Monks Wood Police Training Facility

Cambridge Constabulary

Huntingdonshire District Council



Rev	Date	Details	Prepared by	Checked by	Approved by
DRAFT	16-10-24	1st Draft	H.Wills	*Ingleton Wood*	-
DRAFT	13-11-24	2nd Draft	H.Wills	*Ingleton Wood*	-
01	20-11-24	1st Issue	H.Wills		Ketan Dalvi
02	19-03-25	2nd Issue	H.Wills		

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1.0 Introduction

The purpose of this document is to set out the Construction Management Plan for construction and refurbishment works at Monks Wood Training Facility, Cambridgeshire Constabulary, Stocking Cl, Sawtry, Huntingdon PE28 2LR.

1.1 Background to the Project

Cambridgeshire Constabulary have engaged with Willmott Dixon to demolish redundant buildings and relocate a taser building to create space to construct two new training buildings for scenario training. Also, to relocate the Major Crimes Unit and refurbish 2 buildings to create training spaces. The site is owned by Cambridgeshire Constabulary who are funding the front end of the build with Beds & Herts entering into a 40-year funding agreement. The spaces are to be utilised by The Seven Force collaboration. Site requirements are dictated by the licence from the College of Policing.

In 1964 The UK Centre for Ecology & Hydrology owned the site, known as The Biological Records Centre for Ecology and Hydrology research. It was bought by Cambridgeshire Constabulary in the 2000's. Some of the buildings date back to 1962 with the newest being built in 2000. The 2 buildings for refurbishment date to 1982 & 1992.

In advance of starting the works on site, a detailed Construction Phase Health and Safety Plan will be prepared in accordance with the Construction (Design and Management) Regulations 2015.

This document will be progressively refined and developed as supply chain partners and specialists are appointed, and more specific and detailed methods, techniques and requirements are established.

The works are due to commence March 2025 with enabling works that include demolition of outer buildings, relocation of the taser building and construction of the car park extension. The main works will then commence in May 2025 that will consist of construction of the Hangar Building and Lola Court which will be used for scenario training, and the refurbishment of the former garage, the teaching block and the existing MCU building.

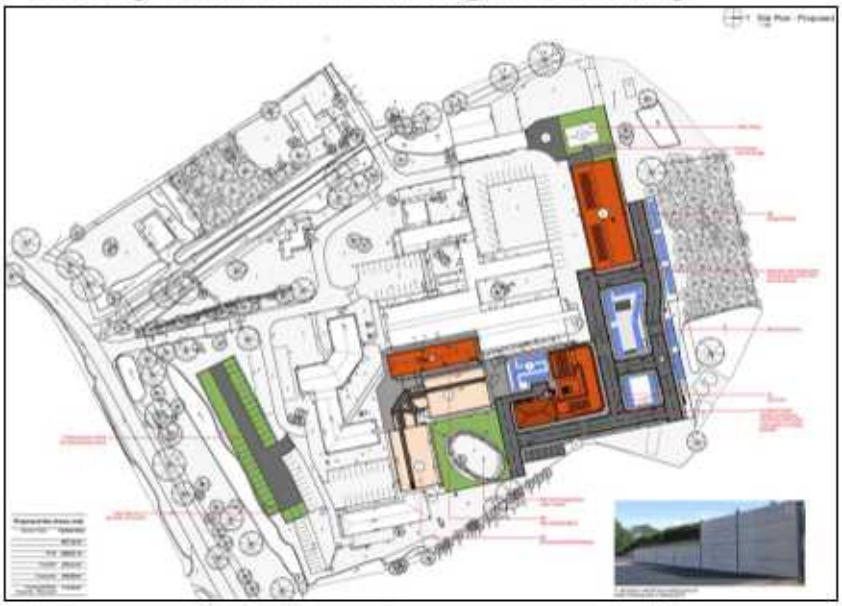


Figure 1: Proposed Site plan (Ingleton Wood LLP)

1.1 Location

The site address is Monks Wood Training Facility, Cambridgeshire Constabulary, Stocking Cl, Sawtry, Huntingdon PE28 2LR. 52°24'03.8"N 0°14'06.3"W. The site is south of Sawtry and is north of Huntingdon and Alconbury with access on Monks Wood Road with close access from the A1 through Alconbury. The site is surrounded by Monks Wood National Nature Reserve. The works are all contained within the existing boundary of the grounds.

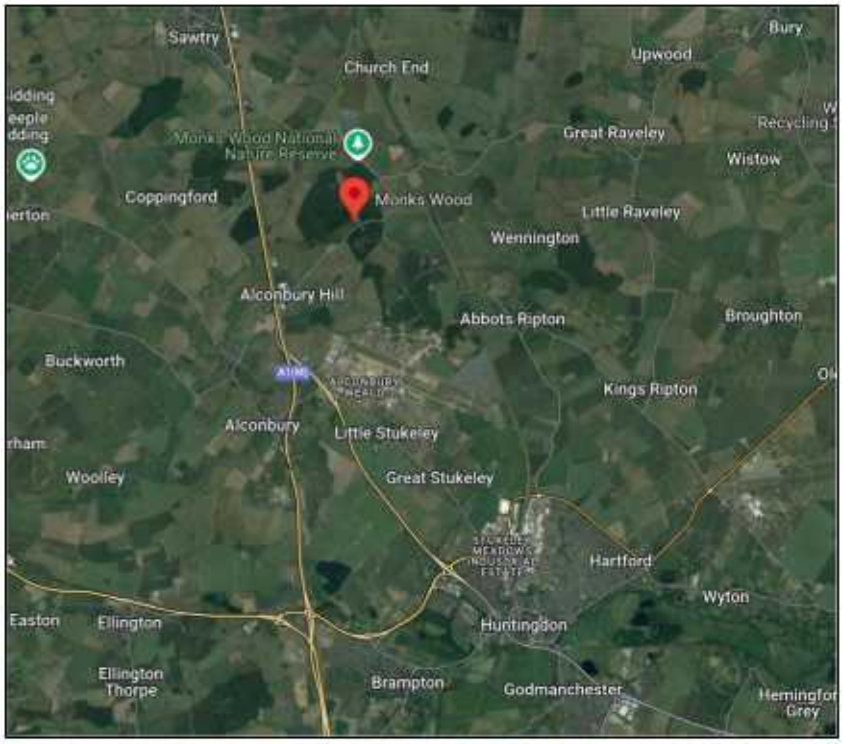


Figure 2 – Location of site (Google Maps 2024)



Figure 3 – The site boundary (red line) and the land registry boundary (blue line) (Google maps 2022)

2.0 Description of the Works

The taser building is an existing modular building that needs relocating to allow the force to continue the taser training during the main construction phase. A new car park will be constructed due to the foreseen number of vehicles post-handover utilising the training facility. The new builds are called Hangar Building and Lola Court, which will hold scenario training for riots and raids with adjacent streets and containers to form realistic scenarios. They are both 2 story steel frames with precast concrete floors with metal deck roofing, Lola Court has an area of tiled pitch roof. The Hangar Building will have cladding panels with a flat roof with minimal plant and solar panels. It will store the boats and has a larger space for training. Lola Court will have a brick façade and the main use of the building will be raid training with 6 pretend apartments with some training rooms and storage for equipment.

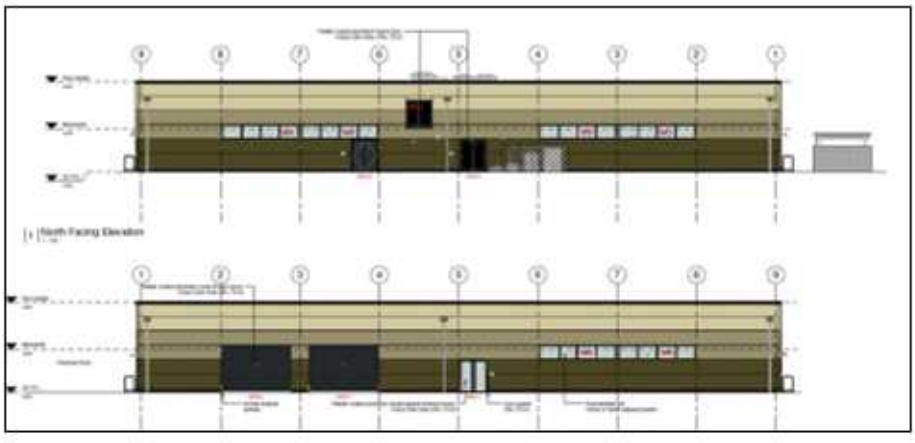


Figure 4 – Hangar Building Proposed Elevations (Ingleton Wood LLP)



Figure 5 – Lola Court Proposed Elevations (Ingleton Wood LLP)

There are 3 buildings to refurbish. The larger of the three is referred to the refurb building or teaching block. It has already had a soft strip carried out previously by Cambridgeshire Constabulary. The roof, façade and internals require a renovation to hold training spaces that will be linked to the scenario training areas for remote monitoring training. The two smaller buildings are the former garage and the former MCU building. The former garage will be the new MCU building that will need to be refurbished first to allow the items to be moved over from the MCU, including 2 large fridges to store items for 100 years. The former MCU building will then be refurbished into more training rooms.



Figure 6 – Refurb Building Proposed GA (Ingleton Wood LLP)

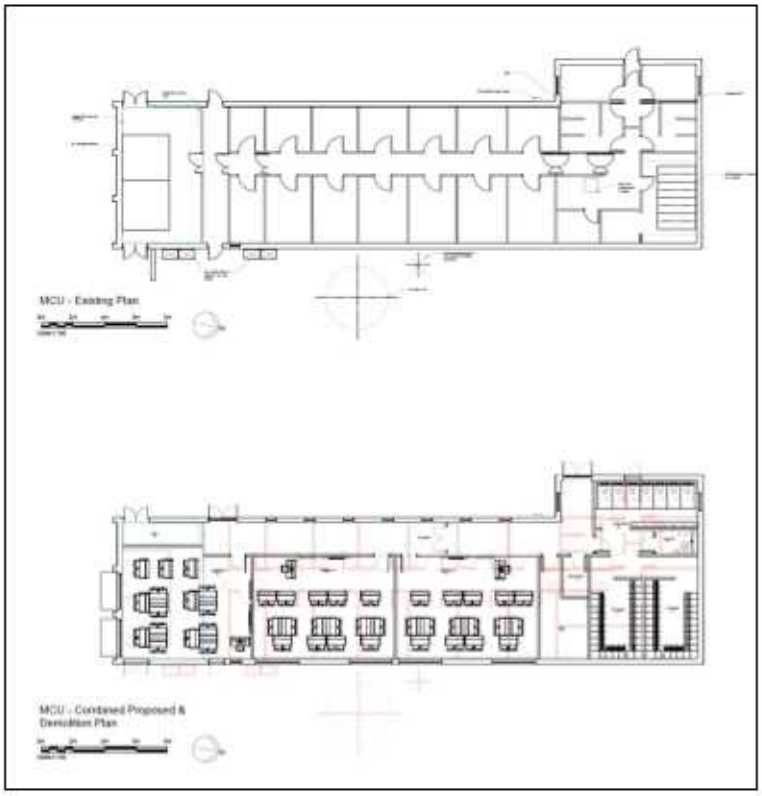


Figure 7 – MCU existing and proposed layouts (Ingleton Wood LLP)

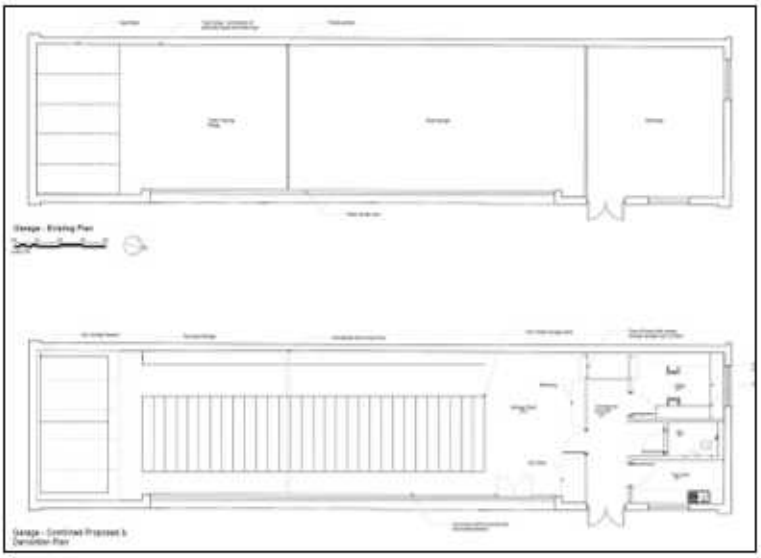


Figure 8 – Former garage existing and proposed layouts (Ingleton Wood LLP)

2.1 Hours of work during construction phase

Our standard site hours will be 0800 to 1700 Monday-Friday and occasionally Saturdays, although we tend to keep to Monday to Friday. The only weekend works, or out of normal working hours envisaged would be, scheduled in advance. No works are expected to be carried out on Sundays or Bank Holidays (unless required for emergencies) and all the above is subject to confirmation with Cambridgeshire Constabulary including if works are to be carried outside 8am and 5pm.

The site may be opened/closed to an hour before and after the above hours for activities such as:

- Arrival of workforce and people to site.
- Deliveries and unloading (by exception).
- Maintenance, fuelling and checking of plant and machinery.
- Site inspections and safety checks prior to commencing work.
- Morning coordination/ prestart meetings.
- General site clean-up.
- Departure of workforce and WDC managers.

2.2 Programme

The works are due to commence on site early to mid-2025, with enabling works including demolition, car park construction and site welfare. Then following onto the main works to complete in mid to late 2026.

3.0 Site Compounds and Material Distribution

3.1 Accommodation and Welfare Facilities

Initially during the early works phase the site accommodation will be two Advante units sited next to the new car park area and within the overflow car park to the north west of the site. This will include a site office, toilets, drying room, and a canteen that will serve 10-15 people and used whilst the main accommodation units are lifted in and fitted out.

Figure 9 – Advante Unit Temporary Welfare



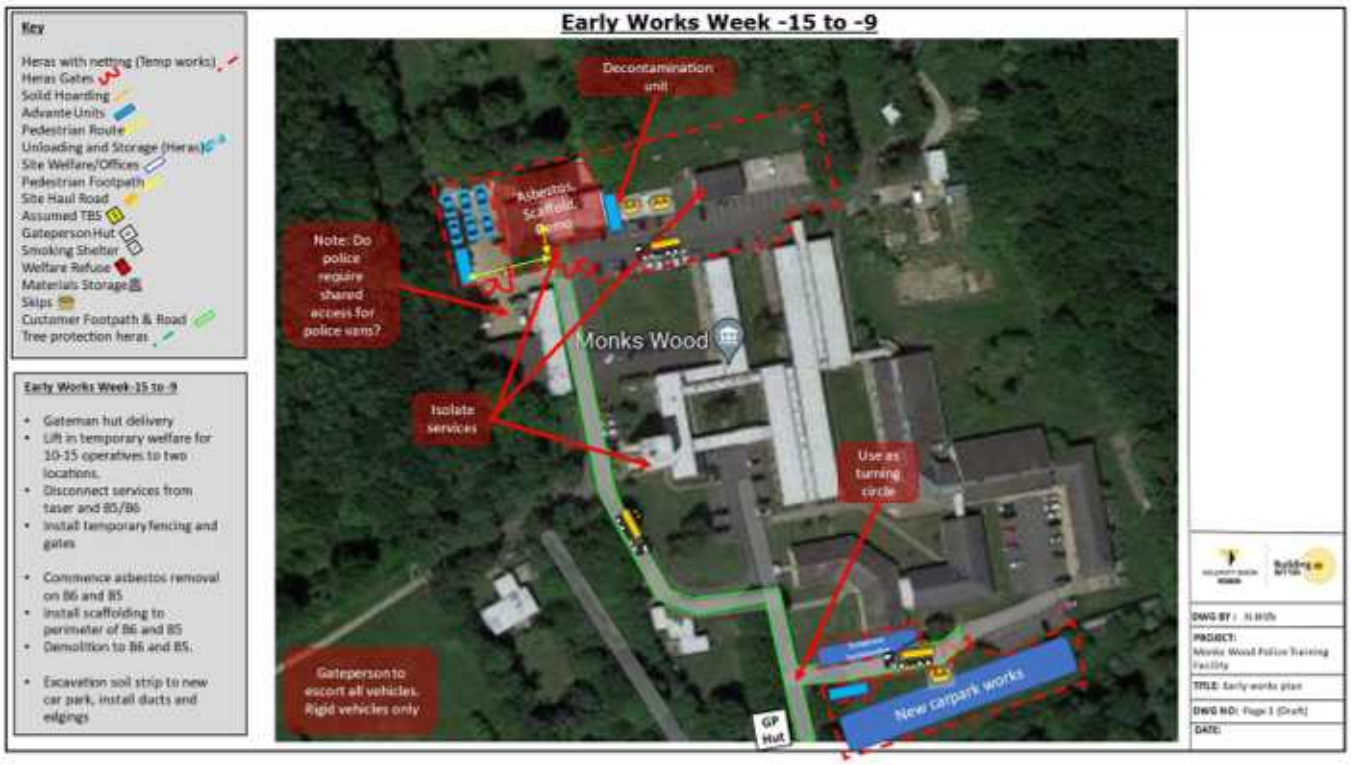


Figure 10 – Initial welfare locations

We take pride in providing a well presented, clean and modern welfare facility, which will include the provision of open plan offices for Willmott Dixon and Supply Chain Managers, toilets, drying rooms, a large canteen, and storage units. The accommodation will be a 2 story 12 on 12 complex as shown in figure 11. The site accommodation will be located to the northwest of the site within the existing and overflow car park areas as shown in figure 12.



Figure 11 – Welfare Layout

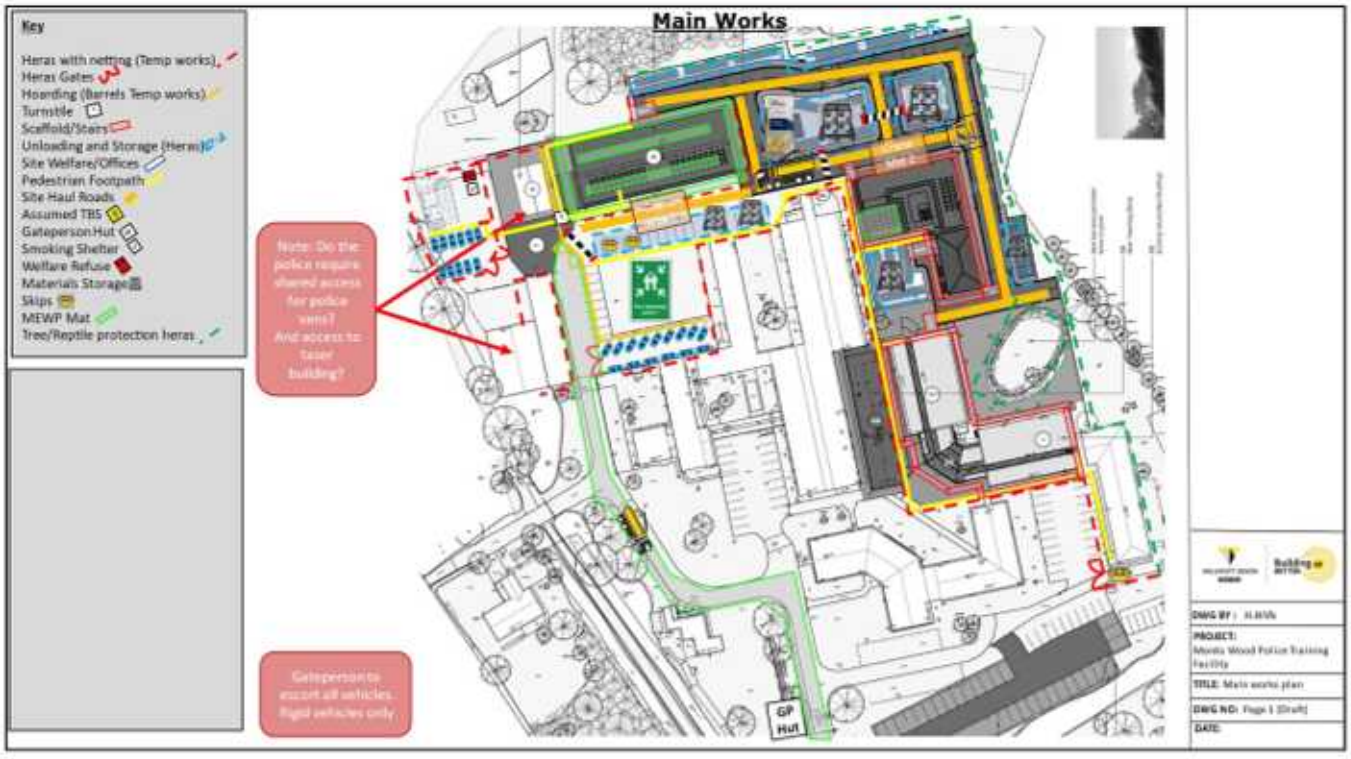
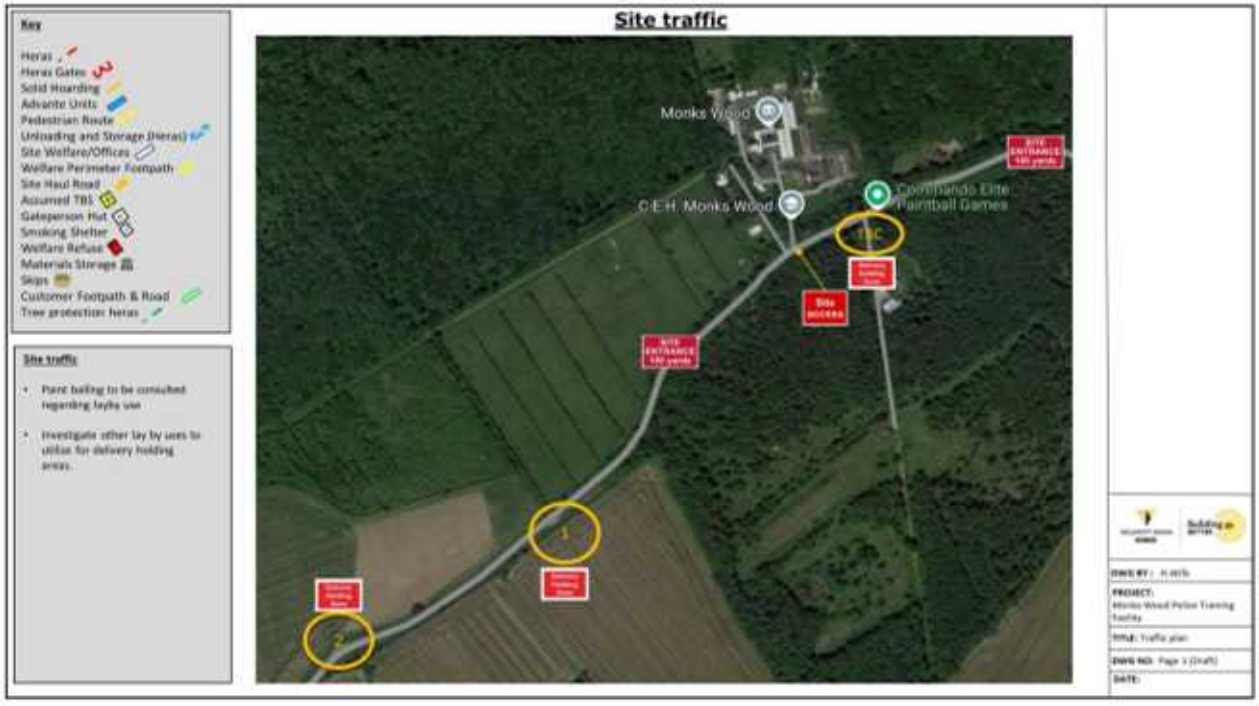


Figure 12 – Welfare and material drop off (Logistics Plan)

3.2 Site Access and Vehicle Movements

We will employ a trained and experienced traffic marshal to direct traffic and complete security checks to all vehicles and visitors on arrival. Details to include vehicle registration/make/model/colour and personnel names and company details as well as any other details reasonably requested by the PM or Client. The traffic marshal will be responsible for managing a delivery booking system and keeping local traffic flowing so as not to disrupt the access and egress of the police and users of the live training facility. Duties will also include checking deliveries against the activity schedule, advising drivers of the site rules and escorting vehicles from the entrance to the main site where the vehicle will be handed over to the relevant supervisor or supply chain representative, and then marshalled to the appropriate off-loading zone by the trained person on site. When the delivery is ready to leave site, the supervisor or representative will contact the gate person to notify retrieve the vehicle by escorting them back to the entrance and away from site. All construction vehicular deliveries will be scheduled in advance through the previously mentioned managed booking system and will not be permitted to wait on the highway. There are two laybys that can be utilised and the vehicles can wait until the entrance is clear and given the go ahead by the gate person. When leaving site, the traffic marshal will check the vehicles cleanliness prior to allowing them back onto the public highway. Vehicles will be able to utilise the one-way system that will be created by the permanent roads around the scenario training area. If this is not available, then the trained banksman will turn the vehicle around ready to be escorted by the traffic marshal.

Figure 13 – Nearby waiting areas.



3.3 Material Drop Off Areas

We will designate space for materials and where possible, adopt a 'just in time' policy. Materials will be given a delivery date/time and recorded on a daily delivery schedule and whenever possible, materials will be loaded straight into the working area to prevent double

handling - for example, bricks will be stored for the shortest possible time, timber will be stored in dry location, fixtures and fittings will be taken straight to the working area. All material deliveries will be considered and well planned. Unloading will be supervised by a trained operative, manager or banksman and they will have a clear understanding of our material control process.

The principal storage areas will be displayed on a site layout. The gateman will also maintain the site entrance/exit and always keep it clean and tidy. 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.

Materials will be distributed vertically by a forklift via scaffold loading bays to the roof and 1st floors. Sections of the building envelope/ cladding will be left out to facilitate access to the first floors of Hangar Building and Lola Court.

3.4 Vehicle Delivery Requirements

HGV deliveries will be limited to 'by exception only' and requested to travel out of peak times. All supply chain orders will request that material deliveries are on ridged lorries only unless agreed with the logistics team.

The likely range and of vehicles used during the construction process is as follows:

- 4-wheel lorry – Small deliveries
- 6-wheel lorry – Skip lorries and small deliveries
- 8-wheel lorry – Muck away lorries and concrete lorries, concrete pump
- 14-wheel articulated lorry (by exception) – Mobile crane only
- 80-ton mobile crane (Steel frame & PCC planks & MEP AHU's - 6 visits envisaged)

Willmott Dixon and our Supply Chain Partners promote FORS standards, and we are fully CLOCS compliant.

All vehicles will comply strictly with our agreed delivery arrangements, which will form part of their supply chain orders.

All vehicles to and from site will adhere to and follow the agreed traffic routes and rules associated with vehicle movements.

3.5 Parking

Car parking for site team, operatives, supervisors, and visitors will be within the existing overflow car park area adjacent to the welfare facilities to the northwest of the site and around the square grassed area where the attenuation tank will be installed. There will be limited number of spaces available throughout the project so shared travel will be encouraged. The access point will be through the entrance road off Monks Wood Road, and all visitors will book in with the gate person at the barrier. We will also create hardstanding within the site for site vehicles due to the foreseen number of vehicles working on the project. This location will be within the hardstanding area where the road and containers will be located as part of the permanent scheme.

3.6 Highway Cleanliness

Our intention is for vehicles to be loaded and unloaded on clean surfaces. The existing service road is to be used for vehicle loading or unloading as identified in the attached plans ensuring that muck away vehicle wheels do not leave the clean road surface (i.e. no contact with soil). Any loose soil that gets on to the service road will be swept straight back in to site so not to be transferred on to vehicle wheels. The onsite forklift will be unloading the vehicle from a clean surface and then distributed around site.

When leaving site, the traffic marshal will check the vehicles cleanliness prior to allowing them back onto the public highway.

The introduction of any water-based management controls such as jet washing for example will be kept to a minimum so not to create excessive run-off (as this'll also need managing). In any case, all adjacent gullies will be fitted with silt traps/filters and road sweeping employed to keep road surfaces clean, should it be required.

4.0 Ecological Impact Measures

There are measures that are required to limit the impact on the local ecology during construction works. The following documents have been reviewed and information collated to help form section 4 of this document:

- Biodiversity Net Gain Assessment. TG Report No. 13560_R06_CA. 4th November 2024
- Reptile Mitigation Strategy. TG Report No. 13560_R04_GS_TW. 25th January 2023
- Land at Monks Wood, Abbots Ripton. 13560_R06_Bat Survey Report_CA_171024
- Arboricultural Impact Assessment. TG Report No. 13560_R02_JP_HB. 16th December 2021.
- Ecological Impact Assessment. TG Report No. 13560_R03b_KB_NC. 19th April 2022.

4.1 Pollutants

There is a requirement to control of pollutants on all Willmott Dixon sites and with the project being so close to a nature reserve and ponds on site that are part of the drainage design, we shall have focus on the control measures. These include dust pollutants that is explained in section 5, and pollutants into the ground.

Machinery will be inspected daily before use and recorded weekly within the weekly inspections. All machinery will have thorough examination certificates and recorded onto the site registers. This will limit unforeseen leaks. In the event of a leak, it will be controlled by appropriately localised spill kits and disposed of as hazardous waste. Storage of COSHH and substances hazardous to the environment, will be stored in locked containers that are bunded. Substances will be removed when not in use or required and will be located next to spill kits.

Spill drills will be carried out regularly to help train operatives in the event of a spillage. The traffic Marshall will check all vehicles entering site for leaks.

We will use a recirculating system from blue rinse or Kelly tanks for filtering of concrete washout water. We will apply for a trade effluent consent, as it will need to be discharged as a wastewater to a foul drain. We are unable to discharge any effluent water to foul drain without consent from water retailer/sewage operators. Please note canteen and toilet wastewater, is not regarded as trade effluent it is classed as domestic wastewater.

For other trade effluent works i.e. plastering, painting, and mortar washout, we will set up a wash station on the project, two water drums, one clean water and one dirty water. The dirty water is used to clean off tools and equipment and clean water to give the final rinse. The residue left in the dirty water drum once the water evaporates could be discarded to a skip. All washouts to be at least 15 meters away from any gullies or drains.

We will expect our concrete deliveries to go back to concrete depot to be washed out, as they will have the permit for these activities, or use concrete socks that will be disposed of in the skip.

4.2 Trees and Woodland

There are no Tree Preservation Orders on the site nor are any trees located in a conservation area. Tree removals will be required internally to accommodate the development and demolition works, including low and moderate value trees.

There will be a requirement for tree root protection zones to the east of the site that will take the same route and location of our construction boundary fencing as shown in figure 14. So no need to double up the fencing to this area

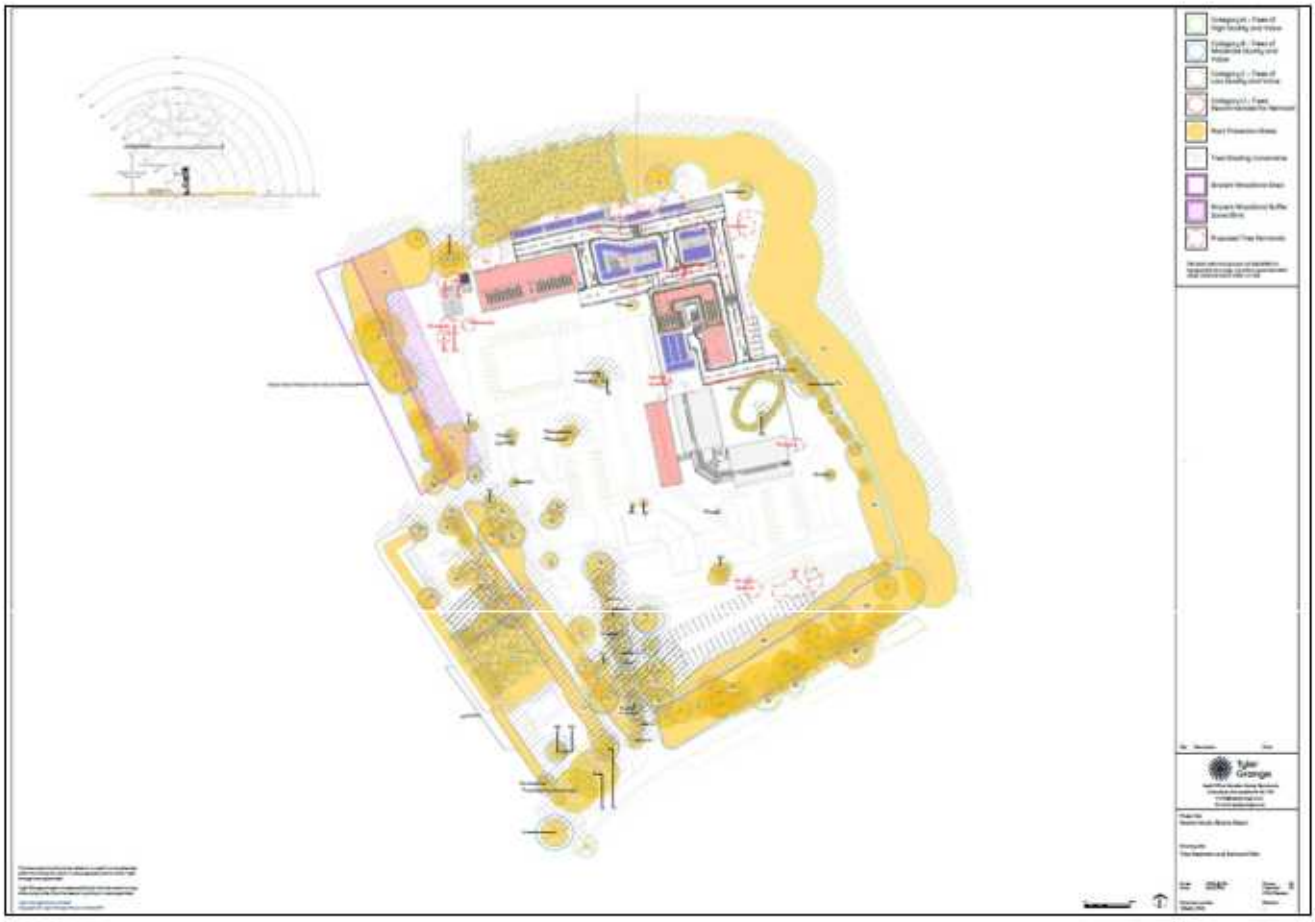


Figure 14 – Tree Retention and Removal Plan (Tyler Grange)

Tree protection fencing will ensure the protection from accidental damage by machinery or storage of materials which could otherwise impact root protection areas of remaining trees within the ownership of the boundary.

A 15m buffer zone to be in place to immediately to the western boundary of the site and north and northeast of the site. This will be the location of welfare facilities and car parking so no construction works to be carried out within this buffer zone.

4.3 Amphibians

GCN are considered unlikely to be present on the site and the proposed development would not be expected to adversely affect GCN. As a result, no specific mitigation is required. In the unlikely event GCN are found during works to P1, works will stop until and further advice can be sought from an ecologist, which may require consultation and/or a licence from Natural England.

There is potential for other amphibians, including common toad, to be present. Although, as they tend to breed within deep water, they are considered unlikely to do so in the onsite ponds. As such, timing constraints to the works are not considered necessary.

A toolbox talk will be carried out prior to the clearance, demolition, or ground works with the workforce to raise awareness of potential amphibians and explaining the need to stop the works if found and advice sought from an ecologist.

Should common toad be encountered during the works, they should be moved from harm by hand to other suitable retained vegetation away from construction activities.

4.4 Bats

There were no tree roosting bats at the time of the EIA 190422 but could change since then, therefore a check for roosting bats in the trees are to be checked within 12 months of the start on site. This has been complete that forms the Bat Survey Report dated 17th October 2024, which states to proceed with demolition of building B6 under precautionary working methods.

This will include the supervision of demolition by a bat licenced ecologist. The ecologist will first provide a toolbox talk to all relevant contractors, explaining the legislation protecting roosting bats, and what to do in the event that a bat roost is found.

The ecologist will then oversee the soft-strip of any suitable features for roosting bats, checking any suitable features before removal. The ecologist will supervise the demolition until all the building is considered no longer suitable for roosting bats.

If at any time during or after the period of ecologist supervision evidence of roosting bats are found, all works must stop immediately, and the advice of an ecologist sought. It is likely that a Natural England licence will need to be acquired before the work can recommence.

The management of construction lighting is explained in section 7 and includes directing lighting away from the boundary and the woodland that will help limit the impact on potential bats in the area.

4.5 Badgers

No badgers have been recorded on site in the EIA so unlikely to be present. As badgers can readily excavate new setts, an update badger survey, to record sett locations and any signs of recent activity would be undertaken prior to commencement of construction work on the site. In the event of being present, a mitigation strategy would be devised prior to commencement of works, and if necessary, a licence obtained from Natural England, in order to avoid triggering the legislation protecting badgers.

4.6 Breeding Birds

Vegetation, scrubs, and trees will be removed outside of nesting season prior to our start on site. Should there be any that remain and need to be removed, then a survey by a suitably qualified ecologist immediately prior to the remove shall check for signs of active nests. If any nesting birds are found during the construction phase, then a suitable buffer will be retained until the young have fledged and the nest is no longer active.

4.7 Reptiles

On review of the Reptile Mitigation Strategy TG Report No. 13560_R04_GS_TW, Ingleton Wood advise that Habitat Manipulation, Translocation, Destructive Search and install of Herptile exclusion fencing has been completed successfully.

If areas of fencing abutting buildings that are demolished or fencing that clash with construction works, fencing will be adapted and erected as necessary. The route of fencing will follow the reptile mitigation plan shown in figure 14.

Reptile exclusion fencing will remain in place throughout the duration of construction works and would be subject to monthly fence checks to ensure that it is maintained within a functional condition, during the period when reptiles would be expected to be active i.e. March to October. Vegetation strimming may be required adjacent to the fencing, to prevent vegetation growing to the height of the fencing, which would otherwise allow reptiles to cross over the fencing, to be advised by the ECoW.

Toolbox talks will be required as additional contractors become involved with site works, to ensure that all contractors working on the site during initial site clearance/preparation works are familiar with the potential ecological constraints of the site and protected species, in order that protected species are sufficiently protected, should they be encountered. In addition, contractors will be made aware of the purpose of herptile exclusion fencing, and any additional protective fencing on the site (such as to protect trees) to ensure that these areas are protected, as required, and that fencing remains undamaged and functional throughout the duration of works on the site, as required.

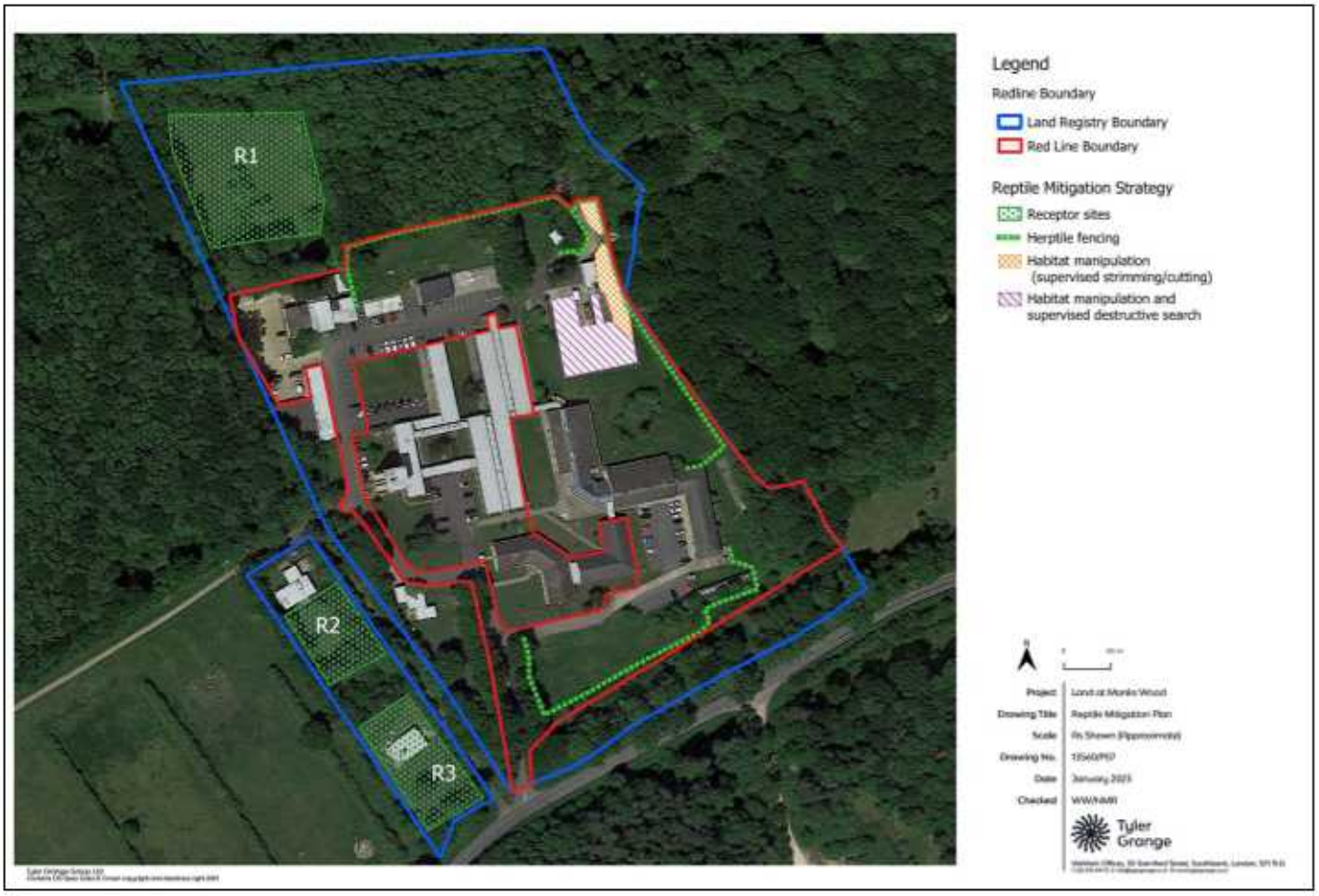


Figure 15 – Reptile Mitigation Plan (Tyler Grange)

The site will be maintained bare earth for the duration of the construction period to prevent vegetation colonising and therefore discourage any reptiles from entering the construction site; and any building materials, such as stones or bricks will be stored on pallets and in as few locations as possible, to discourage reptiles from using them as shelter. Any demolition materials or those arising from vegetation removal/management will be stored in skips or similar containers rather than in piles on the ground.

4.7 Hedgehog

Before starting on site and the clearance works, a check of brash piles and the base of dense vegetation will be undertaken. Toolbox talks will be carried out with the operatives carrying out clearance works particularly between months October to April. Should hedgehogs be found on site prior to or during site clearance activities, they will be carefully moved by hand into suitable areas of retained habitat, such as woodland habitat to be retained in the wider site boundary, to the north.

5.0 Control of Dust

Dust control procedures shall be implemented to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality because of the works. Within the demolition phase damping down will be provided along with installing air filtering when extracting.

There will be a thorough damping down process adopted in line with WDC procedures, during the limited groundworks phase of works as and when required. Access roads and all hard standings will be kept clean, tidy and swept to minimise dust.

All vehicles will be checked for cleanliness before leaving site and will be brushed cleaned where required. Cleaning facilities will be established on site at entrance/exit gates. All vehicles will be inspected and cleaned as required. No vehicles will be allowed to leave site without being inspected and if necessary, cleaned.

The emission of dust and other particulates shall be controlled by implementing the following measures:

- Strictly no burning of waste is allowed
- Ensure an adequate water supply for dampening down and suppression
- Maintain all dust control equipment in good condition and record maintenance activities
- No dry sweeping
- Vehicle cleaning down area, and appropriate drainage
- The site entrance/exit will be cleaned
- Ensure site vehicles have exhausts positioned upright to reduce the risk of raising ground dust
- Store materials with the potential to produce dust away from site boundaries
- Use design/prefabrication to reduce the need for grinding, sawing, and cutting on site.
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays, local extraction, or a combination of both.
- During the warmer periods of the year dust levels will be checked daily onsite and if required site will be damped down to minimise construction dust into the woodland and into the live police training facility.

6.0 Noise Control

Construction activities that are particularly noisy include, piling, groundworks whilst using machinery, cutting of steel and timber sections, drilling builders work holes and general material distribution with the forklift and vehicles attending site.

Willmott Dixon will, control and limit noise and vibration levels within our site so that sensitive receptors are protected from any adverse noise and vibration levels associated with our construction activities.

Mitigation measures will be taken, as suggested in the Code of Practice BS 5228, to lessen the noise outputs and avoid any potential vibration impacts during the construction phase. This includes the selection of the appropriate construction plant and methods and vibration and adherence to the working hours as outlined in any proposed planning conditions. This is also applies to vehicles delivering to site. (No deliveries before 8am or after 6pm, unless by prior arrangement)

Mitigation measures may also include acoustic screens for isolated sections of work (if noise levels exceed permissible levels), ensuring construction plant is turned off when not in use,

briefings and toolbox talks to the workforce so they are fully aware of the noise and environmental issued associated with the project .

The establishment and maintenance of good community relations will be a priority. This will include informing residents on progress of the works by way of leaflet drops and/or public meetings and ensuring measures are put in place to minimise noise impacts. A telephone "hot line" and agreed procedure for the contractor to investigate and report on complaints will be set up and the instructions for this procedure will be displayed on the site hoardings.

With regards to general construction activities, Willmott Dixon will follow best practicable means to reduce the noise effect on the local community, including the following:

- The recommendations set out in Annex B of Part 1 of BS 5228 and Sections 7.3 and 9.2 of Part 4 of BS 5228 regarding noise and vibration options will be adopted unless agreed in advance with the relevant local authority.
- Fixed and semi-fixed ancillary plant such as generators, compressors, and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors.
- The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.
- All plant used on site, paying attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
- As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
- Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
- Machines in intermittent use will be shut down in line with the WDC safety procedures.
- Static noise emitting equipment operating continuously will be housed within suitable acoustic enclosure.
- As far as reasonably practicable the noise from reversing alarms will be controlled and limited by avoiding the need for the reversing of vehicles. Drivers will be familiarised with the worksite layout. If this is not feasible, options for amending reversing alarm types will be reviewed (directional sounders/ reduced output sounders for example).
- Cutting stations will be used to reduce noise pollution both to protect the site operatives and also the anyone within close proximity of the project. These stations are light weight so can easily be moved around the site as and when required.



Figure 16 – Acoustic Station

7.0 External Lighting during Construction

Where appropriate, measures shall be implemented to reduce obtrusive light emanating from the site and which may cause nuisance to neighbours. We will include the following measures:

- Consideration of hours, direction, and lux of all lighting.

- Provisions for switching off lights when not required and controlling lighting by sensors and timers.
- The type of equipment used to prevent glare.
- Lighting position and direction not towards woodland or the boundary.
- We will try to reduce all lighting wherever possible and direct walkways within the site and not on the boundary to the woodland.

The location and size of the temporary accommodation is unlikely to impact the neighbouring woodland and we have tried to position it away from the closest resident at Sailors Bridge Cottage. We will ensure that lighting at the gated entrance (adjacent to the Cottage) will be positioned and directed to minimise any inconvenience. The lights will also be on a timer and proximity switch to operate only when required during site hours.

Task lighting will be kept to a minimum and generally pointing towards the work area to provide area lighting with task lighting on a smaller and localised basis.

We may require external lighting / flood lighting to carry out construction works during the winter months and where this is applicable, every effort will be made to minimise glare into neighbouring properties. Lighting towers (if used) will be turned off after hours.

8.0 Environmental Incidents

If in the unlikely event an environmental incident occurs such as spillage, adverse effects on wildlife or significant dust emissions, it will be recorded and communicated as detailed in the environmental plan. Actions taken following the incident, and to prevent a reoccurrence, will also be communicated as soon as practicable.

The procedures within the WD Safety & Environmental Emergency Planning Arrangements (SEEPA) document will be followed if incidents occur.

All trade supervisors undergo site specific environmental awareness briefing during their site induction to ensure all local and specific issues are understood and that limitations can be effectively communicated to their respective workforce.