A46 Coventry Junctions (Walsgrave)
Scheme Number: TR010066

6.7 Pre-commencement Plan

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Volume 6

November 2024

Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A46 Coventry Junctions (Walsgrave)
Development Consent Order 2024

PRE-COMMENCEMENT PLAN

Regulation Number	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010066
Application Document Reference	TR010066/APP/6.7
Author	A46 Coventry Junctions (Walsgrave) Project Team, National Highways

Version	Date	Status of Version
Rev 0	November 2024	Application Issue

Tables

Figures

1 Overview

1.1 Introduction

1.1.1 This document describes the pre-commencement works (as defined in article 2 of the draft Development Consent Order (DCO) (**TR001066/APP/3.1**) and included in section 2.6 of Chapter 2 (The Scheme) of the Environmental Statement (ES) (**TR001066/APP/6.1**) for the A46 Coventry Junctions (Walsgrave) (the "Scheme") and details the mitigation measures required to appropriately control those works.

1.1.2 The rationale for this plan is to document the activities that the DCO will allow to take place before 'commencement' of the project has occurred (before the discharge of any requirements in Schedule 2 that are specified as pre-commencement requirements, i.e. in the form 'no part of the authorised development may commence until, for that part ...'), listing any controls that will apply while those actions are undertaken. In previous National Highways and other DCOs, such activities were simply listed in Article 2 of the DCO as exclusions from the definition of 'commence' with no controls given so this approach will allow controls to be applied and provide more flexibility and transparency. Section 3 lists controls applicable to all of these activities and section 2 lists specific controls applying just to one of the activities, listed in turn. Should an activity be started but then it transpires that an external consent is required, e.g. due to the discovery of an unexpected protected species, then the activity will cease and no longer be considered as one of the 'pre-commencement works'.

1.1.3 The 'pre-commencement works' are listed as follows. Those highlighted in bold in the below list are those activities that the Applicant considers will require specific mitigation in addition to the general mitigation as set out in Section 3 of this document:

- receipt and erection of construction plant and equipment
- investigation and remedial work in respect of adverse ground conditions
- **construction of site accesses from existing carriageways**
- **utilities works comprising fencing and protection slabs**
- **satellite compound establishment including welfare facilities and temporary buildings**
- baseline monitoring and investigations for the purpose of assessing and monitoring ground and water conditions and levels
- site clearance
- environmental surveys, mitigation and monitoring
- erection of temporary fencing
- erection of scheme sign boards
    - establishment of survey control points
    - vegetation clearance
    - non-intrusive surveys
    - intrusive surveys

1.1.4 The impact of all pre-commencement works is assessed as part of the ES Chapters 5-15 (**TR010066/APP/6.1**). As secured by Requirement 13 of the draft DCO (**TR001066/APP/3.1**), the Pre-Commencement Plan is a further control document that will ensure that the pre-commencement works are sufficiently controlled and mitigated.

1.1.5 This document is organised into two main sections:

a) "Pre-commencement Activities" – this section of the plan is broken down by pre-commencement work type and describes the types of activities the Applicant envisages undertaking for each of the pre-commencement works highlighted in bold in paragraph 1.1.2. The descriptions provided in this plan are indicative of the type and magnitude of operations required. This section also contains the more specific mitigation measures required for each activity which will be applied, where necessary, in addition to the General Mitigation Measures contained in Section 3.

b) "General Mitigation Measures" - this section of the plan sets out the general mitigation measures that would apply to all pre-commencement works.

1.1.6 This document, together with any required site specific archaeological mitigations as detailed in section 6.1 of ES Chapter 6 (Cultural Heritage) (**TR001066/APP/6.1**), would apply to all pre-commencement works.

1.1.7 It is the intention to restrict the activities detailed in this document to the following working hours:

- 0700 – 1900hrs weekdays and 0700 – 1400hrs on Saturdays.
- 1900 – 0700hrs for works on existing carriageways and verges which are not accessible during normal working hours.

1.1.8 All appropriate and applicable mitigation (detailed in this document) would be employed for all pre-commencement work.

1.2 Limitations

1.2.1 At the preliminary design stage, the construction methodologies, programme and works information are indicative but are considered to be representative of the likely approach to how the Scheme would be implemented. The approach to construction would be further refined and finalised during the detailed design stage, post consent of the draft DCO (**TR010066/APP/3.1**).

1.2.2 In any event, all pre-commencement works will be subject to the general mitigation measures set out in Section 3 of this document and, to the extent they are relevant to the specific mitigation measures for each pre-commencement work set out in Section 2.

1.2.3 The final design of the pre-commencement works would not be significantly different from those described in this plan and would therefore not result in greater effects

than what is currently reported in the ES (**TR001066/APP/6.1**).

1.3 Predicted HGV Movements

1.3.1 The following table summarises the estimated maximum number of HGVs arriving daily on the Scheme for each of the pre-commencement works.

1.3.2 It is not planned that any of the pre-commencement works would be ongoing for the full duration of the pre-commencement period or that all of these works would be progressed at the same time. Some of these works would however be progressed in parallel. The numbers provided in Table 1.3-1 are indicative based on the information available at the time of writing this document.

1.3.3 Pre-commencement works not listed in Table 1.3-1 will not require HGV movements.

Table 1.3-1 HGV numbers for pre-commencement works

Pre-Commencement Activity	Maximum HGV Number per day
Utilities works	2
Construction of Compound	10
Site / Vegetation Clearance	2
Construction of site access	10
Erection of temporary fencing	2
Erection of scheme boards	1

2 Pre-commencement activities with additional mitigation

2.1 Construction of site accesses from existing carriageways

Scope

2.1.1 The detailed design of the site accesses from the A46 Northbound and Southbound carriageway has not been developed at this stage, though they would be essential in enabling other pre-commencement tasks and in preparation for the main construction phase.

2.1.2 Three site accesses have been identified for the pre-commencement phase. These accesses will be used to access the works areas for the first phase of the construction works. The locations of these accesses are detailed below and shown in Figure 2.1-1:

- On the western side of the existing A46 Walsgrave roundabout
- On the A46 Northbound verge in the location of the existing layby to access the satellite compound
- On the A46 Southbound verge in the location of the existing layby to the north of the existing A46 Walsgrave roundabout

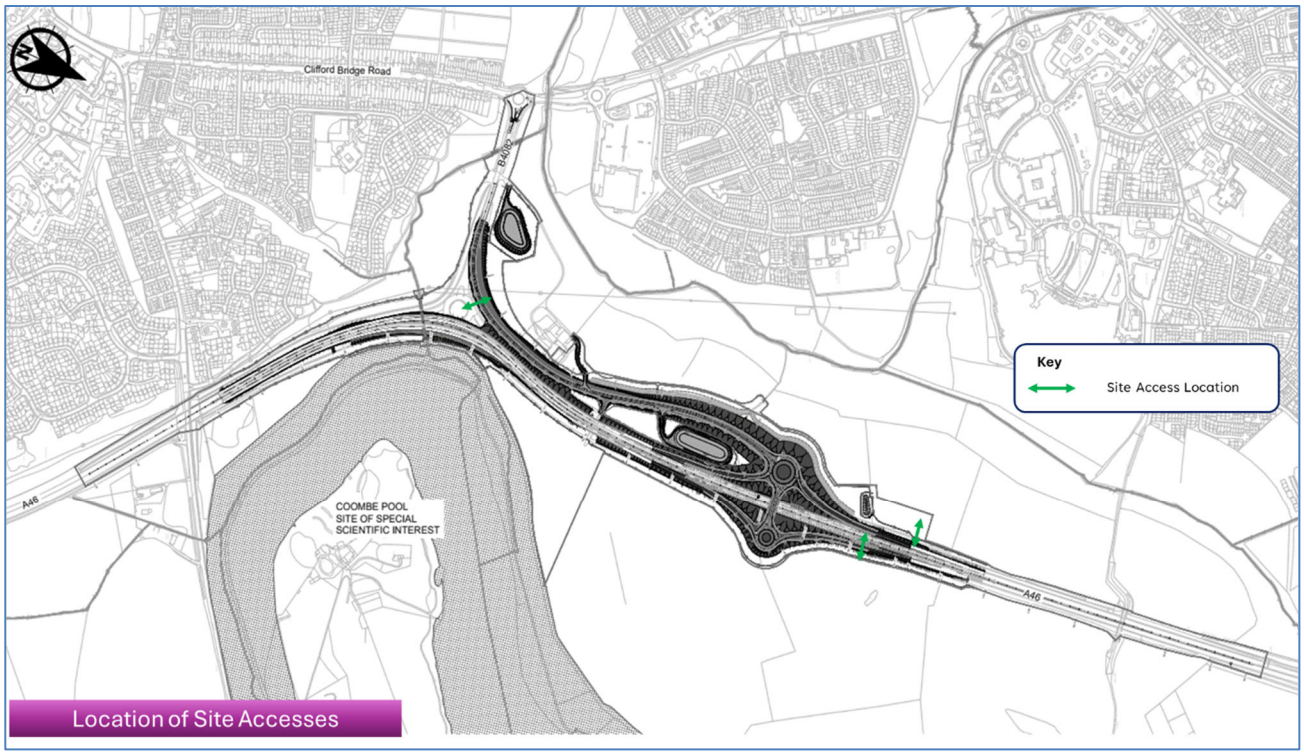

Figure 2.1-1: Location of site accesses

Methodology

2.1.3 The proposed access arrangements for construction of the site accesses vary due to the differing locations shown in Figure 2.1-1.

2.1.4 For construction of the site accesses on the A46 Northbound and Southbound carriageways (which are both located within existing laybys) the proposed access, sequence of events and working hours are as follows:

a) Install a permanent closure of the existing layby.

b) Access to the site access construction area would then be via the closed laybys from the A46 Carriageway.

c) Construction of the accesses would then be undertaken during standard working hours which are considered to be between 07:00 and 19:00 between Monday and Friday, and between 07:00 and 14:00 on Saturday.

d) The required construction plant would be delivered and collected on flatbed vehicles/low loaders within the closed laybys.

2.1.5 For construction of the site access on the western side of the existing A46 Walsgrave roundabout the proposed access, sequence of events and working hours are as follows:

a) Install off-peak lane closures of lane one of the east bound B4082 carriageway and lane 1 of the A46 Northbound carriageway.

b) Off-peak works would be between 19:00 and 07:00 Monday to Friday.

c) Access to the site access construction area would then be via the traffic management works accesses.

2.1.6 The following construction sequence will be utilised for the construction of all site accesses:

a) Vegetation clearance including trees and hedges.

b) Installation of tree protection barriers for retained trees

c) Installation of temporary fencing

d) Topsoil strip and store (windrow)

e) The stone would be placed and spread using a combination of excavators and dozers. Generally, the dozers would spread the bulk of the material and the excavators would complete the trimming of the surface and edges.

f) The surface, once filled to the designed level, would be compacted using a roller.

2.1.7 Vegetation clearance for the construction of the satellite compound has been included within the assessment in ES Chapter 8 (Biodiversity) of the (**TR001066/APP/6.1**).

Specific Mitigation Measures

2.1.8 This section sets out the specific mitigation measures for this pre-commencement work which would be applied in addition to the general mitigation measures found in Section 3 of this document as necessary.

2.1.9 Vegetation removal and topsoil stripping would be undertaken in accordance with the mitigation measures detailed in Section 3.

2.1.10 The routes of the stone delivery vehicles, plant delivery vehicles and any HGVs would be planned to use the strategic road network in order to access the site. All site access construction areas are located on the verges of the A46 carriageways and therefore all deliveries will utilise the A46 carriageway.

2.1.11 The maximum number of HGVs accessing the Scheme for this operation is detailed in table 1.3-1.

2.1.12 Access to private property, businesses, and WCH routes would be maintained throughout construction of the site accesses.

2.1.13 Wheel cleaning facilities would be available at the exit of the site to mitigate the risk of mud being transported onto the public highway.

2.1.14 Dust would be controlled on site using water suppression systems if required.

2.1.15 All the site access areas would be constructed from a granular stone material that would be permeable to avoid any issue involving surface water runoff.

2.1.16 Where haul roads and access areas can be excluded from tree root protection areas (RPA), barriers in accordance with BS 5837:2012 will be erected to create a construction exclusion zone. Where, due to site constraints, construction activity cannot be fully or permanently excluded in this manner from all or part of a tree's RPA, ground protection in accordance with BS 5837:2012 and capable of supporting any traffic entering or using the site without being distorted or causing compaction of underlying soil will be installed.

2.2 Utilities works comprising fencing and protection slabs

Scope

2.2.1 Existing overhead and underground utilities have been identified within the Order Limits, including but not limited to: gas mains, electricity cables, water, and communication cables. For the majority, the utilities would be left uninterrupted and unaffected by the Scheme. If this is not possible, the services would be protected. The specific protection measures would be agreed with the respective statutory undertakers (as defined by Schedule 10 in the draft Development Consent Order (DCO) (**TR001066/APP/3.1**).

2.2.2 Based on utility information available to date the only existing utilities which have been identified as requiring protection measures as part of the pre-commencement phase are:

- Severn Trent Water Pumped Sewer located on the proposed access to the satellite compound (Refer to Sheet 4 of the Works Plans (**TR001066/APP/2.3**) and ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**)) to the west of the A46 at the northern end of the Scheme.

- National Grid owned overhead electric cables / pylons which run south to north on the west side of the A46 crossing the proposed B4082 (Refer to Sheet 3 of the Works Plans (**TR001066/APP/2.3**) and ES Figure 2.5 (Temporary Works) (**TR010066/APP/6.2**)).

2.2.3 The specification of the protection measures would be dictated by the asset owner, closely following their requirements. For buried services, this is usually in the form of a reinforced concrete protection slab to spread the load applied by construction traffic passing over it. The concrete protection slab would be constructed in-situ and would be in the region of 10m x 6m typically. The precise dimensions of slabs would be subject to detailed design. On completion of the construction of the Scheme, the satellite compound will be removed. As part of this removal the protection slab will also be removed, and this is secured in Schedule 9 of the draft DCO (protective provisions) (**TR010066/APP/3.1**). Default provisions

are contained in the Schedule and any more specific provisions proposed by the utility owners will be considered for inclusion.

2.2.4 For overhead services, protection measures would be in the form of a demarcated exclusion zone to segregate the main construction works from hazards. The Energy Networks Association (ENA) and Health and Safety Executive (HSE) GS6 guidance would be followed in the establishment of exclusion zones. The precise type of fencing would be determined by the potential risk to the service or the workforce, and the duration of main construction works programmed for that area. Longer term protection would likely be in the form of timber post and rail fencing, whereas shorter term protection would likely be formed by temporary anti-climb mesh fencing e.g. Heras fencing.

2.2.5 Temporary fences would also be used to segregate the main construction operations from public areas and public rights of way. The type of fence adopted would be determined by the duration of requirement and risk to the public/workforce.

2.2.6 Fencing would be adopted site wide wherever the Scheme borders or interacts with the public.

Methodology

2.2.7 The methodology for the utility works will be finalised at detailed design. A summary of the proposed works which will be implemented is shown below:

a) Protection Slabs

i. The design and construction methodology of the slab would be agreed and approved by the asset owner in advance of the works.

ii Generally small plant and hand tools are favoured when working around buried assets.

iii. The ground would be prepared using mechanical plant (e.g. a small excavator) where permitted.

iv. Reinforcing steel would be placed as per the design and timber shutters would be erected to create the form of the slab.

v. The form would be filled with concrete, delivered using a concrete wagon, directly placed within the slab.

vi. The surface would be finished in accordance with the design and left to cure.

vii. The timber shutters would be removed and the ground around the slab would be prepared to match the top level of the slab.

viii. Following a temporary works inspection/asset owner's inspection, the slab would be approved for use and subject to an ongoing inspection routine in

line with Temporary Works requirements.

b) Temporary Fencing

i. The type of fencing would be determined by the Applicant in liaison with all relevant stakeholders and landowners.

ii. Light duty fencing e.g. Heras fencing, crowd barriers and cone/chain, would be set out by an engineer and would be placed manually by a small gang of operatives using standard assembly procedures.

iii. Heavier duty fencing e.g. post and rail, wire mesh, site hoarding, would be set out by an engineer and installed using post drivers or concreted in.

iv. The infill panels, e.g. timber rails, wire mesh, wire strands, would be attached using simple hand tools by a small gang of operatives.

Specific Mitigation Measures

2.2.8 This section sets out the specific mitigation measures for this pre-commencement work which would be applied in addition to the general mitigation measures found in Section 3 of this document as necessary.

2.2.9 Concrete that would be used in the construction of protection slabs is controlled under The Control of Substances Hazardous to Health Regulations 2002 (COSHH) and would be managed accordingly.

2.2.10 Concrete would be ordered in precise quantities to reduce waste as much as possible. Any waste concrete would be stored on an impermeable surface and allowed to harden. This can then be broken up for use as a recycled aggregate for use in temporary works applications during the main construction phase.

2.2.11 Concrete 'washout' produced during the cleaning of delivery wagons would be in a designated area into an impermeable container. This would be removed from site as a waste as described in section 3.5.

2.2.12 The pre-commencement utilities works will not impact access to community land and facilities or walking, cycling and horse-riding (WCH) routes. Access to Hungerley Hall Farm will be maintained for areas outside of the Order Limits. No other access to private property or businesses will be impacted.

2.3 Satellite compound establishment including welfare facilities and temporary buildings

Scope

2.3.1 The scope, methodology and mitigation measures detailed below would apply to the satellite compound to the west of the A46 at the northern end of the scheme (Refer to Sheet 4 of the Works Plans (**TR001066/APP/2.3**)).

2.3.2 The site has been selected as a suitable location due to its location in proximity to

the works and the available access from the existing layby on the north bound carriageway of the A46.

2.3.3 The following pre-commencement work is required to establish this compound:

a) Vegetation clearance including trees and hedges.

b) Installation of tree protection barriers for retained trees

c) Install temporary fencing

d) Topsoil strip and store (windrow)

e) Place and compact hard standing

f) Installation of new road surfacing / road markings

g) Installation of temporary surface water drainage

h) Delivery and placement of temporary welfare units & buildings, generator, effluent tanks and water bowsers

i) Installation of temporary lighting and CCTV

2.3.4 Vegetation clearance for the construction of the satellite compound has been included within the assessment in ES Chapter 8 (Biodiversity) (**TR001066/APP/6.1**).

2.3.5 Utility provision for the satellite compound will be via generator (electricity), water bowser, effluent tank and 4G internet connection. There is therefore no requirement to install mains utility connections as part of these works.

Methodology

2.3.6 The required construction plant would be delivered on flatbed vehicles/low loaders and offloaded within the site bounds. Access would be via the site access constructed from the A46 Northbound layby detailed previously.

2.3.7 Vegetation Clearance would be undertaken in accordance with the mitigation measures detailed in Section 3.

2.3.8 Earthworks: all of the compound areas would first have the topsoil layer stripped and stockpiled to form a windrow. The windrow would be sealed and seeded. The formation would be trimmed to the required level and the subsoil stockpiled separately from the topsoil. All earthworks would be undertaken in accordance with the measures detailed in Section 3.

2.3.9 Stone delivery vehicles would arrive via road through the site access point, travel to the work area and tip the imported stone. The stone would be placed and

spread using a combination of excavators and dozers. The surface, once filled to the designed level, would be compacted using a roller.

2.3.10 Drainage: the temporary drainage design will be completed at detailed design stage. Drainage of the satellite compound is considered within ES Chapter 13 (Road Drainage and the Water Environment) (**TR001066/APP/6.1**). The drainage installation methodology will utilise standard piping and connection techniques.

2.3.11 Foundations for the welfare facilities and temporary buildings: if required, the foundations would be installed in the form of a small concrete pad or proprietary product in accordance with a temporary works design.

2.3.12 Cabins: cabins would be delivered on flatbed/low loader transport with access directly from the previously constructed site access, located within the existing layby on the A46 Northbound Carriageway, and lifted into position using a mobile crane or similar. Once in their correct location they would be connected, assembled and commissioned.

2.3.13 Paved areas: where required, the car park and footways would be paved using standard paving techniques.

Specific Mitigation Measures

2.3.14 This section sets out the specific mitigation measures for this pre-commencement work which would be applied in addition to the general mitigation measures found in Section 3 as necessary.

2.3.15 The delivery vehicles and any other HGVs would be prohibited from using local roads and would be restricted to the strategic road network in order to access the construction compound. This would predominantly involve the M69 and A46.

2.3.16 The maximum number of daily HGVs used for this task is detailed with Table 1.3-1.

2.3.17 Wheel cleaning facilities would be available at the exit of the site to mitigate the risk of mud being transported onto the public highway.

2.3.18 While no contaminated land is anticipated in this activity, in the unlikely event that contamination is encountered during excavation works, the procedures detailed in ES Appendices (**TR010066/APP/6.3**) would be adhered to.

2.3.19 All crane lifts would be planned by a Lifting Appointed Person in accordance with BS7121:1-2016 who would assess all aspects of the lifting operations and mitigate any environment, health and safety risks.

2.3.20 The satellite compound establishment would be restricted to the standard working hours: 0700 – 1900hrs weekdays and 0700 – 1400hrs on Saturdays.

2.3.21 The satellite compound establishment works will not impact access to community land and facilities or WCH routes. Access to Hungerley Hall Farm will be maintained for areas outside of the order limits. No other access to private

property or businesses will be impacted.

3 General Mitigation Measures

3.1.1 This section details the general mitigation measures that would be implemented to control the pre-commencement works. It covers all relevant sections of the First Iteration Environmental Management Plan (EMP) (**TR010066/APP/6.5**).

3.1.2 For each pre-commencement activity, the construction method would be reviewed in-line with this document and all applicable general mitigation measures would be implemented.

3.1.3 Mitigation measures can be considered as:

a) Source control (e.g. to prevent fine sediment-laden runoff forming and to treat contaminated runoff close to where it forms).

b) Barriers and conveyance measures (i.e. to prevent site runoff draining uncontrolled into water bodies and to direct and treat it en-route to storage areas).

c) Storage and final treatment areas (i.e. where water is stored on site and treated to the required quality prior to it being discharged from the site).

3.1.4 The mitigation measures set out in this document are considered sufficiently detailed to control the pre-commencement works and as such, would not be subject to further consultation or approval as part of the discharge of requirements.

3.2 Air quality

3.2.1 Dust would be controlled on site using water suppression systems.

3.2.2 Stockpiles of materials would be appropriately managed to protect from any dust or particles migrating in the wind. Soil stockpiles would be sealed (smoothing and compacting the surface) and/or seeded to encourage vegetation growth and minimize dust generation.

3.2.3 Site speed limits would be strictly enforced so that less dust is generated from the slower travelling vehicle speed.

3.2.4 Materials would be handled appropriately to reduce the creation of dust. This can include pretreating dry materials with water and using lifting and transport methods that generate less dust.

3.3 Biodiversity and landscaping

3.3.1 To enable the main construction works, clearance of vegetation (trees, hedgerows and ground vegetation) site wide within the Order Limits would be required.

3.3.2 A Permit to Clear is a procedure adopted by the Principal Contractor that ensures all aspects are checked pre-clearance. Vegetation clearance only commences once the vegetation has been inspected by the Ecological Clerk of Works (ECoW). The ECoW would issue a permit to the responsible person for that task, permitting the clearance works to proceed. The Permit to Clear would also record the type and quantity of vegetation being cleared. The clearance works will be supervised to ensure that only the agreed area is cleared.

3.3.3 The vegetation would be removed in accordance with the Permit to Clear using powered tools and equipment including strimmers, chippers, mulchers, flails, and chainsaws. Excavators would also be used to remove root balls where required. Vegetation clearance is required site-wide wherever vegetation would obstruct the construction of the Scheme.

3.3.4 Areas of vegetation clearance and top-soil strip would be limited as much as practicable. Where possible, vegetation clearance across the Scheme would be phased to minimise the areas of exposed ground and reduce the potential risk for runoff.

3.3.5 Access for site clearance works would be gained via authorised site accesses.

3.3.6 Any vegetation requiring protecting or retaining as listed in ES Appendix 7.4 (Arboricultural Impact Assessment) (**TR010066/APP/6.3**), which includes all trees to be retained, and associated root protection areas, and any trees under Tree Protection Order.

3.3.7 All cleared vegetation would be loaded onto a transport vehicle and removed from site for processing, reuse or disposal.

3.3.8 Where possible, vegetation would be removed outside of bird nesting season (March-August inclusive) and night time hours, under the supervision of the ECoW. If vegetation removal is not possible outside of bird nesting season a nesting bird check / pre-construction check of the vegetation to be removed and immediately adjacent, by a suitably experienced ecologist, no more than 48 hours in advance of proposed clearance works to check for bird nesting activity. The ECoW will provide actions for implementation based on the findings of the survey, which may include species specific buffer zones of no construction or vegetation removal activity, and compensation should any losses of Schedule 1 species nest be required.

3.3.9 All trees to be felled for the Scheme with potential for a bat roost would be re-inspected for roosting bats prior to felling. Where a feature cannot be fully inspected, trees would be soft-felled where a licensed ecologist can undertake tree inspection at ground level.

3.3.10 Pre-construction monitoring surveys and inspections for the following species would be undertaken in advance of any works; badger, barn owl, bat and breeding birds.

3.3.11 Pre-commencement phase activities would be informed by the preliminary works surveys. Should the presence of protected species be confirmed (e.g. bats, badger, barn owl), as described in method statements for any Natural England species mitigation licences will be sought for activities that would otherwise be illegal.

3.3.12 All excavations would be kept covered overnight or have mammal ladders or sloped ends installed to prevent animals becoming trapped.

3.3.13 Any night-time working required would be minimised to reduce the need for artificial lighting to be used on site. If required, task and directional lighting with cowls would be used to avoid illumination of sensitive ecological receptors.

3.3.14 The ECoW would be responsible for ensuring construction environmental mitigation measures are correctly implemented, monitored and maintained.

3.3.15 Topsoil & subsoil stockpiles would be sealed and covered or seeded to prevent dust or particles migrating in the wind. Stockpiles would also be checked by the ECoW to ensure fences are intact and there has been no badger incursion.

3.3.16 Where required, advanced vegetation planting would be in accordance with the Scheme design and all species would be selected based on local provenance. Monitoring and maintenance of planting would be undertaken.

3.3.17 Trees to be retained would be protected from construction works in accordance with the best practice measures contained in the following British Standards:

a) BS 5837:2012 – Trees in relation to design, demolition and construction.

b) BS 3998:2010 – Tree Work: Recommendations.

3.3.18 Toolbox talks on protected species and control of invasive non-native species would be delivered to all site operatives prior to any pre-commencement activities.

3.4 Soil

3.4.1 Pre-commencement works requiring the removal and storage of soil would be undertaken in accordance with best industry standards and best practice guidance. Such as the Department for Environment, Food and Rural Affairs Construction Code of Practice for the sustainable use of soils on Construction sites.

3.4.2 Vegetation would be cleared prior to stripping to ensure it is not incorporated within stockpiled soils.

3.4.3 Stripping would be undertaken during the driest possible conditions.

3.4.4 Soils stripped with comparatively wetter profiles or horizons would be stockpiled separately, where applicable, to allow for subsequent reconditioning prior to

reinstatement.

3.4.5 Soil stripping would be stopped during or directly after heavy rain, or when water is pooled on the surface.

3.4.6 To reduce soil structural damage through compaction, tracked/low ground pressure vehicles would be used for soil stripping and haulage. Wheeled vehicles would be kept off topsoil where possible.

3.4.7 Vehicles required for stripping and haulage would stay on designated routes to avoid additional compaction.

3.4.8 Removal of soils would require designated areas in the immediate vicinity of the excavation in which to stockpile the soil.

3.4.9 Stockpiles would be segregated to ensure that the topsoil and subsoil are not mixed or contaminated. Stockpiles would be sealed at the end of each working shift to minimise dust creation, avoid migration/mixing of different soil types, protect the soil from degradation due to weather, and to ensure the stockpiles remain stable. Stockpiles will be included on the temporary works register to manage stability assessment and inspections.

3.5 Waste

3.5.1 Any waste generated during the pre-commencement works would be managed to ensure that all duty of care requirements are complied with. A draft site waste management plan has been included in the First Iteration EMP (**TR010066/APP/6.5**).

3.5.2 On-site facilities would be provided to separate waste to enable the recovery of material through recycling.

3.5.3 Where waste must be taken to a recycling or disposal site, the Principal Contractor would ensure that the site has the appropriate permits and that it is located as close to the works as possible.

3.5.4 Potentially hazardous waste would be identified and separated from other waste streams to avoid contamination. Any asbestos identified would require specialist disposal.

3.5.5 All reasonable steps would be taken to:

a) Prevent unauthorised or harmful deposit, treatment or disposal of waste.

b) Prevent a breach (failure) by any other person to meet the requirement to have an environmental permit, or a breach of a permit condition.

c) Prevent the escape of waste.

d) Ensure that waste is transferred by and to an authorised person.

e) Provide an accurate description of the waste when it is transferred to another person, by using a compulsory system of Waste Transfer Notes (WTN) that control the transfer of waste between parties.

3.6 Materials

3.6.1 All pre-commencement activities would be undertaken in accordance with industry standards and best practice guidance.

3.6.2 Locally sourced material suppliers would be used where possible and materials would be delivered on a just-in-time basis, and critical materials stored on site where appropriate.

3.6.3 Should this change, all appropriate guidance would be followed. This includes:

a) Contaminated Land: Applications in Real Environments (CL:AIRE), The Definition of Waste: Development Industry Code of Practice (Version 2), March 2011 (DoWCoP).

b) The Environmental Permitting (England and Wales) Regulations 2016 (as amended).

3.7 Noise and vibration

3.7.1 Best Practicable Means would be implemented to reduce noise as far as possible. This may include noise barriers, agreement of suitable permitted working hours with the local authority, and the use of new and well-maintained plant and equipment.

3.7.2 All plant and equipment to be used on site would be modern and well maintained and inspected regularly.

3.7.3 Equipment, including vehicles, would be shut down when not in use and parked as far away as reasonably practicably from the closest residential property.

3.7.4 Vehicles shall not wait or idle on public roads or at access points with their engines running.

3.7.5 The Principal Contractor would, as far as reasonably practicable, ensure that the noise from reversing alarms is controlled and limited through either use of one way systems or through use of white noise reversing alarms.

3.7.6 Shouting and raised voices would be kept to a minimum and no foul/offensive language would be used.

3.7.7 Noise and/or vibration monitoring would be carried out, if required. The location and duration of this monitoring would be designed to record noise and/or vibration from construction activities experienced by a representative sample of the local population.

3.7.8 Where required for the works, Section 61 agreements would be sought from the Local Planning Authority.

3.8 Flood Risk

3.8.1 Pre-commencement works would be undertaken in accordance with industry standards and best practice guidance, including CIRIA Development and flood risk - guidance for the construction industry (C624)

3.8.2 A pre-commencement works Emergency Response Plan for Flood Events would be prepared and implemented prior to pre-commencement works beginning.

3.9 Water Quality

3.9.1 Pre-commencement works would be undertaken in accordance with industry standards and best practice guidance.

3.9.2 A pre-commencement works Pollution Prevention Plan would be developed by the Principal Contractor. The specific silt management techniques to be incorporated within this plan would be determined by the Principal Contractor following a risk-based approach to the circumstances and applying suitable control measures in order to avoid detriment to water quality and being exposed to potential prosecution. The techniques would be adapted throughout the works depending on the need and circumstances at any given time, and ensuring the same outcomes are achieved. However, measures that may be used include (but are not limited to):

a) Fabric silt fences, sandbags and straw bales.

b) Earth bunds and settlement lagoons.

c) Settlement tanks.

d) Drainage cut-off ditches with check dams and/or sediment traps.

e) Baffle pads or other measures to dissipate flow energy on any temporary outfalls to water bodies.

3.9.3 All materials would be stored a minimum of 8 metres away from a watercourse, except where permits are acquired, to avoid unnecessary pollution runoff into the watercourses.

3.9.4 Any concrete works would be carefully controlled and, where required, any concrete mixer trucks would be washed out in controlled, designated areas.

3.9.5 All plant and machinery would be maintained in a good condition and any maintenance required would be undertaken within controlled, safe areas.

3.9.6 Establishment of dedicated plant and wheel washing areas a minimum of 8

metres from any watercourse or surface water drains.

3.9.7 A Pre-commencement Pollution Prevention Plan would be developed by the Principal Contractor. The Pollution Prevention Plan would include an Incident Control Plan, as well as detailing the methodology for correct storage and disposal of wastewater and pollutants. Spill kits and clean up equipment would be maintained on site. Site operatives will be trained in the correct use of the spill kits and clean up equipment.

3.9.8 The Scheme will apply for necessary consents from the relevant statutory bodies to enable pre-commencement activities.

3.9.9 If necessary, a" no derogation" agreement would be made with the owner/operator of any private groundwater supply potentially impacted by dewatering. This legal agreement would ensure that measures would be taken to maintain a supply throughout the period in which the groundwater source was affected.

3.10 Fuels and oils

3.10.1 The storage, dispensing, containment and use of all fuels, oils and COSHH materials and waste would be undertaken in accordance with regulatory and good practice guidance.

3.10.2 For COSHH materials and waste, relevant control and management measures would include:

a) Storage would be in a secure, bunded and sheltered area.

b) Waste would be segregated.

c) COSHH liquids would not be stored in flood zones.

d) Areas would be supervised, and records of materials and waste stored and removed from the area recorded.

e) The handling, storage and disposal must be undertaken as described in the COSHH Assessment and any Material Safety Data Sheet (MSDS).

3.10.3 Fuel and oil (including mould oil) would be stored in accordance with The Control of Pollution (Oil Storage) (England) Regulations 2001, with fuels and oil handled in such a way that risk of pollution is minimised. Specifically:

a) Fuel and oil storage tanks must comply with The Control of Pollution (Oil Storage) (England) Regulations 2001 and must be locked outside working hours.

b) Storage areas would not be located within 20m of watercourses, ponds, site drainage or within any areas of flood zones or on a gradient.

c) Refuelling would not be permitted within 20m of a watercourse/pond, within 20m of a highway drainage gully/site drainage, or within areas of flood zones.

d) Mobile bowsers would be integrally bunded and must comply with The Control of Pollution (Oil Storage) (England) Regulations and must be secured outside working hours.

e) Trained operatives would carry out refuelling of plant and equipment.

f) Plant nappies or drip trays would be used during refuelling.

g) Drums would be stored in bunded areas with a minimum capacity of 25% of the total volume contained within the bund, or 110% of the largest container, whichever is the greater. Where possible, these bunds must be fitted with roofs to prevent the collection of rainwater. Individual drums in use would be stored on a drip tray sufficient to contain 25% of the full capacity of the drum.

h) Storage tanks and drums would be maintained in a good condition, fitted with lids and labelled to indicate the contents.

i) Static combustion engine plant (e.g. compressors, lighting sets) would be integrally bunded or placed on plant nappies.

j) Bunds, tanks pipework and plant would be regularly checked for signs of damage or leaks and must be regularly maintained.

k) Spill kits would be provided within close proximity to fuel and oil storage areas, with plant that is operating in isolated areas, and in welfare facilities. Drivers, operators and stores personnel would be trained in fuel security and the use and safe disposal of spill kits.

3.11 Energy

3.11.1 Opportunities to implement measures and techniques to provide more efficient and cost-effective use of energy and resources, and thereby reduce carbon and water footprints, would be investigated during the pre-commencement works.

3.11.2 Examples of this include the potential use of low energy eco-cabins, hybrid and solar power generators and the use of low carbon fuel options such as substituting diesel for Hydrotreated Vegetable Oil (HVO).

3.11.3 Low carbon materials and those with recycled content would be considered to be used as a priority.

3.12 Traffic management and public interface

3.12.1 The construction of the construction accesses will require traffic management as detailed in section 2 of this document.

3.12.2 None of the other pre-commencement works require static traffic management. All other traffic management required to complete pre-commencement works would be erected at the start of a shift and removed at the end of the same shift.

3.12.3 The use of traffic management systems would be avoided where possible and only used where absolutely necessary. If there are more suitable, safe systems of work that do not require traffic management then they would be prioritised.

3.12.4 Where traffic management is required, it would be designed and implemented in accordance with Chapter 8 of the road signs manual.

3.12.5 In advance of any temporary traffic management being implemented, the Principal Contractor would submit applications to the applicable Local Authorities for the relevant highway licences and permits. These include but are not limited to Temporary Traffic Regulation Orders, road space bookings and temporary traffic lights.

3.12.6 Where traffic management is complex in nature, advice and coordination would be sought from the Local Highway Authority and National Highways, to avoid any conflict with other works on the network.

3.12.7 Traffic management on the strategic road network will be kept to a minimum during pre-commencement works and would also be subject to all applicable roadspace bookings, permits and licences.

3.12.8 No traffic management would commence without all applicable permits, consents and road space bookings in place.

3.12.9 Clear site lines would be maintained around hoardings and fencing with no hidden corners in order to avoid, where reasonably practicable, opportunities for anti-social behaviour and crime and to ensure the safety of vehicles.

3.12.10 Adequate fencing and hoardings would be erected and maintained to prevent unwanted access to the site, to provide noise attenuation, screening and site security – this would include providing viewing points at relevant locations, where appropriate.

3.12.11 Engagement with local people and businesses (including bus companies) about how construction may impact them will take place in advance of pre-commencement works taking place.

3.12.12 Further details of the Scheme traffic management proposals are provided in the Outline Traffic Management Plan (**TR010066/APP/7.5**).

3.13 Weather

3.13.1 Contingency plans would be put in place for extreme weather during pre-commencement activities. This plan would cover impacts from extreme weather including, storms, high winds and flooding. In addition, provision of health safety and welfare plans for employees to reduce impacts from weather.

Acronyms and Abbreviations

Acronyms and Abbreviations	Meaning
AM	Ante meridiem (before midday)
CCTV	Closed circuit television
DCO	Development Consent Order
EMP	Environmental Management Plan
ES	Environmental Statement
m	Metres
pm	Post Meridiem (after midday)
WCH	Walking, Cycling and Horse Riding

Glossary of Terms

Term	Acronym	Meaning
Ante Meridiem	AM	Before midday
The Applicant		National Highways.
Arboricultural Impact Assessment	AIA	A document submitted as part of the application for development consent that details existing tree constraints and trees/areas of arboricultural significance using available tree survey data with the information used to help minimise and/or avoid impacts on trees.
Biodiversity		The variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part of. This includes diversity within species, between species and of ecosystems.
Bund		An embankment that acts as a visual or noise screen or acts as a barrier to control the spillage of fluids.
Closed-circuit Television	CCTV	A type of video surveillance.
Cultural heritage		Historic monuments, historic groups of buildings and/or historic sites.
Development Consent Order	DCO	The consent for a Nationally Significant Infrastructure Project required under the Planning Act 2008.
Dust		All airborne particulate matter.
Earthworks		The removal or placement of soils and rocks such as in cuttings, embankments and environmental mitigation, including the in-situ improvement of soils/rocks to achieve the desired properties.
Environmental Management Plan	EMP	A site specific plan developed to ensure that a project is implemented in an environmentally sustainable manner where all contractors and subcontractors, including consultants, understand the environmental constraints within the site.
Environmental Statement	ES	A statutory document which reports the EIA process, produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
First Iteration Environmental Management Plan		The First Iteration of the Environmental Management Plan produced to set out mitigation measures and other commitments. This document **(TR010066/APP/6.5)** is submitted with the Development Consent application.
Groundwater		Water found underground in porous geological strata and soils.
Junction		A place where two roads meet, regardless of design or layout.
Metres	m	A metre is the base unit of length in the International System of Units (SI). First introduced as a unit of length in the metric system (equivalent to approximately 39.37 inches).
Mitigation		Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects as the result of the Scheme.
Monitoring		An assessment of the performance of the Scheme, including mitigation measures. This determines if effects occur as predicted or if operations remain within acceptable limits, and if mitigation measures are as effective as predicted.
Natural England	NE	Executive non-departmental public body constituted under the Natural Environment and Rural Communities Act 2006 (section 2(1)) to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.
Noise		Unwanted sound.
Noise barrier		Fence placed between a road and a noise sensitive receptor to reduce noise levels. Includes all elements of the fence (posts and fixings, as well as panels).
Order Limits		The extent of the area within which the Scheme may be carried out.

Term	Acronym	Meaning
Outline Site Waste Management Plan	OSWMP	Identifies the strategic approach for the management of waste generated during the construction phase of the Scheme.
Post Meridiem	PM	After midday/
Principal Contractor		A person or organisation responsible for the overall management of a construction project, particularly when there is more than one contractor involved in a project.
Protected Species		Species of wild plants, birds and animals that are afforded protection through legislative provisions.
Public right of way	PRoW	A highway where the public has the right to pass. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
Roundabout		A circular, one-way junction at which other roads meet and terminate.
Runoff		The flow of water over the ground surface.
The Scheme		The A46 Coventry Junctions (Walsgrave) Scheme for which development consent is being sought.
Site Waste Management Plan	SWMP	A plan that is used to outline how a construction project would avoid, minimise or mitigate effects on waste production and handling on the environment and surrounding area.
Soil		An assemblage of mineral particles and/or organic matter, which includes variable amounts of water and air (and sometimes other gases).
Stakeholder		An organisation or individual with a particular interest in the Scheme.
Strategic Road Network	SRN	The network of motorways and trunk roads in England.
Walkers, cyclists and horse-riders	WCH	A collective term used to describe pedestrians, cyclists and equestrians.