

THE OLD SILO
UPPER SEAGRY
CHIPPENHAM
SN15 5HD

CONSTRUCTION
MANAGEMENT
PLAN

DRAFT V1.1



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1. Introduction

The development granted planning permission (now named The Old Silo) is subject to the following planning condition(s). This Construction Management Plan addresses the following condition(s):-

NB: In this draft the document is structured having general regard to the suggested condition set out in the Pre-Application Enquiry response received on the 7 April 2025. This stated:-

- i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
- ii. A description of management responsibilities;
- iii. A description of the construction programme;
- iv. Site working hours and a named person for residents to contact- Construction hours shall be limited to 0800 to 1800 hrs Monday to Friday, 0800 to 1300 hrs Saturday and no working on Sundays or Bank Holidays;
- v. Detailed Site logistics arrangements;
- vi. Details regarding parking, deliveries, and storage;
- vii. Details regarding dust and noise mitigation;
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the LPA and local community regarding key construction issues – newsletters, fliers etc.

The proposed development site is edged red on the plan attached at **Appendix x** (NB: not attached to this draft). The site is located in Upper Seagry, approximately 9.6km north of Chippenham. The village has a population of around 300 residents.

The development at The Old Silo site will lead to the construction of an Estate building, stables, and four commercial units, along with associated access, parking, and landscaping.

The Old Silo site is a former chicken farm / B8 storage building that has been acquired by Thala Family Investments Ltd (T.F.I ltd) and integrated into the wider Seagry Estate. The current fibre cement clad and timber structure on the site is in poor repair but is currently used to store materials and equipment belonging to Seagry Estate and T.F.I. Ltd.

This document aims to highlight specific issues associated with the Old Silo development that should be considered during the construction phase. These include the location of the site adjacent to existing dwellings; tree and ecology constraints; land contamination and general ground conditions; drainage requirements and access and general traffic management issues. The management of the construction phase has been influenced by specific reports in relation to these issues but the development should also be managed in conjunction with the normal constraints, legislation, and guidelines that a competent contractor should adhere to.

The document outlines a series of strategies, standards, best practice techniques, and procedures that the appointed competent contractor should follow throughout the construction process. These measures should aim to minimise disruption and nuisance to local communities and the environment.

The document also considers the potential environmental impacts of the proposed development and outlines principles for managing site operations that could affect environmental issues such as traffic, dust, and waste disposal.

This document does not set out specific requirements for licences, permits/consents, and monitoring regimes, and it is expected that the Competent Contractor will be aware of and fulfil their obligations in this respect under the various environmental legislation and regulations.

2. General Site Considerations

2.1 Initial Site Access

The existing site access is from either the existing access off Startley Road or the existing access off Henn Lane. Initially, site set up / laying out of the Site Compound (see below) will be off / Henn Lane. Then once the access track is built off the Startley Rd all incoming traffic from the North will come in through this access. Access and egress through the Henn Lane entrance will be limited to traffic from the M4 and Chippenham. The use of these two access will reduce the impact of construction traffic on the village and keep this to a minimum as where possible the center of village and crossroads will be avoided.

2.2 Construction Activities

The units at the site will be constructed from steel/concrete/masonry/timber and normal construction materials. In addition to the construction of the units themselves other construction activities comprise the provision tree protection fences, the provision of utilities and services, hard landscaping, car parks and the upgrading of the access and access roads.

A temporary site office, storage and welfare facilities will be located at the site compound detailed in the Method of Construction Statement attached at **Appendix x**. Associated car parking for site staff will also be provided at the site compound.

Further details regarding the site compound are shown in the Method of Construction Statements attached as **Appendix X**. These statements (read in conjunction with this statement) also deal with the Management of Construction Traffic.

2.3 Sustainability

It is proposed that sustainable principles of construction are followed during the work on site. This would involve:

- Encourage the sustainable use of materials in construction;
- Reduction in waste and recycling of materials;
- Promoting the use of renewable resources; and
- Reducing emissions of greenhouse gases.

Measures that could be adopted to encourage sustainable construction would include:

- Giving preference to the use of locally-sourced materials;
- Reuse of materials on site e.g. repurposing the existing Silo, and the use of recycled materials and aggregates, particularly in the construction of roads, and hard landscaping;

- Sourcing timber used in construction from sustainable sources, which includes timber grown on site arising from ordinary woodland management, timber from verifiably sustainably managed forests (sources registered with the Forest Stewardship Council, Pan European Forest Certification or the UK Woodland Assurance Scheme);
- Providing environmental awareness training for staff involved in construction.

2.4 Existing Conditions

The current site is occupied by a dilapidated fibre cement clad building. Externally the cladding is of the unlicensed type and internally of the licensed type. The perimeter of the building is overgrown. There is also an old fuel tank that may be the subject of some residual contamination. The site is unsuitable for soakaway drainage. Materials arising from demolition will be recycled or disposed off in relation to the current regulations.

2.5 Access and Traffic

Following initial site set up / Construction Compound access will be managed as follows.

Initial pedestrian and vehicle access will be from Henn Lane, plant will be delivered through the Startley Rd access.

Once the upgraded /new access has been completed from Startley Road the site will be able to operate in such a way that reduces disruption to the village. Traffic coming from Malmesbury (Northern) will use the Startley Rd entrance. Traffic coming from Chippenham and the M4 motorway will use the Henn Lane entrance. This will avoid / minimise any traffic going through the centre of the village.

All deliveries will be during working hours and within the site and no vehicles will be allowed to wait on either road.

2.6 Trees and Ecology

Pre planning application ecological surveys were undertaken by ACD Environmental , including Bat, Great Crested Newt and reptile surveys. Pre planning tree surveys and appropriate Tree Protection Plan and Method Statements were undertaken / prepared by Hillside Trees.

These reports were submitted to support the application and have been taken into account in development this Plan

3. Management Strategy

3.1 Roles and Responsibility

The key member of personnel with respect to the implementation of the CEMP are the Site Managers from the contracting firm(s) (TBC).

Details and contact information to be inserted.

The Site Manager's activities with respect to the CEMP and its objectives will be overlooked by the Contracts Manager who will in turn be overseen by the Developer's Manager / the client (James Barrett-Jolley / Thala Family Investments Ltd). Similarly, if construction contracts for various elements of the works are to be let to other sub-contractors, then the obligations would be included in each respective agreement with the Developer

3.2 Contracts Manager

The Contracts Manager is:-

Details and contact information to be inserted.

It is anticipated that the Contracts Manager will monitor the Site Manager's compliance with the CEMP and advise the Construction Director of the contracting firm on any environmental issues that arise during the overall construction period.

The Contracts Manager's role with respect to the CEMP would be likely to include the following tasks:

- Review and comment on the Site Manager's delivery of the CEMP and the associated environmental management strategies.
- Oversee the agreed program of environmental monitoring relevant to each construction activity;
- Participate in site review meetings as required;
- Contribute to communication on environmental matters between the project stakeholders and any relevant statutory bodies;
- Carry out site environmental inspections and audits, as necessary, to review compliance with the CEMP;

- Monitor implementation of any corrective action required by the Site Managers and communicate issues to the wider project team as necessary;
- Monitor the management of any local resident or environmental complaints;
- Monitor the appointed Site Manager's site activities to ensure that all relevant environmental legal consents, licenses and exemptions are in place in advance of relevant works commencing, and that the requirements are adhered to; and
- Co-ordinate the Management Plan review process and report weekly. Reports filed on site and will be available for inspection during normal working hours by contacting the Site Manager.

3.3 Site Managers

The Site Managers will be responsible for ensuring the construction activities comply with the requirements of the CEMP and for coordinating and managing the environmental obligations on

a day to day basis. The Site Managers will ensure that appropriate resources are available and any necessary environmental controls or mitigation measures are implemented as required.

With

respect to the CEMP, the Site Manager's role would be likely to include the following tasks:

- Manage the requirements of the CEMP and the associated environmental management strategies during work on site;
- Periodically review and as necessary update arrangements for delivering the CEMP;
- Act as main point of contact in relation to environmental issues and liaison officer with local residents, the Environment Agency and other relevant statutory bodies;
- Provide environmental awareness training, including an induction for all site workers to support the CEMP implementation;
- Monitor the environmental performance of sub-contractors and provide direction as necessary;
- Ensure full co-operation with the site environmental inspection and audit programme;
- Ensure that all environmental incidents and complaints are investigated, recorded and reported to the Contracts Manager;
- Ensure that any required corrective and preventative actions are taken in line with the relevant procedures;

3.4 Staff and Sub Contractors

Although the Developer will lead on the implementation of the CEMP, all persons working on site should take a proactive approach to environmental matters. This positive behaviour would be encouraged through the site induction process which should aim to ensure that all staff:

- Work to agreed plans, methods and procedures to limit environmental impacts;
- Understand the importance of avoiding pollution on-site, including noise and dust, and how to respond in the event of an incident to avoid or limit environmental impact;
- Report all incidents immediately to their line manager to escalate to the Site Managers where appropriate;

- Be aware of any specific tree protection and/or any ecology activities which need to be undertaken;
- Monitor the work place for potential environmental risks and alert the immediate line manager if any are observed;
- Co-operate, as required, with site inspections and audits

3.5 Monitoring, Continual Improvement and Review

The Site Managers would hold the responsibility of maintaining a register of all environmental monitoring associated with the project. This Register will be available for inspection by the Contracts Managers during set working hours.

4. Development phasing and site activities

4.1 Introduction

It is anticipated the scheme will be split into 4 phases. Phase 1 will commence in the spring of 2026.;

- Phase 1 (Late March 2026 – May 26)– site set up including erection of tree protection measures and site compound; removal of the existing dilapidated fibre cement clad B8 storage building and any ground deemed to be contaminated. Access, access tracks construction and upgrades.
- Phase 2 (May 2026 -Aug 2026) - Construction of all foundations, hard surfaces and all necessary services including surface and foul water drainage
- Phase 3 (Aug 2026 – Mar 2027) - construction of the commercial units and Seagry Estate Office/workshop and associated yard and parking
- Phase 4 (March 2027 – April 27) – removal of site compound, completion of on and off-site landscaping, removal of tree protection fences, completion of ecology enhancements and erection of welcome silo feature

During these phases the site compound(s) will be as marked on the Appended plan.

4.1 Site Activities

Phase 1 site activities are limited to site set up and the removal of the existing buildings and will include only the demolition contractor's vehicles and staff. Site compound and store will be to the south of the existing warehouse (as Appended plan) using the existing shed and cabin for equipment storage. During this phase access will be from Henn Lane. Contractors parking will be to the north west of the existing shed. Any waste generated will be removed via Henn Lane away from the village.

Phase 2 Materials will be delivered in such a way that no Construction traffic will go through the village. In practice traffic will be directed in through either Startley Road or Henn Lane depending on where the materials are being delivered from. Again egress will be away from the village.

Phase 3 Steel and concrete deliveries would arrive via Startley Road and exit via Henn Lane. Site compound will be located in Estate Yard.

Phase 4 All construction equipment and fencing will be removed from site in the most efficient and least disruptive way. Remaining landscaping contractors will use newly build site facilities. Largely the landscaping will be implemented by existing estate staff.

5. Construction traffic management

5.1 Types of construction traffic

During the demolition phase, traffic will be limited to contractors vehicles and HGVs with bulk loaders removing material from site.

During the construction phase of the development traffic will be generated by delivery and collection vehicles plus journey to work trips associated with the workforce .

Transportation of plant will take place by HGVs and would only be required on an infrequent basis normally the beginning at the end of each phase as and when site operations are started and finished.

Delivery vehicles will transport various materials to from the site depending on the progress of the project. During early construction stages most materials be ordered in bulk and we delivered to site as and when required in full HGV loads.

During latter stages of construction, most of the materials will be delivered to site by vans or light good vehicles limiting the impact to the road networks surrounding the project.

Staff /workers travelling to and from the site will be by a variety of means including car, small van, walking or cycle. Most of the managers will also be local so they will be travelling by the same means. "Car sharing" will be encouraged. All will park on site.

5.2 Routes to site

Routes will be clearly marked by signage from the A429 to both sites entrances. There will be no offsite parking. All deliveries will be able to be made during working hours and on-site, vehicles will not be allowed to wait in the village.

5.3 Construction phase traffic

Where required, a designated operative is to carry out the wheel washing of construction vehicles leaving the site (via a high-power pressure washer which will be kept on site throughout construction works) to ensure that no mud is to be carried onto the public highway. No site traffic will be allowed to leave the site until the site team are satisfied that the vehicle is clean.

This operation will be carried out within the development boundary so that resulting water run-off is suitably controlled. The wheel wash facilities will be repositioned accordingly as the construction of development progresses.

The designated operative will closely monitor the state of the access road to Henn Lane, ensuring that any site-related mud/dirt taken out onto the access and highway is appropriately dealt with. Where required, road sweepers/cleaners will also be brought in to deal with any emergency issues relating to deposit of mud/dirt/debris on the access road/public highway from the construction works.

Additionally, all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway.

5.4 Parking

Workforce parking would be accommodated within the site. Any deliveries would only require short-term parking while they are unloaded or loaded and therefore all vehicles will be able to be accommodated within the site and not on any of the surrounding highway network. All deliveries will be made to the Construction compounds.

6. Site operations

6.1 Working hours

Normal working hours on site for all Construction activities, including access will be restricted to the following:

- Monday to Friday - 08:00 — 18:00, 0800 to 1300 hrs Saturday and no working on Sundays or Bank Holidays

6.2 Security

Site already has lockable access, in areas where there is no fencing Heras panels will be added making sure the site is completely secure. In area is visible to the public screening will added to

reduce the visual impact of any construction going on. Additional security in the form of CCTV will be site wide and remotely monitored 24/7.

“Construction site” and “keep out” signage will be provided in prominent locations.

6.3 Storage and transit of plant and materials

Materials used in the construction process such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution, the impact of which would be exacerbated if a pollutant is discharged into a watercourse. The Environment Agency Pollution Prevention Guidance that covers the storage and use of such materials should be followed at all times (PPG3 etc). Whilst these are not now updated they are still referred to in current Best Practice.

A bunded storage area would be located on the site for the duration of the construction period for the storage of oils, fuels, chemical and other hazardous construction materials. The base and bund walls should be impermeable to the material stored and be of adequate capacity. For those materials stored outside the bunded area, spill pallets should be used.

Spill kits should be located in storage areas along with clear written procedures on how to address a spillage if it occurs.

Leaking or empty oil drums should be removed from the site immediately and disposed of via a licensed waste disposal contractor.

It is proposed that the main construction compounds would have a gravel/hardcore surface for its parking, vehicle maintenance and fuel storage areas allowing for rain water to soak into the ground and disperse as existing.

Plant and equipment would be stored in areas that are less susceptible to a potential pollution incident, or on dedicated hard standings.

Plant should be refueled in the construction compound on an impermeable surface and away from any drains or watercourses. A spill kit should be available in the event of an accident and would be kept in the refueling area.

Storage containers should be clearly marked on tanks and a notice displayed requiring that valves and trigger guns are locked when not in use.

Reasonable measures should be taken to ensure storage areas and containers are protected against vandalism and unauthorised interference, and all containers should be turned off and securely locked when not in use.

All deliveries to site should be supervised by a responsible person. Storage tank levels would be checked before delivery to prevent overfilling and ensure that the produce is delivered to the correct tank.

6.4 Waste management

Waste transported from the site would follow the Duty of Care requirements for ensuring waste is transported by registered carriers, taken to appropriately licensed sites and for completing and keeping appropriate waste transfer documentation.

The Site Managers would be required to maintain documented evidence that these requirements are being met, including a register of carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream. These would be made available to the Contracts Manager and any relevant statutory bodies for inspection as required.

Waste contractors that remove waste from site should be registered with the Environment Agency. The production, reuse and recycling of waste on site would be monitored and reported on a monthly basis to be able to identify trends in waste creation, and to identify opportunities for reducing waste or increasing the rate of recycling where possible.

7. Other environmental control measures

7.1 lighting

No external lighting will be required as part of the construction work.

7.2 Noise

Practices to minimise site noise should be adopted to eliminate the potential for nuisance to local residents and wildlife. The Site Managers would be responsible for ensuring the construction activities comply with any agreed (or required) noise levels, and review the method statements for each activity to ensure that best practice is employed. This could include the following measures:

- Completion of deliveries and operations within the hours of site operation as outlined in the Delivery Management Procedure.
- Training of all scaffolding personnel on the importance of handling the scaffolding to maintain minimum noise levels.
- Prohibition of delivery or removal lorries from waiting within the site with their engines running.

- Introduction of controls on the sequencing of works and noise protection on an activity by activity basis. Examples could include the positioning of static plant away from properties and the turning off of mobile plant when not in use.
- Early completion of any site hoardings as early as practical in the construction program.
- Avoidance of the use of percussive plant where alternative non-percussive plant is available for a given task. Compressors used should be sound-reduced models fitted with proprietary acoustic enclosures. All pneumatic tools should be fitted with silencers or mufflers. All plant should be properly and regularly maintained and sited as far from sensitive receptors as possible to help minimise noise.
- Restriction of the use of radios, other sound systems, or tannoy on site.

7.3 Smoke, dust and particles

During the construction phase, there will be various site clearance and construction activities undertaken that all have the potential to generate dust and particulate matter, for example:

- Haulage routes, vehicles, and construction traffic
- Materials handling, storage, stockpiling, spillage, and disposal
- Site preparation and restoration after completion
- Construction and fabrication processes
- Internal and external finishing and refurbishment

In addition to potential health implications for any residents living close to the site (i.e. in houses near the development site) excessive dust levels could also impact on local land, adjoining highways or water based wildlife. Best practice would be employed for each construction process to minimise nuisance and potential health implications. A number of mitigation methods could be implemented during construction as follows:

- Prohibition of burning of any materials anywhere on site.
- Use of dust-suppressed tools for all activities wherever possible.
- Covering or vegetation of completed earthworks as soon as is practicable.
- Dampening of exposed soil and material stockpiles, if necessary using sprinklers and hoses, or planting if longer term exposure is envisaged.
- Locating of stockpiles of soils and materials as far as possible from sensitive receptors (i.e. residential properties), taking account of prevailing wind directions and seasonal variations in the prevailing wind.
- Minimise surface areas of stockpiles (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up.
- Storage of dusty materials away from site boundaries to minimise any wind dispersion.
- Positioning of wind-break netting around materials, stockpiles and vehicle loading/unloading areas, as well as exposed excavation and materials handling operations.
- Observation of wind speed and direction prior to conducting particle generating activities to determine the potential for dust nuisance to occur.

- Avoidance of particle generating activities during periods when wind direction and/or high wind speeds may carry particles into sensitive areas (i.e. residential properties).
- Any on-site cement and concrete batching to be undertaken in enclosed plant, with suitable water dowsing and wind shielding measures applied as appropriate.
- Sheeting of vehicles carrying loose aggregate or workings to and from the site to prevent materials being blown from the vehicles whilst travelling.
- Enforcement of speed limits for vehicles on unmade surfaces to minimise dust entrainment and dispersion.
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use.
- Use of a wheel wash for vehicles leaving the site where appropriate to minimise the amount of mud and debris deposited on the roads.
- The Contractor's proposals for a wheel wash facility along the construction access road are contained in the Method of Construction Statement.
- Regular inspection, and if necessary cleaning, of local highways and site boundaries to check for dust/mud deposits (and removal if necessary).
- Regular water spraying and sweeping to minimise dust and remove mud and debris.
- Preparation of permanently surfaced site roads as early as possible during the development period.

7.4 Drainage

Measures will be in place to limit any run-off from the site in the event of rain and measures will be in place, such as bunding, to prevent any harm arising from any fuel spill accident. Otherwise, through phases 1 & 2 all permanent drainage will be in place so for the remaining phases all drainage will function as intended.

7.5 Ecology

The approved Ecological Impact Assessment provided by ACD provides details of all mitigation required at the site in terms of habitats and species. The assessment sets out a series of measures to be implemented during the construction phase which are summarised below.

A talk upon site ecology will be provided to all site workers prior to them commencing works on the site. Vigilance will be implemented at all times and contingency plans for emergency situations provided. An ecologist will be available for telephone advice if required.

The Site is considered to be of relatively low ecological interest, with minimal adverse impacts predicted on important ecological features. Avoidance measures and careful timing of works have been incorporated into the design to eliminate impacts on protected and notable species and habitat creation has been included to compensate for habitat loss.

Reference should be made to the Ecological Assessment report for full details regarding proposed ecological management during construction, mitigation and the enhancement strategy.

7.6 Environmental protection during construction

The full ecological report with assessment and mitigation measures is appended. section 6 must be read and understood before any works are started on site as it contains best practice processes to minimize disruption to wildlife.

Bats

Two small day roosts have been identified.

Mitigation will include 2 x bat boxes mounted on retained trees prior to demolition and the demolition of B1 will be carried out ideally during spring or autumn under a watching brief, with any potential roosting features removed by hand where possible and where health and safety permits.

Birds

The proposed works includes some removal of trees and woody vegetation. To avoid disturbing nesting birds any woody vegetation that remains should be removed outside of nesting bird season (which runs March to August inclusive) or with a pre-works check by an ecologist. Any active nest must be retained and buffered until all chicks have fledged.

Amphibians and Reptiles

Amphibians (Great Crested Newts)

Mitigation: Participation in the District Level Licensing (DLL) Scheme by Natural England mitigates the need for traditional licenses and extensive surveys. Payments support off-site conservation, and precautionary measures include:

Phased habitat removal during active newt periods (April–October).

Careful hand removal of debris to relocate newts safely.

Reptiles (Grass Snakes)

Mitigation: A precautionary working method includes:

Two-stage vegetation cutting during active reptile periods (April–October).

Hand removal of debris under ecological supervision.

Installation of fencing, appropriate signage, covered excavations, escape ramps, capped pipes, and secure storage of materials and chemicals.

Daily site inspections to prevent wildlife entrapment.

Trees

An arboricultural method statement and tree protection plan has been prepared by Hillside Trees and this will be provided to the contractor and is included in the appendices. The below forms part of construction management best practices for the protection of the retained trees across the site.

Retained trees

- Tree protection barriers will be installed in the locations shown on the approved Tree Protection Plan (see appendices) within Phase 1
- The areas between the tree protection barriers and the trees will be a construction exclusion zones (CEZ's)
- Tree protection barriers will be constructed using weldmesh panels secured in robust bases and tightly clamped.
- Site Notices will be securely fixed to the tree protection barrier panels (Appendix II)
- There will be no movement of tree protection barriers unless it is overseen by the Project Arboriculturalist
- No activity is planned to take place within the CEZ's; however, any work that does take place within the CEZ's will be overseen and approved by the Project Arboriculturalist.
- Work within / under the canopy of any tree (e.g. the upgrading of the access track under tree T19)will be undertaken in accordance with the approved plans and under the supervision of the appointed Arboricultural consultant.

General Precautions

1. Site office, welfare facilities, and site storage compound will be positioned outside the CEZ's. The location will be agreed between the Site Manager and the Project Arboriculturalist prior to commencement of the project.
2. Any crane or plant for the maneuvering of materials will be sited on locations to be agreed between the Site Manager and the Project Arboriculturalist prior to commencement of

the project. All crane operations should be conducted under the supervision of a banksman to ensure adequate clearance from the retained trees is maintained at all times.

3. No materials that are likely to have an adverse effect on tree health will be stored or discharged within 10 metres of the trunk of a tree that is to be retained. Such materials include:
 - Oil
 - Bitumen
 - Cement
4. No fires will be lit
5. Concrete will not be mixed or transported over unprotected ground, within 10 metres of the trunk of any tree.
6. In the event of unforeseen incidents occurring that may adversely affect or threaten the welfare or security of the trees, the Site Manager shall inform the Project Arboriculturalist at the earliest opportunity and not more than one working day following the incident.
7. The Project Arboriculturalist will visit the site to inspect and assess the circumstances and make any appropriate recommendations. The Local Planning Authority Arboricultural Officer will be informed by the Project Arboriculturalist of such incidents and recommendations will be submitted for approval by the Local Planning Authority, initially verbally, and then in writing.
8. A record of any emergency incidents and works shall be maintained by the Project Arboriculturalist.
9. Incidents which may merit such contingency plans include:
 - Accidental / unauthorised damage to the limbs, roots, or trunk of trees
 - The spillage of chemicals within or adjacent to a Root Protection Area
 - The discharge of toxins / waste within or adjacent to a Root Protection Area
 - The un-scheduled breaching of a tree protective barrier or Construction Exclusion Zone.

8. Summary

This Construction Management Plan (CMP) considers the environmental impacts that could arise during construction of the proposed development and outlines the principles to manage

site operations including construction traffic with the view to minimising disturbance to local residents, protection of retained trees and the risk posed to the environment through construction related activities. The document should be read in conjunction with the specific contractor Method of Construction Statements appended.

Appendices

- Appendix 1 Contractor Method Statement – To follow when contract is awarded
- Appendix 2 Contractor Risk Assessment – To follow when contract is awarded
- Appendix 3 Phase 1 site plan

