PRE-CONSTRUCTION HEALTH, SAFETY AND ENVIRONMENTAL METHODOLOGY STATEMENT – Rev 2

PROPOSED NEW BUILD ALDI SUPERMARKET

PRESTON STREET, WHITEHAVEN

ENABLING WORKS START – 27TH MAY 2025

MAIN CONSTRUCTION START – 16TH JUNE 2025

COMPLETION DATE – 6TH FEBRUARY 2026

STORE OPENING – 12TH FEBRUARY 2026

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1.0 INTRODUCTION:

This methodology statement has been prepared for the Client's use, and provides information relating to the construction activities, as well as providing a clear statement of the processes incorporated by Projekt Construction.

The methodology statement is a qualified assessment based on current information and is subject to refinement / revision as the project evolves. We have prepared our statement to outline how this project will be constructed including a review of the enabling works, construction methodology and site logistics. This report describes the proposed outline programme and key activities for the construction of a class A1 Food Retail Store and associated car parking. Potentially significant environmental impacts associated with these activities are identified and, where necessary, proposals for mitigation are outlined.

Site Description -

The site is located within the port town of Whitehaven, Cumberland, Cumbria. The site is roughly within the north-west of the town and is currently an area of hardstanding carpark with an area of scrub to the south. The scrub sits atop an area of previously developed land. The site is surrounded by residential and commercial areas with Preston Street bounding to the west, and Cycle Route 72 to the east. Areas of amenity grass are present very close to the north-east and south-east of site (47metres and 62m respectively). Despite the local area generally being urban, there are some relatively natural greenspaces in the locality which include some areas of woodland west, south-west, and north-east of site, as well as some woodland adjacent to the site boundary. The site is also only 800m from the west coast.

2.0 PROGRAMME OF WORKS:

The total duration for the o/a Construction works is 37 weeks. The Construction period includes 8 weeks for enabling work overlapping with the 34 weeks main build. The works include, but not limited to new store build, fit-out and serviced infrastructure involving the following work activities:

Enabling -

- Asbestos monitoring and control during enabling including Site Walkover and Sampling Survey, and subsequent Watching Brief with Air Monitoring
- Archaeological monitoring and control during enabling
- Treatment and removal of invasive plant species – knotweed
- Temporary access for enabling work
- Mains sewer 375 dia. Diversion EX MH – C1, subject to UU approvals
- Drainage FW outfall saddle connection to existing brick egg culvert, subject to UU approvals
- Drainage SW outfall saddle connection to existing culverted water course, subject to EA approvals
- Oversite vegetation clearance, grubbing up and removal of redundant hard-standing, and relic underground obstructions, and subsequent ground remediation
- Service diversions
- Installation of retaining structures to enable ground level formation.
- Mine working remedials - it is recommended that an allowance be included for localized probing and grouting (if required) across to building footprint on a typical minimum 6m centre grid to more accurately assess the level of risk in this regard. Should workings be encountered an allowance should then be included for remedial works in the form of grouting to mitigate the risk to the development.

Main Build -

- Main works temp hardstandings; site service access road north/south, together with temporary site compound, and crane platform is to be installed.
- Oversite Reduced Level & Stone Hard standings
- New off-site service provisions for the site
- New Service and drainage infrastructure
- A new store construction: construction of a single storey flat roof building with clad walls, cantilevered solid canopy; external loading area; trolley bay; refrigeration plant compound. The store will have a gross internal area of 1890m2 with 1315m2 (net) Retail Area, 423m2 Warehouse and 121m2 Amenity Area
- Formation of car park – o/a site area of 10037m2; 89 Standard bays, 6 Accessible bays, 10 Parent & Child bays, 6 staff parking bays (total 111 no.)
- External works to include associated vehicular, pedestrian, cycle access and landscaping works
- S278 highways entrance alteration works
- Boundary Treatment – Knee rail fence with railings to be provided and weld mesh security / timber fencing to the rear of the ALDI building.
- Footprint of the building to be cleared of redundant relic structures
- Ground treatment to make up levels – loose fil 6F2 to U/S formation on building footprint in preparation for CMC works (Controlled Modulus Piling)
- A temporary works platform will be installed to the building footprint to accommodate the machines required for CMC works
- CMC works to building footprint to provide a 150KN/m2 bearing pressure
- Following enabling ground treatment - Anticipated conventional footings (strip & pad) foundations, subject to final foundation solution based on Ground Investigation results
- A ground bearing floor slab subject to re-engineering of the made ground and removing any unsuitable materials. The piling platform made good and prepared to U/S of slab – 200mm DOT type 1 to U/S slab – proof rolled and compacted
- All waterproofing / DPM / PDC to Architects details
- Suspended floor slab – to Engineers details
- Installation of new FW drainage with outfall to drainage stubs, north-east edge of the site.
- Installation of new SW drainage with outfall to drainage stubs, north-east edge of the site.
- Installation of surface water drainage with associated attenuation in the car park.

Following completion of the construction works ALDI have a merchandising period of 1 week prior to the store opening. Our construction methodology statement which follows explains how this will be achieved.

3.0 MATERIALS AND RESOURCE USE

3.1 CONSTRUCTION WASTE

All waste resulting from work on site will be removed to a waste disposal depot for recycling wherever possible. Waste skips will be available on site at a position designated by the Site Manager. Waste materials should be segregated and should be recycled where practicable.
General rubbish skips to be located on hardstanding areas and covered. All waste holding containers should be correctly signed and covered to protect from wind and vermin.
It is not envisaged that any other hazardous waste will be produced during the works but if the Site Manager identifies hazardous waste during any site operation the waste will be disposed of into a hazardous waste receptacle for disposal. A Site Waste Management Plan will be developed for the project and updated as/when required by the site manager.

Good practice will prevail and site records relating to waste transfer data will be held on site should they be required.

Provision has been made for waste skips to be located as noted on the site layout plan. The waste skips will either be lockable or covered in order to prevent the risk of arson or wind blowing debris around the site or adjacent areas.

Site and service access roads to be kept clear at all times for construction traffic and Emergency Services vehicles. Suitable and sufficient turning facilities to be provided to avoid the need for vehicles to reverse. The traffic management plan to be updated as the works progress.

No plant, materials or equipment should be placed in a position where, in the event of an accident, malfunction or misuse, it could fall within 3M of any existing building, public or private road, garden, footpath, bridleway or watercourse.

Suppliers of ready mixed concrete will be requested to source a local washout facility in order to avoid contamination of groundwater and surface water drainage on site. In the event that a local washout facility cannot be sourced then a skip or designated spoil area lined with a suitable filtration membrane will be provided on site to minimise the risk of water course contamination.

During work activities where dust is likely to be generated by cutting operations water suppression equipment will be provided to minimise the migration of hazardous airborne particles. Such water suppression equipment will be serviced from the on-site temporary water supply. Operatives using cutting equipment will be 'Face Fit' trained, clean shaven and will wear the appropriate face mask.

3.2 CONSTRUCTION

Estimates of key construction materials are listed below:

400m³ of reinforced concrete
70 tonnes of structural steelwork
750m² cavity blockwork construction
550m² internal walls, partitions and general fit-out materials.

3.3 PLANT AND EQUIPMENT

All plant and plant operatives will be evaluated to ensure the appropriate safety standards are adopted. Plant operatives will be required to provide evidence, in the form of the appropriate registration card/certificate, (CITB or Equivalent, i.e. CTA or CPCS card) that a satisfactory standard of operation/competence has been obtained under the test conditions of an approved assessor. To demonstrate that plant and equipment supplied is acceptable and meets the appropriate standards records of maintenance, test records, records of thorough examinations, electrical test certificates, and gas installation test certificates will be required where necessary. For lifting operations evidence of competence for banks men and slingers will be required in the form of a suitable certificate provided by an approved training company. It will be the responsibility of the Site Manager to ensure the above standards are implemented.

Traffic Management plan must be shown to all operatives as part of the site induction.

3.4 HOURS OF WORK

It is anticipated that the core working hours for noise and traffic creating construction activities will be set out as follows:

- 0730 – 1800 hours Weekdays.
- 0800 - 1300 hours Saturday.
- Working on Sunday will be subject to planning conditions / reasonable notice.

These times are in accordance with normal reasonable working hours when near residential properties.

Although night-time working will not normally be undertaken, it is envisaged that during the latter stages of the fit-out activities some internal finishes may be installed during out of hour's periods; these activities will not cause any environmental issues.

4.0 PROPOSED CONSTRUCTION METHODOLOGY

4.1 ENABLING WORKS

Temporary services local to the site compound / building footprint – electric and water provision will be installed on commencement of the site works. Site ground investigation surveys in advance of works to provide remediation strategy to be followed during groundwork activities. Enabling works comprise archaeological and asbestos oversite surveys and watching briefs, vegetation / invasive species clearance, temporary works access, service diversions, drainage connections, demolition of hardstanding's, grubbing up / removal of any residual ground obstructions, and remedial ground treatment. Installation of retaining structures to enable ground level formation. Preparation works to provide a suitable bearing sub-stratum. Testing of ground conditions carried out as required to verify load carrying capacity / design conformity. Note drainage outfalls and diversion works being subject to EA, UU and local authority approvals, this may affect the sequence of works. Suitable shoring equipment being used to support excavations as required.

4.2 SUB STRUCTURE WORKS

Subject to ground remediation acceptance, the anticipated substructure works will consist of standard pad and strip foundations with mass fill as required. Groundworks being designed to meet building, surfacing load criteria will be formed, again by mechanical means, incorporating reinforced concrete bases, walls, and slabs to meet specified design criteria. Designated, pre-approved design mixes applied for structural elements, installed in accordance with current codes of practice. Quality control, inspection and testing following industry standards. Infrastructure work to follow foundation installations, including foul and surface water drainage installation, installation of cable ducts for external lighting and cable services. Existing drainage to be protected until new drains installed with flows diverted, enabling capping off / grouting where appropriate & grubbing up of redundant services.

4.3 SUPER STRUCTURE WORKS

STEEL FRAME

The Structural Steel frame steel will be delivered to site on articulated vehicles with extended trailer 23m long. Mobile crane-age will be used to off-load the steel and move it in to position. Once the wagon has been off-loaded it will exit the site.

From datum point provided base levels will be checked, packed as required. The steel frame erected from gridline 12 through to gridline 1. Columns GLA-F / 12&11 will be slewed in to position and lowered on to holding down bolts, which have been cast in position prior to our arrival on site by the main contractor and on to a central steel packer. The nuts will be tightened, and columns checked for line and level. Steel erection under the guidance of a lift supervisor. Columns will continue to be erected on gridline A followed by B 12 to 1 using the same method.

Square hollow section and PFCs on gridline A/ B, which span from gridlines 12 through to gridline 1 to follow. Once the beams are in the correct location operatives will gain access to the fixing points using cherry pickers and the steel sections will be bolted in to position.

Rafter erection then progresses from gridline 12 to 1, followed by remaining perimeter columns on gridline F; grid 11 to 1. Tie beams will then be installed which span between each column on gridline F. There are four tie beams between each column these will need to be erected fitting the lower one first and progressing up to the eaves tie.

Once the perimeter steel is erected the trusses will be installed starting on gridline 11 back to gridline 1. When in the correct location operatives will gain access to the tops of the columns and bolt the truss in to position.

Roof bracing and purlins to be installed as erection progresses through the building. The building will be lined / levelled and any damage to the paintwork rectified before handing over to the main contractor. The steel alignment will be checked and grouted into position once lined and levelled. Finally canopy steel will be erected starting from grid E to A 1 to 4 completing the frame.

ROOF / WALL CLADDING SYSTEM

All materials will be delivered to site by articulated vehicles on 40-foot trailers with hardstand access provided and maintained to the immediate vicinity of the working and storage areas. A temporary laydown area for roof / wall sheets prior to hoisting into position will be made available adjacent the building footprint. Wherever possible materials will be hoisted directly onto steel structure. Each pack of sheets will be approximately 2 tonnes.

Offload of vehicles will be by rough terrain forklift, with hoisting of materials to the roof by mobile telescopic crane suitable for site operations. The machines will be utilised by competent, trained, certified, and appointed authorised personnel.

In addition to personal fall arrest, personnel working at height will be afforded by collective protection measures, including guardrails, netting, access towers and hand-railed access platforms compliant to current codes of practice. Sheeting will be progressively installed across the roof working from gable to gable.

Roof sheets will be stored on the roof steel, each pack will be secured to the steelwork after loading out to avoid movement of packs prior to installation. Roof sheets will be secured to roof steel by means of two security ropes. One will be left in place at all times when removing sheets/panels during roofing operations.

Working from the access platforms, sheets will be taken from the first pack, slid from the top over the platforms and laid on the purlin. This will be repeated till the sheets are laid out up to the set-out point. When a full tier of sheets has been laid out datums are taken from steel work, sheets aligned and fixed into place. From the first tier this will be used as access to lay the sheets in a forward direction back towards the packs, this will be repeated till all sheets are down at which time ridge flashings etc. can be fitted. Fixing down of the system, and installation of RWG's will immediately follow sheeting operations.

Liaison between the sheeting foreman and the site-agent will prevent other trades working

directly beneath roofing operations.

Upon completion of the slopes the handrails to the perimeter & soffit nets can be stripped by the scaffolders in accordance with their method statements.

4.4 INTERNAL WORKS

Fire escape routes and fire points will be as indicated on a Fire Plan drawing with routes updated / amended as the works progress. Signage will be displayed at appropriate points along the fire routes to indicate escape route egress to safe areas and a muster point. An emergency muster point will be designated in the area of the site compound.

Following building Superstructure erection, the building will be made watertight with installation of doors, windows, and glazing, enabling fit-out trades to progress.

The store utilises a heat recovery system; re-using the expelled warm air from the refrigeration plant and re-cycles it back into the store for heating. The building is controlled by a management system to assist its efficiency and all the electrical and refrigeration equipment is to the latest efficiency standards.

Service trades – Refrigeration, Mechanical, Plumbing and Electrical 1st fix trades – will initially progress high level containment and duct runs. Works to include security alarms, CCTV and power 1st fix cabling and containment.

Floor Terrazzo tiling installed following 1st fix trades to enable curing and protection prior to final fixtures and fittings installation. Wall linings, insulation, boxing's, fire breaks also follow initial services install, together with installation of internal lobby screen, and internal doors.

When services have sufficiently installed ceiling grids (where appropriate) will be progressed with service tiles enabling 2nd fix Refrigeration, Mechanical, Plumbing, and Electrical services.

Ceiling tile and wall finishes follow services install, then final fixtures and fittings. The building fabric at this point being subjected to fabric sealing and air testing.

Cold rooms, refrigeration plant, and chiller pipework installed in preparation for display equipment installations.

Removal of protection and cleaning of the building will be carried out in advance of final fix shop-fit fixtures and equipment, together with testing and commissioning of service installations.

4.5 EXTERNAL WORKS AND LANDSCAPING

Car park and building perimeter retaining wall finishes will be carried out following works to the building envelope / scaffold removal. Reinforced concrete bases, walls, and slabs to meet specified design criteria. Designated, pre-approved design mixes applied for structural elements, installed in accordance with current codes of practice. Quality control, inspection and testing following industry standards.

Following site strip and capping formation surface and foul water drainage systems will be excavated and installed. Roads and car park areas will be brought up to formation, enabling installation of demarcation kerb and gulley lines.

Road works over and adjacent existing drainage culverts will be subject to restricted access during construction and wrks will follow site specific and approved RAMS.

Service infrastructure – water, gas, electric, telecom, and street lighting will be installed progressively as road and car park areas are established. Works will be planned and co-ordinated to ensure sequential install deepest to shallowest levels. External lighting, including testing and commissioning will be carried out in advance of surface finishing.

Surfaces will be graded and compacted using mechanical plant in advance of paving finishes to highways standards.

Macadam base and wearing course finishes to roads and footpaths will be planned for late installation to minimise potential for damage prior to handover. Landscaping and planting being carried out in advance of final macadam wearing course finish. A final clean of the external areas will be carried out in advance of white lining.

Final installation of fencing, furniture, trolley bays, bollard install, sealant, and external decorative finishes being completed just before final clean and handover.

Only when all external works are nearing completion and the building envelope completed, will the site boundary safety fencing be dismantled, and final boundary 'dressing' / external public area interfaces take place.

4.6 COMMISSIONING AND BUILDING HANDOVER

Following completion of the refrigeration, mechanical, plumbing, and electrical services within the building they will be tested in accordance with the project specifications and codes of practice. On completion of all works the building and associated systems will be subjected to final inspection and test before handed over for user occupation.
An Operations and Maintenance manual is provided which remains in the store for reference and use by any visiting maintenance operatives.

5.0 SITE LOGISTICS

5.1 INTRODUCTION

Efficient management of the site logistics is essential to the operational functionality of the site works. A site set up Plan has been produced which identifies the location of the welfare facilities, materials storage, waste management, on-site parking and smoking area.
The Site Manager will be responsible for the logistical control of material deliveries and materials storage. This is to minimise traffic congestion both on and off site. Material storage will be in phases with easy access to minimise breakage and waste. The delivery vehicles will enter the site from Preston Steet & Service Road, traverse a designated unload / turning circle area and egress the site in a forward movement back along the same route.

5.2 CONCRETE PUMPS

It is envisaged that a concrete pump may be used during the foundation and floor slab construction operations. The pump wagon and the associated concrete deliveries will be contained within the site boundary.

5.3 SITE ACCOMMODATION

Projekt Construction's Site Manager will make all necessary arrangements for the provision, maintenance and removal of suitable and sufficient welfare facilities on site (i.e. potable water, power, and telecommunication) for all their staff, subcontractors and the Client for the full duration of the Construction Phase. Welfare facilities will be so designed to prevent any contamination of watercourses or groundwater. Power and water for cabins will be taken from temporary sources installed during enabling phase of the work.
The Site Set-up drawings indicate the area identified for the Enabling and Main Site Compound to house welfare facilities and for the storage of plant and materials for the duration of the Construction Phase. During the Enabling phase the Welfare facilities will be a self-contained unit with WC, changing and rest area, for up to 8-10 persons, required for an eight-week duration of the project and will be located as seen on the Enabling Site Set-up drawing.
Main Welfare facilities will follow enabling to include toilets, washing facilities, changing and rest areas, drinking water and eating facilities for up to 50 persons. The accommodation and site compound is as located on the Main Works site establishment drawing. Waste management services will be arranged for the storage, collection and disposal of foul waste. Welfare facilities must be so designed to prevent any contamination of watercourses or groundwater.

In addition to the provision of welfare facilities, regular maintenance, and cleaning of them will be carried out by outside professional cleaners controlled by the Site Manager.

5.4 PERSONNEL ACCESS

The proposed location for site personnel access is from Preston Street into the site compound via a route with suitably placed personnel access gates and barriers. Upon entering the site - all site operatives are required to report to the site office for a site induction relating to site specific safety issues.

5.5 DELIVERIES

Construction materials will be delivered to the site compound or if needs be directly to the work zone. Anticipated and planned construction material deliveries will be reviewed on a weekly basis and in the case of large, heavy or bulky loads a specific pre agreed unloading location will be identified together with the means to safely unload and position. Specific safe access/egress routes and areas to be kept clear of materials will be noted on the Traffic Management Plan.
Should it be deemed necessary large deliveries will be scheduled out of hours or at off peak traffic times thus avoiding congestion.
Recent Health and Safety bulletins have highlighted that cyclists are being injured by manoeuvring wagons; particular attention and care will be given to this problem when site deliveries are being made.
All haulage companies and delivery companies will be encouraged to have their vehicles fitted with safety apparatus that will improve driver visibility, sound audible alarms when reversing and guards to minimise the risk of pedestrians being trapped below the vehicle.

In order to protect pedestrians who cross the site entrance point the site gates will be kept closed whenever reasonably practicable to do so and the appropriate warning signage will be displayed i.e. 'Construction Site Entrance'.

5.6 Crainage

Crainage will be required to erect structural steelwork, roof sheeting and install refrigeration plant. Small wagon mounted cranes (HIAB) will be used to off load wagon deliveries. All lifting work being subject to LOLER regulation compliance; planned works being developed by appointed lift person and agreed with site management.

5.7 Construction Vehicle Movement

The table below provides an indication / estimate of the envisaged construction vehicular movements:

Activity	Approximate HGV Movements	Estimated Loads per Day
Enabling Groundwork	30	6
Substructure/Ground Formation	100	10
Superstructure	30	3
Fit Out	60	4

6.0 Potential Environmental Impacts

6.1 Potential Impacts During Construction

A review of the potential sources of adverse impacts associated with the demolition and construction works has been undertaken. The results of this review are presented within table below:

Issue	Potential Impacts
Dust/Air Quality	Airborne dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plan delivering and removing materials including dust and particulates.
Ecology	Water/mud runoff into drains.
Energy Usage	Indirect impacts associated with energy consumption such as CO^2, depletion of natural resources, air pollution etc. (Material selection and embodies energy issues are covered during the sustainable design section).
Fuel and construction materials storage	Accidental spills, discharges to drains/storm water systems, contamination to ground.
Hazardous materials and contaminated land	Exposure of the work force to deleterious/hazardous material and contaminated land, mobilisation of any source contaminants and creation of pathway from source to groundwater receptor
Noise	Increased road noise levels from vehicles. Increase noise levels from plant during general construction works.
Site and surroundings pedestrian access	Restrictions on pedestrian access to walkways, footpaths and roads.

Traffic	Traffic congestion caused by the site traffic. Increased vehicle movements mainly consisting of Heavy Goods Vehicles. Transfer of mud and material form vehicles onto the public highway. Disruption from abnormal of hazardous loads. Exhaust emissions.
Waste	Waste generation
Water and Water Usage	Increased sediment loadings to storm water system. Potentially contaminated storm water runoff. Natural resources depletion
Vibration	Increased vibration levels form vehicles. Increased vibration levels from plant during general construction works

7.0 MITIGATION MEASURES

7.1 MANAGEMENT OF TRADE CONTRACTORS

Individual contractors (e.g. for waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as outlined in the statutory requirements.

7.2 PUBLIC RELATIONS

The Site Manager will deal with complaints and enquiries. The Site manager's name and contact details will be displayed at the site entrance prior to the start of construction. The site will either be controlled by the Site Manager or an appointed person.

7.3 TREE PROTECTION

Any recommendations and guidance provided within Arboricultural Method Statements would be implemented on site.

7.4 CONSTRUCTION VEHICLE MANAGEMENT

The vehicles for site operatives are to be parked in the designated area. There will be a general policy of no off-site car parking and the site labour force will be encouraged to share rides or use public transport. Parking on public roads will not be allowed.

7.5 ACCESS AND EGRESS

All deliveries will need to be kept off the highway. The site entrance will be clearly identified, and deliveries will arrive at a designated time windows so that vehicles can enter and egress the site in a forward driving manoeuvre.

7.6 ROAD CLEANLINESS

The appointed Ground Works Contractor will be charged with maintenance of the public highways adjacent to the site entrance. They will have to have included for adequate resources to meet this obligation within their tender sum allowances as discussed and confirmed at the post tender interviews which preceded placement of the official order for the works. These key contractors will have to be confirmed that they will discharge the obligation on a daily basis if necessary, throughout the course of their works or as and when required by the deployment of hired road brushes, and additional labour before a firm order will be placed. Additionally, where necessary, in order to minimise migration of site-generated material onto the adjacent roads, vehicles and equipment leaving site will have their axles and wheels washed down at an area close to the exit onto the

adjacent roads. All endeavours will be made to minimise the risk of debris migrating onto the adjacent roads and car parking areas.

7.7 DUST SUPPRESSION

During work activities where dust is likely to be generated by cutting operations water suppression equipment will be provided to minimise the migration of hazardous airborne particles. Such water suppression equipment will be serviced from the on-site temporary water supply. Operatives using cutting equipment will be 'Face Fit' trained, clean shaven and will wear the appropriate face mask.

7.8 MANAGEMENT OF NOISE VIBRATION AND DUST

In relation to noise and vibration Projekt Construction works to set risk control standards which are defined in the Noise Assessment Register. This is supplemented by site noise measurement taken when deemed necessary for daily exposure and assessments of vibration exposure.
Site specific noise and or vibration related risks likely to be encountered and managed on this project from an initial assessment of all planned construction operations and methods are not thought to pose any level of significant risks to be managed, monitored and overcome. Practical measure to reduce the effects of noise will be the deployment of silenced plant and equipment and the choice of plant and equipment will be carried out with this in mind.

As a number of residential properties are within close proximity to the construction operations it is essential that good practice procedures are implemented on site in order to mitigate noise, vibration and air pollution (e.g. through dust and fume generation) impacts. Measures currently planned to be adopted include:

- Off-site pre-fabrication is to be implemented where practical.
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable.
- Plant will be certified to meet relevant current legislation and British Standard standards.
- All Trade Contractors are to be familiar with current legislation and codes of practice.
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will, where possible, be carried out away from noise sensitive areas.
- Any noise or dust related complaints will be investigated and actioned accordingly.
- Road brushing and water suppression will be implemented when deemed necessary.
- Plant and equipment will be switched off when not in use.
- Vehicles transporting materials to and from site are to be suitably sheeted in order to prevent the release of materials and particulate matter.
- A wheel / body washing facility will be provided at the site entrance / exit in the form of a portable jet washer.

7.9 SITE WASTE MANAGEMENT

All waste resulting from work on site will be removed to a waste disposal depot for recycling wherever possible. Waste skips will be available on site at a position designated by the Site Manager. Waste materials should be segregated and should be recycled where practicable.

General rubbish skips must be located on hardstanding areas and must be covered. All waste holding containers should be correctly signed and covered to protect from wind and vermin.

It is not envisaged that any other hazardous waste will be produced during the works but if the Site Manager identifies hazardous waste during any site operation the waste will be disposed of into a hazardous waste receptacle for disposal. A Site Waste Management Plan will be developed for the project and updated as/when required by the site manager. Notwithstanding the aforementioned, good practice will prevail and site records relating to waste transfer data will be held on site should they be required. Provision has been made for a waste skip to be located within the site compound area as noted on the site layout plan. The waste skips will either be lockable or covered in order to prevent the risk of arson or wind blowing debris around the site or adjacent areas.

Site access roads must be always kept clear for construction traffic and Emergency Services vehicles. Suitable and sufficient turning facilities must be provided to avoid the need for vehicles to reverse.

No plant, materials or equipment should be placed in a position where, in the event of an accident, malfunction or misuse, it could fall within 3M of any existing building, public or private road, garden, footpath, bridleway or watercourse.

Suppliers of ready mixed concrete will be requested to source a local washout facility in order to avoid contamination of groundwater and SW drainage on site. In the event that a local washout facility cannot be sourced then a skip lined with a suitable filtration membrane will be provided on site to minimise the risk of contamination.

7.10 Construction Flood / Surface Water Risk Management

Construction Flood / Surface Water Risk Management and mitigation measures –

During enabling construction works new SW connections will be addressed, with a view to establishing an agreed outfall for water discharge.

In order to control surface water flows and prevent flooding during construction a temporary water discharge consent will be requested from the local authority. The temporary discharge will comprise a filtered drain system with associated catchment. Water outfall discharge will be restricted flow with integrated catchment to retain any sediment prior to SW discharge. The catchment and temporary drainage monitored and adjusted as work progresses to minimise risk of site flooding with segregation and disposal as required of any sediments prior to outfall.

Filter drainage at site boundaries will be temporarily supplemented with temp connections to in the early stages to assist in establishing site flood prevention measures. Refer to temporary discharge proposal appended.

The groundworks will be progressed methodically in line with the programme, as areas are cleared, they will be sealed to minimise water damage and in the event of poor weather conditions water flow managed to strategic locations if required by use of clay bunds, prior to filtered discharge. Filtered pumps will be made available to move untreated water to filtered drain locations. Temporary drainage will be retained until new stormceptor and attenuation system ready for operation, temporary discharge system will then be removed.

Note - New Drainage works generally are sequenced to follow ground remediation, just in advance of re-surfacing. Note as the drainage progresses gully covers / grates will be placed on all new SW drainage assets until the end of construction to prevent silt/debris from entering the new SW drainage features.

Methods for surface water management will be included in the tender enquiries to groundworkers and on appointment they will be required to comply with methods of water management and flood risk mitigation.

This CSWMP shall be adhered to throughout the construction period.

7.11 Dust Mitigation Matters

Reference Air Quality Assessment – NJD October 2023 – ***Dust Management Plan (DMP)***. The risk of dust impact will be monitored by Site Management. Suitable and sufficient methods will be employed to identify if/when the effects will necessitate a reduction in works, or a stop works procedure -

Mitigation Site Management –

- Develop and implement a stakeholder communications plan that includes informing the community before work commences on site.
- Display the name and contact details of person(s) accountable for dust issues on the site boundary.
- Display the head or regional office contact information.
- Monitor and take appropriate action to implement the Dust Management Plan (DMP)

Mitigation Site Management –

- Record all dust and air quality complaints, identify causes(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken.
- Make the complaints log available to the Local Authority when asked.
- Record any exceptional incidents that cause dust emissions either on or off-site and the action taken to resolve the situation in the log book.
- Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to make sure that plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same
- strategic road network routes.

Mitigation Monitoring –

- Carry out regular site inspections to monitor compliance, record inspection results and make an inspection log available to the Local Authority when asked.
- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.

Mitigation Preparing and Maintaining the Site –

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose 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 that have the potential to produce dust from site as soon as possible unless being re-used on site. If they are being re-used on-site, cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

Mitigation Operating Vehicle/Machinery and Sustainable Travel –

- Make sure that all vehicle operators 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 practicable.
- Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to
- the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).
- A Construction Logistics Plan should be produced 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).

Mitigation Operations –

- Only use cutting, grinding or sawing equipment fitter or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- Make sure that there is an adequate water supply on the site for effective dust suppression using non-potable water where possible and appropriate.
- Use enclosed chutes and 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.
- Make sure that 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.

Mitigation Waste Management

- Avoid bonfires and burning of waste materials.

Mitigation Measures Specific to Earthworks –

- In dry conditions - Make sure that effective water suppression is used during groundworkn operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulchers or tackifiers where it is not possible to revegetate or cover with topsoil as soon as practicable.

- Only remove the cover in small areas during work and not all at once.

Mitigation Measures Specific to Construction -

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Make sure that sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case endure that additional control measures are in place.
- Make sure that bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- For smaller supplies of fine power materials make sure that bags are sealed after use and stored appropriately to prevent dust.

Mitigation Measures Specific to Trackout –

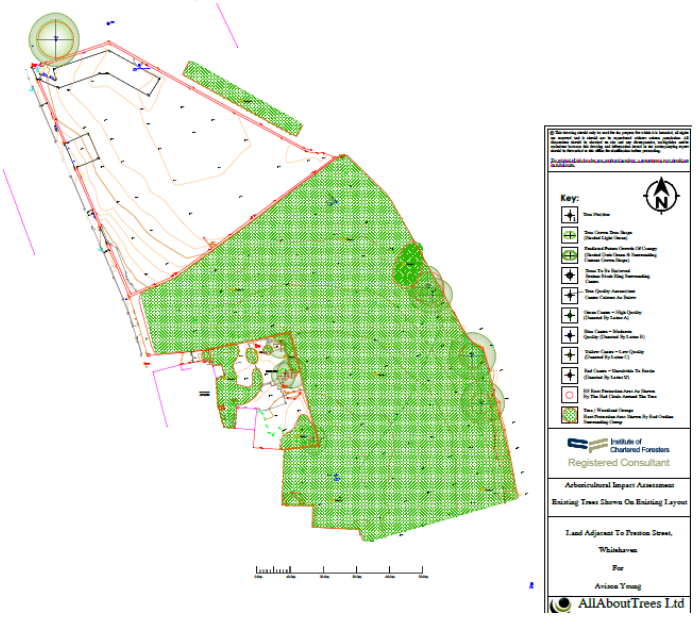
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.
- Make sure that vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Implement a wheel jet wash system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Make sure that there is an adequate area of hard surfaced road between the wheel jet-wash facility and the site exit, wherever site size and layout permits.
- Access gates to be located at least 10m from receptors where possible.

7.12 ECOLOGICAL MANAGEMENT

Reference AllAboutTrees Arboricultural Impact Assessment report 4.9.23

AllAboutTrees has been able to ascertain with Copeland Borough Council (the Local Planning Authority) on Thursday 3rd August 2023 that there are no restrictions protecting the trees on the site. The site is not within a Conservation area and there are no TPOs imposed on any trees within the site.

Existing Trees Shown On Existing Layout (AIA Exi) –



The study area is located to the east of Preston Street, Whitehaven. For descriptive purposes the study area can be split into three areas:

• To the north is a carpark with boundaries defined by stone walls. The surfacing is poor and the pay machines were out of order at the time of the site visit. Despite this the car park appeared relatively well used.

• The second area is found to the south, to the rear of the 'The Ginns' and has been fenced off from the remainder of the site. The plot does not appear to have been managed in a fair quantity of time and is being colonised by Buddleja. Old concrete pads remain and a quantity of old worn tyres have been deposited here.

• The final area is the large space which forms the majority of the site. Following demolition of the buildings which formerly occupied the area, the plot appears to have been left unmanaged. It has now been colonised with a dense swathe of pioneer species, primarily Goat willow. Navigation of this portion of this site is arduous given the density of stems. Japanese knotweed was also found in multiple locations.

The site slopes uphill to the south. There were no apparent drainage issues at the time of the survey.

Root Protection Areas (RPAs)

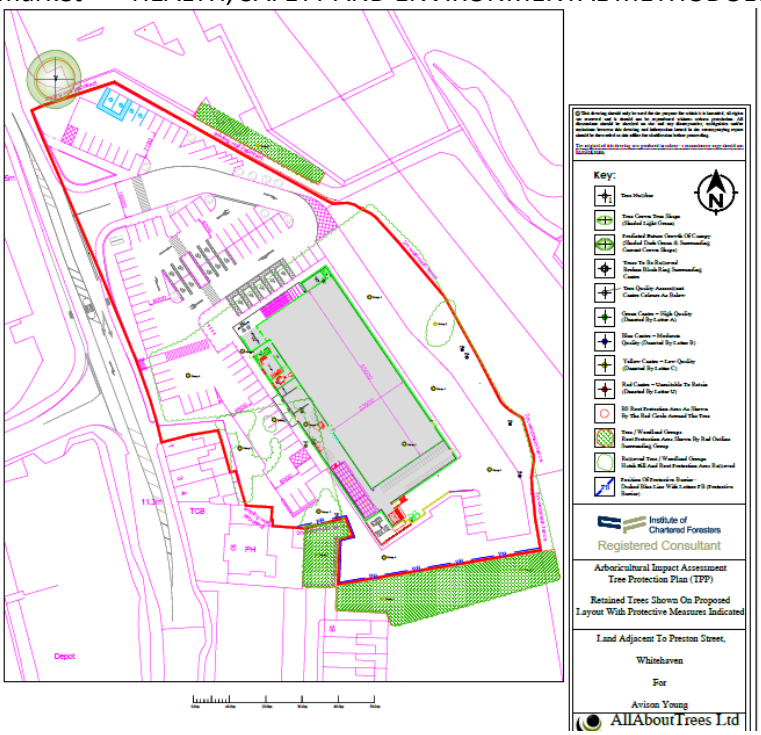
The British Standard Root Protection Areas (RPAs) are indicated by the red circles surrounding the trunk position of the trees on the associated plans. These indicative circles do not take into consideration site specific conditions such as the presence of buildings, roads, footpaths, topography, underground utility services etc. and are representative of typical root morphology where said structures are not encountered.

Tree Removals - It will be necessary to remove some of the existing trees to facilitate the proposed development:

• Trees 2-9
• Groups 2, 3, 5
• The majority of group 4

These will need to be removed to facilitate the construction of the new building and associated infrastructure.

Retained Trees Shown On Proposed Layout With Protective Measures Indicated
-Tree Protection Plan (AIA TPP) -



Retained Trees - Protective barriers to be erected around all retained trees in the position indicated by the blue line on the Tree Protection Plan prior to any works on site. Signs should also be attached stating that the area is a protected zone and should not be entered.

Wildlife Habitats

As part of the survey the significant trees were inspected from ground level for signs of wildlife habitation, in particular birds and bats.

Bats - All UK bats and their roosts are protected by law. The legislation protecting bats are:

- The Wildlife & Countryside Act 1981 (WCA)
- Conservation of Habitats and Species Regulations 2017

For all countries of the UK, the legal protection for bats and their roosts may be summarised as follows:

You will be committing a criminal offence if you:

1. Deliberately* capture, injure or kill a bat
2. Intentionally or recklessly disturb a bat in its roost or deliberately disturb a group of bats
3. Damage or destroy a bat roosting place (even if bats are not occupying the roost at the time)
4. Possess or advertise/sell/exchange a bat (dead or alive) or any part of a bat
5. Intentionally or recklessly obstruct access to a bat roost

*In a court, 'deliberately' will probably be interpreted as someone who, although not intending to capture/injure or kill a bat, performed the relevant action, being sufficiently informed and aware of the consequence his/her action will most likely have.)

Penalties on conviction - the maximum fine is £5,000 per incident or per bat (some roosts contain several hundred bats), up to six months in prison, and forfeiture of items used to commit the offence, e.g. vehicles, plant, machinery.

No visual signs were found to indicate the presence of bats in the surveyed trees.

When carrying out tree works it is essential that the contractor or other competent person carriers out a specific 'bats in trees risk assessment' which can be obtained from the 'Arboricultural Association' or the 'Bat Conservation Trust' (BCT). If evidence of bats is found work must stop immediately so that licenced Ecologist can advise further.

Birds - In the UK, all wild birds, their nests and their eggs are protected by law.

In England, Scotland and Wales the legislation that protects wild birds is:

- The Wildlife and Countryside Act 1981
- The Countryside (or CRoW) Act 2000

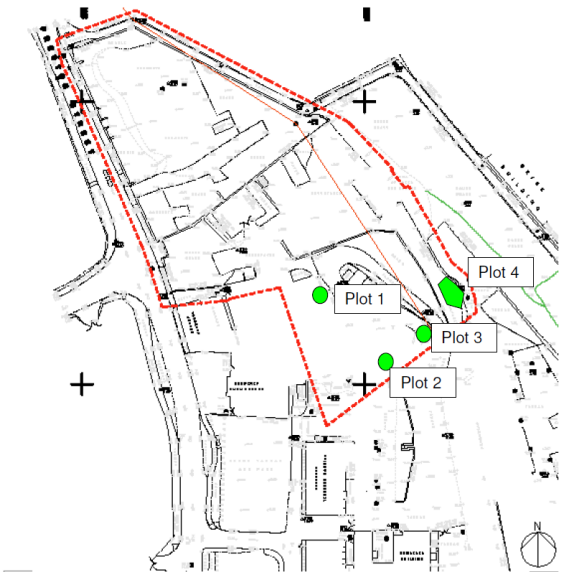
4.7.7 No nesting birds were seen at the time of inspection though given the scope of the site, and the extent of vegetation, significant potential exists for birds to nest and as such caution must be exercised.

4.7.8 As with bats the contractor has an obligation to carry out visual checks prior to works. Where possible tree works should be carried out in the period from August to the end of February in order to avoid the bird nesting season.

New Landscaping **-** The landscaping scheme to be designed to benefit wildlife and biodiversity.

Landscape planting as per approved landscaping drawing – For further detail refer to planting schedule

Reference Ashtrees Japanese Knotweed Report -
Japanese Knotweed Working Method Statement & Management Plan 10/12/2018 -
Site Plan: Location of Japanese Knotweed within topographical survey - land off Preston Street, Whitehaven. The site comprises of a car park and undeveloped land with scrub vegetation growing within.



Japanese knotweed (Fallopia japonica) is a non-native invasive species of plant. Since it was introduced into the UK as an ornamental garden plant in the mid-nineteenth century it has spread across the UK, particularly along watercourses, transport routes and infested waste areas. The plant can grow up three metres in one growing season, usually April to September. The stems are similar to bamboo and form dense thickets that persist when dead, long in to winter. The plant has small white flowers that bloom in late summer and produce small triangular seeds that are dark brown in colour. The extensive underground rhizomes produce the new shoots the following spring, this is the main reason why Japanese Knotweed spreads, and as such, any soil that is contaminated with its rhizomes must be disposed of appropriately and is an offence under the Wildlife and Countryside Act 1981 to not to do so.

Japanese Knotweed is actively growing at the above address. The large stand (Plot 4) appears to be the main source of all the Japanese Knotweed found within the survey area. The isolated stems (Plots 1~3) have probably become established from viable plant material through the site clearance and disturbance of Plot 4.

Methods of treatment and removal to comply with Japanese Knotweed is listed on Schedule 9, Section 14(2) of the Wildlife & Countryside Act (1981). This makes it an offence to actively plant or otherwise cause the species to grow in the wild.
Section 23 of the Infrastructure Act 2015 amended the Wildlife and Countryside Act 1981 by inserting a new Schedule 9A to introduce a statutory regime of species control agreements and orders. This schedule ensures that, in appropriate circumstances, landowners take action on invasive non-native species and formerly resident native species, or permit others to enter the land and carry out those operations, to prevent their establishment and spread.
The Environmental Protection Act 1990 (EPA 1990) contains a number of legal provisions concerning "controlled waste", Waste must be handled responsibly and in accordance with the law at all stages between its production and final recovery or disposal. Waste must be transferred to an authorised person, in other words a person who is either a registered carrier or exempted from registration by the ***Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991.*** A waste transfer note must be completed and signed giving a written description of the waste, which is sufficient to enable the receivers of the waste to handle it in accordance with their own duty of care. ***The provisions concerning waste transfer notes are set out in the Environmental Protection (Duty of Care) Regulations 1991 (as amended).*** Failure to comply with these provisions is an offence.
The Hazardous Waste Regulations 2005 (HWR 2005) contain provisions about the handling and movement of hazardous waste. Consignment notes must be completed when any hazardous waste is transferred, which include details about the hazardous properties and any special handling requirements. If a consignment note is completed, a waste transfer note is not necessary. ***Untreated Japanese knotweed is not classed as hazardous waste, but material-containing knotweed that has been treated with certain herbicides, may be classified as hazardous waste.***

Exclusion Zones
Japanese Knotweed (7m)
For Japanese Knotweed the polluted zone extends to 7m from the periphery of the plants due
to the extent to which rhizomes can encroach from the parent plant. Japanese Knotweed within the site should either be fenced off or access limited to the infected areas. Soil from within these areas must not be transferred to other areas of the site, as this soil is most likely to contain viable plant material.
General site rules to be applied when working near to Japanese Knotweed
- **Do not remove soil within 7 metres of the plant**
- Use of tracked machinery should be not be used in areas polluted with Japanese Knotweed.
- NEVER use a strimmer, mower or chipper on Japanese Knotweed.

- After treatment, allow stems to die back naturally.
- No Japanese Knotweed should be placed in recycling bins.

Proposed Treatment – Contractor Method Statements to be developed to remove -
Initially, the application of herbicide is to be reviewed prior to any work carried out. Note - Untreated Japanese knotweed is not classed as hazardous waste, but material-containing knotweed that has been treated with certain herbicides, may be classified as hazardous waste.

Excavation -
Works require an immediate solution to the problem of Japanese knotweed on-site then excavation and subsequent treatment or disposal may be the only option available. Rhizomes can spread up to 7m horizontally and 3m vertically from the plant itself and therefore it is necessary to excavate this area of ground to ensure that all rhizomes are removed and significantly reduce the chance of the plant re-growing.

Off-site Disposal -
Japanese knotweed must be disposed of at a suitably licensed or permitted disposal facility. This is perhaps the most expensive option for dealing with infested soil.
Landfills are classified as being for a) hazardous, b) non-hazardous or c) inert wastes. Regulations set out waste acceptance criteria (WAC) for each class of landfill. Waste soil containing Japanese knotweed is usually classed as controlled waste but may be hazardous waste if herbicide or another hazardous contaminant is present. Whenever material containing Japanese knotweed is removed to landfill, it must be taken to a site that is permitted to accept it. Operators of landfills for hazardous or inert waste are unlikely to be able to accept Japanese knotweed because of the WAC limits on organic material. Waste soil containing knotweed can be disposed of at a non-hazardous waste site, if they have capacity for it and the soil does not contain hazardous waste, such as persistent herbicides. If it does, it may need to go for incineration.

Reference Preliminary Ecological Appraisal & Biodiversity Net Gain Report - Avison Young & Aldi - August 2023

Avison Young - July 2023 - desk-based study and a preliminary ecological appraisal (PEA) habitat survey of land within Whitehaven. The approximate central grid reference for site is NX 97303 17539. The survey is required prior to proposal to construct a new Aldi store on site, with associated car parking facilities and landscaping

The ecological assessment took place on 31st July 2023 in accordance with the UK Habitat Classification methodology (Butcher et al., 2020), using the most up to date version on the UK Habitat Classification (Version 2.0). Habitats were recorded on site and then mapped using QGIS, using the fine-scale minimum mapping unit as detailed within the UK Habitat Classification User Manual (25m2, 5m length). Use of Secondary Codes was not restricted with Codes used where mandatory and optional, to add more detail to the survey. Survey work was carried out by Laura Thompson BSc (Hons) ACIEEM, Senior Ecologist employed by Total Ecology.
Three main habitat land categories were identified on site under the Phase 1 system of habitat description with the site roughly split into an artificially unsealed car park to the north and willow scrub to the south. A small area of woodland is present to the east.

The site is likely to support roosting, foraging, and nesting birds including amber and red-listed species. Bats will likely commute through site, although no roosting opportunities are available. Small mammals including hedgehogs are likely to utilise site for cover and foraging and it is likely that common invertebrates will make use of clearings and vegetation within the willow scrub.

Willow scrub to be replaced elsewhere locally. ***Works must take place outside of the main nesting bird season (March – August inclusive).*** Should it be necessary for works to be carried out during this period, then a site visit by an appropriately qualified ecologist will be necessary to ensure no nesting birds will be impacted by works.

It is recommended that the proposed site includes linear features to ***support continued commuting by bats.*** This could include a native hedgerow or a line of trees.
The site is likely to support ***hedgehog***s and any works should be completed with care. Vegetation should be cut to 150mm before being completely cleared, with contractors remaining vigilant for hedgehog presence. Additionally, working methods should be followed to ensure that all mammals are safeguarded. This includes safe storage of materials that may be poisonous to mammals and the covering of any steep-sided excavations at night (or a ramp placed inside the excavation) to allow egress to any mammals that may become trapped. ***Other Mammals –*** Working methods should be followed to ensure that all mammals are safeguarded. This includes safe storage of materials that may be poisonous to mammals and the covering of any steep-sided excavations at night (or a ramp placed inside the excavation) to allow egress to any mammals that may become trapped.

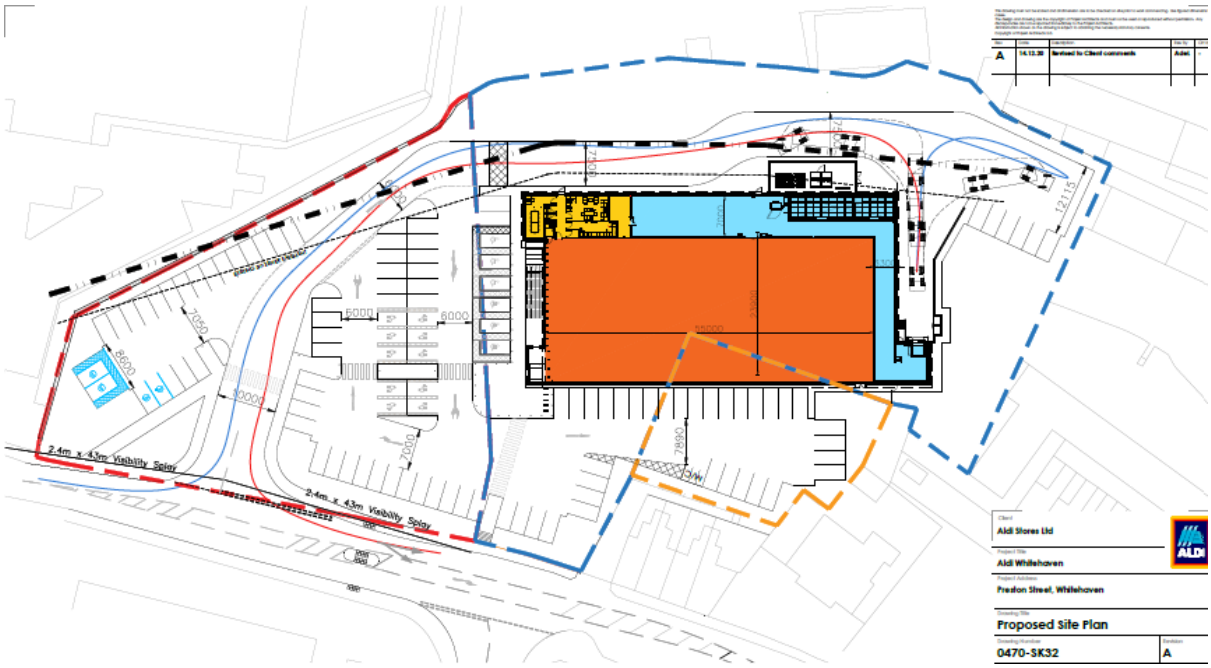
Habitat Condition Assessments – Created - All habitats on site are due to be destroyed and replaced with new habitats. Created habitats include developed land; sealed surface and built linear features.
Mixed Scrub - There is 0.0941 hectares of mixed scrub due to be planted on site. Scrub should include at least 3 native species.
Neutral grassland - Grassland should be planted on site with a local mix of grasses and wildflowers, to achieve a good species richness and a varied sward.
Individual
Tree – Urban Tree - Trees are due to planted across the site, mostly atop scrub habitat. Most trees will be planted individually, with 4 planted in a row on the north-east section of site. All trees should be native species of local providence.
Management will be necessary to ensure the habitat remains in good condition.

The proposed created grassland on site should include species such as fine grasses including fescues, bents, and meadowgrasses, bird's-foot trefoil, and kidney vetch which are food plants for invertebrates recorded within the local area.
The Biodiversity Metrics calculation shows a baseline of 2.79 habitat units on site. After proposals have been completed to the most up to date landscape plan, the site will provide 1.93 habitat units, resulting in a biodiversity net gain of -30.78% (a loss). This should be rectified by either updating site proposals to include a greater area of scrub, trees, and other high-quality planting, or by supplementing on-site planting with off-site gains elsewhere.

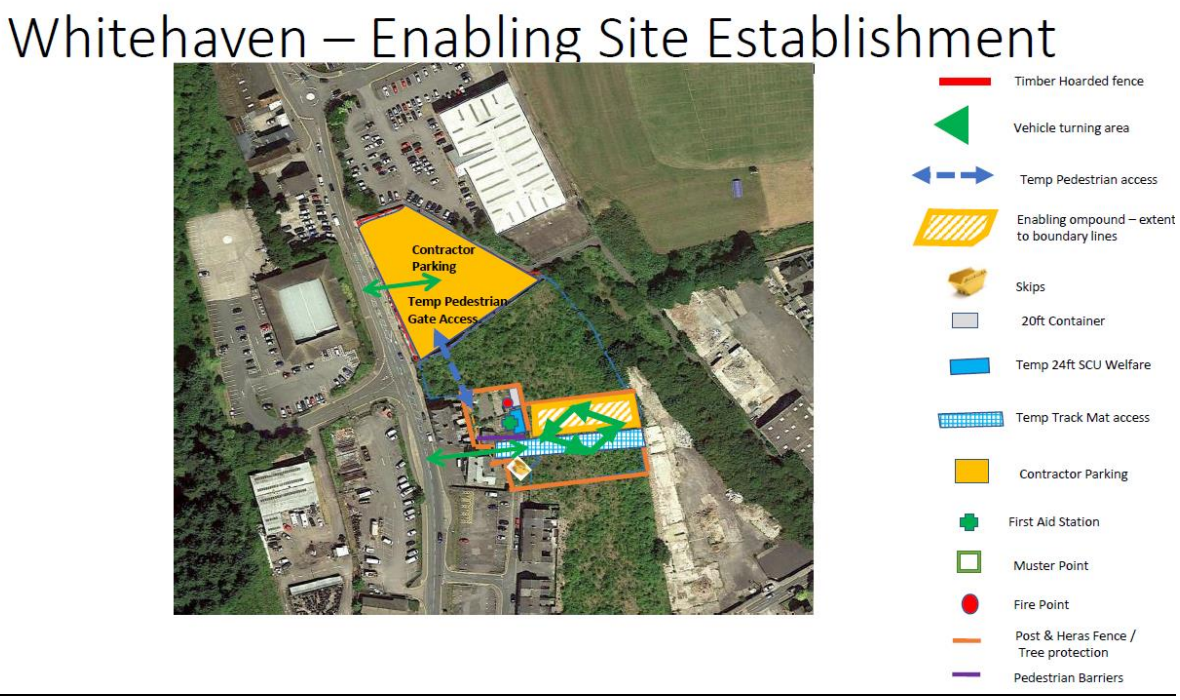
APPENDIX A SITE LAYOUT PLANS

EXISTING SITE PLAN

PROPOSED SITE PLAN



PROPOSED CONSTRUCTION WORKS – ENABLING SITE ESTABLISHMENT DRAWING



PROPOSED CONSTRUCTION WORKS – ENABLING SITE ESTABLISHMENT DRAWING