



**WILLMOTT DIXON**

**SINCE 1852**

# Construction Environment Management Plan

## Incorporating Noise Management

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Rev	Changes	Initial	Date
-	First Issue	LGH	Jan 26
RevC	Updated for planning	MJW	1 Jun 26
Rev D	Security and Lighting updated at Client request	MJW	9 June 26



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## INTRODUCTION

This Construction Environmental Management Plan (CEMP) has been produced by Willmott Dixon Construction Ltd (WDC) who have been appointed by Kirklees Council to deliver the regeneration of Huddersfield Market. This document is to provide an overview of the procedures which will be adopted to manage the construction and environmental impacts of this development .

The sequencing and logistics which have been pre-planned by the WDC team are also addressed through this document . We have used our knowledge of the site and experience on similar projects to develop this plan and demonstrate our ability to deliver this scheme in a safe and efficient manner.

## SCOPE OF WORKS

The project comprises the refurbishment of the existing Grade II\* listed cast iron market hall and the adjacent annexe building, along with wider improvements to the adjacent market yard and public realm. The works involve the following activities.

- Removal and replacement of roof lights
- Roof tile repairs and new lead work
- Replacement of existing roller shutters with glazing
- Installation of new café and internal structures
- Alterations to the existing Stone building incl replacement of some windows and roof vents
- Erection of access scaffolding
- New mechanical and electrical supplies
- New below ground drainage
- Resurfacing



# SITE LOGISTICS & SEQUENCING OVERVIEW

## Phase 1– Temporary Market Stalls

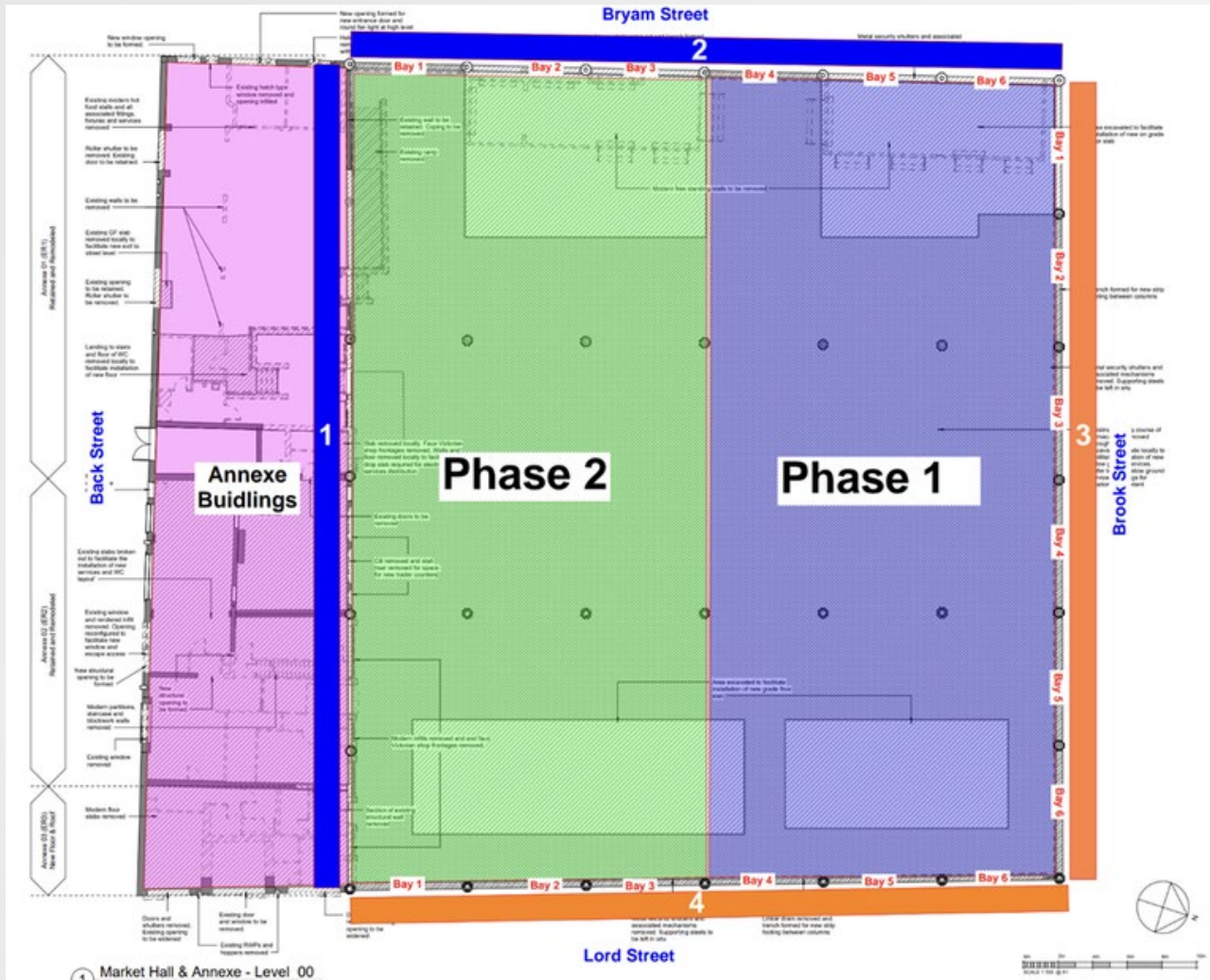
The Perimeter Hoarding will be erected initially to secure the site boundary to segregate the works from the public to enable the full site setup to be established including gates & site entrances safely in parallel with early site activities.

During the first few weeks, WDC will install heras fencing and land temporary welfare. The temporary market will then be erected and services connected. WDC will also erect the hoarding for the main compound and install foul water drainage. Once the site is fully secured, WDC will carry out trial holes to locate the positions of any underground services within or near the site boundary. The weekly phasing below demonstrates different stages of the enabling works.



# PHASE 2 - MARKET HALL MAIN WORKS

Once the enabling works are complete, the main phase of work will begin in the Market Hall.



# DELIVERY ROUTES

Routes into the town centre have been planned with Kirklees highways department to ensure that roads are suitable for the vehicles anticipated on the project and that they can operate in forward gear.

Following discussions with the local authority, WDC will ensure that our supply chain partners and suppliers use the below designated transit route for deliveries. The site access route below will ensure that all site traffic is diverted away from current ongoing & planned road works, ensuring traffic flow is not further restricted. This route/ times and restrictions will be communicated to all our Supply chain Partners and will form part of the sub-contract orders to ensure the designated route is utilised at all times.

Routes towards site.



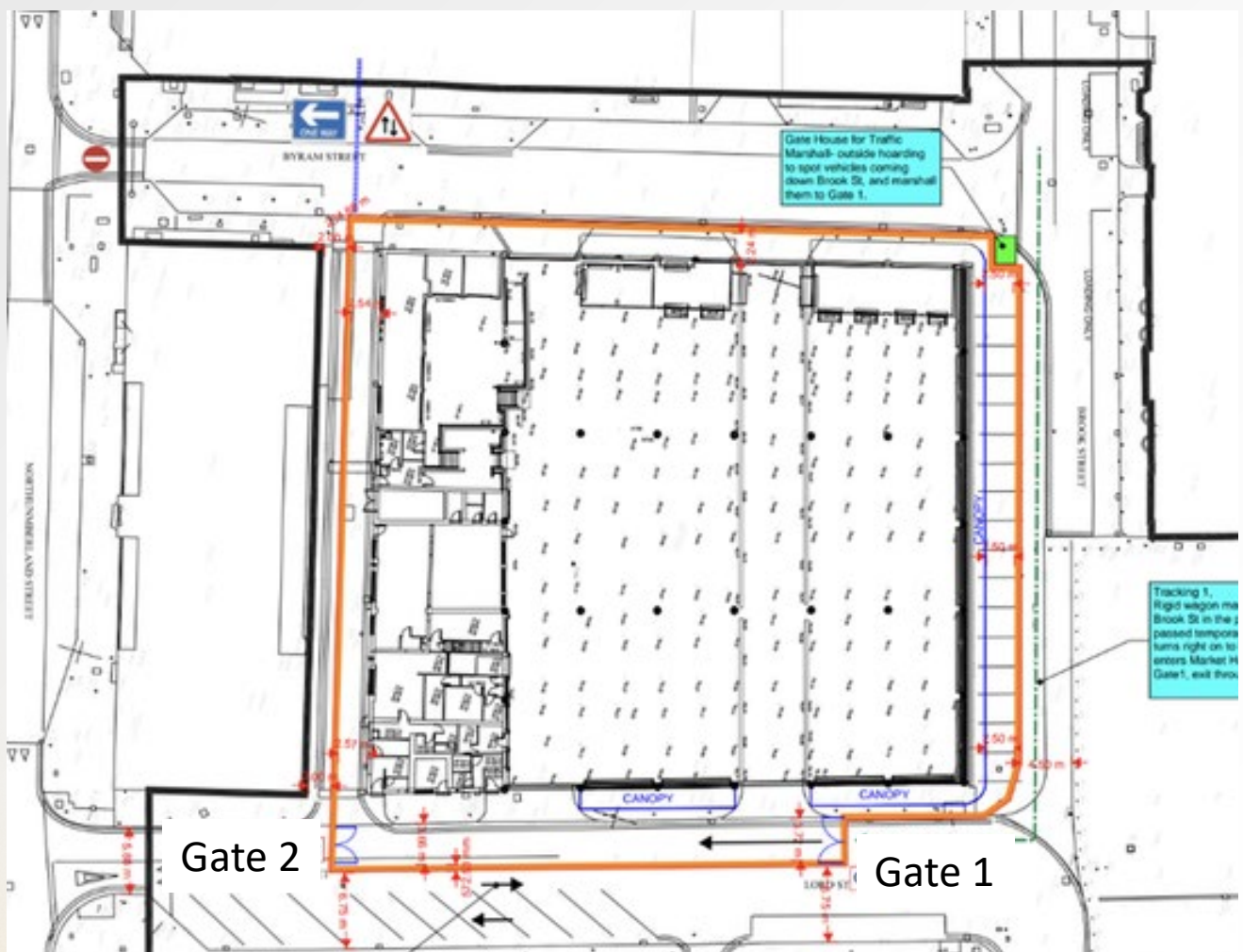
Routes away from site.



# DELIVERY MANAGEMENT

Due to the location of the site within the area of the markets where there is very high footfall on market days, Priority has been given to protecting the public. A key factor in managing the works will be the interface with members of the public.

Deliveries for the project will be prearranged and booked via M-Site with WDC, on arrival at the top of Brook Street, all vehicles will stop and report to the Gatehouse at the Top end of Brook Street where a full time Vehicle Marshall will be posted. (green on the below mark up) and will. The trained traffic marshal will then escort deliveries in person down Brook Street to Gate 1, at walking pace where the site gates will be opened and the vehicle lead inside and the gates then closed. On exit the vehicle will leave site in forward gear through Gate 2, negating the need to reverse/ turn.



## DELIVERIES & UNLOADING OF MATERIALS

WDC implement a booking in system across all sites for site deliveries with agreed timeslots for deliveries confirmed in advance to ensure all deliveries are accommodated. This is communicated through daily site co-ordination meetings with the key site operational management team which also assists with the management and co-ordination of on-site logistics.

This procedure will facilitate :

- Planned and coordinated Deliveries.
- Deliveries to the correct Gate No.
- Prevention of double-booking
- Proactive traffic management
- Management of zones for off -loading
- Efficiency of waste material removal

The gateperson/ traffic marshal will manage a delivery schedule for each day and only one delivery slot will be booked at any one time, so that they can utilise the site vehicle route in Gate 1 and out of Gate 2.

Inside of the site we will maintain a parking bay which will serve as a holding area on site for any vehicles that arrive before or after their allocated delivery slot. The agreed delivery schedules will be issued to the WDC gate person/ traffic marshal, who will monitor / manage the physical deliveries and communicate with the Site Management Team. Our supply chain partners will be encouraged to deliver outside of peak traffic times to assist with an efficient vehicle management process and reduce any impact on the local businesses. We will adopt a “just in time” delivery strategy with our supply chain partners to minimise any storage on site and traffic congestion.

All site activities, deliveries and offloading of materials will be contained within the confines of the site boundary as detailed on our logistics plan. The compound will be utilised as a welfare and site office facility only and will not be utilised for the carrying out of site activities, storage, or deliveries. Welfare cabins and offices will be located within the compound with designated parking for a small number of people.

## DELIVERIES & UNLOADING OF MATERIALS CONT.

Activities which will occur beyond the confines of the site boundary include:

- New Surface Water Drainage Connection
- New Foul Water Drainage Connection
- Diversion and new connections

All of the above will be carried out under the required TTRO and licenses required from Kirklees Highways and will liaise with the relevant Highways personnel prior to delivering our Traffic Management proposal.

## ERECTION AND MAINTENANCE OF SECURITY HOARDING

Prior to commencement of any works hoardings will be erected to the full perimeter of the site in accordance with the logistics plan. WDC will ensure that the hoardings are inspected daily and maintained for the duration of the Works.

All areas of the construction site will be clearly marked & kept secure at all times from members of the public and/or non-construction vehicles. All construction activities will be confined within the site except when completing external activities such as drainage connections to the public highway & incoming utilities works. These works will be fully segregated utilising Heras type fencing which will be kept secure at all times.

Temporary Heras type fencing will be utilised during initial weeks during the site establishment works. 2400 mm tall hoardings will be implemented in the permanent condition and installed in line with the design details which will be developed by our Temporary Works Designer and shall be specific to the ground conditions and site location.

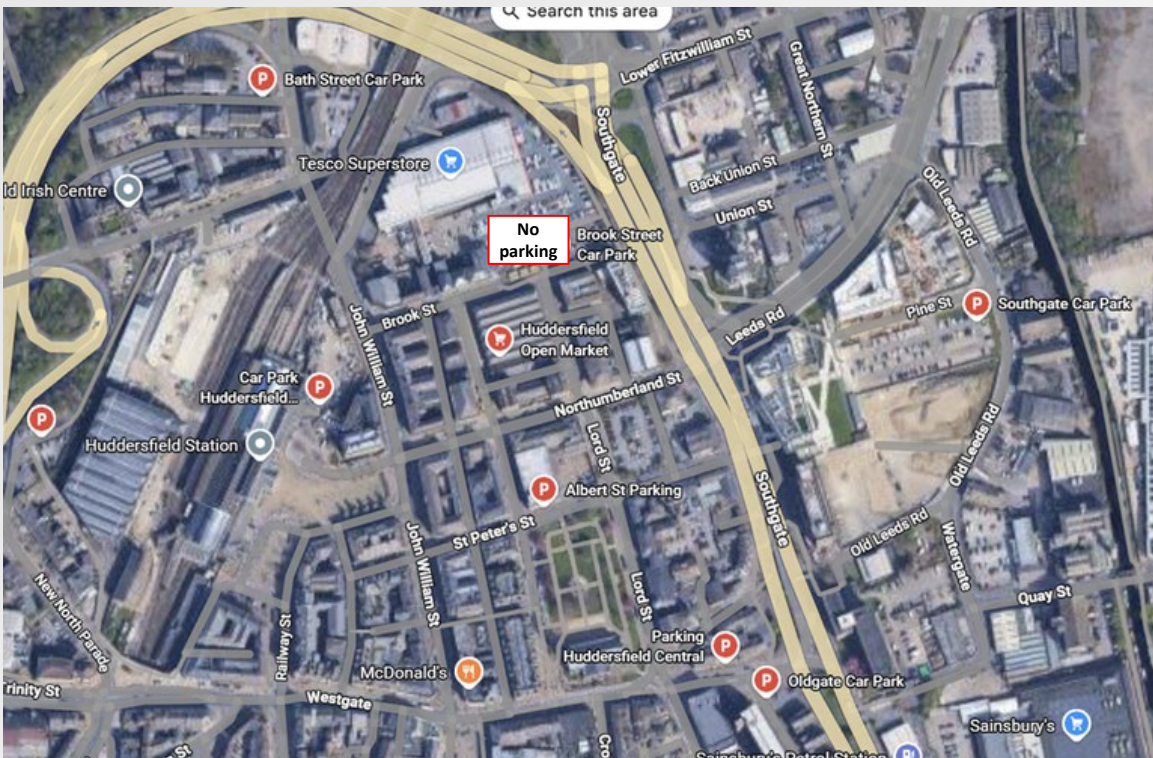
The hoardings will be erected and positioned as per the layout with setback splays implemented at all gates positioned to facilitate clear line of sight for all departing vehicles (traffic marshals will be present to escort all vehicles).

All hoardings will be visually inspected as part of site inspections and remedial works/repairs carried out as required to ensure the safety of all site operatives and public road users.

At this time we will also check to ensure that street lighting is not obscured by our hoardings and replace with additional lighting to meet the required lux.

# CONTRACTOR PARKING

The below extract highlights potential public parking facilities which WDC would look to utilise for the duration of the project for parking. The number of parking spaces available within the local surrounding public car parks is sufficient to accommodate the maximum number of operatives and vehicles anticipated at peak times.



As part of our carbon emission reduction strategy, we encourage cycle to work, using public transport and car/ van sharing. We will produce a public transport information map showing public transport route to the Huddersfield Market development which we will encourage our people and Supply Chain partners to utilise.

Local labour will be utilised to reduce travel omissions. Bus timetables and travel routes will be shown on the noticeboards and highlighted in site inductions. Furthermore, the provision of a cycle shelter for operatives further indicates our aim for promoting the cycle to work scheme.

## VEHICLES AND PARKING CONT

There is sufficient parking available in the surrounding area for the anticipated workforce and visitors to site. As noted above, at peak programme periods, we estimate approximately 80 personnel will be working on site. There are multiple nearby available carparks that can be utilised. As part of the WDC Induction, we will encourage car / van share, use of public transport and cycle to work as facilities which will be available in the site compound. The proposed site offices and welfare compound will include parking for the project team and office users only, therefore vehicle activity to and from the compound will be limited.

WDC will look to agree access to the parking facilities in the surrounding areas for our Supply chain partners to ensure they are made aware and utilise the designated parking facilities. This information will be included within the subcontractor's orders, it will form part of the pre-contract meeting and will be included within the WDC Site induction.

# WASTE MANAGEMENT



Willmott Dixon procedure for managing waste is via a risk management system “MiRisk” which is in line with best practice identified in the (now revoked) Site Waste Management Plan Regulations 2008.

This system includes a waste prediction tool that identifies expected waste streams and volumes, highlights reuse/ recycling options and forms the basis for our project waste target which is set and monitored throughout the project.

Our SWMP has a section in which planning and operational phase actions risk levels are assessed with actions assigned to the team and closed out. A Duty of Care schedule is held on site and our supply chain are required to provide us with waste carrier and destination info which is checked via the EA Public Registers website prior to any waste being allowed to leave site. Regular audits from our Environmental Manager ensure that these procedures are being followed in full and further ensure that the waste hierarchy has been fulfilled throughout. All waste transfer notes and consignment notes are stored in line with legal requirements.

Skips for site waste will be segregated for different waste streams where space allows, and covered skips will be utilised for lightweight waste to mitigate risk of waste debris being an issue during windy weather.

Waste will be removed from site using various methods including: standard builders skips, 8 wheel lorries, caged vehicles as well as 100ltr bins. The vehicles collecting waste will also be booked into our delivery management system and follow the same procedures as deliveries to site.



## WASTE REMOVAL

WDC will be responsible for the management of waste on the site. Adopting the principles of the waste management hierarchy will prioritise waste minimisation, re-use of materials and recycling over disposal to landfill. A Site Waste Management Plan (SWMP) will be completed to reduce the amount of waste produced during a project by setting out how materials, and any resulting waste, will be managed. The plan is a live document and will be updated during the construction process to record and confirm how materials are reused, recycled, or disposed.

Willmott Dixon Construction will employ a specialist waste recycling company to remove and recycle all waste generated. Their certification will be checked on the Environmental Agencies Public Register. Waste Transfer Notes are issued and signed by WDC and the waste carrier to comply with 'Duty of Care'. All non-hazardous non-recyclable waste will be disposed of at a registered tip approved by the Waste Regulation Authority. All hazardous materials and their containers are to be disposed of by using sealed lockable waste bins, removed from site in a safe and competent manner, as approved by the relevant Waste Regulation Authority and in accordance with current legislation.

No burning of waste will be permitted on or within the vicinity of the site. Willmott Dixon Construction's Site Manager will be responsible for ensuring that all waste is disposed of in a safe and competent manner using only approved, appropriate tips, and will retain all waste transfer documentation on site for audit purposes. Labour will be provided to maintain the general cleanliness of the site. Individual supply chain partners will be responsible for maintaining their own working areas and operations in a clean and safe condition.

### Council Waste Collection

During the enabling works, the parking area currently used for the bin collection service to turn around in will be accessible still. Once this space is reduced, there will be a traffic marshall available to assist with waste collections just like any other delivery.

## **SITE WORKING HOURS**

### **Delivery hours.**

In the main the majority of deliveries will arrive on site after 7.00 am in the morning. Because the roads into the site are blocked by the market stalls on most days other than Wednesday, we will require deliveries to and collection from the site ( e.g. waste ) to be made outside of usual site hours and market times..

Over the precon period, we have visited the site numerous times and are aware that historically vehicles delivering to the markets and commercial bin collections in the town commence from as early as 05.30 am setting a precedent and baseline for vehicle noise around the markets.

Workforce arrival – Operatives will arrive at our welfare facility on Brook Street from 06.45hrs). Operatives will enter the site to change and wait the shift starting. No vehicles will be permitted to run during this time.

Physical working hours - WDC normal site “working” hours for the contract will be Monday to Friday 7.00 am to 6.00 pm

### **Out of normal hours works**

The location of the site within the town centre and market area means that our works will need to be planned within the programme timescapes to prioritise minimizing disruption to the stall holders and market goers, consequently there will be a need for WDC to undertake works on the project outside of normal site working hours.

In particular, work to the highways to install HVM highways bollard will be planned when traffic in the town is low and there are no markets on.

There may also be the need for works that go into the night such as concrete finishing, but these works will also be communicated .

Saturday working may be required between 07.00 hrs 1600 hrs.

Whenever delivering or working outside of normal working hours, we will closely monitor noise levels at the site boundary and adjacent to neighbouring residential properties using sound level meter to ensure that baseline noise levels are not exceeded .

As Kirklees are the client team all works being undertaken outside of the permitted hours will be notified to Kirklees Council

# NOISE AND VIBRATION

Willmott Dixon Construction is mindful of the disruptive affect that excessively noisy & vibratory operations can have on the occupants of adjacent areas and properties . As such we will ensure all of our operations comply with all Section 61, current legislation, noise abatement orders, guidance notes and codes of practice as appropriate .

The type of plant to be utilised during the strip out and new drainage phase will typically consist of excavators, roller and dumpers. These are working inside of the markets but the structure is quite open.

Having assessed the nature of the works on the Market building, it is a refurbishment of the existing structure . Activities with potential to create noise are as follows:

- Demolition and soft strip of existing elements (breakers)
- Erection of scaffolding (steel tubes)
- Breaking out the slabs and paving to install new drainage ( compressors, excavators breakers)
- Pressure washing existing structure (Petrol pressure washer)
- Removal of glass.(breaking glass)

During the use of any mechanical machinery, noise, dust and vibration will be regularly monitored by the site team at the boundary of the site and controlled to mitigate impact on any surrounding roads, business and properties There are not any significant construction operations with this scheme that would cause excessive noise or vibration nuisance, The property is detached sitting on its own block, nevertheless, particular attention will be paid to the works close to the site boundary so as not to affect adjacent premises.

All plant and equipment brought to site will be regularly maintained to ensure the noise emissions are kept to a minimum and all operatives will be inducted before commencing works. This induction will include the control of noise, restrictions on plant idling and banking of deliveries to minimise reversing (Site layout allows for standard delivery vehicles to enter and leave the site in forward gear).

Were possible ,we will utilise specific cutting zones on site which will be enclosed internally with acoustic screens/barriers to prevent excessive noise transfer .

## NOISE AND VIBRATION ( CONT)

Notwithstanding the above, the following additional noise control procedures will be applied:-

- Where necessary noise levels will be monitored, and noise assessments carried out.
- Noisy plant and equipment will be located to provide minimum disturbance.
- Plant and equipment, wherever practicable, will be electrically powered.
- All plant and machinery will be fitted with efficient exhausts, silencers and mufflers and all subject to weekly inspections to ensure they are maintained in good condition.
- All compressors used on site shall have 'sound reduced' units fitted with acoustic linings or enclosures and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

# DUST



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It is foreseeable that works demolishing and stripping back existing elements will create dust, Potential dust generating cutting and grinding operations during construction works will be controlled locally via selection of tools and methods, dust extraction and damping down. This will help to mitigate any potential dust concerns that may impact existing buildings.

Where necessary during drier periods water bowsers will be utilised to damp down areas to prevent dust becoming airborne.

Where materials are removed the vehicles will either be covered before leaving the site.



## DEMOLITION & SOFT STRIP

-To ensure the safety and well-being of the public and neighbouring properties, our demolition strategy will adhere to the [IAQM Guidance on the Assessment of Dust from Demolition](#) and [British Standard 5228](#) for noise and vibration control. We will implement a "Best Practicable Means" (BPM) approach to minimise environmental impact.

Where materials are removed the wagons will either be covered before leaving the site or will be damped down immediately prior to leaving the site.



## FIRE PREVENTION

Willmott Dixon Construction will develop a Fire Prevention Plan for the project that will ensure that the possible outbreak of fire will be minimised and in the unlikely event of a fire will ensure the safe egress of all personnel, visitors and public. It would be our intention to have detailed discussions with the relevant Fire Officer in relations to their Fire Prevention Policy. Training in matters affecting the Fire Prevention Policy shall be given to all employees, and other affected parties, as required.

In formulating the Fire Prevention Policy, the following shall be taken into account.

- 1) Assessment of the fire risk during construction by a competent person
- 2) Appointment of a Site Fire Safety Co-ordinator .
- 3) Emergency procedures such as warnings, written procedures, clear access, signage, control and accountability of personnel.
- 4) Fire protections, which take account of construction materials, fire escape, adequate water supplies, and fire hydrants.
- 5) Portable fire extinguishers, adequate number and suitable type made available, located in conspicuous positions, serviced on regular basis.
- 6) Security of site against arson.
- 7) Siting of temporary buildings away from the main areas of construction .
- 8) Storage of flammable liquid and LPG suitable distance from the building in an appropriate enclosure clearly identified and signed.
- 9) Temporary electrical supplies must be installed in accordance with I.E.E Wiring regulations and Electricity at Work Regulations and be regularly inspected .
- 10) Hot work must be conducted on a "Permit to Work" system. Suitable fire extinguishers must be available at the point of work, which must cease one hour before the end of the working shift.
- 11) Clear signs directing site personnel and visitors to safe areas will be displayed.
- 12) Burning of rubbish on site will not be permitted .

The Fire Prevention Plan will be formulated prior to the commencement of any works on site and will be issued to all supply chain partners, the Client and other affected parties. The Fire Prevention Policy will be periodically appraised and updated as necessary to suit the changing phases of the works.

## TEMPORARY SERVICES & EQUIPMENT

Wherever possible, works will be carried out with battery powered tools and equipment. Battery charging stations will be provided within the cabin set up for the Supply chain to recharge the tool batteries.

The temporary site offices and welfare facilities will be provided with a 240-volt small power and lighting system. All temporary power and lighting systems will be installed and tested and maintained by a suitably qualified electrical contractor.



## **FIRST AID AND PERSONAL PROTECTIVE EQUIPMENT**

It is the policy of Willmott Dixon Construction to ensure that adequate arrangements are made for the provision of First Aid and that suitable emergency procedures are implemented at all work sites. A fully equipped first aid cabinet will be provided within the site office establishment and where necessary within each section of the works.

The required number of qualified 'First Aider's will be employed as part of the Project Team and will be available at all times when work is being carried out. The name(s) of the 'First Aider's and the location of the nearest Accident & Emergency Hospital will be clearly displayed adjacent to the first aid cabinets. The Site Manager will regularly check the first aid facilities for adequacy.

Willmott Dixon Construction will provide adequate, suitable protective clothing for their employees, and those with whom they have a contractual agreement to do so.

The Personal Protective Equipment Regulations 2002, as amended, require that an adequate assessment is made of the need for protective equipment, and it is the responsibility of the employing organisation to ensure that adequate supplies of protective equipment (including clothing) are available and issued as necessary to their employees. All such personal protective equipment must comply with the CE mark where applicable. It is the duty of the employing organisation to ensure that PPE provided is compatible with each other and that their employees are trained in the correct use and maintenance of the equipment provided. The employing organisation must also ensure that the PPE provided is properly used, with any loss, defect or misuse reported.

It is the policy of Willmott Dixon Construction that safety helmets, protective footwear, safety gloves, and high visibility vests are always worn by all personnel on site, and there can be no relaxation of this rule. This requirement also applies to all supply chain partners and any other visitors to site. Eye protection and other PPE will be used as part of the safe system of works agreed with each supply chain partner.



## SECURITY

A distinct feature of the project is that the site and the offices are split apart therefore each have their own access.

**Site welfare and offices** Located at the bottom of Brook Street the site will be surrounded by a secure Block and mesh Plastic Go hoard system 2.4M high to deter climbing with mesh secure vehicle and pedestrian gates. The vehicle access will be secured on a heavy duty padlock and only opened when a vehicle is entering, this will be controlled by a member of WD staff or the gateman. Pedestrian access into this area will be secured by a biometric turnstile entry for authorised persons only. Visitors to the site will report to the turnstile and request entry via an intercom.

**The main construction area** will be secured by a similar 2.4m high hoarding and will be controlled in a similar way with turnstiles and secure vehicle gates. All vehicles will have to present to the gate man situated at the top end of Brook Street and be escorted into the site.

During the days any person found on site without relevant authorization will be immediately escorted from the site. Willmott Dixon Construction reserves the right to request proof of identity from any visitor and to carry out random searches on any person or vehicle leaving the site.

Once the hoarding is completed we will risk assess the potential for intruders/arsonists as part of a fire and security risk assessment and take measures to deter unauthorised entry, for example areas where intruders can stand on bins or parking meters to gain access or walls adjacent to the site which are lower than our boundary, At vulnerable areas at the rear of the site eg Back Street we have arranged a TTRO to close off the narrow gap remaining. Alongside the Tesco boundary we will ensure suitable lighting to prevent dark corners that cannot easily be monitored. Where possible the splays at the corner of the site will be set at 45 degrees splay to provide improved visibility.

At the end of each working shift the Project Team will tour all working areas to ensure that all access points are secure, and all plant and machinery has been left in a disabled condition and that all small tools and equipment has been locked in the secure storage units. We will also adopt a biometric turnstile that those accessing the market will need to go through on entry and exit.



## SECURITY (CONT)

Out of hours the site will be secured and monitored by remote CCTV surveillance. Cameras located on the inside of the hoardings will monitor the full perimeter and will be triggered by PIR/Microwave sensor activation. Upon detecting an intruder inside the site, the remote monitoring centre can watch any camera that has been activated and engage in dialogue with the intruder over a 2-way comms channel. In the event that this does not provide the required deterrent, the monitoring station will have a mobile patrol visit site and failing that will request Police backup. This method is now tried and tested and works well in most instances.

Signage will be posted around the site with the security company details and registration as well as warning signs notifying people that CCTV is in use on the premises.

## SITE SECURITY LIGHTING

During operating hours - Lighting is essential to operating safe operations however we recognise that its control can affect the enjoyment of those living around the site.

Out of hours, there is no requirement to light the whole of the site and provide lighting throughout the building, therefore lighting will be reduced to a few inward-facing lights on the hoarding for the purposes of improving the CCTV images. We will however provide lighting around areas of the ground floor inside of the hoarding activated out of hours by PIR detection. These will consist of LED flood lighting to light the external areas only, e.g. the gates and main thoroughfares. It is likely that the site office will be lit externally and walkways around them.

Willmott Dixon operate certain specific controls in relation to temporary lighting and the following arrangements will apply to our site compound and the Market Hall.

The positioning of safety and task lighting will be controlled to ensure that it faces into the site as a priority.

In order to protect the environment and enjoyment of the properties bordering the site. Out of hours we will prioritise shutting off the lighting when not needed. Lighting will be installed with controls to restrict use within certain times and when day lighting levels are adequate.

Lighting may still be required at night-time, for safety and security reasons, but these will be restricted to emergency lighting within the market and our office and welfare facilities. This should still be kept to a minimum and the local HSE team should be consulted, especially with regards to emergency lighting. There may also be the need for lighting externally on the hoarding for safety purposes.

## ECOLOGY AND BIODIVERSITY

For this project, a Preliminary Ecological Appraisal (PEA) was undertaken (ref: 60613541) - please refer to this document the findings of which are summarised below.

The PEA was commissioned to identify whether there are known or potential ecological receptors (nature conservation designations, and protected and notable habitats and species) that may constrain or influence the design and implementation of the redevelopment of the site.

A desk study to collate existing records of protected sites and species, and a Phase 1 habitat survey was undertaken. The information gained from the desk study and Phase 1 habitat survey was used to determine the likely ecological value of the site, the potential for protected, notable and invasive species to be present and to direct any more specific survey work which would need to be carried out prior to the submission of a future planning application.

The Site comprises hard-standing and buildings. Two buildings within the Site have low bat roost suitability. Prior to demolition or works to these structures it was deemed necessary to undertake a dusk emergence or dawn re-entry survey to determine whether these buildings support roosting bats. This survey was required to be undertaken between May and August inclusive. If the presence of roosting bats be recorded, additional surveys would be required to determine species of bats and type of roost.

A Bat Emergence Survey was subsequently undertaken (Ref: 22853/AWe) which confirmed a negligible potential for roosting bats for the Market Hall and a low potential for the market offices (annexe building). The report went on to confirm that 'As bats have not been confirmed to be roosting at Huddersfield Open Market, a Bat Mitigation License from Natural England, is not required. Bats do not pose any constraint to the development of the market'.

The PEA also confirmed that the buildings may provide habitat for nesting birds, no dedicated surveys were required, however it was recommended that removal of this habitat should be undertaken outside of the period March to August inclusive when bird species are likely to be breeding. If this was not possible, the buildings should be checked for active nests by a suitably qualified ecologist/ornithologist no more than 24 hours prior to clearance. If active nests are found, they must be retained and remain undisturbed until an ecologist has confirmed that the young have fledged.

The documents will be reviewed regularly in line with the project developments to ensure compliance is maintained throughout the project.

## COMMUNICATION

WDC will aim to minimise disruption during construction operations, continually considering the potential impact that the works may have on the local residents and businesses. Mitigation measures will be put in place to ensure traffic movements to the surrounding area remain fluid and are not disrupted as a result of site activities. Such as:

- Pre-Planning & booking of site deliveries to ensure no standing site vehicles on the surrounding highways
- Fulltime site entry attendants / banksperson to ensure vehicles are escorted immediately to and from site and not on the adjacent roads.
- Advanced warning notices of temporary road closures and diversions.

WDC will look to maintain regular lines of communication with local stakeholders, nearby contractors, residents and businesses through letter drops where required and also a community notice board with regular updates on planned works including details of potential temporary disruption and progress updates related to the scheme.

In the event that disruptions occur despite mitigation efforts, the project team will take responsive actions to address concerns promptly. They will be receptive to feedback from the community. The team will prioritize safety during all construction activities and the safety of the surrounding area will be a top priority, with safety protocols strictly adhered to throughout the project.

Communications with the public will be via online newsletters and letter drops to be confirmed by client.

