

DUST

We will mitigate the need for any wheel washing by the early installation of new estate roads to a bound status, i.e. tarmac laid, with all vehicles required to only use designated vehicle routes. In the initial elements of the project when roads are being constructed, we will provide a full time operative with a pressure washer to clean vehicle wheel/tyres leaving site.

Should debris migrate onto the highway a Mechanical Road sweep will be employed. We will create a pull off area on site which will comprise a catch pit (stoned area). Vehicles will pull into this area, be cleaned with a jet washer and then leave site. Excess water will infiltrate into the ground via the stoned area and will not discharge onto the highway. We will ensure that all of our subcontractors are aware of this system, and we will monitor its use.

Measures will also be put in place to ensure that all mud/debris from the compound that enters the highway (carriageway/footway or any verge) is removed. The wheel washing procedures will also include actions for any water that may discharge onto the highway and additionally during freezing conditions.

The measures to control the emission of

Construction dusts Silica dust – concrete, mortar and sandstone etc.

Wood dust – timber, MDF and plywood.

Lower toxicity dusts – plasterboard, limestone, marble and dolomite) are referred to in Section 5 of the PMP 'Arrangements for controlling significant site risks'. On all projects we undertake the following:

- We undertake toolbox talks on the dangers of dust with all contractors who work on our sites
- We have videos, posters, CoSHH guidance and reference documents available to all of our staff and contractors on the dangers of dust (See poster below)
- We issue 'Minimum standards' information to all our contractors, including:
 - bricklayers, carpenters, demolition contractors, dry liners, electricians, groundworkers and labourers. This is included as part of sub-contract orders, re- iterated at pre-start meetings and included in site inductions. This is then reinforced by way of toolbox talks and regular collaborative workshops.
- Tools are to be fitted with dust and noise suppression.
- Dusty and noisy equipment should be enclosed where possible.
- Our site team and contractors work in a different way, when possible, limit the amount of cutting or use non-powered equipment like block splitters;
- They don't cut if unnecessary, for example, arrange flags/slabs to avoid cutting.
- Stop the dust getting into the air. Wet cutting and on-tool extraction are both effective - water damps down the dust cloud. On-tool extraction removes the dust as it created - both are effective if correctly used.
- They use the right mask - make sure the mask has the right level of protection, and it fits the operatives' face. Individuals need to have been face fit tested to the relevant face mask, be clean shaven, wear it correctly, and request replacements when necessary. Adequate evidence is to be obtained from contractors. Where appropriate, health surveillance is to be provided to employees.
- Service providers are to supply suitable and sufficient CoSHH assessments to identify exposure and control measures they will be adopting when using such substances. These are to be reviewed to ascertain suitability. The provision and use of respiratory protective equipment (RPE) must only be considered when equally or more effective protective control measures cannot be used, however RPE may be necessary to control residual dusts.
- Further guidance is available to all of our staff and contractors: 'Construction Dust', 'Controlling construction dust with on-toll extraction', 'respiratory protective equipment at work', 'occupational health risk in construction

WASTE DISPOSAL

There are no existing buildings to be demolished on site, so this element of the requirement does not apply. The measures to reduce waste and recycling/disposing of waste during construction works are referred to throughout the PMP document. The PAVES plan at **APPENDIX 3** includes an area for the segregation of waste on site, however on all projects we undertake the following:

- Pre- start meetings with contractors will assess arrangements contractors have provided for minimising waste.
- Surveyor and Build Manager are responsible for ensuring contractors have included waste controls within their site documentation and they sign the administration document before signing off the order.
- We have a target diversion from landfill of 95% on all of our sites
- Waste and litter are identified as an environmental issue and misuse of these are classed as both minor and major environmental incidents, i.e. Minor - Incorrect segregation of general and hazardous wastes on site OR Major- Disposal of waste materials, including giving or selling to an unlicensed carrier or site. Also includes poor description of waste, leading to poor “duty of care” control and inappropriate disposal. Where all the records of waste consignments are missed or incorrectly completed. All incidents are to be rectified by a series of control steps detailed in Section 9 of the PMP.
- Section 9 also includes the steps which are taken to improve resource efficiency and reduce waste ‘Resource and Efficiency’, details how waste is reused or recycled or disposed of ‘Waste Management’
- Site Waste Management is addressed on all Lovell Projects and monitored throughout the construction period by our Site Teams on the ‘Project+’ system. As part of the management we;
 - Identify wastes early so they can be minimised through design and procurement practises before construction starts.
 - Help to ensure all wastes being disposed of end up in the right place. We have segregated skips on site for example timber, inert waste, plasterboard and plastic/ packaging.
 - Estimate the amount of waste which will be produced on a project and then monitor how waste is managed on site and the % amounts which are recycled and put to landfill (details collected include date, no of skips, weight of material, destination, etc)
 - Manage materials and waste responsibly meaning less environmental risk.
 - Provide valuable information for future projects on waste reduction.
- A number of our Site Rules are:
 - All site employees must co-operate in keeping the site tidy and clear away debris, waste, tools, and materials at the end of each work shift. This includes the site welfare facilities.
 - Burning of waste and other materials is not permitted on site at any time.
 - Waste materials to be placed into the relevant container provided – use off cuts where possible.



POLLUTION PREVENTION

The site should be adequately protected by secure perimeter fencing with a padlocked front gate to reduce the potential incidents attributed to vandalism and theft. In addition, emergency out of hours contact numbers should be clearly displayed at the Site entrance.

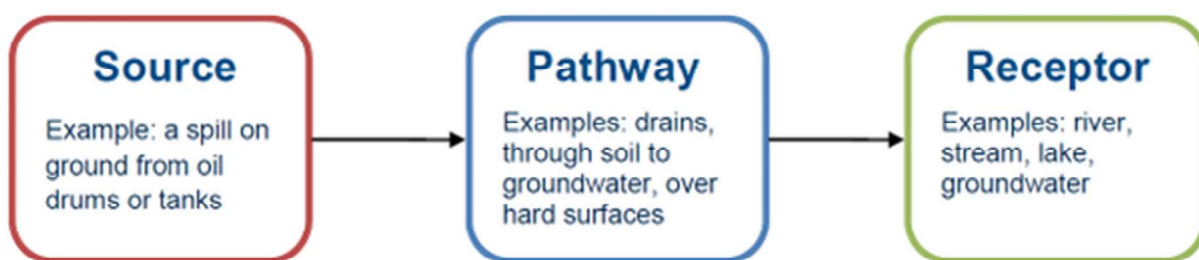
It will be the responsibility of the Site Manager to ensure that:

- All fuel and chemical storage is sited on an impervious base within a secured impervious bund;
- Refuelling of mobile vehicles is undertaken in a designated area, on an impermeable surface and away from any drains or watercourses;
- Diesel pumps or similar equipment are placed on drip trays to collect any minor spillages; and
- Drip trays are checked at least weekly and any accumulated oil removed for disposal.

It will be the responsibility of the Site Manager to ensure that all wheel washes and plant washing facilities used are securely constructed with no overflow and the effluent is contained for proper treatment and disposal. The Site Manager will also be responsible for ensuring that all site roads are regularly brushed or scraped and kept free from dust and mud deposits. In dry weather, dust suppression measures will be used.

The storage of any construction materials and/or waste will be situated away from areas fenced for their ecological sensitivity including retained trees, scrub and hedgerows.

POLLUTION PREVENTION MEASURES



The site and activities will only cause a risk to the environment or people if you have all three parts of the pollutant linkage present i.e. a source, a pathway and a receptor.

Lovell will ensure that measures are put in place to prevent or minimise or mitigate the effects of any risks and thereby break the pollutant linkages between these three. By doing this, Lovell can identify how to prevent or reduce the likelihood of pollution and reduce the impact of any risks that may occur.

Lovell will ensure that all site representatives understand the local drainage network as pollution is often caused by mistaking a surface water drain for a foul/combined sewer. Lovell will ensure that the local water company provide guidance on the local infrastructure and that all associated sewers are accurately located and marked accordingly.

Lovell will ensure any adverse effects on the site can be avoided through the adherence of suitable pollution prevention measures specified in the Guidance for Pollution Prevention (GPP), with particular reference to GPP 5: [Works and Maintenance in or Near Water](#) and [GPP 6: working on construction and demolition sites](#)

Our internal Environmental and Sustainability Advisor will undertake an assessment of the site, specially in respect of surface water management. If required, Lovell will ensure that a suitable surface water management strategy is put in place, with mitigation/protection measures prior to commencement on site.

SOIL AND SURFACE WATER MANAGEMENT

- Every Lovell development must have in place a strategy for the management of soils and sub-soils together with a remediation strategy (where contamination exists) that accounts for the underlying ground conditions appertaining to that particular site
- Every Lovell development must have in place a land drainage strategy
- The soil and land drainage strategy must include the following as minimum:
 - a. An understanding of the existing ground conditions and how site preparation may impact on this
 - b. How the design avoids the collection of water in front and back garden areas
 - c. The management of surface and groundwater during construction, including how SuDS or any attenuation methodologies can be brought into use. Also, how the design avoids the transfer of silt into any watercourse or public sewer
 - d. Site traffic management to avoid over-compaction of all soils
 - e. Work required to allow re-use of existing soils affected by the construction process, including stone picking as required
- Specific provision should be made in viability assessments (and adjudication packs) and budgets
- The soils remediation strategy / soils management plan must be carried out to a recognised industry standard to reflect Landfill Tax legislation such as the CL:AIRE (Contaminated Land: Applications in Real Environments) DoWCoP (Definition of Waste Code of Practice) protocol (England and Wales) or to meet the requirements of the Waste Management Licensing (Scotland) Regulations. Note: Where the CL:AIRE DoWCoP protocol is followed, the soils management plan is referred to as a “Materials Management Plan”
- The soils management plan, remediation strategy (where applicable) and land drainage strategies must be included in subcontract documentation and specifications showing specific responsibilities for implementation.
- Soil management / land drainage must be included as an agenda item in appropriate meetings such as design team, pre-start and site progress meetings
- This Policy and associated documents must be followed by all Lovell and appointed sub-contractors concerned in the design and procurement of works relating to soil management and remediation

SITE SPECIFIC MITIGATION MEASURES

Location, specification and maintenance of silt fencing.

Our early planning of site operations is focussed on ensuring the prevention of water / silt run off to outside of the site boundary. The site team will install, at site set up stage, a sediment fence. This fence will be installed to the length of the boundary of site that runs parallel to adjoining land parcels prior to the stripping of topsoil or other excavation works in the vicinity.

Temporary drainage channels or settlement ponds for run off control.

It is our intention to create a settlement pond for the purpose of temporary collection of run-off water from site. We intend to direct any surface water to this settlement pond by way of a land drain/surface water drainage installed on site to direct water towards the settlement pond. To facilitate this, it is our intention for the permanent SUDs feature / attenuation basin / swale to be formed early in the construction sequence and will be utilised as part of the site water management.

Fuel, oil and chemical storage and secondary containment.

Fuel will be stored within double bunded tanks with 110% capacity on non-porous ground in accordance with Lovell Policy.

Spill response procedures and kits (location and responsible persons).

Spill Kits will also be located adjacent to storage to allow prompt action should any spillage occur when re-fuelling.

Concrete Washout

Concrete washout will in all cases be carried out into a lined skip and not to bare ground. We will wait until it goes off/firms up before placing into the inert skips to be wasted via our waste carrier.

g) Site traffic management plan

TRAFFIC MANAGEMENT

Section 5 of the Lovell PMP details Lovell policies and procedures on Traffic Management (PAVES). Traffic Management considers the key areas to minimise the effect of the works not only with site personnel but also the local community. Our PMP also designates responsibility for Traffic Management to a nominate person- usually the Build Manager or Site Manager/ Supervisor.

Our PAVES policy means that wherever possible, the following is to be implemented on (and off) site;

- **Entrances and exits** – provide separate entry and exit points for pedestrians and vehicles. These are to be kept closed when not in use.
- **Walkways** – provide firm and level pedestrian walkways that take the most direct route where possible.
- **Crossings** – where walkways cross roadways, provide a clearly signed designated crossing point where drivers/operators and pedestrians can clearly see each other.
- **Visibility** – make sure drivers/operators driving out onto public highways can see both ways along the footway before they move onto it.
- **Obstructions** – ensure walkways remain clear so pedestrians do not have to have to step into vehicle routes.
- **Barriers** – provide and maintain suitable, physical barriers between the roadway and walkway

Although we have no other option than to share the existing roads with the public when we undertake works on phases 4, 5 & 6, we will manage our impact carefully. We will operate deliveries on a 'just in time' basis and avoiding peak times i.e.: during rush hours. We will ensure that all construction vehicles manoeuvre safely around the area at 10mph, are escorted by Banks man when reversing and that paths and roads are generally inspected by the site team, kept clean and generally maintained.

We will utilise pedestrian barriers where required, road plates, ramps and temporary pedestrian crossing point barriers and zebra crossings to ensure that public safety is always protected and that residents and the public are segregated from the works.

Following completion of each phase the construction road will be inspected and any remedials required will be completed before adoption process can take place. This includes road topping, replacing damaged kerbs and manhole lids.

PAVES drawings have prepared for on-site works (OFF Site works PAVES to be developed by the appointed contractor in readiness for a construction start), but these only represent a snapshot in time as traffic management can often change on a daily basis in particularly complex areas. Our PAVES initiative allows for these changes as each drawing arrangement is provided on site on some magnetic board/ stickers whereby the plans can be moved around and altered daily if required, with all changes communicated to the site teams.

The following information is General Lovell guidance which is used by all of our site teams on live projects. This guidance will be used both ON and OFF site.

WE WILL MINIMISE VEHICLE MOVEMENTS - Good planning can help to minimise vehicle movement around site:

- Provide one-way routes and/or controlled turning points to avoid the need to reverse.
- Select the most appropriately sized vehicles for the site conditions; this includes communicating with hauliers and material providers to ensure suitable vehicles are sent to site.
- Timing of deliveries to avoid impacting on neighbouring activities such as Rush Hours, School drop off/collections or morning and evening work traffic etc. Holding areas may be necessary.
- Provide car and van parking for the workforce and visitors away from the work area.
- Encourage the use of public transport where available.
- Vehicle entry to the work area must be authorised by Lovell management.
- Plan storage areas on site so that delivery vehicles have suitable access.
- Maintain roadways in a clean and clear condition

WE WILL SEGREGATE PEOPLE ON/ OFF SITE- designated routes must be followed and not interfered with, unless authorised to do so by Lovell management.

- We will take reasonable steps to make sure that all workers are competent to operate the vehicles, machines and their attachments in use on site.
- Mobile plant operators must hold a recognised certificate of training in accordance with the current BuildUK requirements i.e. CPCS.
- People appointed to direct vehicle movements (banksman, signallers, marshals) must be trained and authorised to do so.
- Access to vehicles will be managed to prevent unauthorised use and people alerted to the risk, i.e. engines switched off with keys removed when left unattended.

TURNING VEHICLES

If vehicles reverse in areas where pedestrians cannot be excluded, the risk is elevated, and visibility becomes a vital consideration. The following will be utilised;

- **Visibility aids for drivers/operators** – mirrors, CCTV reversing cameras and reversing alarms that help drivers/operators to see movement all around the vehicle. **CCTV reversing cameras are mandatory on all tele handlers.**
- **Banksmen/Signallers/Marshals** – who must be appointed to control manoeuvres and who are appropriately trained and authorised.
- **Lighting** – to allow drivers/operators and pedestrians on shared routes to clearly see each other. Vehicle lighting after sunset or in poor weather conditions is to be used.
- **Clothing** – all pedestrians are to wear high visibility clothing in accordance with the site rules.

SIGNS AND INSTRUCTIONS.

- All projects are to have a suitable and standardised PAVES plan in accordance with Lovell Integrated Management System.
- The plan is to be updated following significant changes as works progress by Site Management. Consult with relevant trades where necessary.
- The plan is to be effectively publicised and communicated to all.
- We will provide induction training to ensure all site-based drivers/operators and pedestrians know and understand the routes and traffic rules within the TMP.
- Consistently use standard road signs where appropriate.
- Agreed speed limit to be displayed and robustly adhered to.

While the forming of the main site entrance there will be a need to form & use the main spine road for all vehicles and deliveries to enter site, please see attached **APPENDIX 4** for location of Compound and associated parking. The access will conform, and take into account all of the below requirements:

- No loose/unbound materials used with the surface treatment within 20m of the highway boundary
- Visibility splays according to standard
- Width to accommodate two lorries passing in the entrance
- Creation of the accesses undertaken only after the granting of a s171 licence (if applicable)
- A signing schedule agreed prior to installation with this Authority

All site traffic will be safely, and effectively managed in accordance with the site PMP **APPENDIX 2** as briefly outlined in the site-specific PAVES **APPENDIX 3**

h) Ecology Impact

Understanding ecological seasonality is an essential requirement to Lovell for the planning, programming and delivery of all development projects. Many surveys, mitigation measures and licensing activities can only be carried out at specific times of year, and missing these windows can lead to future issues and avoidable delays.

Why Seasonal Ecology Matters

Ecology is one of the most time-sensitive elements of the planning and construction process. Species behaviour, breeding cycles and habitat use are governed by natural rhythms, and legislation requires that surveys and mitigation are carried out at ecologically valid times.

Our calendar highlights:

- Optimal survey windows for bats, hazel dormouse, reptiles, amphibians, badgers and birds
- Seasonal constraints that may restrict vegetation clearance, tree works or ground disturbance
- Mitigation and habitat creation periods that must align with breeding, hibernation or migration cycles
- Licensing considerations that depend on survey evidence gathered at the right time of year

By understanding these windows early, we ensure accurately sequenced surveys, design work and construction activities to avoid unnecessary delays.

Ecological Clerk of Works

An appointed Ecological Clerk of Works (ECoW) will be responsible for the provision of ecological site briefings, information and overseeing works, where necessary, to the construction team, and all relevant sub-contractors and site personnel involved in any enabling and construction works.

The ECOW will also oversee relevant pre-construction work phases including vegetation clearance. Conduct hand searching, capture and translocation of animals from working areas, where such animals do not need a development mitigation licence to be handled.

Protection of Nesting Birds

The on-site grassland, mixed scrub and scattered trees provide birds with nesting and foraging opportunities.

In order to mitigate for this, the following precautionary working methods are to be implemented:

- Vegetation clearance shall be undertaken outside of the nesting bird season (1 March – 31 August inclusive) where practicable
- If works are required during the nesting season, a nesting bird check shall be undertaken by a suitably qualified ecologist within 48 hours prior to clearance
- If an active nest is identified, an appropriate buffer should be established and works delayed in that area until nesting has concluded

Protection of Badgers

During the survey undertaken in May 2026, one off-site disused sett (S1) was identified.

The proposed development of the site would currently be unlikely to have a direct impact on outlier sett S1 with construction currently planned to take place within 30m of this sett. S1 is disused and unlikely to cause concern. Badger commuting and foraging habitat will be available following development, predominately within the off-site woodland, where S1 was found, with access to the wider environment. The impacts are not considered to be long term or significant and badgers will be able to commute and forage in the vicinity of the site during and after development with limited adverse impact on the badger population.

- A precautionary check for badgers prior to works commencing will be undertaken
- Traffic calming measures will be incorporated into the road system to reduce road traffic speed
- Lighting on the site will be directed away from off-site habitats, particularly to the west

Hedgehog and other small mammals

The on-site grassland and mixed scrub provide sheltering and foraging opportunities for a range of small mammal species, including hedgehogs. In order to mitigate for this, the following RAMs are to be implemented:

- A toolbox talk will be delivered to all contractors by the ECoW prior to works commencing
- Vegetation clearance shall be undertaken in a phased and directional manner to allow any small mammals to disperse of their own accord
- Materials and waste are to be stored on raised pallets or within skips to prevent use as refugia
- Trenches and excavations left open overnight shall be covered or fitted with escape ramps
- All excavations should be inspected each morning prior to recommencement of works
- Any exposed pipes shall be capped overnight to prevent animals becoming trapped
- Post-construction, gaps (minimum 130mm x 130mm) are to be incorporated beneath any boundary fencing, to maintain habitat connectivity

Other Measures

- All excavations would have sloped sides or have a means of escape for entrapped animals. Excavations to be checked each morning by operatives prior to work within the excavation.
- Storage of materials will be confined to areas of hard standing and appropriately located away from sensitive features, such as those areas of known value to protected species and watercourses.
- Storage of spoil piles will be located away from retained habitats as not to encourage protected species to use them as refuge.
- Any suitable hibernacula for reptiles and amphibians identified by the ECoW will be avoided in the first instance. Where this is not possible, no hibernacula dismantling will take place during hibernation season (November to February). During the appropriate season, suitable hibernacula that need to be removed will be identified and dismantled by hand under the supervision of the ECoW.

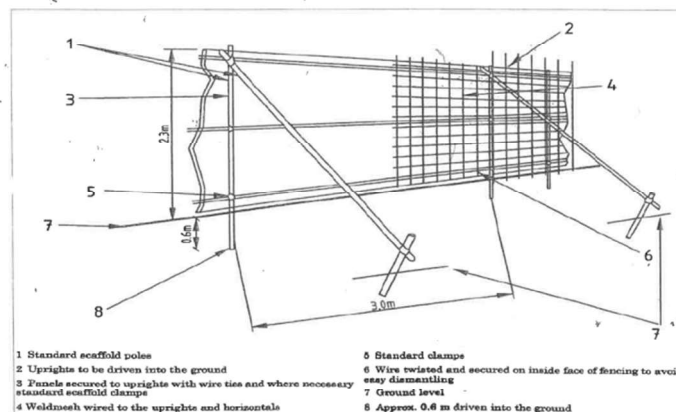
The below checklist is an indication of the steps taken to ensure competency with all related Ecology mitigation measures identified on a site-by-site basis.

ECOLOGY	Y	N	N/A
Has the contractual and client documentation been reviewed to identify all sensitive areas containing wildlife (animals and vegetation)?			
Have licences been obtained from the relevant conservation body to move protected species or disrupt their habitats (such as bats, badgers and lizards)?			
Have specific biosecurity plans been worked up and implemented if non-native invasive species have been identified?			
Are areas containing wildlife suitably protected from the construction work?			
Are trees suitably protected to avoid damage from the works?			
Has vegetation removal and other construction works been programmed to avoid breeding bird periods and other ecological sensitivities?			
If required, has permission been sought and given by the Local Authority to remove hedges or trees that have a tree preservation order (TPO)?			
Has approval been given by the relevant environment agency to deal with invasive plants (Himalayan balsam)?			
Has approval been given by the relevant environment agency for the treatment or management of plants adjacent to a watercourse?			
Do treatment operatives hold the appropriate qualification and certificate of competency for herbicide use or operate under the control of a certificate holder?			

i) Root Protection Zones

Lovell ensure that all designated root protection zones are adhered to in accordance with BS 5837; for trees in relation to design, demolition and construction and will be maintained throughout the duration of the construction phase. This protection is crucial during construction or landscaping activities to ensure the health and stability of the tree. Protective fencing will be securely installed prior to the commencement of construction and any earthworks.

No works (other than planting), including tracking of vehicles and storage of materials, will be carried out within or immediately adjacent to areas of protective fencing. The digging of trenches and pits adjacent to areas of protective fencing for new tree and scrub planting will be carried out by hand only, following best practice.



Based on the proposed layout and those trees proposed for retention, the drawings attached to the “Arboricultural Impact Assessment” report show the physical protection of retained trees throughout the construction phase. The plans indicate the location of protective barriers, as well as the specification for construction of the protective fencing in accordance with Figures 2 and 3 of the Standard. These barriers will form construction exclusion zones around the retained trees. Provided that these measures are implemented in advance of, and throughout the course of the construction phase, there is no specific requirement for an Arboricultural Method Statement.



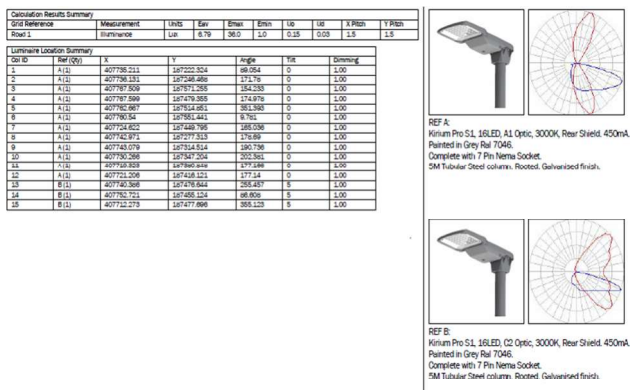
j) Lighting considerations

The proposed scheme lighting design has incorporated a range of measures to reduce light spill on retained habitats of ecological value and to allow for commuting corridors around the Site for nocturnal species. Inherent measures such as considered placement of the lighting columns has reduced the potential for light spill from the outset, with further reductions provided through careful selection of luminaires and detailed prescriptions for luminaire siting.

All external lighting to these areas will be controlled via photocell daylight sensors with timer override functionality

The lighting design has been assessed against best practice guidance provided by the Institute of Lighting Professionals (ILP) (link to guidance provided below). Guidance indicates that lux levels between 0.25 - <1 lux are similar to that of a full moon and as such, the scheme has sought to ensure that light spill levels are at, or below this 'natural' level at, or adjacent to retained boundary vegetation.

Accordingly, care has been taken to select luminaires that greatly reduce spill light and glare to, and around Site boundaries as well as preventing sky glow. Overall, the lighting design has ensured that the retained vegetation along the external southern Site boundaries is maintained in a dark corridor with levels of light spill retained below <0.5 lux. While the western and northern boundaries also have reduced lighting of <1 lux.



When temporary lighting is required to facilitate the construction phase the following considerations will be followed:

1. Conduct a comprehensive **lighting assessment** of the site before work begins.
2. Install **temporary lighting** that covers all operational and emergency areas.
3. Plan for **redundancy** with secondary or emergency lighting.
4. Use **energy-efficient LEDs, solar, or hybrid solutions** to reduce costs and environmental impact.
5. Ensure equipment complies with **HSE and electrical safety standards**.
6. Adjust **lux levels according to task detail and site layout**, avoiding glare or shadows.
7. Regularly **inspect and maintain** temporary lighting throughout the project duration.

6. LOVELL INDUCTION

On every Lovell project, all new staff and visitors, if not escorted, will receive a site-specific induction upon arrival to the site. Induction is not intended to provide general health and safety training but will include a site-specific explanation of the project. The induction will relay all the information contained within this CEMP and the PMP to everyone who works on the site. All personnel receiving an induction are obliged to sign our Induction register (HSE 014) as proof of receipt.

The induction will be administered by a competent member of our site team. Induction content will include;

The outline of the project;

1. The individual's immediate line manager and any other key personnel;
2. Any site-specific health and safety risks and site rules, for example in relation to access, transport, site contamination, hazardous substances and manual handling;
3. Control measures on the site, including any site rules, any permit-to-work systems, traffic routes and other PAVES requirements, and security arrangements,
4. Hearing protection zones where applicable,
5. Arrangements for personal protective equipment, including what is needed, where to find it and how to use it,
6. Arrangements for housekeeping and materials storage,
7. Facilities available, including welfare facilities,
8. Emergency procedures, including fire precautions, the action to take in the event of a fire, escape routes, assembly points, responsible people and the safe use of any fire-fighting equipment;
9. Smoking and vaping (e-cigarettes) restrictions.
10. Arrangements for first aid and for reporting accidents and other incidents;
11. Drug and alcohol 'for cause' testing arrangements,
12. Details of any planned training, such as 'toolbox' talks;
13. Arrangements for consulting and involving workers in health and safety, including the identity and role of any appointed trade union safety representatives, representatives of employee safety, safety committees;
14. Information about the individual's responsibilities for health and safety.
15. Environmental controls in place or necessary for the project
16. All operatives will also receive the corporate Lovell HS&E induction, the process includes watching a presentation and answering a series of questions based on the learning from the presentation.

7. SECTION COMPLETIONS

Section completions are the formal process of identifying, inspecting, and signing off discrete areas, elements, or stages of a construction project once they have been completed in accordance with the design, specification, quality standards, and contractual requirements. Rather than waiting until the entire project is finished, section completions allow individual parts of the works to be verified, accepted, and handed over in a controlled and progressive manner.

Section completions are a critical part of successful project delivery. They provide assurance that work has been constructed correctly, is compliant with relevant regulations and standards, and is ready for subsequent trades or activities. By achieving sectional sign-off, project teams can demonstrate quality control, maintain accurate records of progress, and minimise the risk of defects being identified at a later stage when rectification may be more costly and disruptive.

From a programme perspective, section completions support efficient construction sequencing by enabling follow-on trades, testing and commissioning activities, and phased handovers to proceed without delay. They also provide clear milestones against which performance, productivity, and contractual progress can be measured.

In addition, section completions play an important role in health and safety, ensuring that completed works are safe for occupancy, use, or further construction activities. They help establish accountability between contractors, subcontractors, and client representatives by confirming that responsibilities have been fulfilled before works are accepted.

Ultimately, robust section completion processes contribute to higher quality outcomes, improved stakeholder confidence, reduced rework, and a more efficient path to practical completion and final handover of the project.

Occupation commentary

PAVES plan

- To ensure traffic management is rigorously evaluated and planned during the pre-construction process of Lovell projects and is fully implemented during the construction phase to ensure pedestrians and vehicles are effectively segregated whenever possible.

Phase 1

- Due for completion 25/10/27
- All construction activities will be always executed behind boundary fencing.
- Construction vehicles will access the site via the temporary road formed within phase 2.
- A Traffic marshal will be in place co-ordinating deliveries, construction traffic, and residents at all times.

Phase 2

- Due for completion 03/03/28
- All construction activities will be always executed behind boundary fencing.
- Construction vehicles will access the site via the temporary road formed within phase 2.
- A Traffic marshal will be in place co-ordinating deliveries, construction traffic, and residents at all times.

Phase 3

- Due for completion 09/06/28
- All construction activities will be always executed behind boundary fencing.
- Construction vehicles will access phase 4 via the temporary road formed within phase 2.
- At this point the construction deliveries will use the main spine road to access Phases 4,5,6 in line with traffic management guidance outlined within the common operation matters.
- Two traffic marshals will be in place co-ordinating deliveries construction traffic and residents.

Phase 4 & 4A

- Phase 4 due for completion 04/10/28
- Phase 4A due for completion 04/12/28
- All construction activities will be always executed behind the boundary fencing.
- At this point, the construction deliveries will use the main spine road to access Phases 5 & 6 in line with traffic management guidance outlined within the common operation matters.
- Two traffic marshals will be in place co-ordinating deliveries construction traffic and residents.

Phase 5

- Due for completion 19/03/29
- All construction activities will be always executed behind the boundary fencing.
- At this point, the construction deliveries will use the main spine road to access Phases 5 & 6 in line with traffic management guidance outlined within the common operation matters.
- Two traffic marshals will be in place co-ordinating deliveries construction traffic and residents.

Phase 6

- Due for completion 06/07/29
- All construction activities will be always executed behind the boundary fencing.
- At this point, the construction deliveries will use the main spine road to access Phases 5 & 6 in line with traffic management guidance outlined within the common operation matters.
- Two traffic marshals will be in place co-ordinating deliveries construction traffic and residents.

Minimizing disruption to sales during construction requires proactive planning, dynamic operational adaptation, and clear communication. Integrating phased construction, flexible operations, and real-time monitoring ensures sales continuity while completing the project efficiently.

APPENDIX 1 CODE OF CONSIDERATE PRACTICE



Considerate Constructors Scheme Code of Considerate Practice

Considerate constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under this Code. They will:

Care about **Appearance**

Constructors should ensure sites appear professional and well managed

- Ensuring that the external appearance of sites enhances the image of the industry.
- Being organised, clean and tidy.
- Enhancing the appearance of facilities, stored materials, vehicles and plant.
- Raising the image of the workforce by their appearance.

Respect the **Community**

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

Protect the **Environment**

Constructors should protect and enhance the environment

- Identifying, managing and promoting environmental issues.
- Seeking sustainable solutions, and minimising waste, the carbon footprint and resources.
- Minimising the impact of vibration, and air, light and noise pollution.
- Protecting the ecology, the landscape, wildlife, vegetation and water courses.

Secure everyone's **Safety**

Constructors should attain the highest levels of safety performance

- Having systems that care for the safety of the public, visitors and the workforce.
- Minimising security risks to neighbours.
- Having initiatives for continuous safety improvement.
- Embedding attitudes and behaviours that enhance safety performance.

Value their **Workforce**

Constructors should provide a supportive and caring working environment

- Providing a workplace where everyone is respected, treated fairly, encouraged and supported.
- Identifying personal development needs and promoting training.
- Caring for the health and wellbeing of the workforce.
- Providing and maintaining high standards of welfare.

The Code of Considerate Practice outlines the Scheme's expectations of all registered sites, companies and suppliers, describing those areas that are considered fundamental by the Scheme in helping improve the image of construction.

For more information, call **0800 783 1423** or visit www.ccscheme.org.uk

Improving the image of construction

APPENDIX 2 PMP