

Construction Method Statement

for

Penistone St Johns school

Rev No: **01** Dated: **04.10.22**

Prepared by Richard Kirk Date 04.10.22

Managing Director

Approved by David Hirst-Nelson Date 04.10.22

Company Secretary

Internal Distribution	
The complete method statement shall be distributed to the following: Project Team, safety officer.	
External Distribution, BMBC, AHR, Penistone St Johns school	
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WCC in support of planning application condition discharge No	2022/0286

Subsequent revisions of this Method Statement will be distributed to all the above recipients.

Revision Record			
Rev	Date	Revision Details	Revised by
01	04.10.22	1 st draft – for comment	RK

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1.0 Project Information

1.1 Project Brief

Project Title:

Penistone St John the Baptist School car park

Site Office Address:

St John the Baptist C.E Primary School
High Street
Penistone
Nr Sheffield
S36 6BS

Site Office Telephone:

TBC – regional office Tel No.

Email:

TBC

Project Description:

The project is the creation of a new carparking area with external lighting, fencing and landscaping works at Penistone St John the Baptist school S36 6BS

Grid ref: SE 24444 02940

X(Easting) 424444 , Y(Northing) 402940

The proposed development will provide the following:

- A car parking area off street

The site can be accessed off the main part of High Street. The road way into site is still High Street but is not marked clearly

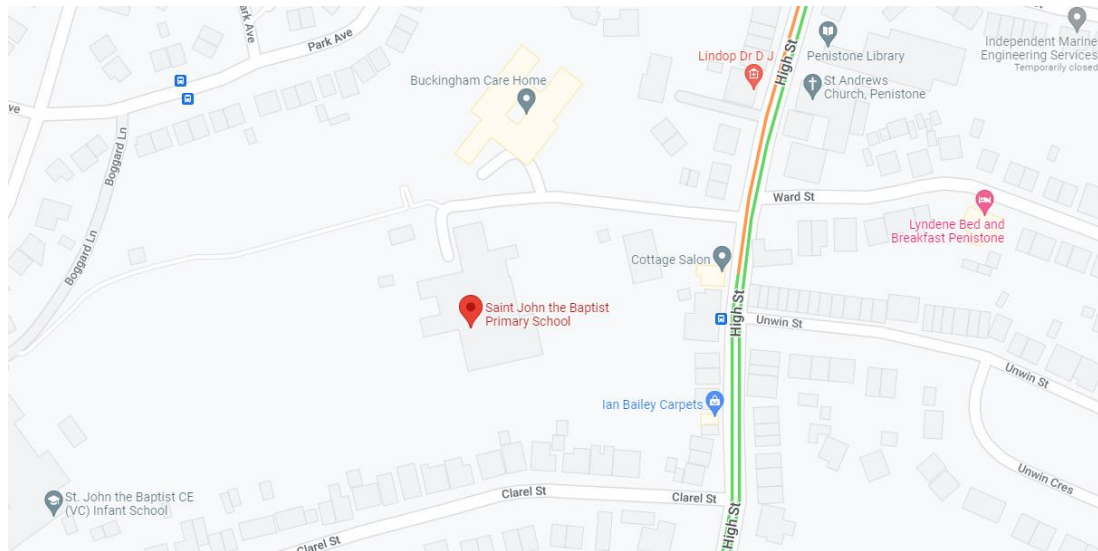
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HUGHIE CONSTRUCTION LIMITED



1.2 Contact Names

Involvement	Name	Address	Contact
Client (Employer)	St John the Baptist C.E Primary School	High Street Penistone Nr Sheffield S36 6BS	Tel: Mob: Fax: Email:
Contractor Administrator	Paul Dobson AHR Building Consultancy Ltd	Norwich Union House High Street Huddersfield HD1 2LF	Tel: 01484 537411 Mob: Fax: Email: paul.dobson@ahr.co.uk
Principal Designer	Stephen Bottom AHR Building Consultancy Ltd	Norwich Union House High Street Huddersfield HD1 2LF	Tel: 01484 537411 Mob: Fax: Email: Stephen.bottom@ahr.co.uk
Principal Contractor	Hughie Construction Ltd	Concession 7a, AESSEAL New York Stadium, New York Way, Rotherham, S60 1FJ	Tel: Mob: 07901 235886 Fax: Email: admin@hclimited.co.uk
Site Manager	Tim Pepper Hughie Construction	Concession 7a, AESSEAL New York Stadium, New York Way, Rotherham, S60 1FJ	Tel: Mob: 07957 489546 Fax: Email: tim.pepper@hclimited.co.uk
Quantity Surveyor	John Davey Hughie Construction	Concession 7a, AESSEAL New York Stadium, New York Way, Rotherham, S60 1FJ	Tel: Mob: 07568 570952 Fax: Email: john.davey@hclimited.co.uk
Quantity Surveyor	Claudia Martinez Hughie Construction	Concession 7a, AESSEAL New York Stadium, New York Way, Rotherham, S60 1FJ	Tel: Mob: 07586 556631 Fax: Email: Claudia.martinez@hclimited.co.uk

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Involvement	Name	Address	Contact
H&S Consultants	Tim Davey Pearson Holland	Project House, 581a Leeds Road, Outwood, Wakefield, WF1 2JL	Tel: Mob:01924 211211 Fax: Email: tim@pearsonholland.com
Local Authority	Barnsley MBC	PO Box 634 Barnsley S70 9GG	Tel: 01723 232344 Mob: Fax: Email:
HSE Office	Health and Safety Executive York	Health and Safety Executive Foundry House 3 Millsands Riverside Exchange Sheffield S3 8NH	Tel: 0300 003 1747 Mob: Fax: Email:
Environment Agency	Environment Agency	Lateral House, 8 City Walk, Holbeck, Leeds LS11 9AT	Tel: 0370 850 6506 Mob: Fax: Email: enquiries@environment-agency.gov.uk
Gas			Tel: 0800 111 999 (24 hour emergency line)
Electricity			Tel: dial 105 (24 hour emergency line)
Water			Tel: dial 0330 303 0368
Coal Mining Area	The Coal Authority		Tel: 0345 762 6848
Fire	Penistone Fire Station	Sheffield Road, Penistone Barnsley S36 6HN	Tel: 999 Tel: 0114 253 2505 Fax: Email:
Hospital	Barnsley Hospital	Gawber Road Barnsley S75 2EP	Tel: 999 Tel: 01226 730000 Fax: Email:
Police	Kendray Police Station	Rae House, 72 Cypress House, Kendray, Barnsley, S70 3LZ	Tel: 999 (Non Emergency) – 01226 736353 Mob: Fax: Non-Emergency Email:

1.3 Relevant Planning Conditions

This Construction Method Statement (CMS) has been specifically prepared to respond to decision notice 2022/0286:

1: The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2: The development hereby approved shall be carried out strictly in accordance with the plans (Nos: J17006/E/102 REV C, PEN-AHR-XX-ZZ-DR-A-90-001, PEN-AHR-XX-00-DR-A-90-002, PEN-AHR-XX-00-DR-A-90-003, D03 Rev B, D04, Lighting Columns Left Elevation, Front Elevation and Right Elevation, Landscaping Scheme 01, Design and Access Statement, Noise Assessment dated October 2018, Preliminary Ecological Report dated August 2022) and specifications as approved unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3: Prior to the commencement of development, a scheme for the provision towards green space in line with the standards set out in Policy GS1 shall be submitted to and approved in writing by the LPA. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details

Reason: In order to comply with Local Plan Policy GS1, Green Space.

4: Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

5: All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the car park or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1.

6: Upon commencement of development a Construction Environmental Management Plan (CEMP: Biodiversity) and Biodiversity Enhancement Management Plan (BEMP) shall be submitted and approved which should include the following recommendations set within section 5 the approved Preliminary Ecological Appraisal:

- Incorporation of native landscaping;
- Sympathetic lighting to allow continued use by foraging and commuting bats;
- Precautionary measures to be adopted during works for breeding birds
- Measures to prevent the spread of cotoneaster during works, a non-native shrub identified within the site; and,
- A check of trees assessed as having potential for roosting bats if proposals change and these are to be impacted by proposed works.

Reason: In accordance with policy BIO1 of the Local Plan.

7: The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure that satisfactory off-street parking/manoeuvring areas are provided, in the interests of highway safety and the free flow of traffic and in accordance with Local Plan Policy T4 New development and Transport Safety.

8: Sight lines, having the dimensions 2.4m x 43m, shall be safeguarded at the drive entrance/exit, such that there is no obstruction to visibility at a height exceeding 1m above the nearside channel level of the adjacent highway.

Reason: In the interests of highway safety in accordance with Policy T4 of the Local Plan.

9: Prior to the development being brought into use a draft Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall indicate measures that will be put in place to encourage travel by modes of transport other than the private car and allow for regular reporting and monitoring to be undertaken. Subsequently, within six months of the site becoming operational, a detailed travel plan shall be submitted to the Local Planning Authority and once approved shall be fully implemented.

Reason: In the interests of sustainable development and in accordance with Local Plan Policy T3.

10: No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:-

- The parking of vehicles of site operatives and visitors;
- Means of access for construction traffic;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety in accordance with Policy T4 of the Local Plan.

11: Any gates at the site entrance shall be set back at least 5m from the access road to allow a vehicle to wait clear of the access road whilst the gates are being opened/closed.

Reason: In the interests of highway safety in accordance with Policy T4 of the Local Plan.

12: Construction should maintain at least 1.2 metres to public sewer soffit for trafficked land and no construction works in the relevant area(s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken.

Reason: In the interest of public health and maintaining the public sewer network in accordance with Local Plan Policy UT2.

2.0 Construction Method Statement

2.1 Project specific arrangements

The location of the site raises some logistical challenges as it is adjacent to residential dwellings, public foot path, nursing home, community centre and an electrical sub-station. The immediate public highway access roads are shared with local residents a community centre, and a nursing home. There is a single access in and out of the site from the minor artery of High Street to the main artery. Because this is an existing site the following have been taken into consideration,

- Proximity of immediate residential neighbours backing onto or opposite the development along Main Street and Clarel Street.
- Proximity of immediate St Johns The Baptist School, Buckingham Care Home and the youth centre, working restrictions around drop off and pick uptimes on High Street
- Construction vehicle access from High Street, width of existing highways and observed on street parking.
- Proximity of commercial properties, shops and public houses, doctors' surgery further down high street into the village centre
- Proximity of Bus networks
- The project will be in two construction Phases. Phase 1 being the initial road in and hard standing for site facilities, Phase 2 to complete the carpark and associated works
- Protecting existing tree and hedgerows if and where applicable.
- Consideration of new incoming services connections e.g., electric, gas water, broadband. Particular care and consideration around the existing sub-station.
- Connections to existing top water drainage services in high street (if applicable)
- Site Security.
- Location of welfare and site entrances for both Phase 1 and 2. These will remain the same throughout the project
- Access to Care Homes, etc for blue light vehicles.

We've included construction traffic routing plan, a logistics plan and green travel plan in the appendices which gives a better understanding of how we have approached some of these challenges and what we have also assumed in preparing our outline construction programme and methodology.

The client will advise the (Health and Safety Executive) HSE of the project and submit a completed F10 notification.

We'll appoint a project sustainability person who has the authority to influence site activities and ensure that detrimental impacts to on site biodiversity and nuisance to neighbours are minimised. After contract award and before we start on site, we will continue liaison meetings with the local neighbours / stakeholders and issue a flyer if appropriate to update all parties about our plans, and on what to expect in the coming weeks when construction has started With this being a short duration contract we will take a view on the scope.

During the planning approval period and in advance of any works commencing Hughie will engage with the local highways, environmental health and tree protection officers to notify them of works commencing and ensure relevant traffic regulation orders, notices, control measures and check processes are in place. After the works planning & co-ordination stage meetings will continue to be held as required throughout the project with key stakeholders to ensure pre-commencement conditions are discharged and being adhered to. We may use social media and Site notice boards to communicate with the public at short notice. For example, during concrete pours when a steady flow of vehicles is expected over the course of the day or when works in the highway will take place for a potential drainage connection.

Subject to BMBC approval and after contract award our first operations on site will be to:

- Carry out dilapidation record surveys of the site approach roads, site boundaries and drainage services prior to any work taking place.
- Survey, mark with spray paint on the ground routes of all underground services within the site and it's immediate boundaries.
- Erect site-specific construction and way-finding signage on approach roads and route clearly defining the agreed route to site and we will also send out notification and directions to delivery / supplies indicating all requirements.
- resident access to their driveways will be maintained at all times.
- Access to Buckingham Nursing home to be maintained at all times
- Access to the sub-station to be maintained at all times
- Access to the school to be maintained at all times
- Access to Penistone Youth centre to be maintained at all times
- Erect tree and hedgerow protection fencing and signage (if required)
- Form construction access from High Street as indicated on plan to access the site
- Initially secure the site using a combination of solid hoardings and Heras type temporary fencing, this will be progressively replaced with permanent boundary fences and gates from the outset.
- Carry out bulk excavations and earth moving activities outside school drop off and pick up times
- Prepare the main site office compound where the site welfare will be located from the outset.
- Prepare the site car park area footprint ready for a tarmac covering as this will be the holding area for delivery vehicles and operative car parking.
- Prepare the main access roads and temporary access points to site
- Connect temporary utility services to supply welfare and site offices (Water, Communications, electric, drainage) (if and when required)
- Place site offices and operative welfare units
- Start constructing new permanent entrance High Street
- Start constructing the car park infra structure

Following completion of Phase 1 phase 2 will commence. The two phases may overlap.

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All transport leaving site will be monitored and controlled as not to leave site unless in a clean state, we may require a wheel control wash installed at periods of the project to assist with the control. This could be a wheelwash or local jet washing; all water and discharge will also be controlled as not to discharge on the public highway or sewer.

“Just in time” management will be adopted using a web-based delivery system with a “hold point” for deliveries within the development. Written into orders with our supply chain and material suppliers any company wanting to make a delivery to site will have to register and book an allocated date and time slot. Adopting this approach will let us pre-plan deliveries needing unloading by mobile cranes or forklifts, check deliveries off as they arrive and know who to contact when plans suddenly change i.e., call the driver if our lifting equipment breaks down. Knowing what is coming and when should enable us to minimise any backlog at our compound gates, our gateman and site managers will be notified of deliveries so pre-checks can be carried out to avoid traffic disruption and un-necessary maneuvers.

There is not space to introduce a one-way vehicle system with separate entry and exit gates, there is however space to set up a holding area for incoming vehicles off site, on site turning circles are not possible, vehicles will need to be reversed into site using a banksman. The secure vehicle gates will be set back from the public highway to avoid backlog.

When delivered to site materials and work equipment will be off loaded by crane or forklift and dependent on size, stored in containers and the compound adjacent to the area it is needed for. As the works progresses materials will move and stored where they are required.

Construction workers vehicles will be instructed not to park on surrounding streets and park within the construction site areas, so we have prioritised building the site parking area in phase 1. We will police compliance and use best endeavors to deal with non- compliance should it occur. Contractors will be encouraged to use bus services that are very frequent to the centre of Penistone.

2.2 Vehicular access to site

Deliveries vehicles to the Phase One and Two work site will approach from Penistone centre on High Street. There are a number of low bridges on various routes in, but this should not affect ourselves.

Delivery vehicles leaving site to all directions must exit in a forward gear, travelling onto High Street, then turning left onto High Street

Subcontractors and suppliers will have these directions written into their purchase orders.

A gateman will be present when required

Directional signs will be located on all approach roads to ensure that vehicles find their way to site the first time thus reducing congestion on the surrounding roads.

“Just in time” management will be adopted using a web-based delivery system with a “hold point” for deliveries within the development.

2.3 The parking of vehicles of site operatives and visitors

There is strictly no parking for vehicles on surrounding roads and streets. All parking will be within the construction site compound as indicated on the site layout.

This restriction will be written into subcontractor orders, clarified again during pre-start checks and reinforced during site safety and environmental inductions before contractors start their works on site.

2.4 Tree and hedgerow protection

If there are any tree works to be carried out it will be by a competent and qualified arborist to BS3998:2010 standards. If works take place during the bird breeding season, usually from March to September inclusive, trees and hedgerows will be checked for nesting birds. If any trees are to be removed this should be done outside the breeding season if possible or in the presence of a suitably qualified ecologist if it to be done during the breeding season.

Tree protection and tree route protection zones will be included in the induction and/or briefing sessions by the contractors to site personnel.

Heavy machinery and the storage of materials will be excluded from the crown and Root Protection Radius of all trees.

Where any new development / construction work is proposed within the RPA or canopy spread of a retained tree it must be constructed in such a way that damage of the tree root system or crown can be avoided.

Should new development require works within the RPA of any retained tree an Arboricultural Method Statement will be prepared to set out what steps are to be taken to protect the trees during the course of development.

2.5 Loading and unloading of plant and materials.

Plant and Materials will be unloaded either on site by hand, forklift or mobile crane as appropriate. Suitable fall arrest systems will be employed on site whenever a driver or operator must access their load. A forklift will be present on site to unload small materials and small plant as appropriate.

All sub-contract and material orders will have the logistics information attached and also a strict route to site which must be followed.

2.6 Storage of plant and materials used in construction the development

Areas for the storage of materials and plant will be available on site.

An area has been allocated adjacent to the site offices to hold vehicles on the site plan. Containers and skips will be located nearby the work areas to limit movements

Plant will be parked in a safe manner and de-mobilised during non-working hours and break times. Plant will be parked away from sensitive boundaries such as residents' properties which back onto the site.

2.7 Wheel washing facilities

A "wheel wash" arrangement will be provided when required, however, a gateman or labourer will wash the wheels of all vehicles using a pressure washer or other means before leaving site

Water control measures will be carried out at the site entrance to take away the wastewater and dirt that will be created during wheel washing.

As much hardcore as possible will be placed on the site compound to minimise the amount of dirt created and make it easier to clean site should any excess dirt be created during the construction process.

Road sweepers will be used for the site compound making sure these are kept clean. The frequency of the wheel wash road sweeper will suit the weather conditions and the activities taking place on site. A road sweeper will clean High Street when required.

2.8 Measures to control the emission of dust and dirt during construction

We'll appoint a responsible person who has the authority to influence site activities and ensure that detrimental impacts to neighbours are minimised.

We'll engage with the Local Authority's Environmental Health Officer before we start our works and keep them informed of all upcoming activities that may impact on the local residents.

Upon review with the Local Authority's Environmental Health Officer of the sensitive receptor location, our site activities and programme we'll agree an appropriate dust monitoring regime for the construction period if deemed appropriate

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A contact and complaints register will be set up, reviewed and improvements made where necessary to working practices. The responsible person will take action on receiving a complaint.

We'll display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.

We'll display the details of site contact

We'll carry out site inspections Increase the frequency of inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being

Carried out and during prolonged dry or windy weather conditions.

When reasonably practicable in dry windy conditions areas will be damped down regularly to prevent dust forming on site.

Any sawing or drilling works will only take place if water suppression systems or dust extracts are in place. Flexible plastic sheeting will be used to surround work activities where appropriate.

Any skips located on site will be in a position limiting dust and rubbish. Also have covers / sheeting to prevent dust and also any other materials escaping.

Storage of plant, material and machinery will be located away from sensitive receptors e.g., residential neighbours

2.9 Nuisance Prevention

We'll appoint a responsible person who has the authority to influence site activities and ensure that detrimental impacts to neighbours are minimised.

The following measures are to be implemented to reduce the nuisance to neighbours, and to ensure they have an appropriate amount of involvement with the project:

- Phase One car park construction vehicle access from High Street Outside of school drop off and pick up times.
- Phase Two of the car park construction vehicles will access from High Street outside of school drop off and pick up times

Special attention is to be given to keeping the access road to school and to Buckingham care home clear at all times for the emergency services.

- Upon discussion and agreement with local Environmental Health Officer site working hours, vehicle and plant movements within the construction site boundaries are proposed to be 07:00 to 18:00hrs Monday to Friday, and 08:00hrs to 13:00hrs on Saturday. Due to the nature of construction some work is envisaged to be carried outside these hours, when additional time or working days may be required or extra shifts on Sundays or Bank Holidays.
- A newsletter will be sent out before the start of the project, introducing the project team and giving a brief outline of the project, and thereafter at regular intervals. The newsletter will include the name and telephone number of a member of the project team
- The Local Authority's Environmental Health Officer will be kept informed of all upcoming activities that may impact on the local residents.
- A contact and complaints register will be set up, reviewed and improvements made where necessary to working practices. The Project Environmental Manager will take immediate action on receiving a complaint and respond to any complainant by the end of the next working day.
- All plant and machinery will be switched off when not in use.
- There will be no bonfires on site.

2.10 Materials management further information

2.10.1 Materials Management

The following materials management measures will be employed:

- All hazardous materials will be kept within a locked storage area and access to these materials will be restricted to those who have viewed the COSHH assessment for the particular material.
- Other materials are to be stored in designated storage areas as agreed with the Site Management.
- Materials are to be stored correctly so as to prevent damage and subsequent waste.
- All timber products are to be from a Chain of Custody source, certified by the Forest Stewardship Council (FSC) or Programme for the Endorsement of Forest Certification Schemes (PEFC), to ensure legality and sustainability.
- Plastic reusable pallets will be used on site if practicable and affordable for the job.
- Materials will be managed to ensure offcuts are used within the building process if practicable.
- Materials take back schemes will be utilised should there be over ordering of any products to avoid waste.
- Materials to be pre-cut where possible to decrease the margin for error on site.
- Prefabricated components to be procured where practical.

2.10.2 Oil, Fuel and Liquid Chemical Storage

The storage of all Hughie Construction and Subcontractor oil containers with a capacity of 200ltrs or more will comply with the requirements of the Control of Pollution (Oil Storage) regulations as follows:

- Oil drums are to be stored on proprietary secondary containment systems that will contain 110% of the contents of the largest container, or 25% of the total, whichever is greater. These are to be protected so as to minimise the ingress of rainwater and secured against unauthorised discharge.
- All bulk storage tanks are to be integrally bunded proprietary tanks. The tanks are to be located within the compound area of the site, away from general traffic movements and surface water drains, and secured against unauthorised discharge.

- All personnel are to make themselves aware of the Site Incidence Response Plan (SIRP) which will be attached to all storage containers. The Site Manager is to be notified of all spillages, however minor.
- A spill kit will be available on site, at the location detailed on the SIRP.
- Oils and other chemicals, in containers with a capacity of less than 200ltrs, will be stored within a locked store on drip trays. Again, only authorised personnel will be issued with a key to this store.

The location of Subcontractors' oil storage areas and procedures must be agreed with Site Management prior to any deliveries. No storage will be permitted within 10m of the surface water drains on site or retained trees and hedgerows. An Oil Storage Checklist is to be completed for all oil storage locations.

2.10.3 Water Pollution Prevention Measures

The following measures are to be put in place to ensure there are no pollution incidents:

- Oil and liquid chemicals are to be stored and handled as described in 3.4.5.
- A Site Incident Response Plan will be produced where quantities exceed 200ltrs.
- All static plant must have drip trays. Drip trays are to be placed under mobile plant when parked up at the end of the shift. All leaks are to be reported for immediate action.
- An impervious concrete wash out area is to be constructed at the exit to the site. This is the only area where concrete wagons are permitted to wash out. The resulting wastewater will be allowed to evaporate.
- Ground stabilisation and early installation of tarmac surfaces will be utilised to limit run off.

2.10.4 Emergency Procedures

A Site Incident Response Plan is to be displayed at all storage locations where 200 litres or more of a possibly polluting substance is to be stored.

2.11 Demolition works (this section has been left in although the works is not strictly demolition)

The Local Authority's Environmental Health Officer will be kept informed of all upcoming activities that may impact on the local residents.

We'll appoint a responsible person who has the authority to influence demolition activities and ensure that detrimental impacts to neighbours are minimised.

A contact and complaints register will be set up, reviewed and improvements made where necessary to working practices. The responsible person will take immediate action on receiving a complaint and respond to any complainant by the end of the next working day.

Our first operations on site will be to:

- Secure the site
- Place tree and hedgerow protection if required
- Establish welfare and offices
- Disconnect Existing services
- Carry out site strip
- Carry out soft strip of existing buildings.
- Following discussion with EHO install boundary air quality confidence monitoring stations if required
- Prepare excavation method statement and agree sequence and control measures.
- Process waste streams and remove from site.
- Prepare ground and formation for new carpark

2.12 Remediation of contaminated land if discovered

The Geotechnical and Contaminated Land Assessment Version 2.0 dated June 2017 established that the site does not have a history of contaminative usage.

During ground works, drainage and landscaping activities site management and contractors will be instructed to remain vigilant and if contamination is found works will cease in the area discovered. No further works in the work area will be carried out until a remediation scheme is put in place and agreed with County Planning