WILLMOTT DIXON
SINCE 1852

Construction Environmental Management Plan

Beaumont School

Document Number – SRP1123-WDC-XX-XX-T-X-0715

Construction Environmental Management Plan

Contents Page

01 Introduction

This Construction Environmental Management Plan (CEMP) has been developed for Beaumont School and will be subject to further development in response to changing constraints, methodologies, and variations.

This plan sets out Willmott Dixon Construction's proposed measures to ensure the safe execution of the works with the minimum impact on the environment, ecology, and nearby receptors.

The CEMP sets out the methods and procedures that will be adopted with consideration to minimise the impact of the development on the local community and residents, businesses, the public and environment. It will address the potential environmental impact of the demolition and the methods to mitigate the specific environmental disturbances such as noise, vibration, dust, and plant emissions. It also details the community consultation, engagement and local liaison that will be undertaken throughout the duration of the works.

The overall objectives of this Outline CEMP are to:

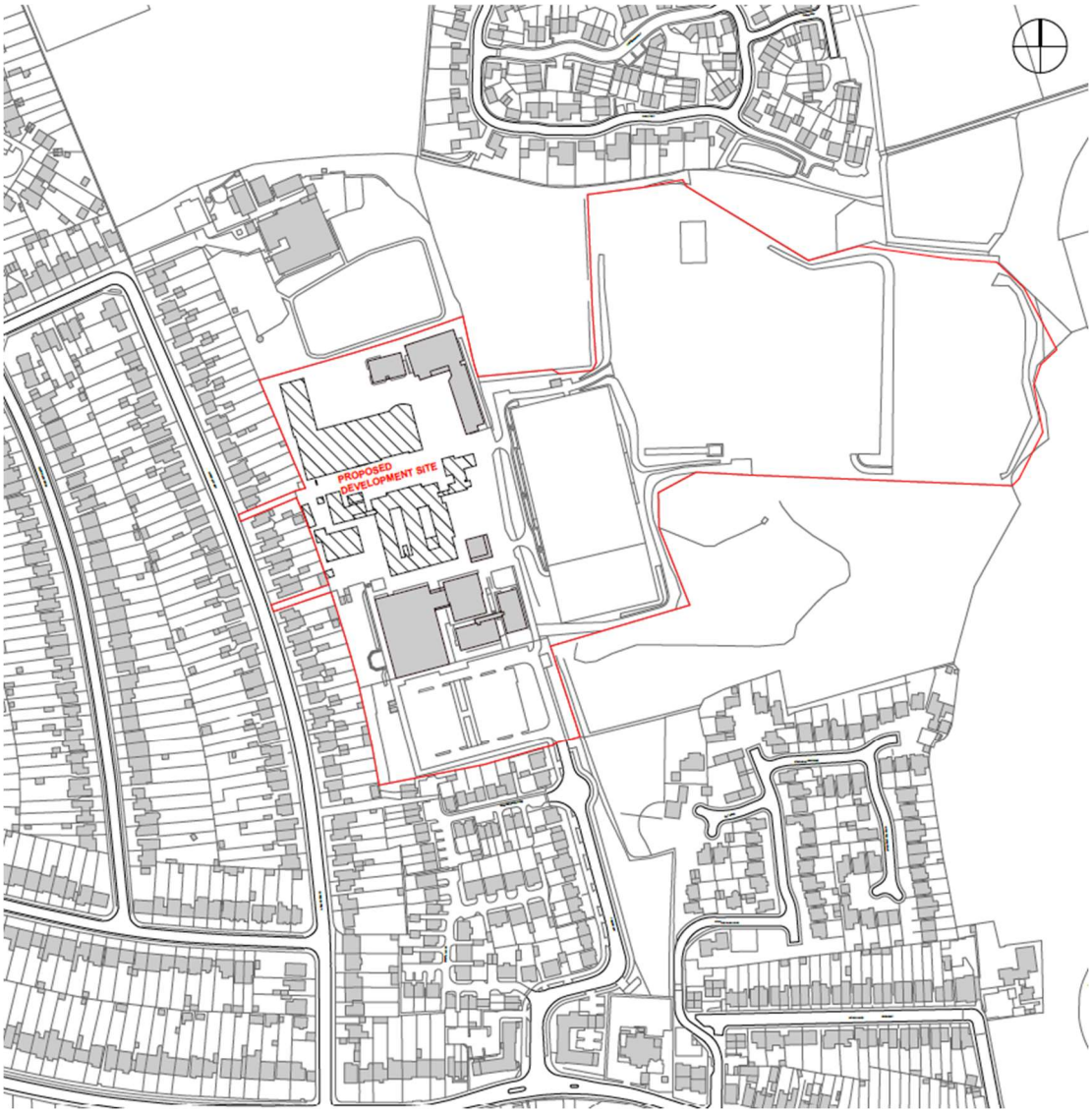
- *Optimise the efficient delivery and collection of goods and materials to site.*
- *Improve adherence to the construction program by minimising delay created by poor logistics management.*
- *Lower the emissions caused by our Supply Chain Partners vehicles.*
- *Enhance safety by improving both vehicle and road user safety.*
- *Reduce congestion by reducing the overall number of trips required, especially during peak time periods*.
- *Measure to control the emission of dust, vibration, noise, odour and light pollution during demolition and construction*.
- *Measures of safeguarding pf protected species and ecology*
- *Protect resources including soil and water.*
- *Promote sustainable procurement.*
- *Reduce energy use.*
- *Reduce impact from our activities to neighbouring receptors.*

Construction Environmental Management Plan

1.1Project Overview

This Demolition method statement has been written as part of the planning application. The project entails the construction of a temporary school block to allow for the demolition of existing teaching block EFAB and the construction of a new two-storey teaching block at Beaumont School.

Location Map



The Projects intent is to replace outdated facilities.

Construction Environmental Management Plan

2.0 Programme Milestone

KEY MILESTONE DATES	
Start on Site	June 2026
Construct temporary school building	June – Dec 2026
Asbestos removal	Feb - March 2027
Demolition	March – July 2027
Construct New Block	July 2027 – Aug 2028

3.0 Site Logistics & Deliveries

3.1 Site Accommodation & Welfare Facilities

Our site accommodation & welfare units will be initially sited in the extended school carpark for the construction of temporary school building and will later be moved within the school once drainage has been completed. This will include the provision of main contractor offices, toilets, drying room, canteen and storage units.

Pedestrian access to the site and its facilities will be controlled via a biometric turnstile system, with a safe segregated route from the compound to the site.

Vehicle access to the site will be via vehicles gates located on the school access road that runs from Austen Way.

It is our intention that all welfare facilities will be connected to the mains electric, water & drainage to minimise vehicle movements, noise and odours.

3.2 Site Access & Security for the school, residents, and operatives

At all times traffic will be controlled by trained banksmen who will be based at the vehicle access gate. Pedestrian access into site will be through a biometric turnstile located by gates on the school secure line.

Unloading/loading of vehicles will take place within the site boundary.

A traffic management plan will be circulated to all parties (including suppliers) and updated as the site progresses. The vehicle and pedestrian routes will have clear signage and be always segregated.

Emergency access to School will be provided at all times with an FB lock on the site entrance gate.

We will develop a security plan for the development and as a minimum; it will cover and allow for the following:

- Perimeter site security using CCTV cameras which will be 24 hours monitored off site.
- Adequate lighting will be fitted to the hoarding.
- Accommodation and welfare facilities
- Materials storage and management
- Protection of completed works
- Protection of the site outside of normal hours
- Site rules and procedures
- Emergency call out numbers

The gateman will also maintain the site entrance/exit so it will always be kept clean and tidy and control pedestrians crossing the sites vehicle access routes. Presentation of the site is of paramount importance to Willmott Dixon and daily checks will be made to ensure that dirt, dust, weeds, graffiti etc. are removed from site perimeters and the surrounding estate daily.

3.3 Access Arrangements for Vehicles

Delivery vehicles will not be permitted during school drop off and pick up times to maintain safe access and egress to the school for pupils and staff.

All vehicles will enter the site via the main vehicle access entrance feeding from Austen Way. All personnel responsible for delivering material to the site and/or transporting material away from the site will be advised in writing of the proposed / agreed vehicular access times and advised that failure to comply with the agreed times (other than in exceptional circumstances), will result in appropriate action being taken against the driver and his employer.

The site team will liaise with St Albans City and District Council throughout the construction process and if, for any reason, the Council considers it necessary to modify the currently proposed access arrangements; WDC will work with the Council to ensure that all parties are satisfied.

3.4 Vehicle Delivery Requirements

All deliveries will be made to site from Austen Way.

The traffic management plan will require all delivery drivers to contact the gateman/banksman before they approach site and to ensure that they are clear to proceed to site. Deliveries will be staggered so that, other than in unforeseen circumstances, drivers will be able to proceed directly to the site without the need to wait. All deliveries to the site are booked 24 hrs in advance.

Where any vehicle is waiting to be unloaded, it is to remain stationary with the engine switched off. Deliveries will take into account school hours, therefore during term time the following delivery strategy will be aligned with the school day.

- Monday–Thursday: 8:30 AM – 3:25 PM
- Friday: 8:30 AM – 2:40 PM

Therefore, no deliveries will take place between following times

- Monday – Friday: 8:00 AM – 8:45 AM
- Monday – Thursday: 3:00 PM – 3:45 PM
- Friday 2:15 PM – 3:00 PM

The gatemen will be available from 07:30 onwards to deal with any drivers that ignore the restrictions discussed above.

The number of movements onto and off the public highway will vary depending on the nature of the activity. In this regard, it is anticipated that there may be circa 3-4 vehicle movements each way per hour during peak construction activity. However, there will be significantly fewer vehicle movements per hour for the majority of the construction process.

3.5 Hours of Operation

Construction activities will be stipulated as part of a planning consent, between Mondays to Fridays 07:30 and 18.00 hours, and 08.00 to 13.00 hours on Saturdays, with no working activities on Sundays during any period. In the event of work being required out with these hours, e.g. abnormal load deliveries, commissioning works or emergency mitigation works, the Local Planning Authority will be notified prior to these works taking place, wherever possible and out of hours work application will be used in advance.

The construction site will operate between:

- Monday – Friday 07:30 – 18:00
- Saturday 08:00 – 13:00
- No Out of Hours, Sunday or Bank Holiday working (unless approved by the Council).

3.6 Vehicle Arrival and Loading Arrangements

Vehicle arrival timings will be staggered to reduce unnecessary congestion within the site and the need for vehicles to wait.

Banksmen will supervise all arrivals and departures of vehicles. All vehicles leaving the site will have their wheels cleaned as required to ensure that no deposits are left on the road and in extreme cases when there is a large volume of vehicles exiting the site and weather conditions prevail a road brush will be deployed. All vehicles leaving site will have their loads suitably sheeted and secured. All vehicles will also comply with any low emission zones.

3.7 Parking Strategy

Information relating to parking and public transport will form part of the site induction pack so every construction operative is clear on the restrictions and limitations relating to parking, and where parking can be found in the local area.

We shall encourage employment of local labour to limit the number of supply chain partner vehicles on site and shall also encourage shared driving and the use of public transport.

We do not envisage any major disruption during the construction works to surrounding properties and businesses, although the Construction Manager will make himself known to the local resident via newsletter drops, so that there can be a clear line of communication while the project is on-going.

3.8 Pedestrian and Cyclist Safety

Construction traffic poses a potential risk to pedestrians and cyclist's safety, particularly when entering and exiting the site. Vulnerable road users' will be carefully managed using a banksman during all periods of operation at the site that will supervise and escort all arrivals and departures of construction traffic. All operatives will be trained in this role and have a full understanding of the potential risks. We will also ensure that the gatemen are prepared to speak to the general public and have an approachable manor to ensure our commitment to the Considerate Constructors Scheme is reinforced.

All our supply chain partners will fully comply with CLOCS and FORS. Willmott Dixon will record all vehicle movements to ensure that all the fleet arriving on site is complying with CLOCS and they have a silver certificate for the FORS as a minimum.

3.9. Hoarding

All works will be within the existing secure school boundary. Fencing will be erected around the perimeter of our working area to protect staff and pupils from site dangers and the site from vandalism and theft.

Our boundary fencing will be

- Heras fencing with sway braces – minimum 2 weight blocks per foot
- Defender weighted weld mesh fence
- Metal blockade fencing 2.4m high supported with scaffold tubes in the ground
- Utilising the existing school weld mesh fencing sheeted with mona flex.
- The provisions of the Health and Safety at Work Act 1974 will be followed in all cases.

Adequate security will be exercised to prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion. Provision of alarms may follow subject to a risk assessment.

Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc. Appropriate sight lines, visibility splays/mirrors and viewing windows will be maintained to ensure safety of both vehicles and pedestrians.

3.10 Site Logistics Plan

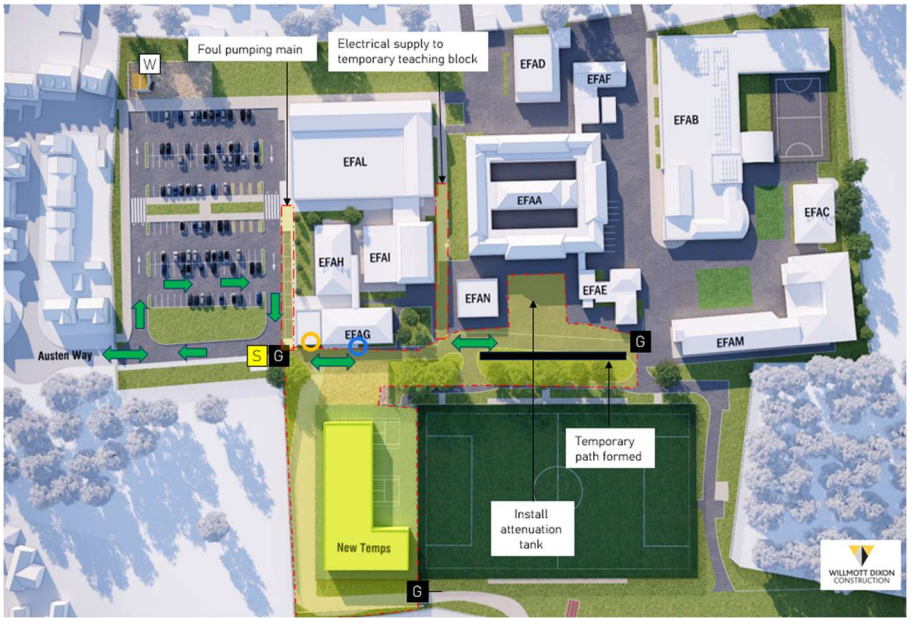
Beaumont School
1 June 2026 – July 2026
Temporary teaching block installation

- Construction area with solid hoarding/fencing
- G Gates
- S Security/Gate person
- W Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only

Construction Environmental Management Plan

Beaumont School
July 2026 – August 2026
Temporary teaching block
installation & services connections

- Construction area with solid hoarding/fencing
- G Gates
- S Security/Gate person
- W Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only



Beaumont School
Sept 2026 - Jan 2027
Temporary teaching block
installation

- Construction area with solid hoarding/fencing
- G Gates
- S Security/Gate person
- W Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only

Construction Environmental Management Plan

Beaumont School
Jan 2027 – April 2027
Demolition of EFAB

- Construction area with solid hoarding/fencing
- G — Gates
- S — Security/Gate person
- W — Site welfare/office and compound
- Access to plant room controlled with a permit to work
- Construction vehicular access
- School Emergency egress only
- CP — Controlled crossing point

4.0 Environmental Mitigation/Construction Control Measures

4.1 Noise Control

Regulatory Overview

The principal legislative controls on noise which includes vibration are contained within the Control of Pollution Act 1974. In addition, statutory nuisance provisions contained within the Environmental Protection Act 1990

Section 72 of the Control of Pollution Act 1974 requires that 'Best Practicable Means' (BPM) is always employed when controlling noise and vibration on construction sites. This means that the measures must be taken to control environmental impacts and the recommendations and good practice that is outlined in British Standard 52281&2:2009+2014 Code of practice for noise and vibration control on construction and open sites shall be followed It is the responsibility of the Principal Contractor that all activities adhere to current codes of practice and environmental law.

Detailed Provisions

The project will apply for prior consent under Section 61 application of the Control of Pollution Act 1974 to St Albans City Council.

With the nature of some of works there may be a requirement for monitoring on the project. If noise levels were exceeded, then current activities will be halted immediately, and the operations will be reviewed to ensure the noise levels are decreased before works continue.

Vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, will be maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions.

On site where environmental disturbance may arise, compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which must be kept closed whenever the machines are in use, and pneumatic percussive tools must be fitted with shrouding or silencers of the type recommended by the manufacturers.

Equipment that breaks concrete by munching or similar, rather than by percussion, shall be used as far as is practicable.

Noisy plant or equipment will be sited as far away as is practicable from noise sensitive buildings. The use of barriers, e.g., site huts, acoustic sheds, or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable.

Care shall be taken when loading or unloading vehicles or dismantling scaffolding or moving materials, etc. to reduce impact noise.

Should a need ever arise to work past the specified site operating hours due to unforeseen circumstances, Willmott Dixon will inform the council immediately and the surrounding community by form of a letter drop.

Scaffold will be monoflexed and/or debris netting to all levels and all elevations.

General

All contractors working on the site will apply Best Practical Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA) 1974.

All staff will be inducted and briefed on their responsibilities to the application of noise control and use of BPM to minimise noise and vibration impacts.

All supply chain partners will provide full risk assessments and method statements.

Construction pours will be of a size small enough to enable the pour to be completed during normal working hours.

4.2 Vibration

General

We shall ensure that measures are taken to: -

- Protect the residents, users of buildings close by and passers-by from nuisance or harm and
- Protect buildings from physical damage.

Construction activities will be carried out in such a way that vibrations arising will not cause significant damage to adjacent structures.

4.3 Dust & Air Quality

Regulatory Overview

The main regulatory controls over dust are the 'statutory nuisance' provisions contained in the Environmental Protection Act 1990. Dust can give rise to a statutory nuisance if it is 'prejudicial to health or a nuisance'.

Smoke, for example from burning waste on site, can also result in a statutory nuisance and is also controlled by the Clean Air Act 1993.

Dust - General

Dust is defined as particles up to 75 μm in diameter and is produced through the action of crushing and abrasive forces on materials. A wide range of activities, including traffic movement, construction/demolition, mineral workings, and general industry, generate nuisance dust.

Large dust particles can cause eye, nose, and throat irritation, whilst the smaller fraction of particles with an aerodynamic diameter of 10 μm or less (PM10 or PM2.5) is more of a health concern as the particles can enter the lungs causing breathing and respiratory problems.

Detailed Provisions

With the nature of the works there would be a requirement for some monitoring on the project. If dust levels were exceeded, then current activities will be halted immediately, and the operations will be reviewed to ensure the dust levels are decreased before works continue.

Mitigation of Potential Dust Nuisance

Site Management

- Develop and implement a stakeholder communications plan that includes community engagement before work.
- Develop a dust management plan.
- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust.
- Display the head or regional office contact information.
- Record and respond to all dust and air quality pollutant emissions complaints.
- Make complaints log available to the local authority when asked.
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results and inspect log available to the local authority when asked.
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust (sic) are being carried out, and during prolonged dry or windy conditions.

- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the logbook.

Preparing and maintaining the site

- Plan site layout: machinery and dust causing activities should be located away from receptors.
- Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
- Fully enclosure site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials from site as soon as possible.
- Cover, seed, or fence stockpiles to prevent wind whipping.

Operating vehicle/machinery and sustainable travel

- Ensure all non-road mobile machinery (NRMM) comply with the standards set.
- Ensure all vehicles switch off engines when stationary – no idling vehicles Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment.
- where possible.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and
- car-sharing).

Operations

- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
- Use enclosed chutes, conveyors, and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste management

- Reuse and recycle waste to reduce dust from waste materials.
- Avoid bonfires and burning of waste materials.

Low risk measures specific to demolition

- Ensure effective water suppression is used during demolition operations.
- Avoid explosive blasting, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material before demolition.

Continuous visual assessment of the site will be undertaken, and a complaints log maintained to determine the origin of a particular dust nuisance. Keeping an accurate and up to date complaints log will isolate site activities to a nuisance dust episode and help prevent it from reoccurring in the future.

Dust Movement

For a dust nuisance to arise, the following factors must be present:

- Finely divided, dry material is present on site as a dust source.
- Wind blowing from the site to the receptor.
- Wind speed sufficient to entrain the particles.

The prevailing wind direction is therefore important in establishing the areas that are most likely.

to experience any dust nuisance during the construction process.

Environmental Risk from Dust procedures include:

Good housekeeping and control of waste dusts and silt at source will prevent windblown debris accumulating and, with prevailing weather, create mud or dust carriage from site. Mud and Dust pollution risk and community nuisance can be avoided by employing the Safe Systems of Work controls but also through:

- Hard landscaping / laying sub-base, base coat or stoning up access roads and parking facilities, preventing exposure of soil/stone to windblown/runoff risk.
- Locating stockpiles away from site boundaries, use of wind-fences or seeding

to limit dust and maintaining stockpile levels below hoarding levels to prevent lift. Risk of dust and silt from site may be managed by:

- Covering dust generating loads and piles of materials, such as sand and topsoil. Providing wheel wash facilities on site.
- Employing a road sweeper to remove mud / dust from the roads on and around site (remember to ensure that waste documentation is obtained).
- Address in pre-enrolment, site orientation and delivering trade specific TBTs.
- Keeping plant / vehicles on site to the site speed limit.
- Using dust capture / suppression equipment on tools and plant.
- Housekeeping, housekeeping, housekeeping. Removing dust risk at source and maintaining robust housekeeping. Sweep and pick-up dust (not to be left in piles to be kicked or blown by wind.
- The entire project will have hoarding erect and the scaffolding for the project will be enclosure with monoflex and debris netting, therefore localised dust will manage, Litter pick/maintain site housekeeping on all build levels (especially roof and upper floors) to prevent wind-blown dust and plastic insulation debris pollution across site and into community/surrounding areas.
- Control of cutting or grinding of materials on site. Dust-generating machinery e.g., Disk cutters must be fitted with vacuums and water suppressions will be adopted.

It is considered that given the adoption of the mitigation measures detailed above that any potential effects from dust from the works would be minimised to such an extent as to be insignificant.

The burning of materials on the site will not be permitted. All necessary precautions shall be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas. Plant shall be well maintained and shut down in the intervening periods between work or throttled down to a minimum.

Emissions

Construction Environmental Management Plan

It is recognised that a key concern for the local community and the surrounding areas will be any disturbance to air quality caused by traffic generated during the construction stages associated with Beaumont School. In terms of the construction phase of the project, mitigation measures will be implemented as part of a construction traffic management plan.

WD site management team will be based on-site during the construction period to ensure all contractors and material suppliers are safely implementing the Construction Traffic Management Plan (CTMP).

All sub-contractors, operatives and suppliers will be made aware of the Construction Traffic Management Plan (CTMP).

All Willmott Dixon sites have developed software which calculates the CO2 emission for all deliveries and waste removal, fuel on site, water and electricity. Each month this is issued to regional head offices to collate company statistics. Project specific data will be issued upon each project meeting and within WD offices and canteen each month.

To reduce carbon emissions and fuel we will endeavour to procure all plant and equipment efficiently sized for the task in hand and which is no more than 18 months old. We will also endeavour to use plant and machinery that is Electric plant.

In addition, the following traffic management principles should be observed:

- In circumstances to reduce vehicular movements, deliveries will be made direct to the work zone to mitigate double handling and double vehicular movements.
- Delivery vehicles whenever practical will avoid 'peak public traffic hours' to reduce traffic congestion and nuisance to the existing road and highway network.
- To avoid construction traffic congestion and nuisance to the surrounding area all suppliers and contractors will be made aware of traffic routes.
- Site entrances will be maintained and kept clean and clear. There will be a road sweeper in operation when required and in line with the works activities to ensure no mud is left on the live highway as a direct result of the works.
- All materials will be loaded within the site compound/boundary of the working zone to minimize congestion.
- For environmental and road safety all materials containers leaving site will be appropriately covered to avoid soiling of the roads and highway. Engines of all vehicles, mobile and fixed plant on site are not left running unnecessarily.
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturer's recommendations and records maintained for the work undertaken.
- Avoiding the use of diesel- or petrol-powered generators and using mains electricity or battery powered equipment where available.

5.0 Community Engagement

We are aligned to the principles and values of the Considerate Contractors Scheme; we take the possible disruption to the surrounding stakeholders very seriously. Prior to us starting on site our Community Team along with the Project Lead and Operations Manager, we will develop a Community Liaison Plan within the plan will be a nominated liaison person to engage with local communities, to keep them informed or progress and responding to complaints.

Pre-Commencement Engagement

A newsletter will be formulated that will be posted to all stakeholders, that have been identified at the pre commencement. This newsletter will introduce the team, discuss the proposed works with timescales and contain relevant contact details so that they can contact Willmott Dixon with any questions/queries/complaints. These newsletters will then be published monthly and/or significant stages of works are about to start.

Continued Community Engagement during the construction works

Throughout the construction process engagement will provide local stakeholders with information about the progress of the project, advising them of up and coming works and duration and any potential disruption.

These newsletters will then be published monthly and/or significant stages of works are about to start.

Once works start on site, there will be a notice board attached on our hoarding which will hold a copy of the site layout/contact details (both the site teams daytime telephone number & out of office number).

We will also set up monthly consultation meetings with local stakeholders; attendance will be optional and virtual meetings organised at this time. We will do a 'You Said, We Did' to respond to issues raised and report back to attendees. This will allow us to explain what is happening on the project and allaying any doubts or concerns that they may have as works progress.

Complaints

Engagement with the local community and respond to neighbours who have comments and complaints will often prevent larger issues.

Comments and complaints which are received will be responded to quickly and effectively, with feedback given about any necessary action to be taken. Complaints will be responded to immediately with follow up communication within 24/48hrs of the receipt.

Engagement with Neighbouring construction sites

Engagement with any neighbouring construction sites will be carried out before and throughout the development to reduce any cumulative impacts. We will agree an agenda to be discussed monthly which will cover.

- A look forward to the coming months activities to avoid a build-up of impacts (traffic, noise, vibration, dust).
- Planning of specific activities with potential for higher impacts (larger concrete pours or spoil removal)
- Feedback from any stakeholder communication

6. Waste Management

Waste is managed in the most efficient way by encouraging re-use and re-cycling on-site and maximising segregation. Rubbish will not be allowed to accumulate and cause a fire hazard; all waste will be collected from site in skips. These shall be emptied regularly.

Though site waste management plans are no longer a legislative requirement, we continue to use them to help us create resource efficiency action plans for our construction projects.

The site team will include a waste champion, and there will be a visiting Senior Environmental Manager (Jayne Webster) to audit operations and ensure procedures to minimise the environmental impact of operations. They also review the site's energy and waste data.

Designing out waste

The Design team will make every effort to design -out-waste according with WRAP's published Design Out Waste: a design team guide for buildings.

The following principles have been incorporated into design, construction methods and materials choices to prevent/reduce the amount of waste produced.

Recycling content and packaging

Construction Environmental Management Plan

As a business, WDC is working towards a 100% landfill diversion rate, so we recognise the need to 'close the loop' by specifying materials with higher recycled content, since this will support markets for the materials we and others send for recycling. This also helps to reduce the quantities of materials, we send to landfill, and the amount of virgin material we use.

Using our waste prediction tool, we identify that packaging it a main waste stream we are working with our suppliers to reduce packing coming to site or employ a recyclable/tack back scheme for packaging such as Pallet Loop, Protec (protection), Rockfon (Acoustic celling panels) and Tarkett (flooring).

Working with suppliers

We work with product suppliers to apply the waste hierarchy for the management of waste materials and encourage re-use ahead of recycling and recovery, for example making use of discarded furniture and the repair and repatriation of pallets. These initiatives are improving our management of waste and increasing diversion from landfill, as well as helping us reduce costs.

Where re-use is not possible, we work with suppliers to develop and identify take-back schemes, and we keep a comprehensive list of these for our site teams to use. The list and accompanying guidance help our design teams understand where 'closed loop' takeback schemes are available and gives our project teams an understanding of which products and materials they can send directly back to manufacturers. A suite of toolbox talks, posters and guidance notes are available within our Environmental Management System.

Our Environmental Data portal allows us to identify waste streams that are still difficult to divert from landfill and will work with manufactures to trial alternatives and implement takeback schemes when no alternatives has been identified.

Waste contractors

All our waste contractors must complete a pre-qualification questionnaire to assess that they meet our standards before they can become approved and listed within our Supply Chain System. This asks that they report their performance in accordance with PAS 402 (a specification for performance reporting for waste management organisations) in accordance with our Sustainable Procurement Policy. We carry out a detailed on-site audit on their premises, so we can be sure that they have the right segregation capabilities and

can meet our data return requirements. We check their documentation for duty of care compliance and view working conditions for their employees.

Drainage

Site drainage, including surface runoff and dewatering effluents, will be discharged to sewers were reasonably practicable. Site drainage will meet the requirements for effluent and flood risk standards required by the sewerage undertaker.

During construction, protection measures to control the risk of pollution to surface water will be adopted. These will include:

- Any containers of contaminating substances on site will be leak proof and kept. In a safe and secure building or compound from which they cannot leak, spill or

  Be open to vandalism. The containers will be protected by temporary.

  Impermeable bunds with a capacity of 110% of the maximum stored volume.
- Areas for transfer of contaminating substances will be similarly protected.
- All refuelling, oiling, and greasing will take place above drip trays or on an impermeable surface which provides protection to underground strata and

  Watercourses and away from drains as far as reasonably practicable. Vehicles

  Will not be left unattended during refuelling.
- All wash down of vehicles and equipment will take place in designated areas. and wash water will be prevented from passing untreated into watercourses.

  and will comply with EA's Pollution Prevention Guidance.

The Pollution Prevention Measures and good construction practices will ensure that any oils, hydrocarbons, or hazardous materials stored on site will not leak onto the ground surface and thereby ensure that there is no pathway for contaminants to affect the water course.

7. Emergency Plan

A set of standardised emergency response procedures will govern the management of environmental and emergency incidents. All WDC management will be required to adhere to and implement these procedures and ensure that site operatives are familiar with the

emergency arrangements for the site. This will be generally communicated in the site induction but also at the weekly meetings and as the site progresses.

The emergency procedure will contain 24-hour emergency phone numbers and the method of notifying local authorities, statutory authorities and the emergency services should an incident occur.

Practice drills will be scheduled throughout the constriction process for both environmental and emergency incidents.

In the case of any persons needing medical attention, the map below will be displayed on our site information boards and form part of the site-specific inductions:

8. Ecology & Protected Species

Regulatory overview

Conservation of Habitats and Species Regulation 2017, making it illegal you deliberately disturb certain animals or damage/destroy a breeding or resting place of such any such animals.

Schedule 5 of the Wildlife and Countryside Act 1981. Under the legislation it is illegal to recklessly or internationally kill, injure or take a specifies or recklessly or international damage or obstruct access to or destroy any place of shelter or protection or disturb any animals whilst they are occupying Suh a place of shelter or protections.

An Ecology Assessment Report will be carried out by suitable qualified ecologist and their findings and recommendations will be adopted and we will review the CEMP to ensure all recommendation are adhered too. The report would advise of the following:

- Advise on the ecological value, habitat types, non-native or common and widespread established plant species.
- Measures to mitigate impacts and ecological enhancements as promoted in national and local planning policy.
- Providing the above measures are adhered to, and appropriate mitigation strategies are implemented; redevelopment of the Site will meet legislative and planning policy requirement relating to the ecological features of the Site and its surroundings.

Site workers will be briefed on the potential ecological constraints on-site, associated legislation and their responsibilities as required. A copy of Ecology Toolbox Information Sheets will be provided to them. A copy of this CEMP and the Toolbox Information will also be held at the site office for reference.

Are compliance measures that we will adopt following site possession.

Management and protection of the ecology on site will be achieve by:

- Management of any protected features on site.
- Management of any new, existing or enhanced habitats; and
- Training of the workforce in protection of ecological features – through the use of TBT and our site briefing.
- Programming of site works to minimise disturbance to wildlife during the project duration.

9. Pest Control

We will ensure that the risk of infestation by pest or vermin is minimised by adequate arrangements for disposal of food waste or other material attractive to pests. If infestation occurs, we will take such action to deal with it as required by the Environmental Health Officer

10. Energy Use

- Willmott Dixon measure and monitor all energy use on site. All Willmott Dixon schemes are required to adhere to the below, during construction:
- Connect early to the mains electric grid.
- Procure electricity through Planet First, a social enterprise, from renewable sources.
- Operate tower cranes from mains power if local infrastructure has capacity.
- Use PV powered temporary cabins for initial weeks, minimising LPG usage for cabins (evidence of how we have driven this initiative into our supply chain as described).

- Use electric tools and plant, where practicable. Where diesel run plant is the only option, HVO fuel (fossil free fuel) is mandatory. All plant on sites used by supply chain must be HVO compatible.
- Use of lower emissions plant compliant with London Non-Road
- Mobile Machinery requirement for EU Emission Stage IIIB and Stage IV
- Operate anti-idling policies, with telematics data used to identify areas of improvement.
- Careful logistics planning to reduce movement of materials onsite.

11. Carbon Trust Standard

These standards provide independent and internationally recognised verification of our achievement in reducing resource use and waste and offers tangible evidence of our commitment to sustainability.

The Carbon Trust Standard for Supply Chain rewards organisations that take a targeted approach to their supply chain CO_2e emissions by identifying and engaging with suppliers to identify, measure and manage emission hotspots with a view to achieving year-on-year reductions. The certification also provides a framework for us to address our holistic carbon performance and tackle key inefficiencies in our supply chains, working collaboratively with suppliers to reduce our joint overall environmental impact and enhance the economic performance of both businesses.

12. Sustainable Procurement

At Willmott Dixon we operate in an industry sector that selects and utilises significant quantities of resources in the creation and maintenance of the built environment. The choices we make can have direct and indirect effects on people, organisations and the wider environment.

This policy outlines how we plan to influence the right choices in order to reduce the consumption of primary resources and using materials with fewer negative impacts on the environment.

By operating in line with this policy we will play our part in safeguarding natural resources by improving efficiency, reducing waste and stemming the loss of biodiversity.

Our approach to sustainable procurement is in line with the principles contained within BS 8903. This standard was created to help the construction industry pursue best-practice sustainable procurement. It offers recommendations and guidance on how to

adopt and embed sustainable procurement practices and principles across an organisation and its respective supply chains.

The standard provides a framework against which we have set our measurable aims and objectives for improvement over the procurement of goods, works and services.

Aims and objectives:

- Use fewer resources and less energy through designing buildings more efficiently.
- Specify and select materials and products that strike a responsible balance between social, economic and environmental factors.
- Incorporate recycled content, use resource-efficient products and give due consideration to end-of-life uses.
- Influence, specify and source increasing amounts of materials which can be reused and consider future deconstruction and recovery of them. These are the so-called "cradle-to-cradle" principles, which take account of the entire lifespan of buildings, products and materials.
- Ensure that fair contract prices and terms are applied and respected, and that ethical, human rights and employment standards are met, in line with the United Nations Global Compact principles.
- Where possible, provide opportunities for small and medium sized enterprises (SMEs); support local employment, diversity and training; and work collaboratively with the voluntary sector, especially those near to our offices and projects.
- Source goods, works and services that embody our environmental and health and safety policy.

All our supply chain partners are aligned to our sustainable procurement policy. Our sustainable procurement policy sets objectives and targets for our Supply Chain Partners and provides the tools to engage, evaluate and procure work according to various criteria.

This includes whether they continue to develop and improve, have a full and relevant environmental policy, have or are working towards a full accredited environmental management system e.g., EMAS, ISO 14001 or BS8555 with targets, objectives, and an improvement programme and whether they are receptive to the promotion and management of apprenticeship opportunities and/or training and development of site operatives

13. Asbestos

Once the buildings to be demolished are vacated a refurbishment and demolition survey will be undertaken. Upon completion of the survey our specialist supply chain partner will notify the HSE of the asbestos removal using the ASB5 form accompanied by a detailed method statement.

Our site manager will ensure the contractor selected undertakes the work in line with the agreed method statement and that the precautions required are fully maintained throughout the operation so that others are not exposed to risk. We will undertake reassurance or background monitoring during the work if required. If such air sampling is required a UKAS accredited analytic company will attend site and carry this out.

During removal, wet methods and specialised tools are used to suppress dust. All waste will be double bagged, labelled, and transported to a licensed disposal site.

14. Demolition

Before the commencement of demolition works, the site team will submit a Section 80 Demolition Notice to the St Albans City and District Council Building Control Team at least six weeks prior to the start of demolition activities.

Once Section 81 Demolition Consent is received from Building Control, demolition works will commence in accordance with the Risk Assessment and Method Statements (RAMS) prepared and issued by the demolition contractor to the WD site team.

All required supporting documentation will be submitted to Building Control as part of the Section 80 demolition notice application.

Control measures relating to noise, dust, and vibration will be implemented in accordance with Section 5: Control of Noise, Dust, and Vibration of the project's Environmental and Health & Safety Management Plan.