant to each phase, these will be subject to approval by the relevant local authority.

Noise and Vibration

1.70. Due to the nature of the construction works proposed, temporary increases in noise and vibration will be experienced in the area immediately surrounding the Site. It is possible that local receptors will experience audible, but intermittent, noise from activities on the Site including from HGV movements. However, this should be considered against the prevailing acoustic baseline environment.

1.71. Best practicable means (BPM) will be applied during construction works to minimise noise and vibration at neighbouring sensitive receptors. BPM are defined in Section 72 of the 'Control of Pollution Act 1974' (CoPA) and Section 79 of the 'Environmental Protection Act 1990' (EPA) as those measures which are "reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications".

1.72. The effects of noise and vibration from construction will be controlled by introducing management and monitoring processes to ensure that BPM are planned and employed to minimise noise and vibration during construction. On appointment, the PC will further develop a detailed 'noise and vibration management plan' (NVMP), where required.

1.73. All works must comply with British Standard (BS) 5228 'Noise and vibration control on construction and open sites Part 1: Noise and Part 2: Vibration' (BS 5228). In order to ensure compliance with BS 5228, noise monitoring may be required, subject to agreement with BDC and HBBC.

1.74. If required, noise and/or vibration levels will be monitored with fixed equipment at the Site boundary. Readings will be recorded and kept on Site and made available for review if requested. BDC and/or HBBC will also be consulted on the measures required should any formal written compliant(s) be received during the construction phase.

1.75. The following 'good practice' measures will be adopted to reduce noise and vibration during the works:

- Construction works shall be undertaken in accordance with the BPM (as defined in Section 72 of CoPA), to minimise noise and vibration effects. BPMs may include, where reasonably practicable: the use of quieter alternative methods, plant and/or equipment; the use of site hoardings, enclosures, portable screens and/or screening noisier items of plant; and maintaining and operating all vehicles, plant and

equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration is kept to a minimum.

- Noise and vibration control measures will be consistent with the recommendations of the current version of BS 5228.
- Site personnel will be informed about the need to minimise noise as well as about the health hazards of exposure to excessive noise. Their training will include advice relating to the proper use and maintenance of tools and equipment, the positioning of machinery on Site to reduce noise emissions to neighbouring residents, and the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment.
- Plant movement will be managed to take account of surrounding noise sensitive receptors, as far as is reasonably practicable.
- All construction equipment will be maintained in good working order and any associated noise attenuation measures, such as engine casings and exhaust silencers shall remain fitted at all times.
- Where flexibility reasonably exists, construction activities will be separated from residential neighbours by the maximum possible distances.
- Plant and machinery will be turned off when not in use.
- No music or radios shall be played on site such as to be a nuisance to noise and vibration sensitive receptors.
- Regular inspections of noise mitigation measures shall occur to ensure integrity is maintained at all times.
- Silenced equipment shall be used, as far as reasonably practicable, in particular silenced power generators if night-time power generation is required for Site security or lighting, etc.
- Construction vehicles shall not park or queue outside residential properties with engines running unnecessarily.

Dust and Air Quality

1.76. Construction works will include various activities which have the potential to generate particulate emissions arising from dust, particularly in dry and windy conditions. The main sources of particulate emissions during these activities include traffic and equipment use, soil and material handling, storage and site preparation.

1.77. The PC will be required to control and limit dust, air quality, odour and exhaust emissions during the construction works as far as reasonably practicable and in accordance with BPM. This will include reference to publications on best practice such as the 'Guidance on

the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance, Institute of Air Quality Management, January 2014' (IAQM 2014).

1.78. A number of mitigation methods are available and will be implemented where applicable to minimise the nuisance and impact arising from dust. Examples of such measures are outlined below, although not all of these will be necessary for each construction phase. Specific measures will be confirmed in each phase CEMP, completed following appointment of the PC.

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on Site;
- Develop a Site-specific dust management plan;
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the Site boundary;
- Display the head or regional office contact information;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make a complaints log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions;
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the Site, and the action taken to resolve the situation is recorded in the logbook;
- Plan site layout, machinery and dust causing activities should be located away from receptors;
- Erect solid screens or barriers around dust activities or the Site boundary that are, at least, as high as any stockpiles on site;
- Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;

- Remove materials from site as soon as possible;
- Cover, seal, seed or fence stockpiles to prevent wind whipping;
- Put in place real-time dust and air quality pollutant monitors across the Site and ensure they are checked regularly;
- Ensure all non-road mobile machinery (NRMM) comply with the standards set within the required guidance;
- Ensure all vehicles switch off engines when stationary – no idling vehicles;
- Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where possible;
- Support and encourage sustainable travel (public transport, cycling, walking, and car-sharing);
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the Site for effective dust/particulate matter mitigation, such as for wheel washing (using recycled water where possible);
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. This may include for the deployment of sweepers;
- Reuse and recycle waste to reduce dust from waste materials;
- Avoid bonfires and burning of waste materials; and
- Ensure soil, sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Visual Impact

1.79. Appropriate controls will be put in place to protect nearby visual receptors, namely local residents, commercial receptors and users of local roads and paths. These include:

- Screening of the construction site with protective barriers where necessary and feasible;
- Construction lighting will be positioned and operated to minimise visual intrusion and nuisance; and
- Stockpiles and mounds will be kept away from sensitive receptors and will be

enclosed or securely sheeted where appropriate.

Ecology

1.80. An Ecological Mitigation and Management Plan (EMMP) (document reference 17.5) sets out the measures which will require implementation during the construction phase.

1.81. Arboriculture works will be undertaken in accordance with the Arboricultural Method Statement (AMS) which will be written by a third party contractor post-consent, to be approved by the relevant local authority.

1.82. The Landscape and Ecological Management Plan (LEMP) (document reference 17.2) will be implemented to provide compensatory and enhanced/retained habitat.

1.83. Overarching measures are summarised below.

Designated Sites and Habitats

1.84. Measures will include the establishment of Ecological Protection Zones (EPZs), protected by fencing and signage to prevent activities such as the incursion by vehicles or personnel, fires and stockpiling of materials.

1.85. Further measures for the aquatic features (the stream corridor, pond and ditch network) will include implementation of best practice to ensure that any discharge of surface water into the natural environment is of acceptable levels and quality, and the risk of likely pollution events including spills, leaks and other incidents during the construction phase will be minimised through adherence to best practice such as the Environment Agency's 'former' Pollution Prevention Guidance Notes (PPGs), which are still considered current best practice.

Species

1.86. Protection of species during construction will be ensured through the provisions of the EMMP. As a general measure aimed at protecting species, 'tool box briefings' will be provided by a suitably qualified ecologist to the PC appointed by the Applicant, for distribution to all employees involved in any enabling works/vegetation clearance. This will ensure that identification and protection of the relevant species and their habitats is understood.

1.87. In addition to the habitat protection measures described above, which will deliver much of the necessary species protection, further measures to be included in the EMMP for each species group are summarised below.

Birds

- Retained nesting habitats included within EPZs; and
- Removal of potential nesting habitat will be undertaken outside the bird breeding season (namely March to August inclusive) unless a detailed survey by a suitably

experienced ecologist has confirmed that no nests are present in the affected area immediately prior to works commencing.

Bats

- Retained trees with bat roost potential included within EPZs;
- Restricted working hours and use of lighting to minimise disturbance to bat foraging and commuting habitats;
- In line the general lighting control measures above (paragraph 1.68) the sensitive lighting strategy will include:
    - Any lighting to be used should avoid upward pointing lights, with the spread of light being kept near to or below the horizontal;
    - A warm white spectrum used be used where possible to reduce blue light;
    - Where possible, lighting must not be directed at or towards retained trees and hedgerow habitats;
    - Any illuminated site compounds will be sited away from all features of ecological interest described in this document,
    - Where appropriate, the times which lights are on should be controlled to avoid lights illuminated between, and including, dusk and dawn hours to allow some dark periods for bats, and other wildlife; and
    - Lighting with a low UV component should be used to reduce invertebrate attraction, and directional lighting/shielding of lights with accessories such as hoods, covers, louvers and shields are to be used throughout to avoid excessive light spill.
- Update surveys of trees with bat roost potential prior to felling/pruning. If bat roosts are confirmed present, cessation of works until an appropriate strategy is devised and agreed under licence with Natural England (NE) to ensure that there is no contravention of the legal protection afforded to bats. In the event that this is required, retained trees will be used to provide replacement roosting habitat to mitigate any losses (in advance of potential provision of further roosts in selected new buildings), in order to maintain the favourable conservation status of the bat population; and
- Similarly, an appropriate strategy for the removal of bat roosts within existing buildings will be devised and agreed under licence with NE, including identification of suitable mitigation which will be set out in the licence documents.

Otter

- Otters will be excluded from the watercourse and all associated riparian habitat

throughout construction, particularly during the establishment of the redirected stream channel, except for retained lengths of the stream which will be included within EPZs;

- Prior to outfall construction, updated surveys of affected riparian habitat will be undertaken to check for otter resting places;
- Restricted working hours and use of lighting to minimise disturbance to otter foraging and commuting habitats; and
- Good practice construction measures to ensure otters are either unable to access the construction site or cannot become trapped in excavations (e.g. through covering up at night or inserting an 'escape ramp').

Badger

- Update badger survey prior to works commencing;
- Assuming the setts identified as being impacted by the Proposed Development are found still to be active in the updated surveys, temporary and/or permanent sett closure under a NE Licence will be required. The level of closure will be dependent on the detailed design and an appropriate mitigation strategy agreed via licencing to ensure that works are carried out legally. Any closure will take place outside of the breeding season (July to November inclusive) using one-way gates. If required, an alternative sett would be created within nearby green space that is not subject to very high levels of disturbance and has appropriate green corridors connecting it with the wider landscape, in advance of the sett closure. The areas of higher ground within the boundary landscape areas and the southwest amenity open space area within the Main Order Limits presents a suitable location. Following 21 days of no activity at the sett, development works could commence with the gates only removed following completion of the ground works; and
- Good practice construction measures to ensure badgers are either unable to access the construction site or cannot become trapped in excavations (e.g. through covering up at night or inserting an 'escape ramp').

Large areas of spoil or other stored materials must be checked regularly by the principal contractor to ensure badgers are absent. Should any badger or other protected species be present/suspected present, then work must cease at that location immediately and a suitably experienced ecologist contacted immediately for advice on how to proceed. Amphibians and Reptiles

- A sensitive clearance methodology of habitat with potential value to reptiles and amphibians (such as grassland and tall ruderal) will be utilised. The clearance works methodology will also take account of off-site ponds within close proximity of the Site boundary.
- In the event any great crested newts are identified during the vegetation clearance

works, all works will cease immediately, and Natural England contacted regarding licencing requirements to proceed.

Invertebrates

- Retained habitats included within EPZs; and
- New habitat will be created and enhanced to provide opportunities for invertebrates during the construction period and post development, implemented through the LEMP as referenced above.

Biosecurity and Invasive Non-Native Species

1.88. There can be a risk of spreading invasive species (including vectors for disease) between watercourses or waterbodies. Measures to control the spread of invasive species, where these have been identified, will include the following:

- Wheel washing, as set out above, to ensure vehicle tyres and wheel arches are cleared of mud, plants and other organic material before leaving the Site;
- Leaving such removed material on site; and
- Cleaning boots and disinfecting (away from ditches to prevent potential pollutant incidents) as necessary equipment that has or will come into contact with watercourse or waterbodies.

1.89. Appropriate measures will also be adopted when working in the vicinity of invasive terrestrial plants, if any are found. Where necessary, works will be supervised by the Ecological Clerk of Works (ECoW). Known locations of invasive plant species will be marked on site and vehicle movements restricted in the vicinity of these locations. Any spoil containing or likely to contain invasive plant material will be stored separately from non-contaminated spoil, and treated as appropriate, with the adopted control measures

Archaeology

1.90. An archaeological desk-based assessment has been undertaken along with substantial targeted trail trenching which provides details of the Site's archaeological potential, potential impacts and proposed mitigation measures. The assessment established that the Site contains no designated heritage assets.

1.91. To mitigate the permanent direct effects of construction on buried archaeological remains, the applicant will carry out a further phased programme of post-consent archaeological mitigation works in advance of construction. This will likely comprise targeted areas of archaeological excavation prior to development carried out under Written Schemes of Investigation (WSI) that conform to recognised standards and guidance and which will have been prepared in consultation with and approved by the Leicestershire County Council (LCC) archaeological advisor.

1.92. No construction work causing ground disturbance with the potential to affect buried

archaeological remains, in those areas identified in the WSIs, will be carried out until completion of the WSI works including any further mitigation identified during the course of those works.

Water Resources and Flood Risk

Flood risk

1.93. The Site is predominantly at low risk of flooding from fluvial and pluvial sources with some areas of higher risk near watercourses on the Main HNRFI Site, A47 Link Road corridor and certain offsite highway and railway works as set out in more detail in the Flood Risk Assessment accompanying the DCO application. It is recommended that construction workers, Site managers and Site visitors monitor local weather warnings for heavy rainfall. Good practice guidance on working near watercourses will be followed by construction workers, such as those set out in the Health and Safety Executive's Personal buoyancy equipment on inland and inshore waters guidance (1995).

1.94. In addition, Site compound welfare facilities and materials stockpiles will be stored outside of the floodplain.

Surface water and hydrogeology

1.95. Where necessary, temporary (or otherwise) surface water management measures will be implemented for each phase of development to ensure that surface water quality is maintained at acceptable levels, and so that there is no adverse impact to on-Site or downstream flood risk.

1.96. The performance of the surface water management measures will be monitored, and changes made where appropriate, in order to maintain water quality and adequately mitigate flood risk during the construction period.

1.97. Large areas of topsoil excavated or exposed by construction works, and similar materials including stockpiles, would be covered, sealed or contained where possible when not in use.

1.98. The diverted unnamed Ordinary Watercourse will be constructed offline and will include measures to prevent erosion and the mobilisation of sediments, which will be detailed in the CEMP for this phase of works. Appropriate monitoring will also be followed to identify and mitigate any pollution incident.

1.99. Wheel washing facilities and regular sweeping will be undertaken to prevent dust build-up and silt on roads. Wheel washing facilities will be in a designated bunded impermeable area and surplus water from washing will be disposed of via the foul water system or treated adequately prior to disposal.

1.100. Concrete would be mixed off-Site where possible, but where this is not possible, concrete will be batched on site. Where concrete is batched on site, waste water from concrete production and lorry washing will be limited to a designated bunded impermeable area to

prevent contaminated water entering watercourses. Wastewater will be directed to the foul water network or adequately treated prior to disposal.

1.101. To avoid infiltration of polluted water from vehicles or accidental spillage, vehicles will be inspected regularly and maintained to reduce the risk of leakages. Vehicle wash-down areas will be at least 10m from any surface waters and located in a designated bunded impermeable area. Drainage from these areas will be treated through oil interceptors prior to discharge.

1.102. On-Site refuelling will be undertaken in a designated bunded impermeable area to prevent infiltration of contaminated waters.

1.103. Storage facilities for oil and fuels would be in suitable above-ground tanks. All tanks storing oil or fuels will be bunded with a capacity of 110% of the tank volume. Any above-ground storage tanks will be located on a designated area of hardstanding with impermeable surface within the bunding. Spill kits will be available at all fuelling locations and regular training provided on dealing with spillages. Plant operators will receive appropriate training to avoid spills and on the use of spill kits. The 'former' (but still current good practice) EA Pollution Prevention Guidance provides useful recommendations of best practice for refuelling, including regular testing and maintenance of storage tanks.

1.104. Where existing infrastructure is proposed to be used during the construction phase it will be fully assessed and where necessary serviced prior to use.

1.105. Drip trays will be used under vehicles where appropriate to ensure that oil is collected and contained to prevent infiltration of contaminated waters.

1.106. Designated pathways will be provided for large vehicles to limit the areas impacted by soil compaction. This will reduce the effect of soil compaction on infiltration and subsequently increased pooling of surface water.

1.107. If contamination is identified through detailed investigation, then actions will be taken under a remediation strategy to render the site suitable for use. This remediation strategy will be prepared following the identification of contamination.

1.108. A construction-phase schedule for pollution control will be prepared by the PC for equipment such as oil interceptors will set out required intervals for inspection and maintenance.

1.109. An emergency response plan will be prepared that identifies the appropriate actions to undertake should an unforeseen discharge, spillage, or pollution incident occur during construction. This will include any authorities that need to be notified, as well as measures to limit the spread of any spillage and clear up the spillage.

Foul water

1.110. Severn Trent Water (STW) have been consulted and provided a suitable connection point and flow rate for foul water within Burbage Common Road. STW are undertaking

modelling work to enable them to understand offsite reinforcements which are provided at their cost.

Potable water supply

1.111. STW have been consulted to understand the impacts of the increased demand for water supply as a result of the construction phase. They have confirmed that there is a 300 mm trunk main to the northeast of the Main HNRFI Site, running along the B4668. which can supply the Proposed Development.

Ground Conditions, Contamination and Hazardous Material

1.112. Demolition of existing buildings will be completed in accordance with the Control of Asbestos Regulations 2012. Prior to demolition, a full asbestos survey will be completed to identify all asbestos and enable a plan of work to be prepared to safely remove any asbestos.

1.113. These measures for dealing with unforeseen contamination will be set out in the remediation strategy to be developed as part of detailed design. Areas of potential contamination such as farmyard areas will be subject to detailed investigation and a remediation strategy prepared prior to the start of earthworks. The SWMMP will be developed as further ground investigation is completed and material types and waste streams are defined. In general terms the procedure would comprise a watching brief during the demolition and earthworks to identify and assess any areas of potential contaminated soil. Where unforeseen contamination is identified, the earthworks in that area will be suspended and a specialist will inspect the ground and determine a suitable remediation approach to deal with the contamination, to be agreed with the LPA. Where asbestos is encountered works will be stopped and the area made safe. Depending on the future cover requirements of the cut and fill, the contaminated soils may be retained on site beneath hardstanding subject to a risk assessment or be removed from site. The location and depth of any retained asbestos contaminated soils will be recorded in the Health and Safety File.

1.114. There would be a watching brief during removal of any existing above or below ground tanks during decommissioning and demolition. Validation sampling will be undertaken in accordance with the remediation strategy to confirm that any contamination has been removed and does not represent an unacceptable risk to controlled waters or human health.

1.115. If the soils need to be excavated as part of the bulk cut and fill earthworks, then an asbestos risk assessment and plan of work will be prepared by the contractor to comply with the requirements of Control of Asbestos Regulations (2012). If the risk from asbestos is significant the works would be completed as Licensed asbestos works.The design will incorporate significant earthworks to prepare platforms for the Proposed Development. To the extent feasible, a cut and fill balance will be sought to avoid importation or export of materials, a subsoil balance can be achieved on site. Topsoil will be stripped and stockpiled with a volume retained for use in soft landscaping. Surplus topsoil will require

removal off site, although where feasible this will be reused. An earthworks specification will be prepared setting out the methods by which materials will be handled and re-engineered and the verification requirements to demonstrate that works have been completed to an acceptable standard.

1.116. The timescales for the Proposed Development allow receiver sites to be found as the project progresses to avoid disposal of material to landfill. Re-use of soils materials would be facilitated under the Site Waste and Materials Management Plan (SWMMP) (document reference 17.3) under the CL:AIRE Definition of Waste Code of Practice (DoWCoP) prepared prior to development commencing.

1.117. The CL:AIRE Definition of Waste Code of Practice will be used to demonstrate that excavated soils that are re-used meet the criteria for:

- protection of human health and protection of the environment;
- suitability for use without further treatment;
- quantity of use; and
- certainty of use.

1.118. To mitigate the risks associated with the generation of contaminated dust during the remediation (potentially required) and earthworks being undertaken at the Site, exposed areas will be dampened down during the construction work in order to reduce the amount of dust generated. Dust control and monitoring measures will be as set out in the Air Quality and Dust section above. There is potential for particulate laden run off to be generated during earthworks and protection of water courses from suspended solids in runoff will be required during construction. This may include construction of temporary settlement ponds, silt fences and seeding of temporary stockpiles. The measures should be inspected regularly to ensure the effectiveness of the mitigation and prevent any impact on local watercourses.

1.119. Works near to existing rail and road structures will be subject to detailed geotechnical design and assessment approval in accordance with Highways England Design Manual for Roads and Bridges, CD 622, Managing geotechnical risk in the case of the Highways Agency and to Network Rail Standards. Slopes will require detailed assessment and appropriate design, retaining and temporary shoring.

MATERIALS AND RESOURCE USE AND WASTE MANAGEMENT

1.120. In line with the Government's 25 Year Environment Plan, the "Net Zero Strategy: Build Back Greener" report includes commitments to eliminate all avoidable waste (including plastic) and only permit landfill where no other treatment is possible. The Site Waste and Materials Management Plan (SWMMP) (document reference 17.3) aligns with these objectives, with the principle objective of the plan to use material resources more

efficiently and seek to reduce the volume of waste produced and the volume of waste requiring final disposal by landfill. This is secured through Requirement 22 of the DCO.

1.121. The SWMMP sets the following waste-related targets for HNRFI:

- At least 90% (by weight) of all Construction and Demolition Waste (CDW) will be subjected to material recovery in accordance with the Waste Framework Directive. In addition, the Project will aim to achieve at least 90% (by weight) material recovery of non-hazardous CDW;

- The site will aim to achieve a cut and fill balance for excavated material (sub-soil); and,

- Given that a balance of topsoil is unlikely to be achieved on-site, there is an aim to reuse as much residual topsoil as possible elsewhere e.g. agricultural or biodiversity uses, or on other developments in the region.

1.122. The SWMMP will be reviewed and amended as appropriate by the PC once appointed. This sets out the way waste resources will be managed during the Site preparation and construction works. Construction stage updates to the plan should include the following:

- Actions to meet the waste hierarchy in accordance with the principles of the Government's "Waste Strategy 2000", and the Site Waste Management Plans Regulations 2008 (since repealed). A principal aim during construction will be to reduce the amount of waste generated and exported from the Site, whereby the intention is first to minimise, then to treat at source and, finally, only when all other options are discounted, to dispose of off-site as necessary;

- Consideration of opportunities to maximise material reuse and introduce the standardisation of selected materials to ensure waste inherent in the design is further reduced through detailed design, including the Site accommodation within the main construction compounds and temporary works.

- Assignment of the person within the PC's organisation with responsibility for the SWMMP. The PC will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met. A register of waste carriers, disposal sites (including transfer stations) and relevant licensing details will be established and maintained;

- procedures for waste will be sorted into different waste types such as cardboard, timber, metal, plastic for return to the suppliers or disposed of into skips for removal by a licenced waste carrier: and

- any hazardous materials including solvents and chemicals, will be properly sealed in containers at the end of each day, prior to storage in appropriately protected and bunded storage areas.

AUDITING AND REVIEW

Environmental Monitoring Programme

1.123. A schedule of monitoring of environmental performance and formal compliance auditing of the CEMP (and subsequent phase-specific CEMPs) will be conducted and is outlined here. This will enable the overall effectiveness of the environmental mitigation measures and compliance procedures to be assessed and allow any areas of underperformance to be identified so corrective actions can be taken. The monitoring programme proposed under this CEMP includes both proactive scheduled daily inspections and reactive event based inspections.

Daily Inspections

1.124. Routine daily visual inspections will be carried out on all activities and work areas in order to check compliance with this CEMP and regulatory conditions. The inspection process and criteria will be specified in the phase-specific CEMPs. The results of these inspections will be recorded and reviewed by the CM weekly, using a 'Weekly Site Environmental Form' (WSEF).

1.125. Separately, event-based checks shall be conducted by the PC following any significant event such as rainfall of sufficient quantity to generate significant run off, high winds, the receipt of an environmental complaint, any spillage or pollution incident, encroachment on an EPZ or other evidence of impact on a protected species of habitat, issue of a non-compliance report or any exceedance in monitoring results.

1.126. Event based checks should be record on a separate inspection form detailing the reasons, observations, findings and outcomes (including corrective and preventative actions) of the inspection which should then be attached to the WSEF.

Incident Reporting, Corrective and Preventative Actions

1.127. All incidents including actual or potential (near miss) for injury, or damage to equipment, property or the environment will be reported to the appropriate regulatory body as soon as practicable after the occurrence.

1.128. Regardless of how minor the incident appears, it will be reported. An 'Incident Investigation Report' will be completed within 18-hours of the event. Prompt reporting will allow an immediate investigation to take place and prevent similar situations occurring.

1.129. Reporting hazards is the responsibility of all staff and if a hazard or a safety problem is identified, it will be brought to the attention of the CM who will investigate and rectify the situation as soon as practicable.

CEMP Review

1.130. The PC will further develop the controls outlined in this CEMP (and subsequent phase specific CEMPs) and ensure they are properly implemented and regularly monitored to

ensure their effectiveness.

1.131. Changes to the controls will be instigated if they are not achieving their objectives. The CEMP will be revised and refined, as required, to ensure it remains consistent with environmental regulatory requirements and requirements of the DCO.

Appendix 1.1: Footbridge construction over rail line

Project:	Hinckley National Rail Interchange (HNRI)			
Subject:	National Rail New Footbridge – Method Statement			
Prepared By:	Bentley Project Management	Date	20.10.22	Revision 01

Introduction

The following method statement is to summarise the anticipation construction methodology for the delivery of a National Rail footbridge for HNRI at The Outwoods, Burbage, Hinckley.

To be read in conjunction with:

Works Plan Sheet 3 (document reference 2.2C)

Access and Rights of Way Sheet 3 (document reference 2.3C)

Method Statement

Buildability;

It is anticipated that the NR footbridge can be constructed off site, brought to site and fixed in-situ. The piers and stairs can be prefabricated and lowered into position and secured using a mobile crane. Additionally, the deck (depending on its span) will need to come site in several components and bolted together and dropped into position.

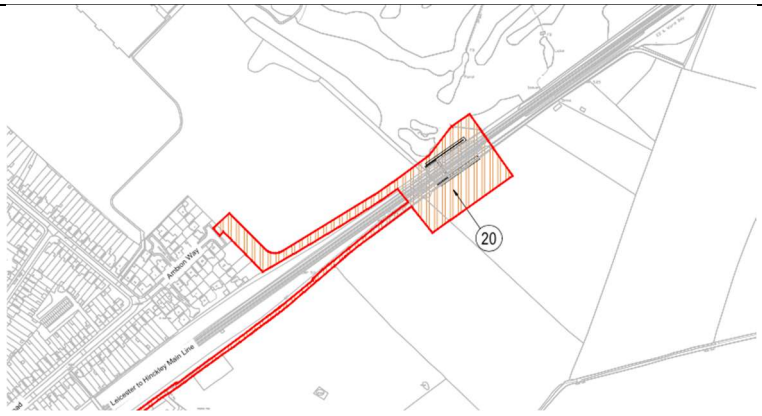
Access to the north side of tracks will be required to excavate and pour the bridge foundations and this access should be granted via a 'rules of the route' possession. The foundations could be precast offsite and lowered into place with a mobile crane. Excavations and blinding works would still be required.

Possession;

At a minimum, 4 rules of the route possessions will be required to carry out the works (additional possessions may be required for contingency);

- The 1st to setup up the site and take materials/plant across the tracks.
- The 2nd to pour or lift the foundations into place.
- The 3 to lift the bridge into place and secure it together.
- The 4th to dismantle and demobilise.

NR are likely to want 52 weeks' notice of a rules of the route possession. In reality, the lead in time for rules of the route possession is typically 6 weeks and would enable possession of the track in between the track's downtime. This lead time could potentially be reduced to 2-3weeks.



Key issues affecting construction

Access;

Access into site will be via The Outwoods road. This road is restricted in width, but is suitable access r all necessary plant and material to construct the bridge. In addition vegetation clearance, a detailed survey of the road would need to be undertaken to inform the following and plant and size of bridge components procured to coordinate with these constraints;

- The maximum dimension for any HGV/lorries/cranes/plant into site,
- Indicate the maximum size of pre-fab material to site,
- demonstrate the max size of the counter balances to site
- the longest length of the deck components.
- No vehicle access from Ambion Way (fields to cross, palisade fencings to remove and banking constraints).

Traffic management would be setup during the construction period to coordinate construction and residential traffic movements and local liaison with residents and farmers.
A working area will need to be establish south of the rail line and will need vegetation to be removed to construct this.
Welfare facilities would be located in the construction area south of the rail line.

Actions Required

Actions Required;

- Swept path analysis on site entrance
- Undertake vegetation clearance
- Up to 6 possessions
- Early engagement with National Rail
- Design of Footbridge to coordinate with construction constraints

Appendix 1.2: Bridleway crossing over watercourse

Project:	Hinckley National Rail Interchange (HNRI)			
Subject:	Public Right of Way New Bridleway Footbridge over Watercourse – Method Statement			
Prepared By:	Bentley Project Management	Date	20.10.22	Revision 01

Introduction

The following method statement is to summarise the anticipation construction methodology for the delivery of a PROW footbridge/cycleway over an existing watercourse at Burbage Common Woods for Hinckley National Rail Interchange to create a new public bridleway.

To be read in conjunction with:

Works Plan Sheet 3 (document reference 2.2C)

Access and Rights of Way Sheet 3 (document reference 2.3C)

Method Statement

Buildability;

Having reviewed site access and the anticipated location of the footbridge/cycleway it is envisaged that the structure will be built from the eastern side of the watercourse including works on the western side. Access from the main site during the construction of the bridle way works. Materials and plant can be brought to site via haul roads and fixed in-situ. The foundations can be dug and poured at the site prior to the deck and guard rails being bolted to and fixed into the ground.

The watercourse itself spans between approx. 1m-1.5m in width and has an estimated depth of 500mm. It is anticipated that the bridge would be circa 3m width to accommodate both pedestrians and cyclist and span the width of the watercourse.

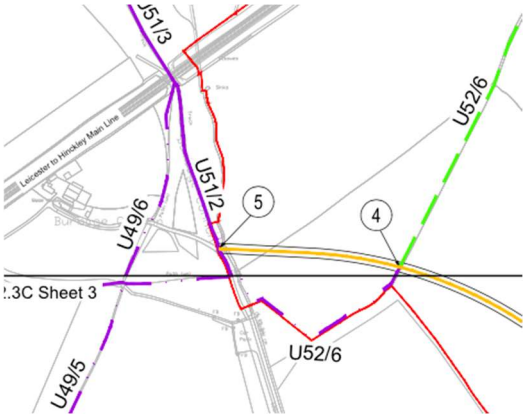


Figure 1- illustrates the location plan of the footbridge at No. 5 creating a link to No. 4 and creating a new PROW.

Figure 2 - depicts a similar bridge specification that could be installed.

Key issues affecting construction

Access;

The access to the bridge location will be from the main site access and will be constructed when the bridleway is constructed.

Information Required

Information Required;

- Site vegetation clearance (access and location of bridge)
- Early engagement with Lead Local Flood Authority
- Specification of Footbridge

Appendix 1.3: Demolition of existing road bridge over the rail line.

Project:	Hinckley National Rail Interchange (HNRI)			
Subject:	National Rail Road bridge demolition – Method Statement			
Prepared By:	Bentley Project Management	Date	20.10.22	Revision 01

Introduction

The following method statement is to summarise the anticipation demolition methodology for the rail bridge at Hinckley.

To be read in conjunction with:

Access and Rights of Way Sheet 1– (document reference 2.3A)

Method Statement

Buildability;

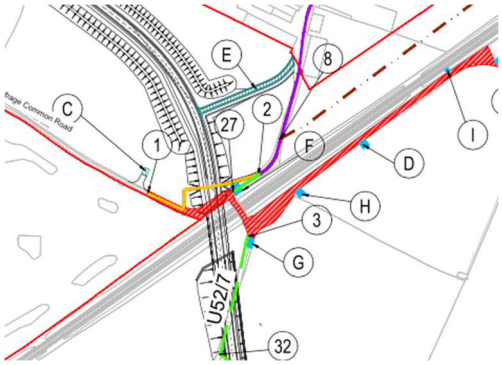
Demolition will be carried out prior to construction of the new road bridge over the rail line. It is envisaged that access will be given through the main site works access using haul roads and the main contractor will need to undertake the following key activities (amongst others);

a. Identify any utilities that may be effected by the rail bridges demolition and arrange there diversion or temporary suspension.
b. Apply for and secure possession of the track with National Rail – anticipated under a rule of the route possession.
c. Protect the track using geotextile and timber baulks and use excavators with hydraulic breakers attachments to demolition the bridge.
d. Use excavators to collect the demolished waste to be loaded into skips and removed off site.

Possession;

At a minimum, 2 rules of the route possessions will be required to carry out the works (additional possessions may be required for contingency);

- The 1st place temporary protection and undertake bridge span demolition and remove temporary protection.
- The 2nd place temporary protection, complete bridge demolition, remove all materials and remove temporary protection.



NR are likely to want 52 weeks' notice of a rules of the route possession. In reality, the lead in time for rules of the route possession is typically 6 weeks and would enable possession of the track in between the track's downtime. This lead time could potentially be reduced to 2-3weeks.

Key issues affecting construction

Access;

Access to site will be from the main site access points and on site haul roads.

- Stopping up of Highways/PROW
- Site vegetation clearance
- Desktop study of existing utilities
- Termination of any services crossing the bridge

Information Required

Information Required;

- Site vegetation clearance
- Up to 2 possessions
- Early engagement with National Rail
- Utilities identification and termination