

CONSTRUCTION MANAGEMENT PLAN



Leek Wootton External Transformation Project

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CHANGE RECORD

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September 2025	Nick Roche	1.00	Initial issue
October 2025	Nick Roche	2.00	Revised to reflect comments
October 2025	Nick Roche	3.00	Revised to reflect client comments

I. INTRODUCTION

I.1 Planning Reference Number

Planning number W/25/0038

I.2 Site Address

Warwickshire Police Headquarters
Woodcote Lane
Leek Wootton
Warwick
CV35 7QB

I.3 Project Details and Overview

Planning permission has been granted to deliver an external works project to improve the safety and security of Police Headquarters' staff, visitors and policing operations.

Improvements are to include:

- Resurfacing of existing, roads, paths and car parks
- Additional car parking and overflow car parking area
- Pedestrian footpaths
- External lighting
- CCTV, security barriers and security huts
- Sunshade canopies
- Security gates
- A disabled ramp
- A garden of reflection
- Structural landscaping
- Biodiversity net gain compliance

Due to financial constraints, the permitted scheme is to be developed in a number of phases. This Construction Management Plan has been prepared for the delivery of the first phases of work, namely **Phases 1 and 2**, which includes:

- Construction of car park A and all associated roadworks, landscaping and security/lighting infrastructure. The construction of this car park includes the new pedestrian route from car park A to Woodcote House.
- Construction of car park D and all associated roadworks, landscaping and security/lighting infrastructure. The construction of this car park includes the new gravel footpath to the existing walled garden car park.
- Redesign to the front of Woodcote House, including landscaping improvements.
- The development of car parks A and D will include provision for EV charging spaces (refer to separate planning condition discharge).
- Phase 1 works also include lighting and security improvements to the main one-way circulation route through the site, and all associated power and data infrastructure installations. Security barriers will be introduced on entry and exit and a new turning head will be constructed at the exit

route by North Lodge. Refer to separate planning condition discharge for lighting and one-way signage proposals.

The first phases of development relating to this Construction Management Plan are outlined on the overall development plan within **Appendix A**.

This Construction Management Plan will be revisited in the event that the construction activities are undertaken in the same period as physical construction works on the neighbouring Cala Homes Site

Programme – refer to Appendix B for Gantt Chart

Site Possession:	November 2025
Completion:	April 2026
Duration:	18 weeks

Phasing

Phase 1 car park construction to be completed before Phase 2 weeks commence.

The phased delivery approach has been arranged to make the best and most efficient use of labour whilst not causing undue challenges to the client from multiple work areas being out of use at any one time.

Hours of work

Normal hours:	0730 -1700 Monday to Friday
Delivery restrictions:	Deliveries during site opening hours only
Non-working days:	No works on Saturdays, Sundays, and Bank Holidays

I.4 Site Description and Context

1.4.1 Site and Surrounding Area

The application site comprises 9.45 hectares of land wholly within the boundary of the Leek Wootton Police Headquarters (Police Headquarters) property, which is located to the north-west of Leek Wootton village; access to the Police Headquarters is obtained from two junctions to Woodcote Lane.

The Police Headquarters site is predominantly occupied by a cluster of buildings, including the historic (1861) Woodcote House and the converted stables, and several more modern buildings constructed specifically to support Warwickshire Police operations including a training facility, communications building, garages, workshops, accommodation block, all located to the west, with an area of open land used for dog training and sports to the east and woodland to the north.

The southern access from Woodcote Lane is shared with privately owned residential properties along Woodcote Drive. Woodcote Drive is a private access owned by Warwickshire Police, which leads past these residential properties and up to and past Woodcote House and the cluster of buildings to the west and then returns east to Woodcote Lane. The northern access passes the North Lodge, a disused residential property which is within the Warwickshire Police's ownership. The access drive is narrow with passing places as operates two-way access with unrestricted access, i.e. there are no barriers preventing unauthorised entry.

More widely, to the south/west of the Police Headquarters is the Warwickshire Golf and Country Club, to the north beyond the private woodland is predominantly agricultural fields with the notable exception of the Broadlane caravan sales site, and to the east is residential development within Leek Wootton village, soon to include the recently consented Cala Homes development on former Police Headquarters' land immediately adjoining the village.

1.4.2 Development Proposals

The Police Headquarters is occupied 24-hours a day / 365-days per year, with approximately 17% of the daily employed staff working to a shift pattern, dependant on their duties. Blue light response units and associated management and support units operate both shift and unscheduled hours, dependant on the nature, scale and duration of an emergency. Operational vehicles are required to be securely parked, maintained and available at all times and, as appropriate loaded/unloaded in safe and secure locations, e.g. the armed response unit and dog handling units.

The overriding objective of the proposed development is to deliver adequate capacity of vehicle parking to meet Warwickshire Police's operational needs, to improve pedestrian safety and legibility for staff and visitors and improve site security given the nature of operations.

The issues regarding vehicle parking which will be addressed via the development include:

- Parking / double-parking around operational areas including around the garages, workshops, in turning heads, on internal access roads, storage areas etc, in and around the buildings – causing obstructions to vehicle flow
- Parking within passing bays along the narrow private access drive – causing obstructions to traffic flow, including to operational vehicles on blue light response resulting in delays when responding to public emergencies
- Parking on grass verges and under trees - causing damage and unsightly
- Parking on roads within the local area – causing frustration to local residents
- Insufficient secure parking for operational vehicles

The issues regarding pedestrian safety and legibility which will be addressed via this development include:

- There are no clear pedestrian routes from parking areas and/or between buildings – the impact is pedestrians use the narrow access road which brings them into conflict with vehicles, including blue light response vehicles, affecting their safety and resulting in delays to blue light response, or generally take route-one across the operational / playing field, between vehicles etc.
- There is no signage directing staff / visitors – this not only causes frustration to visitors/newcomers but also security issues as there is a general acceptance of persons 'wandering' without purpose.
- There is insufficient lighting when away from the main cluster of buildings – leading to crime and fear of crime safety concerns

The issues regarding site security which will be addressed include:

- Unfettered access by non-operational persons, including members of the public and disruptive/protest groups – leading to security and safety concerns
- No surveillance – no opportunity to monitor for potential threats and/or discourage unauthorised persons
- Risk assessments following recent incidents concluded that under employers' liability, Warwickshire Police are required to address site access and the control and management of all persons on site.

In addition to the needs explained above, the development will also address the increasing

deployment of electric operational vehicles, and the requirement for electric vehicle charging points across the site.

Phases 1 and 2 of the proposed development therefore comprises the delivery of the following components:

- Establishing a one-way system through the Police Headquarters, with entry from the southern access, through the site and exit via the northern access; this will avoid conflicts with on-coming traffic, particularly blue light response vehicles which will now all exit via the northern access and reduce the volume of traffic passing residential properties on Woodcote Drive and the adjacent new development; it also releases the passing bays for parking.
- Creating designated parking areas with sufficient capacity to meet the needs of staff, visitors and operational vehicles.
- Creation of new footpaths, including new footways from car parks to the main buildings.
- Installing vehicle control barriers, security lighting and CCTV coverage to key areas.
- Relocation of the existing flag pole south of Woodcote House.
- Additional landscaping and biodiversity net gain.

Site Constraints – Phases 1 and 2

- The proposed development seeks, as far as possible, to reduce the impact on existing trees and planting through retention and protection measures. New tree and landscape planting has been designed to reduce the impacts on neighbouring properties (existing and proposed) where new car parks have been introduced. Additional tree planting is proposed amongst the new car parks to break up the mass of parking and along the southern access drive. Existing trees and their root protection zones will be protected during the construction period, all in accordance with the site-wide TPO (Tree Preservation Order), proposed Arboricultural Method Statement (AMS) and tree protection plan.
- The construction works include the removal of vegetation where hard landscaping is required. However, new planting will be delivered, comprising of a combination of mixed tree species, single species hedge planting, shrub, hedge, climbers and topiary and native scrub mix with trees and amenity and flowering grass mixes, as appropriate for their location including formalised planting to the east of Woodcote House and informal parkland planting within the areas in/around the new car parking. The proposed landscaping across the development, and within each phase of construction, will provide a net gain in tree planting and supports the >10% net gain in biodiversity.
- Species specific surveys were undertaken during the planning stages of the project and an Ecological Impact Assessment was appraised. The construction works will be delivered under a phase-specific and approved Construction and Environmental Management Plan, and Habitat Management and Monitoring Plan. Furthermore, no removal of any vegetation onsite shall take place between March and September inclusive, unless a competent ecologist has undertaken a careful check of vegetation for active bird's nests.
- No element of breaking ground will take place until an Archaeological Mitigation Strategy has been approved by the Local Planning Authority.
- The presence of existing below ground utilities was identified and documented during the design stages of the project, via a radar scan of the development areas. Refer to Appendix C. A permit to break ground will be issued prior to any surface being broken. All existing services present during

the construction works will be located using hand digging techniques, once exposed they will be encased and/or protected during the works.

- Ground investigations during the design stage of the project have not identified any evidence of contamination or hazardous materials. However care will be taken during construction and if suspect materials are unearthed, works will stop immediately
- Prior to works commencing, neighbours will be informed of the works commencing and the duration of the works. The site team will ensure there is proactive communications with the neighbours and make sure the site is managing noise and dust, protecting surrounding property, and adhering to legal requirements. Clear and consistent communication is key to maintaining a positive relationship and resolving issues before they escalate.

2.0 SITE MANAGEMENT

2.1 Site Personnel

Role	Name	Contact details
Client Community Engagement Lead	Warwickshire Police HQ Leek Wootton Warwick CV35 7QA	Calum Walmsley Head of Estates and Assets T: 01926 733 731
Client	Warwickshire Police HQ Leek Wootton Warwick CV35 7QA	Andrew Minorczyk Facilities Manager T: 01926 735046
Principal Designer & CDM Consultant	ARK Health & Safety Consultants 8 Fisher Close Northampton NN3 9SR	Andy Roede andy@arkhsc.co.uk
Client Project Manager	DSA Consultants Forward House 17 High Street Henley in Arden B95 5AA	Lucy Stanley Lucy@dsaconsultants.co.uk
Principal contractor Responsible for the production and compliance with the Construction Management Plan Day to Day Responsibility for the Project	O'Brien Contractors Ltd Manor Cottage Church Lane Cublington Leamington Spa CV32 7JT Tel: 01926 423918 Fax: 01926 883767	Director: Tony Mitchell E: tonymitchell@obriencontractors.co.uk M: 07970 676362 Contracts Manager: Andrew Foster E: andrewfoster@obriencontractors.co.uk M: 07921 819529 Project Manager: Nick Roche E: nickroche@obriencontractors.co.uk M: 07950 199360

Complaints

O'Brien Contractors adopt a structured and proactive approach to managing communications and concerns from neighbours, surrounding areas, and the general public during on-site operations to ensure that all complaints are handled effectively and escalated appropriately for resolution.

Complaints initially received on site are addressed promptly by the site team, including the Site Manager and Site Supervisors, who are responsible for day-to-day site management and first-line response. They will undertake immediate investigation and attempt to resolve issues locally to minimise impacts on neighbours and the community.

Where the site team cannot fully resolve a complaint or the issue requires higher-level attention, the matter will be escalated to O'Brien's Senior Management and the Client's Project Manager for resolution.

All complaints and concerns are recorded and logged systematically to ensure transparency and enable monitoring of issues and actions. Investigations and responses are communicated back to the complainant to ensure their concerns are acknowledged and addressed.

This approach aligns with O'Brien Contractors commitment to open communication, proactive risk management, and maintaining positive community and stakeholder relationships, ensuring that complaints from neighbours and the public are dealt with professionally and efficiently to support successful project delivery and community goodwill.

2.2 Development Site layout and Welfare Arrangements

Access to the site will be off Woodcote Lane, entering onto Woodcote Drive, all operatives, site visitors and deliveries are to adhere to the onsite speed limit. All construction traffic will exit site via Woodcote Drive.



There will be no construction parking or delivery waiting zones on Woodcote Drive itself. Furthermore, no construction traffic will park or wait on Woodcote Lane. All construction parking will be within the site compound. All construction deliveries will be arranged on a just in time basis and will pull straight into the site compound area for offloading.

Upon completion of the project (Phases 1 and 2) all land used to facilitate the works (for the compound, access roads, working areas etc) will be made good.

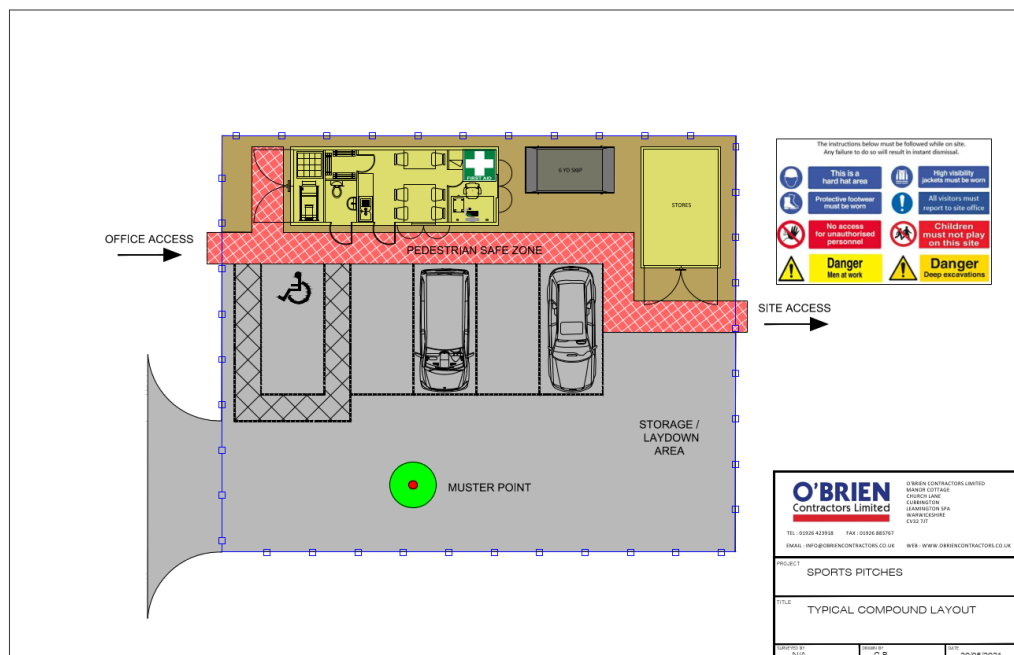
2.2.1 Site Layout Plan

The office/ Canteen/ Toilet will be set up in the top left-hand side of the site compound, with onsite parking in front of the cabins, this will allow the rest of the site compound to be used as a turning circle for the site deliveries and a small section of material storage



2.2.2 Site Accommodation and Welfare Arrangements

All site carparking will be located within the compound area. Typical site compound setup:



All work will be managed in accordance with the Main Contractor's documented health and safety, environmental, and quality policies and procedures.

- Ensure all blue light routes are kept clear at all times, any works required on these routes are to be agreed in advance with the client, and alternative access arrangements put in place.
- All plant and materials required for the works on site will gain access to the site off Woodcote Lane, bearing right into Woodcote Drive. Way finder signs will be erected along Woodcote Drive directing the vehicles to the site compound.
- Signs will be erected at the site entrance and along the delivery route, instructions will be posted to suppliers with every order detailing the delivery routes and delivery times.
- A trained gateman or authorised vehicle marshal will escort deliveries to their point of unloading.
- All delivery vehicles will display flashing amber beacons and/or hazard warning lights when in public areas and will always be required to give way to pedestrians at all times. The site speed limits of 10MPH must be adhered to.
- CCTV security monitoring will be established in the site compound.
- Tree protection fencing will be erected prior to any works commencing in the associated areas.
- Existing footpaths will remain in place until temporary diversions are complete.
- All traffic leaving site will be checked to ensure the wheels are clean, loads are sheeted and paperwork has been received.
- Vehicles entering site will be required to remain on the hard surface areas to prevent mud being deposited on surrounding roads. Our ethos is to not make a mess rather than cleaning one up.
- A jet wash will be stationed at the exit gate in case wheels need to be cleaned and the water run-off will be managed to prevent it entering the highways area.
- Heras fencing will be used to secure the perimeter of the site and individual work areas and will be inspected by site management weekly as a minimum or after any weather conditions that might affect its integrity.
- All operatives and visitors will report to the gate security before parking in the site compound and reporting to the site office.
- All persons working on site are required to attend a site induction.
- All vehicles will be parked within the site area. no parking is permitted within the client's parking areas.
- All plant and equipment will be secured in the plant yard adjacent to the site compound within the coverage of the security cameras.
- First aid and fire conditions are detailed below.
- Where the works cross public areas, plant movements will be completed under the guidance of a vehicle marshal.
- Any operations that raise dust will be damped down and a bund will be constructed at the downhill portion of the site to prevent water run-off into adjacent land.
- All waste will be segregated and recycled where possible. All spoil will be classified and stockpiled according to its suitability for reuse in the following phases.

Welfare Facilities

As principal contractor, OBCL will ensure the following facilities are provided and maintained on site. Unless contract documents state otherwise, we will make all necessary equipment and facilities available to others. Facilities will conform to current regulations.

Facilities must be used sensibly and kept in a clean and orderly condition. Site operatives must only use the facilities provided. Any employee found to be abusing the facilities maybe subject to disciplinary action. The consuming of food in the actual working site is prohibited.

Temporary toilets will be put in place for the day where the site is being established and will include cold water washing facilities.

Facility	Location	Comments (e.g. access arrangements)
Toilets	Within the Oasis Unit that will act as the site welfare for the project	These are to be sited at the far end of the compound
Washing Facilities	In toilets	
Drinking Water	Supplied via water fountains and bottles	
Changing Rooms / Lockers	Within the Oasis Unit that will act as the site welfare for the project	
Eating / Rest Facilities	Within the Oasis Unit that will act as the site welfare for the project	

2.3 Site Personnel and Visitors

Site induction

All personnel who work on site and visitors attending site will receive an induction before they are allowed to enter site. All site workers will adhere to the agreed rules for police vetting; this will be checked before an individual attends site for their first day/induction. The site induction will cover the following topics:

- All operatives and visitors will report to the gate security before parking in the site compound and reporting to the site office.
- The site rules will be explained (as contained in this plan).
- Site hours of operation and arrangements for access and security.
- Location of the first aid box, details of the arrangements for first aid, details of the trained first aiders, and the site accident book
- Emergency procedures i.e. accidents, fires.
- Arrangements for welfare facilities.
- Location of the Construction Phase Plan and Construction Management Plan, risk assessments and any relevant method statements.
- The arrangements for raising concerns relating to health, safety and the environment.
- Particular hazards present on this site

2.4 Management of Materials

Just in time delivery principles will be applied on this project. Materials will be delivered to site in quantities that can be used on the day delivered, or delivered at a rate that prevents a large volume building up on site. Materials will be stored in the compound and taken as required to the work areas. No materials will be stored in the root protection areas and specialist fencing (as proposed by the AMS)

will be erected to prevent this. All materials will be stored on the ground and will not be stacked.

Skips will be kept in the site compound and marked with what type of waste can be placed in them. All skips with canteen waste will be enclosed. Stockpiles of excavated materials will be formed and sealed and all edges will be battered to a suitable and safe angle. Stockpiles will be kept out of the wind, or carefully covered to prevent dust generation. All permanent earthworks will be re-vegetated as quickly as possible.

2.5 Site Security

Site perimeter fence is to be erected to protect site users, visitors, the public and prevent unauthorised entry to any part of the working area. All fencing and notices shall be regularly inspected, and any damage found or items missing shall be reported immediately. Remote manned CCTV towers will be erected to the compound and plant storage areas.

Notices indicating the extent of the construction site and hard hat area will be erected at regular intervals along the total length of the work area fence and site entrance gates. All signs will be in accordance with the Safety Signs and Signals Regulations.

Site gates into welfare and work areas will be of suitable fabrication with adequate locking facilities. Applied to the gates will be notices bearing the principal contractor's name and contact details.

3.0 COMMUNITY LIAISON AND COMMUNICATION

A display board will be prominently displayed at the entrance to the site. The board will detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.

Clear information will be given to neighbouring properties in advance and in writing. The telephone number provided to local residents and businesses will be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints. Regular communication with neighbouring residents and any community groups will be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.

A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

All accidents, incidents or near misses must be immediately reported to the Site Manager or Project Manager on site. The Manager will record the necessary information in the BI 510 book located in the Head Office or Working Site Office as applicable and notify the Construction Director. In his absence the Managing Director will be notified. The Construction Director will assess the situation and take appropriate action.

The Project Manager will immediately notify the Client and Principal Designer of any incident involving non-construction personnel or members of the public.

Notifiable incidents as defined in RIDDOR (Reporting of Dangerous Diseases and Occurrences Regulations) will be notified to the enforcing authority by the Project Manager. Copies of reports will be made available to the Client.

4.0 IMPLEMENTATION, MONITORING AND CORRECTIVE ACTION

The Main Contractor Project Manager and the Client Principal Designer/CDM Consultant shall undertake regular site inspections to monitor compliance with the construction management plan and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, the responsible person shall ensure that corrective action is taken.

All incidents will be appropriately and fully investigated in accordance with OBCL procedures. Resultant recommendations will be reviewed and notified to the client and wider project team as a procedural change.

5.0 SITE OPERATIONS

5.1 Working Hours

The working hours for the development site (including any construction and demolition activity) shall be:

- 07:30 to 17:00 on Monday to Friday
- 07:30 to 13:00 on Saturdays
- No working on Sundays or Public Holidays

These working hours cover operations and work which are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority.

There are no planned works to be carried out outside of the agreed working hours.

5.2 Site Deliveries

Deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the following hours:

- 08:00 to 16:30 on Monday to Friday
- 08:00 to 13:00 on Saturdays
- No deliveries on Sundays or Public Holidays

Any deliveries outside the above hours will only be undertaken with prior written approval of the local planning authority.

Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

5.3 Traffic Management Plan

The development does not require any new access routes to be created off public highways. All access to site will be gained off Woodcote Drive.

The contractor will ensure there is always safe and clear access and egress for police personnel on the Leek Wootton site. Any works required on either of the two roads on to the site are to be agreed with the client in advance. The development works will only ever impact one route at any one time.

All plant and materials required for the works will gain access to the site off Woodcote Lane, bearing right into Woodcote Drive. Wayfinding signs will be erected along Woodcote Drive directing the vehicles to the site compound. Vehicles entering site will

be required to remain on the hard surface areas to prevent mud being deposited on surrounding roads.

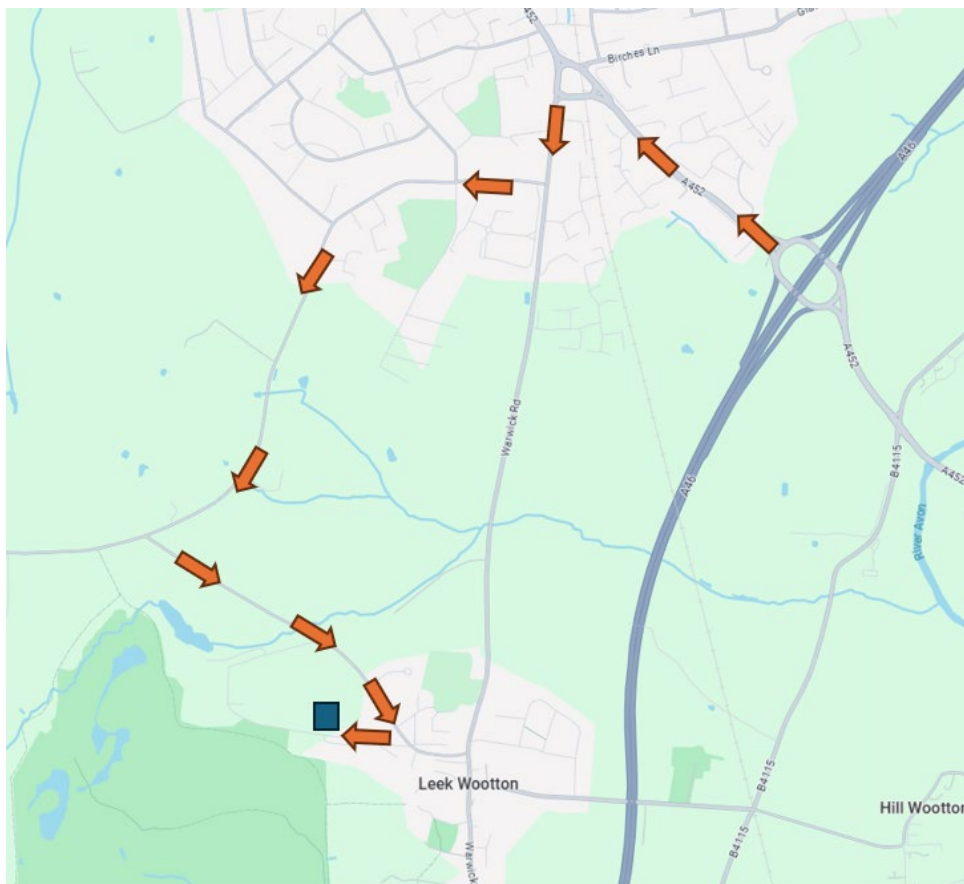
Signs will be erected at the site entrance and along the delivery route, instructions will be posted to suppliers with every order detailing the delivery routes and delivery times.

A gateman or vehicle marshal will escort deliveries to their point of unloading.

All delivery vehicles will display flashing amber beacons and/or hazard warning lights when in public areas and will be required to give way to pedestrians at all times. The site speed limits of 10MPH must be adhered to.

All traffic leaving site will be checked to ensure the wheels are clean, loads are sheeted and paperwork has been received. All construction traffic will exit site via Woodcote Drive.

To avoid increasing congestion around the Anchor Pub, at the junction between Woodcote Lane and the Warwick Road, all site personnel and construction traffic will be directed to use the route identified below. The proposed route for construction vehicles is to leave the A46 at the Kenilworth Junction and then use Rouncil Lane to access the end of Woodcote Lane, before turning right into Woodcote Drive.



5.4 Noise and Vibration

Noise

All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.

All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers and shall be maintained in good and efficient working order.

All plant and machinery in intermittent use shall be shut down in the intervening periods between works. Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.

Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.

All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Wherever possible mains electricity or battery powered equipment shall be used instead of diesel- or petrol-powered generators.

The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.

No stereos or similar amplified devices shall be audible at the site boundary.

OBCL also recognises that they have a duty to protect people's hearing while in the workplace. Appropriate work methods, risk assessments and personal protective equipment will be employed to reduce the impact on people's hearing from the noise levels that will be produced from the vehicles, plant and site activities.

Vibration

The development works by their nature are not anticipated to cause excessive vibration.

Where isolated works could result in excessive vibration, OBCL will look to reduce the risk where practicable by limiting exposure, issuing the relevant PPE, using mechanical alternatives and forming exclusion zones around the dedicated work areas.

In addition, task specific RAMS will be produced for tasks requiring vibration mitigation. All tools will be sourced as new as possible and will be in good condition with the correct attachments. A ready reckoner will be used to determine the amount of vibration that is involved in doing the task as well as any other vibration the operative is exposed to during the working day. Exposure forms will be completed for all operations undertaken to form a record of exposure. Control measures will be put in place if the EAV is reached. Further measures will be used if the ELV is reached such as operative rotation and health surveillance. If the total daily exposure is exceeded, then the operation will be stopped, and further assessments made.

5.5 Dust

OBCL will aim to eliminate or reduce dust whenever possible by using the most practicable method with the least environmental impact. Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.

Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.

Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.

Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape. All vehicles carrying dusty materials shall be securely covered.

Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowsers or fixed sprayers as appropriate). Areas where there is regular vehicular movement will have a consolidated surface which shall be kept in good repair.

5.6 Air Quality

All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised. Engines of plant, machinery, and lorries shall be turned off at all times when not in use.

The development site will be using non-road mobile machinery (NRMM) and will meet all relevant standards relating to particulate matter (PM) and nitrogen oxide (Nox) emissions. Please refer to Appendix D for a register of the NRMM which will be used on site.

An inventory of all NRMM will be kept onsite for inspection, together with all service records/ service logs.

5.7 Mud

- Vehicles entering site will be required to remain on the hard surface areas to prevent mud being deposited on surrounding roads. Our ethos is to not make a mess rather than cleaning one up.
- All traffic leaving site will be checked to ensure the wheels are clean, loads are sheeted and paperwork has been received.
- A jet wash will be stationed at the exit gate in case wheels need to be cleaned and the water run-off will be managed to prevent it entering the highways area.
- A Road sweeper will be used as required to clean the site entrance and the surrounding road system
- Any operations that raise dust will be damped down and a bund will be constructed at the downhill portion of the site to prevent water run-off into adjacent land.
- All waste will be segregated and recycled where possible. All spoil will be classified and stockpiled according to its suitability for reuse in the following phases.

5.8 Artificial Lighting

There is no proposal to include temporary lighting during the construction of the development project. However, if task specific lighting is required, these lights will only be task specific and localised to the area of works and will only be used during working hours

6.0 WASTE MANAGEMENT

There shall be no burning of waste at any time on the development site – as specified within the site induction and construction phase plan.

OBCL will develop a waste management plan for the project, taking into the consideration the type and quantities of waste that are likely to be produced. The contractors team will be vetted to ensure they have the necessary registration and approvals for handling such waste. All waste leaving the site will be defined as controlled waste and will only be moved after a transfer note has been issued.

All waste carriers will be registered with a waste regulation authority and have a valid licence to confirm this. Details of the waste carriers' licence will be kept in the site office.

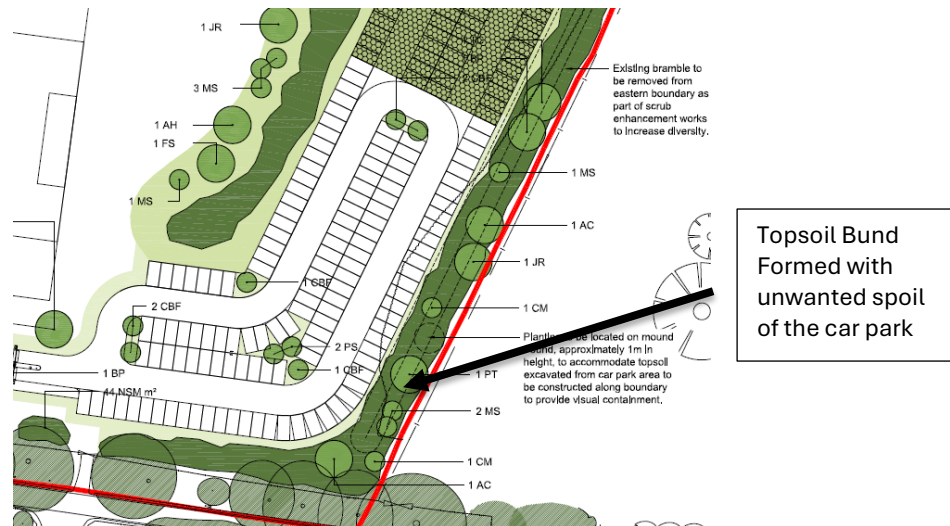
Asbestos surveys have been carried out in areas where new services enter existing buildings. All employees on site will have received asbestos awareness training, and RAMS will detail specific control measures should potential ACMs be detected or uncovered during the site works.

7.0 ENVIRONMENT

7.1 Soil and Land Management

During construction, OBCL will segregate stripped topsoil from sub-soil and from other material. When storing soils consideration will be given to the landscape and visual impact.

All stockpiles will be kept to a minimum practicable height and will utilise gentle slopes. All stockpiles will be kept within the confines of the site boundary. All topsoil excavated on site is to be retained and utilised for the bund at the boundary of the site. This will be re-vegetated as soon as possible, to stabilise the bund and prevent potential dust generation.



A soil investigation has been carried out in the areas of the proposed works and no contamination has been found.

Should the nature of the excavated materials change during the excavation works, work will stop, the issue will be reported to the site management and the area in question will be fenced off until further notice.

Samples of the excavated materials will be taken and sent away for testing – if confirmed that the materials are contaminated task specific RAMS will be put in place before works can proceed

7.2 Control of Watercourses and Ground Water

There are no known water courses within or close to the Phase 1 and 2 works. However the following working practices will be applied.

Spillages/ Leaks

A fuel storage point will be chosen, taking into consideration, the environmental factors surrounding the site. If there are watercourses or open drains, tanks will be positioned a minimum of 10 meters from a watercourse or 50 meters from a well or borehole. Diesel and fuel tanks will be bunded and the bund capable of holding 110% of the largest tank capacity. If possible, a hard standing should be provided for the re-fuelling area.

When re-fuelling static plant and equipment, absorbent mats or granules will be available to deal with any spillage and drip trays used under such plant. The discharge hoses will be kept in good condition and inspected on a regular basis. The discharge nozzle will have a parking bracket to eliminate repeated small discharges after plant and vehicles have been re-fuelled. The discharge line will have an isolating valve positioned as close as possible to the tank and locked whenever the tank is unattended.

Spill response equipment will be kept at the fuel facility and bowzers. A sign telling the operator what to do in the event of a spillage and where the nearest spill response kit is located (see the section on spill response for further advice) will be positioned close to the facility.

The contractor will use drip trays under all static plant such as pumps and generators and during refuelling from mobile plant and empty them regularly into an appropriately contained area (main fuel bund or designated bowser) for disposal off-site.

The facilities will be checked on a regular basis to ensure any leaks or drips are fixed to prevent loss and pollution.

8.0 Appendices

Appendix A – Site Phasing Plan

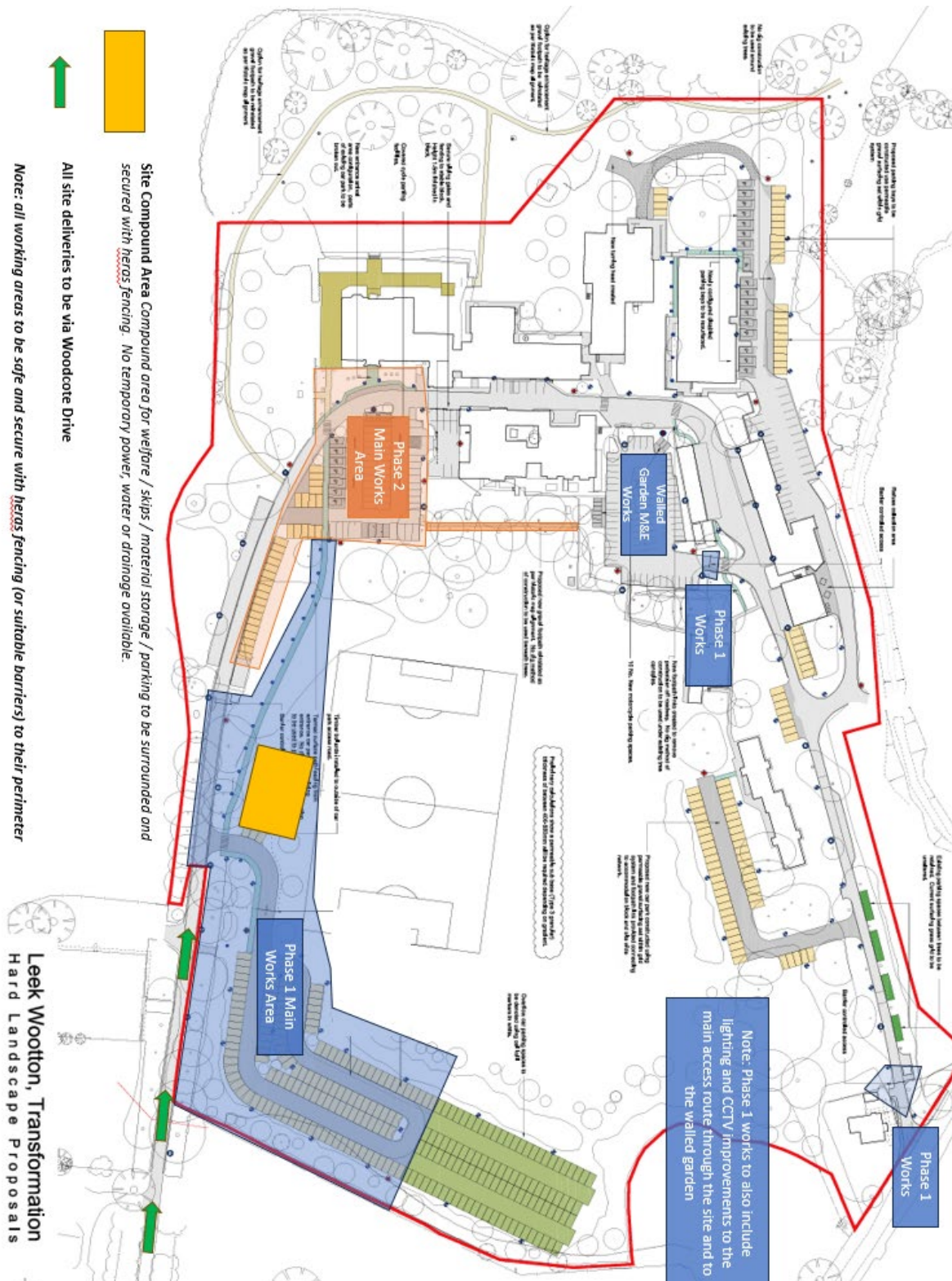
Appendix B – Phased Delivery Programme

Appendix C – Below Ground Utility Scans

Appendix D – NRMM data Sheets

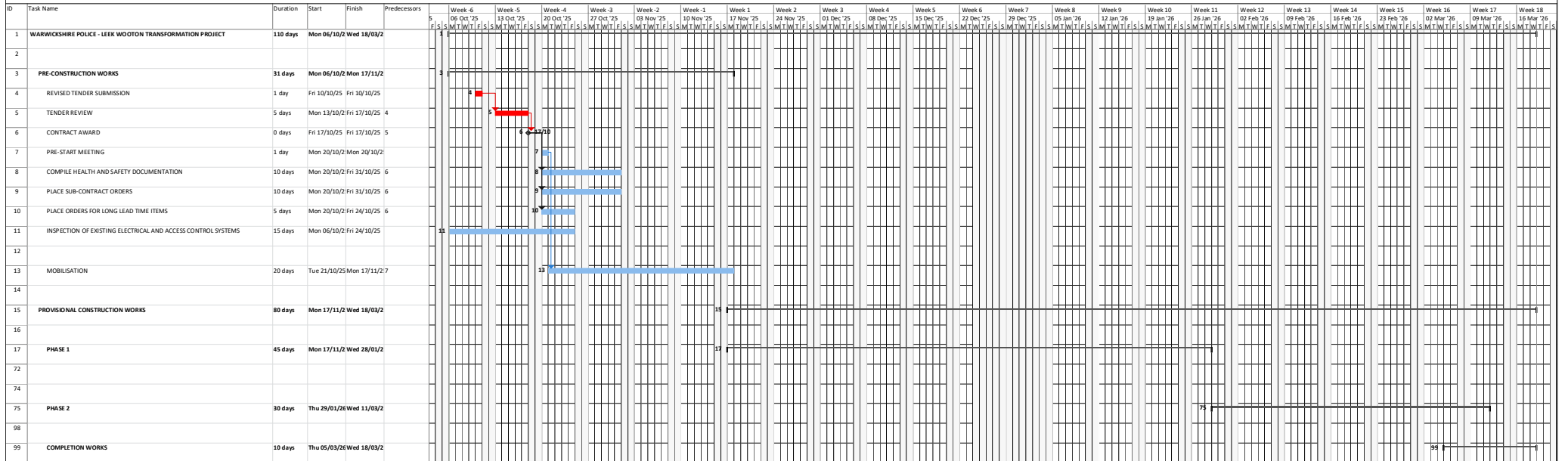
APPENDIX A

Phasing Plan



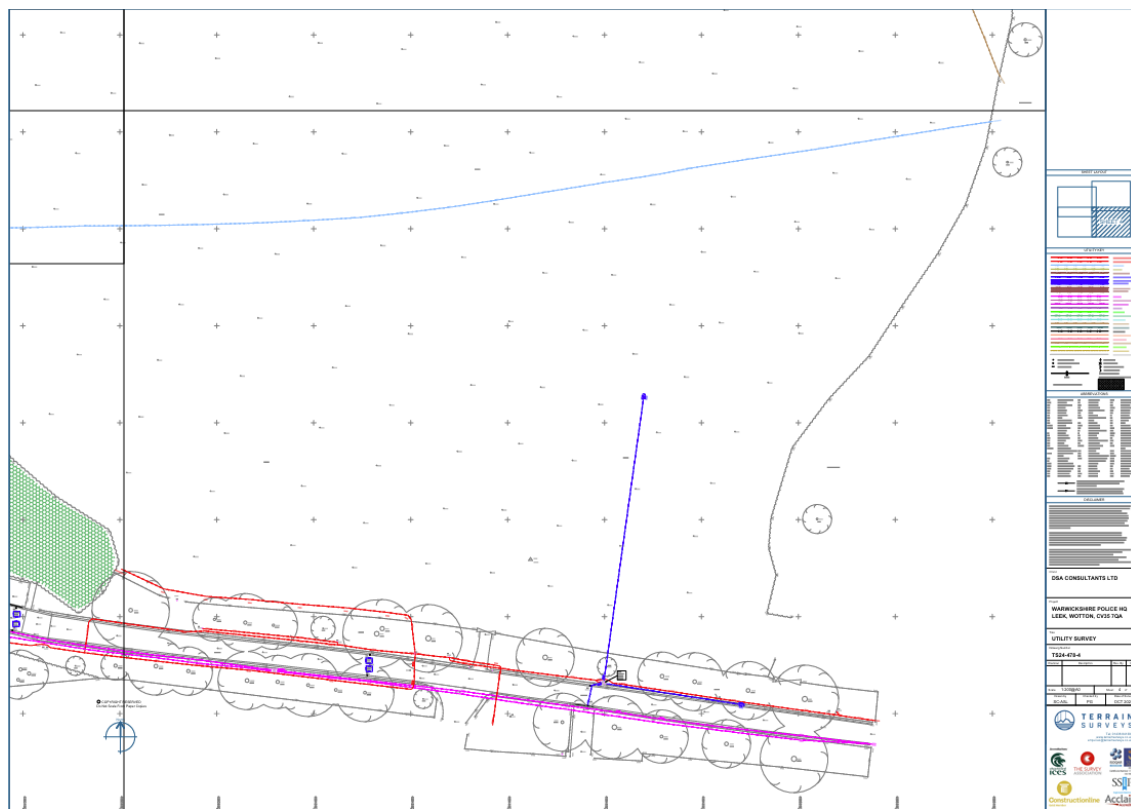
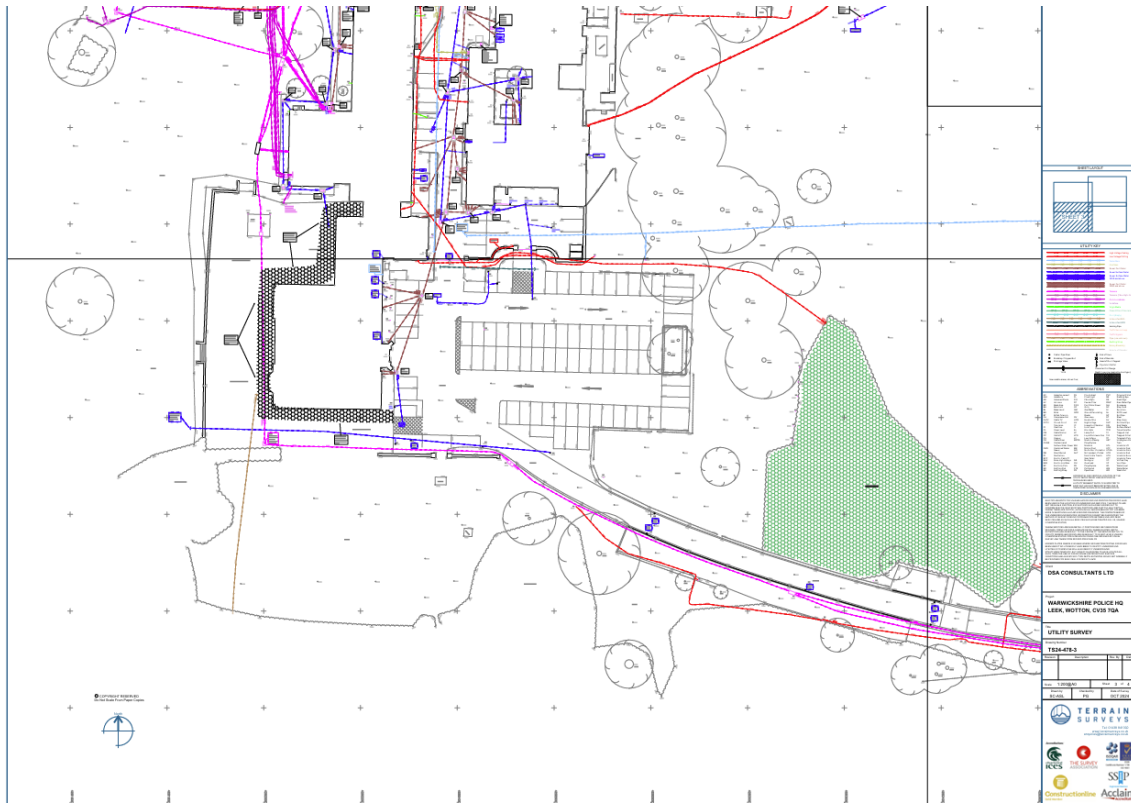
APPENDIX B

LEEK WOOTON EXTERNAL TRANSFORMATION PROJECT
PROVISIONAL (subject to Planning)
PROGRAMME



APPENDIX C

Phase I and 2 - Below Ground Utilities



Appendix D

Machine Type	Power (KW)	Year
CAT 315	82KW	2022
VOLVO ECR88D	43KW	2025
VOLVO EC140EL	90KW	2023



DECLARATION OF CONFORMITY

Manufacturer CATERPILLAR INC., 100 N.E. ADAMS STREET, PEORIA, IL 61629, U.S.A.

Person authorised to compile the Technical File and to communicate relevant part(s) of the Technical File to the Authorities on request:
Standards & Regulations Manager, Caterpillar France SAS 40 Avenue Léon-Blum 38000, Grenoble France

I, the undersigned, Tom Frake, hereby certify that the machinery specified hereunder

Description	Generic Denomination	Earth-moving Equipment
	Function:	Hydraulic Excavator
	Model/Type	315
	Serial Number:	*CAT00315LWKX20415*
	Commercial Name	Caterpillar

Fulfills all the relevant provisions of the following regulations and/or other enactments

Legislations	Approved Body	Document No.
2008 No. 1597 (1)	N/A 0000	315_315GC-EU_UK-AKA2108
2016 No. 1091 (2)	N/A 0000	315_315GC-EU_UK-AKA2108
2001 No. 1701 (3), (a)	AnP Certification Ltd 8500 (b)	GB_8500_0226_21

(1) The Supply of Machinery (Safety) Regulations 2008 (2) The Electromagnetic Compatibility Regulations 2016 (3) The Noise Emission in the Environment by Equipment for use Outdoors Regulations 2001

(a) Schedule 9 Guaranteed Sound Power Level - 101 dB(A)
Representative Equipment Type Sound Power Level - 99 dB(A)

Engine Power per ISO 14396 - 82.0 kW Rated Engine speed - 2400 RPM
Technical Documentation accessible through person listed above authorised to compile the Technical File

(b) AnP Certification Ltd, 2 Parkfield Street, Manchester M14 4PN, United Kingdom

Designated standards taken into consideration: EN 474-1 2006+A5 2018 EN 474-5 2006+A3 2013 EN ISO 13766-1 2018

Done at
Caterpillar Asia Pte. Ltd
7 Tractor Road
Singapore 627968

Issue Date
2022-02-15

Signature

Name / Position
Tom Frake / Vice President

EC DECLARATION OF CONFORMITY FOR MACHINERY (IIA)
(Original Document)

V O L V O

Volvo Construction Equipment hereby declares that the below specified product:

Manufacturer	: Volvo Group Korea Co., Ltd.
Address	: 160, Doosanvolvo-ro, 642-430 Gyeongsangnam-do
Country	: South Korea
Category	: Earth Moving Machinery
Make	: Volvo
Type	: Hydraulic Excavator
Model	: ECR88D
Power [kW]	: 43
Representative sound power level [dB(A)]	: 96.0
Guaranteed sound power level [dB(A)]	: 98
PIN	: VCE00E88A00219927

In conjunction with

Type : —

Model : —

s/n : —

Initial placement in EU (Y/N) : Yes

in the state in which it was placed on the market, and excluding components added and/or operations carried out subsequently is in conformity with the relevant provisions of Essential Health and Safety requirements of:

EC Directive "Machinery" 2006/42/EC

EC Directive "Outdoor Noise" 2000/14/EC

EC Directive "Electromagnetic Compatibility" 2014/30/EU

Including all amendments and annexes relating to machinery, and other applicable directives and regulations.

The following harmonized standards apply:

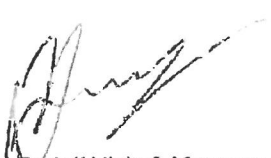
Earth Moving machinery - Safety Part 1 EN 474-1:2006+A6:2019

Earth Moving machinery - Safety Part 5 EN 474-5:2006+A3:2013

Technical file compiled by Timo Zerner;
Product Platform Manager Excavator Konz; Volvo CE Germany

Notified Body 0026, Vincotte NV/SA, Jan Olieslagerslaan35, B-1800
Vilvoorde, Belgium;

This declaration includes attachments developed designed/approved, marked and marketed by the above-mentioned manufacturer.


Rudolf Niehof, Manager of Depot

Groot-Amers, 02.01.2025



EC DECLARATION OF CONFORMITY FOR MACHINERY (IIA)
(Original Document)

Volvo Construction Equipment hereby declares that the below specified product:

Manufacturer	: Volvo Construction Equipment AB
Address	: Seongsan-gu, Changwon-si, Gyeongsangnam-do, 51710
Country	: Korea
Category	: Earth Moving Machinery
Make	: Volvo
Type	: Hydraulic Excavator
Model	: EC140EL
Power [kW]	: 90
Representative sound pressure [dB(A)]	: 98
Guaranteed sound pressure [dB(A)]	: 100
PIN	: VCEC140EH00315940
In conjunction with	
Type	: N/A
Model	: N/A
s/n	: N/A

in the state in which it was placed on the market, and excluding components added and/or operations carried out subsequently is in conformity with the relevant provisions of Essential Health and Safety requirements of:

EC Directive "Machinery"	: 2006/42/EC
EC Directive "Outdoor Noise"	: 2000/14/EC
EC Directive "Electromagnetic Compatibility"	: 2014/30/EU

and their amendments relating to machinery, and other applicable directives

The following harmonized standards apply:

Earth Moving machinery - Safety Part 1	: EN 474-1:2006+A6:2019
Earth Moving machinery - Safety Part 5	: EN 474-5:2006+A3:2013

Technical file compiled by	: Timo Zenner, D-54329 KONZ, Germany
Notified Body	: 0026; Vincotte NV/SA, Jan Olieslagerslaan35, B-1800 Vilvoorde, Belgium

This declaration includes attachments developed designed/approved, marked and marketed by above-mentioned manufacturer.

the identity and signature of the person
empowered to draw up the declaration on
behalf of the manufacturer

Andrew Knight; President

the identity and signature of the authorised
representative

Changwon, Korea

09/05

2023

Place

date

year