



CAMBRIDGE SOUTH EAST TRANSPORT

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Executive Summary

This Code of Construction Practice (CoCP) Addendum has been prepared to support the ongoing development of the Cambridge South East Transport Phase 2 (CSET2) Scheme (hereafter referred to as “the Scheme”). It should be read alongside the CoCP, which was submitted as part of the Transport and Works Act Order (TWAo) application [CD1-10.07].

The purpose of this addendum is to provide a proportionate update to the construction management framework in response to design development, refinement of the construction methodology and further consideration of construction-related environmental and stakeholder requirements.

The amendments presented within this addendum document represent a refinement of the previously assessed construction strategy rather than a material change to the Scheme. No new compounds, material storage areas or other construction sites are proposed, and no increase in permanent or temporary land take is associated with this document. The revised arrangements optimise and consolidate construction locations within the existing assessed footprint, with construction traffic movements remaining within the parameters of the assessed construction traffic envelope. As a result, the environmental effects reported in the Environmental Statement remain unchanged or are reduced when compared with those previously assessed.

The principal changes relate to the refinement of the construction compound strategy, traffic management arrangements, construction phasing and earthworks methodology. The compound strategy has been developed further to provide additional detail on the purpose, location, size, environmental sensitivities, access arrangements and connectivity of each compound to the wider construction site. The revised arrangements improve construction logistics, reduce travel distances, support the reuse of site-won materials and minimise unnecessary interaction with the public highway network.

The construction phasing strategy has also been enhanced to align more closely with existing infrastructure, access points and key construction interfaces along the route. The Scheme is divided into a series of defined construction sections supported by local construction sites and material storage areas, with the primary compounds remaining at the southern extent of the Scheme. This approach improves logistics and operational efficiency, supports concurrent construction activities where appropriate, enhances programme resilience and maximises the use of the internal haul road network for material movement.

The addendum introduces additional scheme-specific controls and commitments relating to earthworks, topsoil management, stakeholder engagement and environmental protection. A sustainable earthworks strategy has been developed to maximise the reuse of site-won materials, reduce waste generation and minimise off-site material movements. Topsoil management proposals have been refined to support the extensive landscape, and habitat creation works associated with the Scheme, with all suitable topsoil anticipated to be retained and reused within the Order Limits.

Enhancements have also been made to the management of construction traffic and stakeholder interfaces. Emphasis has been placed on maintaining safe and reliable access to the Cambridge Biomedical Campus (CBC), Addenbrooke's Hospital, local communities, businesses, landowners and Public Rights of Way throughout the construction period. Additional controls relating to traffic management, stakeholder communications, environmental monitoring and the protection of sensitive receptors have been incorporated to reflect the revised construction arrangements.

The changes described within this addendum do not alter the route alignment, operational function or fundamental nature of the Scheme. Instead, they provide greater certainty and clarity regarding the controls, commitments and construction management measures that will be implemented during delivery. The overarching commitments established within the original CoCP remain applicable and are supplemented by the additional measures presented herein.



Overall, this addendum demonstrates how the CSET2 Scheme will continue to be delivered in a safe, coordinated and environmentally responsible manner while maintaining appropriate consideration of local communities, stakeholders and environmental receptors. The changes comprise a logical evolution of the construction methodology and site layout in response to design development and construction planning and do not introduce any new or materially different environmental effects requiring further assessment.



1. Introduction

1.1. Purpose of the Addendum

- 1.1.1. This Code of Construction Practice (CoCP) Addendum has been prepared to reflect changes to the Cambridge South East Transport Scheme (hereafter referred to as “the Scheme”) proposed prior to the Pre-Inquiry Meeting (PIM). The original CoCP, submitted as part of the Transport and Works Act Order (TWAO) application, set out the overarching principles, commitments, and management measures for the construction phase of the Scheme.
- 1.1.2. This addendum provides a proportionate and targeted update to the CoCP to reflect the proposed changes to the Scheme. It considers whether these changes require amendments to construction management measures, mitigation commitments, or control procedures, and identifies any additional or revised provisions necessary to ensure that construction impacts continue to be effectively managed.

1.2. Legal Context

- 1.2.1. The Scheme is being promoted under the Transport and Works Act 1992 (TWA) and is therefore subject to the requirements of the Transport and Works (Applications and Objections Procedure) Rules 2006 (the TWA Rules). As part of the application, the CoCP has been prepared to set out the overarching commitments, standards, and management measures that will govern the construction phase of the Scheme, working alongside the Environmental Statement (ES) [CD1-10.03] and the Construction Environmental Management Plan (CEMP) [CD1-10.08].
- 1.2.2. The CoCP submitted with the TWAO application reflects the design, construction approach, and mitigation measures defined at the time of submission. Where updates to the Scheme design, construction methodology, or environmental mitigation have been developed following submission, it is necessary to consider whether these changes require amendments to the CoCP to ensure that it continues to provide an appropriate and up-to-date framework for managing construction effects.
- 1.2.3. This CoCP addendum has therefore been prepared to set out the updates to the construction management measures and commitments following several proposed changes to the Scheme discussed with stakeholders since the submission of the application in 2025. The addendum considers whether changes alter the nature of construction activities, or the risks and potential impacts arising during construction, and identifies any revised or additional controls required. This approach is consistent with established TWAO practice and Planning Inspectorate guidance, ensuring that the construction management framework remains robust, proportionate, and aligned with the latest proposals for the Scheme.

1.3. Amendments and Consistency

- 1.3.1. The amendments contained within this addendum represent refinements to the construction strategy and management measures that were presented in the original CoCP. These do not constitute a material change to the Scheme. This CoCP does not propose any increase to the the Order Limits, or additional temporary or permanent land take, and no new construction compounds or construction sites are proposed within the changes laid out in this addendum. Construction traffic remains within the previously assessed traffic envelope, with no material increase in vehicle movements anticipated. Accordingly, the environmental impacts identified within the ES due to construction will remain unchanged and therefore does not have any material impact on the conclusions of the ES. The amendments provide greater certainty and detail regarding construction delivery while remaining consistent with the commitments and principles set out in the original CoCP.

2. Summary of Changes

- 2.1.1. The following section summarises the updates incorporated within this CoCP addendum, reflecting both the proposed changes to the Scheme and a refinement of construction management controls. Updates have been made in response to changes to site compound arrangements, clearer-defined traffic management interfaces, and the development of more detailed earthworks and construction methodologies. These have been supplemented by targeted enhancements to ensure the CoCP provides robust, scheme-specific controls aligned with current best practice.

Table 1 - Summary of Changes

Ref	Section Title	Summary of Change
1	Governance, Compliance and Site Controls	Clarification of contractor responsibilities, consents, utility interfaces, working hour controls, site management requirements, and alignment with current legislation, standards and best practice guidance.
2	Design Development and Construction Delivery	Updates to scheme design, construction sequencing, phasing, earthworks methodology, plant requirements, compound locations and overall construction management arrangements to reflect the latest delivery strategy.
3	Traffic, Logistics and Stakeholder Management	Enhanced construction traffic management, site access routes, logistics planning, stakeholder engagement, community liaison and notification processes to improve coordination and minimise disruption.
4	Environmental Management and Sustainability	Strengthened requirements for waste management, pollution prevention, drainage and water protection, air quality, noise and vibration management, and ecological mitigation to improve environmental performance and compliance.

- 2.1.2. The updated made within this CoCP addendum reflect developments in design and construction, strengthen traffic and stakeholder management, enhance environmental controls, and improve governance and compliance arrangements to support effective project delivery.

3. General Mitigations

3.1. Introduction

- 3.1.1. This section provides an overview of the anticipated construction activities, plant and equipment, management arrangements and general construction controls associated with the revised Scheme. The measures described within this addendum supplement the commitments contained within the approved CoCP, CEMP, ES and other approved construction management documents.

3.2. Construction Activities and Scope of works

- 3.2.1. The revised construction strategy for the Scheme comprises the delivery of approximately 8.9 km of guided busway and associated infrastructure between the CBC and the A11 Travel Hub. The construction works will be delivered from a series of strategically located compounds and material storage areas distributed along the route to support phased construction, minimise material haulage distances and reduce interactions with the local highway network.
- 3.2.2. Construction activities are anticipated to include site clearance, vegetation removal, utility diversions, topsoil stripping and storage, bulk earthworks, drainage installation, construction of the guided busway and active travel route, bridge and structure construction, pavement works, traffic management, landscape reinstatement, habitat creation and associated commissioning activities. Construction compounds, haul roads, stockpiles and temporary works areas will be established throughout the construction period to support delivery of the Scheme.
- 3.2.3. Since the publication of the CoCP that was submitted as part of the TWAO application, the construction methodology has evolved through the refinement of compound locations, earthworks proposals and traffic management arrangements. Compounds and material storage areas have been rationalised to support localised construction activities, improve logistics, reduce travel distances between work areas and facilitate the reuse of materials within the Scheme.
- 3.2.4. Construction activities will be undertaken in accordance with the requirements of this CoCP, the CEMP, the ES and relevant legislative and regulatory requirements. The Contractor shall plan and manage the works to minimise disruption to local communities, businesses, landowners, road users and environmental receptors, whilst maintaining safe and efficient construction operations throughout the duration of the Scheme.

3.3. Construction Management Principles

- 3.3.1. The Contractor shall coordinate construction activities to maximise the use of internal haul routes, facilitate the reuse of site-won materials, minimise waste generation and reduce the need for construction traffic on the public highway. Construction sequencing, traffic management, stakeholder engagement and environmental mitigation measures shall be reviewed throughout the works to ensure they remain appropriate to the evolving nature of construction activities and surrounding site constraints.
- 3.3.2. Particular consideration shall be given to sensitive interfaces including the CBC, public rights of way, local communities, agricultural land, watercourses, ecological habitats and existing highway infrastructure. Site-specific mitigation and management measures associated with these receptors are set out in the relevant sections of this addendum.



3.4. Typical Plant and Equipment

- 3.4.1. Construction of the Scheme will require a range of plant and equipment to support site clearance, earthworks, utility diversions, drainage installation, structure construction, pavement construction, traffic management and landscaping activities. Typical plant may include excavators, dump trucks, rollers, dozers, cranes, piling rigs, surfacing equipment, mobile elevated working platforms, concrete batching plant, concrete delivery vehicles, vacuum excavators, telehandlers and other supporting construction plant. The specific plant utilised during construction will be determined by the Principal Contractor and may vary throughout the works programme.
- 3.4.2. Given the linear nature of the approximately 8.9km-long Scheme, and the use of multiple compounds and work fronts, plant and equipment will be distributed across the route to support efficient delivery and minimise unnecessary material movements. Where reasonably practicable, the Contractor shall seek to utilise modern, well-maintained and fuel-efficient plant, including the use of low-emission technologies and alternative fuels where suitable, in order to reduce noise, air quality and carbon impacts.
- 3.4.3. Plant operations shall be managed in accordance with the CoCP, CEMP and relevant legislation, with controls implemented to minimise impacts on nearby communities, sensitive environmental receptors and the local highway network. Appropriate maintenance, inspection and refuelling procedures shall be adopted throughout the construction period to reduce the risk of pollution incidents, excessive emissions and equipment failures.

3.5. Stakeholder Liaison and Communications

- 3.5.1. The Contractor shall maintain effective communication with local authorities, statutory undertakers, emergency services, local communities, landowners, businesses and other affected stakeholders throughout the construction period.
- 3.5.2. Stakeholder engagement shall be undertaken in accordance with the communication and consultation procedures set out within the CoCP [CD1-10.07, pg10 -11] and CEMP [CD1-10.08, pg19-20] Advance notice shall be provided for works likely to cause disruption, including traffic management changes, temporary closures, utility works, major earthworks operations and activities with the potential to generate elevated levels of noise, vibration or dust.
- 3.5.3. Complaints, enquiries and observations received from stakeholders shall be recorded, investigated and responded to through the Contractor's stakeholder management process, with corrective actions implemented where appropriate.
- 3.5.4. Consideration shall be given to stakeholders with complex operational requirements. This includes the CBC, Addenbrooke's Hospital, utility providers, landowners and occupiers adjacent to the Scheme, and operators of affected transport infrastructure. Where required, stakeholder-specific construction liaison arrangements and operational protocols shall be developed to support the delivery of the Scheme whilst maintaining continuity of operation and access.

3.6. Dust and Air Quality Management

- 3.6.1. Construction activities with the potential to generate dust and airborne particulates, including earthworks, topsoil stripping, stockpiling, material handling, haul road use and concrete batching operations, shall be managed to minimise impacts on nearby receptors. The Contractor shall prepare and implement a Dust Management Plan as part of the CEMP, outlining inspection, monitoring and



mitigation requirements. These requirements should align with the mitigations outlined in the Air Quality Impact Assessment, set out in Section 6.5 of the ES [CD1-10.02, pg 72].

- 3.6.2. Dust control measures may include damping down of work areas and haul roads, wheel washing facilities, appropriate stockpile management, covering of loads where required, speed restrictions on unsealed surfaces and temporary stabilisation of exposed ground. Greater consideration shall be given to receptors located adjacent to the CBC, local residential communities, Public Rights of Way and sensitive ecological habitats.
- 3.6.3. Regular inspections shall be undertaken throughout the construction period and additional mitigation implemented where necessary. The designs of the construction support sites will also include topsoil bunding which will screen and provide additional noise mitigation measures. Where the Concrete batching plant (Compound 4) is located high wall enclosed fencing will be used.

3.7. Noise and Vibration Management

- 3.7.1. Construction noise and vibration shall be managed in accordance with BS 5228 and Best Practicable Means. The Contractor shall seek to minimise noise through the selection of suitable plant, maintenance of equipment, location of site activities away from sensitive receptors where practicable and the use of temporary screening where required. Noise-generating activities, including piling, earthworks, concrete batching and pavement construction, shall be monitored where appropriate, particularly in proximity to residential properties, schools and the CBC. A community notification procedure shall be implemented for particularly disruptive activities or out-of-hours works. This section of the COCP should be read in conjunction with Section 7 – “Noise and Vibration” of the ES [CD1-10.02, pg 80] to ensure all mitigations are followed, as discussion in the Impact Assessment under section 7.5 [CD1-10.02, pg94].

3.8. Ecology and Biodiversity Protection

- 3.8.1. All works shall be undertaken in accordance with the ES and ecological mitigation requirements. Prior to construction, ecological protection measures such as fencing, exclusion zones and protected species controls shall be established where required. Vegetation clearance shall be undertaken in accordance with ecological constraints and seasonal restrictions. Consideration shall be given to habitats associated with Hobson's Brook, the River Granta, woodland areas, hedgerows and other sensitive ecological receptors identified within the ES.
- 3.8.2. Construction Phase mitigation measures are outlined within the biodiversity chapter of the ES, which should be read in conjunction with this CoCP document [CD1-10.02, pg140].

3.9. Health and Safety

- 3.9.1. All construction activities shall be undertaken in accordance with the Construction (Design and Management) Regulations 2015 and the Contractor's Health and Safety Management System. All personnel shall receive site inductions and task-specific briefings and shall use appropriate personal protective equipment. Emergency procedures, welfare facilities, site access controls and incident reporting arrangements shall be maintained throughout the construction period to protect the workforce, stakeholders and members of the public. The Introduction of minor compounds and material storage sites will ensure safe weather mitigation measures for the workforce, reduced travel fatigue, closer proximity to first aid and emergency response and will improve coordination with the Main Construction Compounds.



3.10. Carbon Reduction and Sustainability

- 3.10.1. The Contractor shall seek to reduce construction-related carbon emissions through the reuse of site-won materials, retention and reuse of topsoil, utilisation of the internal haul road, efficient logistics planning and minimisation of waste sent off site as specified in the Carbon Management Plan [CD1-10.57]. Consideration shall also be given to the use of low-emission plant, alternative fuels and modern construction techniques and equipment where reasonably practicable. These measures will support the Scheme's wider environmental and sustainability objectives of reducing 35% of construction phase emissions from the baseline whilst also reducing traffic movements and associated emissions. This will be reviewed and updated through the detailed design stage.

3.11. Construction Monitoring and Reporting

- 3.11.1. The Contractor shall undertake regular environmental inspections and audits throughout the construction period to verify compliance with the CoCP, CEMP and relevant statutory requirements. Inspections shall include, where applicable, dust, noise, water management, ecology, traffic management, stockpile management and pollution prevention measures.
- 3.11.2. Environmental incidents, complaints, non-conformances and corrective actions shall be recorded and tracked through the project management system. Monitoring results and inspection records shall be made available for review by the Client and relevant regulatory bodies upon request.

3.12. Heritage and Archaeology

- 3.12.1. Construction activities will be undertaken in a manner that protects known and potential heritage assets within and adjacent to the Scheme. Works will be carried out in accordance with relevant heritage legislation, policies and guidance, the approved ES, and Heritage Mitigation Strategy (CD20-02). Archaeological monitoring (watching brief) will be undertaken where required in accordance with the approved archaeological mitigation strategy, and suitably qualified archaeologists present during intrusive groundworks in sensitive areas. The archaeologists will monitor excavations, record any features or finds encountered, and advise on appropriate mitigation measures to ensure heritage assets are appropriately managed. Appropriate security will be established to protect archaeological sites during excavation, and site personnel will receive heritage awareness briefings. Any unexpected archaeological discoveries, including waterlogged finds and deposits will be managed in accordance with the project's agreed archaeological protocol, including stopping works within the affected area until an appropriate course of action has been agreed with the relevant stakeholders.

4. Description of Changes

4.1. Phasing

- 4.1.1. As part of the ongoing development of the construction methodology, the proposed construction phasing has been refined to align with key existing infrastructure interfaces and physical constraints along the Scheme corridor.
- 4.1.2. Rather than relying solely on linear progression along the route, the revised approach divides the approximately 8.9km-long Scheme into a series of defined construction sections bounded by existing highways, structures, watercourses and other key access points. This approach provides clearly defined



work fronts, improves constructability, facilitates temporary traffic management implementation and reduces interactions between construction activities and the public highway. Table 2, below, defines 6 proposed phases.

Table 2 - Revised Phasing

Phase	Chainage	Key Inclusions
0	0 – 450m	Addenbrooke Roundabout works
1	450m – 1900m	Hobsons Conduit Structure.
2	1900 – 3700m	N/A
3	3700 – 6850m	Granta River Crossing 1
4	6850 – 9000m	Granta River Crossing 2
5	Travel Hub	Travel Hub Construction, Connection to A1307 and Main Compound.

- 4.1.3. To support this revised delivery strategy, each construction phase will be served by a dedicated smaller site compound located adjacent to, or within proximity of, the relevant work area. These smaller site compounds will provide local welfare facilities, site supervision, material storage and construction support functions, reducing travel distances between work areas and minimising reliance on the local highway network. In addition, one larger main compound will be located at the southern extent of the Scheme that will act as primary logistics, welfare, management and coordination hub, supporting the overall delivery of the works and providing centralised facilities for project management, workforce accommodation and strategic material storage.
- 4.1.4. The distributed phasing and compound strategy has been developed to facilitate parallel and sequential construction activities where appropriate, increase resilience within the construction programme and reduce congestion associated with material deliveries and workforce movements. The approach also supports the reuse and redistribution of site-won materials through the internal haul road network and designated material storage areas located throughout the Scheme.
- 4.1.5. Each phase will operate as a largely self-contained construction area with defined access arrangements, environmental controls, traffic management measures and stakeholder management requirements.
- 4.1.6. Where the works interface with sensitive locations, including the CBC, public highways, Public Rights of Way, watercourses or residential receptors, site-specific mitigation measures will be implemented as part of the relevant phase delivery strategy. Detailed phasing plans identifying the sequence of works, compound interfaces, haul routes and traffic management arrangements will be provided in the next phase of the works.
- 4.1.7. The final sequencing of individual work packages may be refined by the Principal Contractor during detailed planning and construction development; however, the overarching principles of the distributed phasing strategy, dedicated smaller site compounds, internal haul road utilisation and minimisation of impacts on communities and environmental receptors will remain consistent throughout delivery of the Scheme

4.2. Construction Compounds

- 4.2.1. As part of the engagement with landowners, the proposed construction compound arrangements have been reviewed and updated. The revision included changes to compound sizes all within the order limits.
- 4.2.2. The construction compound strategy maintains the principal compound located at the Travel Hub, supported by five smaller compounds distributed along the route. Further design of the compounds to ensure logistical efficiencies, plant and vehicle movements, and key access points will be reviewed at detailed design stage.
- 4.2.3. The compound strategy is further supported by four dedicated material storage areas located along the route again inside the order limits. These facilities will play a key role in supporting the efficient delivery of the works by:
- Providing storage for bulk construction materials, including aggregates, sub-base, capping material, drainage stone, topsoil, imported fill, precast elements and reinforcement.
 - Reducing haulage distances by locating materials closer to active work fronts and minimising repeated movements from the principal compounds.
 - Supporting phased construction activities where multiple sections of the route are being constructed concurrently.
 - Providing temporary laydown areas for plant, pipes, kerbs, ducting and other materials awaiting installation.
 - Reducing impacts on the local highway network by facilitating bulk deliveries to storage areas, from which materials can be distributed internally via designated haul routes.
 - Increasing programme resilience through the storage of critical materials in advance of key construction activities and seasonal constraints.
 - The detailed design, layout and operational requirements of these storage areas will be developed during the subsequent design stages and agreed with the appointed Contractor.
- 4.2.4. The four minor compounds identified within the original CoCP are situated adjacent to areas earmarked as material storage sites. Within this addendum these have been combined and consolidated, without exceeding the order limits or impact upon environmental assessed parameters. This approach reduces the number of access points, welfare facilities, offices and temporary services required, improving site efficiency, reducing land take and simplifying construction logistics, while maintaining the operational requirements of both functions. The detailed layout and operation of these facilities will be refined during the detailed design stage.
- 4.2.5. As identified in the original COCP there are numerous areas earmarked for material storage due to the large quantity of earthworks involved in the scheme. There is an opportunity to combine four out of the original eight of these areas for efficiency. These Material storage areas play an important role in supporting construction logistics by providing strategically located facilities for the temporary storage, management and distribution of materials, plant and equipment. These areas may also accommodate welfare facilities for personnel working in remote sections of the Scheme, providing protection from adverse weather conditions and access to welfare, rest and first aid facilities throughout the working day. The provision of local welfare facilities reduces the need for lengthy travel to main compounds, supports the wellbeing and productivity of the workforce and enables full-time site-based supervision and management of construction activities. This supports efficient construction sequencing, reduces delays associated with deliveries, improves supply chain resilience and enables the phased delivery of geographically dispersed works.

- 4.2.6. Typical materials stored may include earthworks materials, topsoil, aggregates, drainage components, pavement materials, utility infrastructure, kerbing, fencing materials, traffic management equipment and selected items of construction plant. The location, size, layout and operational requirements of material storage areas will be further developed during the detailed design stage, taking account of construction methodology, access arrangements, environmental constraints, landowner requirements and stakeholder feedback.

Table 3 - Compound Strategy

Compound	Description	Chainage	Use	Access
1	Minor Compound (Phase 0)	700	Main Offices, Welfare, Parking	Addenbrookes Roundabout
2	Minor Compound (Phase 1)	1700	Small Office, Welfare. Parking, for Phase 1 and Material storage	Granham's Road
3	Minor Compound (Phase 2)	3000	Small Office, Welfare. Parking, for Phase 2 and Material storage	Hinton Way
4	Minor Compound (Phase 3)	3900	Small Office, Welfare. Parking, for Phase 3 and Material storage Support site for Granta River crossing one	Haverhill Road
5	Minor Compound (Phase 4)	7200	Small Office, Welfare. Parking, for Phase 4 and Material storage Support site for Granta River Crossing two	Sawston Road
6	Main Compound 1 and Minor Compound	9000	Main Offices, welfare, parking, Support site for Granta River Crossing two	A1307 Cambridge Road

- 4.2.7. This compound strategy will be developed further at detailed design and construction stage.
- 4.2.8. Each compound will have a reduced footprint to allow for a topsoil bunding to be formed during establishment works which will provide visual screening and noise attenuation for compound activities and will be reinstated following construction using the retained soils as part of the site restoration works.
- 4.2.9. Compound layouts typically include:
- Site offices and welfare accommodation
 - Segregated storage areas (materials, plant, hazardous substances where required)
 - Internal haul routes and pedestrian segregation
 - Fire assembly points and emergency access routes
 - Waste management areas
 - Security fencing and controlled access points

- 4.2.10. The main compound will include larger welfare and management facilities, while smaller compounds will provide scaled-down versions appropriate to their function. All compound layout plans and constraints will be developed during the detailed design stage. It is envisaged that the base material once the soil has been removed will use crushed and screened material from any hard demolition of the site areas.
- 4.2.11. Following engagement with the landowner of Chalk Farm, the footprint of Compound 3 has been reduced from a useable area of circa 50,000m² to 15,000m². As a result, the facility will now function solely as a construction compound, rather than a combined compound and material storage area. This change has been implemented to maintain greater access to the adjacent field for the landowner and reduce the extent of land temporarily required for construction activities. The revised arrangement has no adverse impact on the intended function of the compound, with all necessary welfare, office, parking and operational facilities remaining available to support construction of the Scheme.
- 4.2.12. Compounds are located along the route between Chainage 700 and 9000, with access provided via the existing highway network (including Addenbrookes Roundabout, Haverhill Road, Sawston Road and A1307 Cambridge Road) and internal haul roads as highlighted in Table 3. Where practicable, haul routes along the line of the proposed busway will be prioritised to minimise interaction with the public highway. Where access via internal haul routes is not achievable, construction traffic will be directed via the strategic road network wherever possible. Thereby minimising vehicle movements through local communities by the use of temporary access arrangements, including crossings, to be developed at detailed design stage.
- 4.2.13. Compounds and material storage sites will generally operate in line with approved construction working hours 7.30 AM to 6.30 PM Monday to Friday and half-day Saturday. Any out-of-hours working (e.g. deliveries, critical pours) will be subject to approval and control measures.
- 4.2.14. Land required for construction compounds, including access routes and temporary working areas, will be secured through the TWAOs powers. Access to compounds will be coordinated with the construction programme and traffic management arrangements, and managed to minimise disruption to landowners, occupiers, and existing land uses, including agricultural activities. Existing access to adjacent land and properties will be maintained where practicable, with any temporary restrictions agreed and communicated in advance.
- 4.2.15. On completion of the works, all land used for compounds and associated access will be reinstated in accordance with land agreements and TWAO requirements, informed by pre-construction condition surveys. Ongoing engagement with landowners will be maintained throughout the works to manage access and address any issues.
- 4.2.16. The Contractor shall implement and maintain a CEMP to manage environmental risks and ensure compliance with the CoCP, ES, relevant consents and applicable legislation. Environmental impacts will be identified, monitored and controlled throughout construction, with all personnel and subcontractors required to comply with project-specific environmental requirements. The following sections set out the measures that will be implemented to manage key environmental topics, including dust and air quality, noise and vibration, ecology, water resources, waste and pollution prevention. These measures are further detailed within subsections of the ES [CD1-10.02].
- 4.2.17. All compounds will implement measures to control environmental impacts, including:
- Dust and Air Quality: damping down, controlled material storage and wheel washing where required
 - Noise and Vibration: appropriate plant selection and siting of activities away from sensitive receptors
 - Water Management: surface water control and pollution prevention measures, including bunded storage and spill response equipment

- Lighting: directional lighting to minimise spill and disturbance

Compounds located near woodland and watercourses will include additional controls to protect these receptors.

4.2.18. Table 4, below, identifies the key environmental receptors and constraints located in the vicinity of each construction compound. These constraints have been considered in the development of the construction methodology and will inform the environmental control measures, monitoring requirements and mitigation actions implemented during the works. The working requirements regarding the following environmental receptors are included within the ES [CD1-10.02].

Table 4 - Compound Environmental Receptors

Compound/Material Storage	Chainage (m)	Environmental Receptor's
Compound 1	700	<ul style="list-style-type: none"> ▪ Protected woodland to the South East. (Nine Wells Local Nature Reserve (LNR) and Local Geological Site (LGS)) ▪ Hobson's Conduit with tributary field drains along the field boundaries to the south. <ul style="list-style-type: none"> ○ Water voles have been identified within Hobson's Conduit ○ Shallow ground water which may feed into Nine Wells / Hobson's Conduit ○ Scheduled Monument within Nine Wells ○ High risk of archaeology
Compound 2	1700	<ul style="list-style-type: none"> ▪ Woodland to the South West.
Compound 3	3000	<ul style="list-style-type: none"> ▪ Woodland to the South West. <ul style="list-style-type: none"> ○ Minimum 20 m set back from adjacent residential property boundaries required to minimise noise effects, may also need temporary acoustic fencing
Material Storage 1	3900	<ul style="list-style-type: none"> ▪ Bat commuting route ▪ Possible Noise and dust impacts to neighbouring properties and retirement village.
Compound 4	4700	<ul style="list-style-type: none"> ▪ Woodland to the South West ▪ Watercourse running to the South. (River Granta)
Material Storage 2	5300	<ul style="list-style-type: none"> ▪ Woodland to the West & East. ▪ Watercourse running to the East. (River Granta) <ul style="list-style-type: none"> ○ Site on former railway line, potential contamination from made ground
Material Storage 3	6150	<ul style="list-style-type: none"> ▪ Close to residential properties, so possible noise and dust impacts. ▪ Made ground from former railway line
Material Storage 4	7100	<ul style="list-style-type: none"> ▪ Close to residential properties, so possible noise and dust impacts. ▪ Made ground from former railway line



		<ul style="list-style-type: none"> ▪ High risk of encountering archaeology
Compound 5	7600	<ul style="list-style-type: none"> ▪ Woodland to the South East. <ul style="list-style-type: none"> ○ Made ground from former railway line
Compound 6	9000	<ul style="list-style-type: none"> ▪ Woodland to the West. <ul style="list-style-type: none"> ○ Badger setts in the adjacent woodland ○ Bat foraging and commuting routes ○ Trees with moderate bat roosting potential ○ Trees which require specific protection / retention ○ River Granta along the southern boundary

4.2.19. Utility connections to construction compounds will be planned and coordinated to support welfare, security, temporary offices, traffic management, and construction activities, while minimising disruption to existing services and avoiding unnecessary abortive works. The Principal Contractor will liaise with utility providers in advance of construction to confirm connection requirements, available capacity, and installation phasing, with a named utility coordinator responsible for managing these interfaces. Where practicable, compound supplies will make use of permanent services being installed as part of the scheme, particularly at the Travel Hub and interchange locations, to reduce temporary works and duplication. Utility connection works will be undertaken in accordance with safe dig procedures and coordinated with existing service constraints, particularly in high-risk areas such as Francis Crick Avenue. Consideration will also be given to drainage, foul connections, temporary lighting, communications, wheel wash facilities, and the protection of temporary supplies from traffic and plant movements. Utility arrangements will be coordinated with the construction programme, compound phasing, the CEMP, and relevant permits and consents to ensure safe, efficient, and compliant operation of each compound. The main construction compound will be assessed at a later date for approximate power requirements and water usage, and the Principal Contractor will look to secure these from the network. If this is not possible, they will look at installing temporary generators and water supplies for the concrete plant.

4.2.20. Prior to establishment of each compound, the following will be undertaken:

- Completion of required environmental permits, approvals and consents
- Site clearance and preparation, including topsoil stripping and bund formation where appropriate
- Installation of temporary utilities (water and power)
- Creation of access points and haul routes, including temporary crossings where required
- Installation of drainage and surface water controls
- Erection of perimeter fencing, security and signage
- Implementation of environmental mitigation measures
- Setup of welfare facilities, offices and storage areas

4.2.21. All works will be undertaken in accordance with this CoCP and the ES to minimise environmental and community impacts.

4.2.22. Following completion of the works:

- All temporary structures, plant and services will be removed
- Any temporary hardstanding will be broken out and removed where required
- Ground will be regraded and restored to original or agreed levels



- Topsoil reinstated and vegetation re-established
- Temporary accesses removed and land reinstated
- Any required environmental restoration measures completed

4.2.23. Land will be returned to its original condition or an agreed final use in consultation with stakeholders and landowners which may include increase topsoil thickness and possible screening or landscaping features (all again inside the redline boundary).

4.3. Traffic Management

- 4.3.1. This section supplements Section 9 of the application CoCP, providing further detail regarding the traffic management principles, controls and mitigation measures that will be implemented during construction of the Scheme. The requirements set out below should be read in conjunction with the Construction Traffic Management Plan (CTMP), which will be prepared by the appointed Contractor and submitted for approval prior to the commencement of construction activities. The CTMP will define the detailed traffic management arrangements, access routes, vehicle controls and mitigation measures required for each phase of the works. The detailed requirements will be developed in consultation with the relevant highway authorities and other key stakeholders.
- 4.3.2. Construction traffic will utilise the strategic highway network wherever it is practicable and Primary access will be taken from the A1307 in accordance with the established site access strategy. Construction vehicle movements will be planned and managed to minimise impacts on local communities and avoid sensitive routes where practicable. The routing strategy seeks to minimise construction traffic travelling through residential areas and villages including Babraham, Sawston, Stapleford, Little Shelford and Great Shelford – local roads will only be used if explicitly necessary such as where specific construction activities require, where compounds are inaccessible from the SRN and at certain approved access points. This should be monitored by the contractor to avoid non-essential trips are not following the SRN.
- 4.3.3. The movement of construction traffic will be coordinated with the location of construction compounds, material storage areas and active work fronts to minimise haul distances, reduce unnecessary vehicle movements and optimise the efficiency of construction logistics. The distributed compound strategy has been developed to reduce reliance on a single access location, thereby minimising congestion, improving resilience and reducing cumulative impacts on the surrounding highway network. Wherever practicable, movements between compounds, storage areas and work fronts will utilise the dedicated haul road network located within the Order Limits and adjacent to the proposed alignment, thereby reducing interaction with the public highway. Further improvements will have to be later assessed in the next phase of works, this will include revised Heavy Goods Vehicles (HGV) forecast, comparisons against the ES and review against the statement confirming effects remain within assessed envelope.
- 4.3.4. Appropriate measures will be implemented to maintain the continuity, accessibility and safety of Public Rights of Way (PRoW), cycle routes and other non-motorised user (NMU) routes that may be affected by the works. Where temporary closures, diversions or crossing arrangements are required, these will be clearly defined and implemented in accordance with the approved CTMP. Appropriate signage, wayfinding, physical segregation and safety measures will be provided throughout the duration of the works to maintain safe access for all users.
- 4.3.5. A number of locations along the Scheme include interfaces between the proposed guided busway, construction haul road, public highways, PRoW and other existing infrastructure. And will require enhanced traffic management controls throughout the construction period. At such locations, the Contractor shall implement appropriate measures to ensure the safe segregation of construction vehicles, pedestrians, cyclists and other road users. Measures may include:

- Clearly defined access and egress arrangements;
- Dedicated crossing points;
- Physical barriers and fencing;
- Traffic signage and warning systems;
- Temporary traffic management controls;
- Banksman-controlled movements where required;
- Appropriate lighting and visibility measures; and
- Monitoring and supervision of vehicle movements.

4.3.6. Construction vehicle movements shall be minimised through effective delivery planning, workforce travel planning, utilisation of internal haul routes wherever practicable and the provision of appropriate on-site parking and welfare facilities. Table 5 identifies the principal interface locations across the Scheme and summarises the indicative traffic management measures anticipated to manage the associated construction traffic risks and maintain the safety of all highway users

Table 5 - Typical Traffic Management Arrangements for Existing Infrastructure Intersections.

Existing infrastructure	Typical Traffic Management Required
Francis Crick Avenue (During Phase 1)	One way system and 3-way temporary traffic lights at the Current guided busway junction.
Addenbrooke's Road Roundabout (During Phase 1)	Lane closure, Temporary traffic lights.
Addenbrooke's Road Roundabout (During Phase 2)	Not required.
Granham's Road	2-way Temporary traffic lights and gateman to manage construction traffic into and out of haul road.
Hinton Way	2-way Temporary traffic lights and gateman to manage construction traffic into and out of haul road.
Haverhill Road	2-way Temporary traffic lights and gateman to manage construction traffic into and out of haul road.
Sawston Road	2-way Temporary traffic lights and gateman to manage construction traffic into and out of haul road.
High Street, Babraham	2-way Temporary traffic lights and gateman to manage construction traffic into and out of haul road.
A3107 Cambridge Road (During main works)	Gatemen and works signage.
A3107 Cambridge Road (During Junction works)	[Works are to be confirmed following redesign to Travel Hub based on NGT High Pressure Gas Main]

- 4.3.7. Given the proximity of the northern extent of the CSET scheme to the CBC, which includes Addenbrooke's Hospital, maintaining reliable and unobstructed emergency ("blue light") routes will be a priority throughout construction. Traffic management arrangements will ensure continuous access to and from the CBC, recognising the critical nature of these routes.
- 4.3.8. Construction traffic and temporary traffic management will be planned to avoid significant disruption to key emergency corridors, including Francis Crick Avenue, Addenbrooke's Road, and connections to the M11 Junction 11. Where necessary, controls will be applied to ensure emergency vehicle journey times are not adversely affected, including coordination of works to avoid peak operational periods.
- 4.3.9. Additional controls will be secured through the CTMP, including prioritisation of emergency vehicle movements where traffic management is in place (e.g. at signal-controlled junctions), provision for rapid clearance or override where required, and ongoing liaison with emergency services and CBC stakeholders. Traffic management in the vicinity of the CBC will be subject to enhanced monitoring and review, with arrangements adapted where necessary in response to operational requirements or stakeholder feedback.
- 4.3.10. All measures set out in this addendum will be delivered in accordance with the overarching principles of the CoCP and secured through the CTMP and associated management plans.

4.4. Earthworks

- 4.4.1. This section sets out the principles and controls that will govern earthworks activities associated with the CSET scheme. Earthworks operations include topsoil stripping and storage, bulk excavation, cut and fill activities, formation preparation, embankment construction, and the management of material import and export. Temporary works, including haul routes and stockpiles, are also covered. All works will be undertaken in a controlled manner to minimise environmental impacts, safeguard the public and workforce, and ensure compliance with relevant legislation and standards.
- 4.4.2. Earthworks will be carried out in accordance with the Specification for Highway Works (Series 600), relevant earthworks design information, Construction Design Management (CDM) Regulations 2015, and applicable environmental legislation. All activities will be undertaken in line with this CoCP and secured TWAO requirements.
- 4.4.3. A sustainable earthworks mass haul strategy will be adopted to maximise the reuse of suitable materials on site and minimise the need for off-site disposal and imported fill. Earthworks activities will be planned in alignment with the construction programme, compound locations, and access arrangements, and will be coordinated with drainage, utilities, and structural works. The approach will maintain flexibility to allow for detailed design development and contractor methodology.
- 4.4.4. Excavated materials will be classified and assessed for suitability in accordance with relevant standards. Suitable materials will be reused where practicable, with appropriate segregation to prevent cross-contamination. Unsuitable or contaminated materials will be managed, treated, or disposed of in accordance with environmental requirements. Imported materials will be obtained from approved sources and subject to verification and testing.
- 4.4.5. Topsoil will be stripped, stored separately, and protected to preserve its quality for reuse in reinstatement and landscaping. Stockpiles will be located within designated areas and managed to ensure stability and to minimise dust generation, erosion, and runoff. Haul routes will be defined and controlled to manage plant movements and prevent mud tracking onto the public highway.
- 4.4.6. Given the approximately 8.9km length of the Scheme, the Contractor shall maximise the use of the dedicated construction haul road (along the line of the busway within Order Limits) and internal access routes for the movement of excavated materials, topsoil, engineered fill and construction plant which will minimise construction traffic on the public highway, reduce interactions with local communities and sensitive receptors, and reduce emissions associated with material transport.
- 4.4.7. Designated material storage areas within **the compounds** will be used to store, redistribute and reuse materials across the Scheme. Where use of the internal haul road is not reasonably practicable, materials may be transported via approved external routes identified and agreed through the Contractor's CTMP. Route selection shall consider environmental constraints, sensitive receptors, traffic conditions and safety requirements. Material movements shall be regularly reviewed to maximise on-site reuse and minimise haulage distances, vehicle movements and associated environmental impacts.
- 4.4.8. These selected material storage areas shall be subject to regular inspection by the Contractor's Environmental Manager or suitably qualified delegate. Monitoring shall be undertaken at least weekly and following periods of prolonged rainfall, high winds or other adverse weather conditions to ensure stockpiles remain stable and do not give rise to environmental impacts. The monitoring regime shall include inspection of:
- Signs of erosion, slumping or instability of stockpile faces.

- Surface water runoff, sediment migration or ponding around stockpile locations, particularly following rainfall events.
- The condition of any temporary seeding, stabilisation measures, drainage controls, silt fencing or other environmental protection measures.
- Separation of topsoil and subsoil stockpiles and protection of soil quality for future reuse.
- Compliance with stand-off distances from watercourses, drainage features and other environmentally sensitive receptors.

- 4.4.9. Any deficiencies identified during inspections shall be recorded and corrective actions implemented as soon as reasonably practicable. Where monitoring identifies unacceptable levels of dust, runoff, sediment deposition or stockpile instability, additional mitigation measures shall be implemented immediately, including watering, regrading, temporary covering, stabilisation or installation of further drainage and sediment control measures. Inspection records shall be maintained on site and made available for audit upon request
- 4.4.10. Earthworks operations will be undertaken using controlled measures to ensure the stability of excavations and embankments and to protect formation levels from damage, including during adverse weather. Measures will be implemented to manage surface water and groundwater, including temporary drainage, sediment control, and dewatering where required, to prevent pollution of surrounding land and watercourses.
- 4.4.11. Procedures will be implemented for the management of unexpected ground conditions, including contamination. Works will be halted where necessary to allow for appropriate assessment, with subsequent handling, treatment, or disposal carried out in accordance with environmental and safety requirements.
- 4.4.12. Environmental controls will be implemented to manage dust, noise, vibration, and erosion, including the use of damping down and sediment control measures where required. Plant and vehicle movements will be controlled through defined routes and appropriate traffic management measures, particularly where works interface with the public highway.
- 4.4.13. Earthworks will be subject to inspection, testing, and verification in accordance with Inspection and Test Plans, including material classification and compaction testing. Pre-condition surveys will be undertaken prior to works, with post-earthworks verification including as-built records and compliance documentation. Ongoing monitoring and reporting will be carried out to ensure compliance with this CoCP and to manage any issues through established project controls.
- 4.4.14. A significant proportion of the Scheme will be reinstated as wildflower habitat. To support successful establishment, soil nutrient testing has been undertaken across the site, with agricultural fields classified on a scale of 0 to 4 based on nutrient levels as seen in Table 6. Areas classified as Grade 0 or 1 comprise naturally low-nutrient soils that are suitable for wildflower seeding and therefore do not require topsoil stripping. Areas classified as Grade 2 or above contain higher nutrient levels that would inhibit successful wildflower establishment and will therefore require the removal of nutrient-rich topsoil prior to seeding. This targeted approach minimises unnecessary earthworks, reduces the overall volume of topsoil excavation and associated vehicle movements, and results in a reduction in the total cut required across the Scheme while still achieving the intended landscape and ecological outcomes.



Table 6 - Summary of the Laboratory Soil Nutrient Results for Topsoil (RB209 Nutrient Management Guide)

Sample ID No.	Soil pH	Available nutrient concentration (mg/l)			Total Nitrogen (%w/w)	Organic matter (%w/w)
		Phosphorus (P)	Potassium (K)	Magnesium (Mg)		
Field 1 TS	8.0	9.0 (0)	51.1 (0)	25.4 (0)	0.258	5.0
Field 1 SS	8.2	6.0 (0)	28.6 (0)	21.3 (0)	0.273	5.0
Field 2 TS	7.8	12.2 (1)	147 (2-)	34.8 (1)	0.090	5.7
Field 2 SS	8.2	7.2 (0)	96.7 (1)	35.8 (1)	0.237	4.5
Field 3 TS	8.1	11.4 (1)	194 (2+)	33.3 (1)	0.159	3.4
Field 3 SS	8.0	7.2 (0)	60.0 (0)	36.5 (1)	0.107	2.4
Field 4 TS	8.1	9.4 (0)	224 (2+)	29.3 (1)	0.162	3.4
Field 5 TS	8.2	11.6 (1)	203 (2+)	25.8 (1)	0.182	3.4
Field 5 SS	8.3	7.6 (0)	122 (2-)	22.4 (0)	0.125	2.8
Field 7 TS	8.1	13.8 (1)	119 (1)	34.0 (1)	0.150	3.1
Field 7 SS	8.2	10.4 (1)	93.5 (1)	34.0 (1)	0.141	2.7
Field 8 TS	8.1	29.8 (3)	191 (2+)	42.8 (1)	0.150	3.3
Field 8 SS	8.2	7.6 (0)	61.7 (1)	31.3 (1)	0.150	3.2
Field 9 TS	8.1	18.8 (2)	120 (1)	64.8 (2)	0.205	4.4
Field 9 SS	8.3	16.2 (2)	88.6 (1)	36.5 (1)	0.161	3.5
Field 10 TS	8.2	14.8 (1)	138 (2-)	42.8 (1)	0.176	4.3
Field 10 SS	8.3	5.2 (0)	66.4 (1)	28.5 (1)	0.179	3.7
Field 11/12 TS	8.3	7.8 (0)	81.8 (1)	35.9 (1)	0.133	2.8
Field 11/12 SS	8.5	4.6 (0)	57.2 (0)	33.3 (1)	0.082	2.1
Field 13 TS	8.0	9.8 (1)	107 (1)	44.2 (1)	0.116	2.7
Field 13 SS	8.1	4.2 (0)	56.0 (0)	41.2 (1)	0.080	2.3
Field 14 TS	8.0	10.8 (1)	92.7 (1)	47.8 (1)	0.221	5.0
Field 14 SS	8.6	6.2 (0)	45.5 (0)	39.7 (1)	0.058	1.8
Field 15 TS	7.9	21.0 (2)	177 (2-)	62.8 (2)	0.188	4.3
Field 15 SS	8.2	7.4 (0)	82.2 (1)	45.8 (1)	0.084	2.2
Field 16 TS	8.1	13.0 (1)	187 (2+)	54.3 (2)	0.262	6.2
Field 16 SS	8.1	7.8 (0)	146 (2-)	49.8 (1)	0.161	4.3
Field 17 TS	8.1	11.2 (1)	90.6 (1)	53.0 (2)	0.078	2.3

Soil Nutrient indices in brackets (RB209 Nutrient Management Guide)

4.4.15.

This risk-based approach also delivers environmental benefits by reducing the volume of soil excavation, storage, handling and haulage required across the Scheme. By retaining suitable low-nutrient soils in situ wherever possible, the approach minimises disturbance to existing soil resources, reduces vehicle movements and associated emissions.

4.4.16.

Preliminary earthworks assessments indicate that the Scheme will generate approximately 100,000m³ of usable cut material and require approximately 180,000m³ of reusable fill material. As a result, additional imported fill material will be required, with current estimates indicating a requirement of approximately 80,000–110,000m³, depending on the proportion of excavated material that can be reused within the Scheme. These quantities are indicative only and will be refined as the design develops.

4.4.17.

A significant proportion of the fill requirement comprises engineered fill associated with construction of the guided busway embankments and supporting infrastructure, where material must meet specific engineering and performance standards. The Scheme will therefore seek to maximise the reuse of



suitable site-won materials, whilst importing engineered fill only where necessary to achieve the required design and geotechnical performance.

- 4.4.18. Topsoil management has been developed in conjunction with the landscape and ecological design. Current assessments indicate that approximately 330,000m³ of topsoil may be generated during construction. All suitable topsoil will be retained and beneficially reused within the Scheme for landscape reinstatement, habitat creation, wildflower establishment and ecological mitigation areas, with no disposal of topsoil to landfill anticipated. This approach supports the principles of the waste hierarchy, conserves a valuable natural resource and significantly reduces the number of vehicle movements that would otherwise be required to export material from site. In turn, this reduces construction-related emissions, traffic impacts and disturbance to local communities.
- 4.4.19. The Contractor will develop a detailed Earthworks Management Plan prior to commencement of bulk earthworks, identifying opportunities to maximise on-site material reuse, minimise imports and exports, and reduce the environmental impacts associated with material handling and haulage.
- 4.4.20. Temporary piling mats will be required at the three structure locations to provide a safe and stable working platform for piling and crane operations. Piling mats shall be designed in accordance with current industry guidance and constructed using suitable engineered materials to withstand anticipated construction loads.
- 4.4.21. Prior to construction, topsoil and unsuitable material shall be stripped and managed in accordance with this CoCP. Environmental controls, including dust suppression, surface water management and pollution prevention measures, shall be implemented throughout construction to protect nearby environmental receptors and water resources. Piling mat locations will be selected to minimise impacts on sensitive habitats and drainage features identified within the Environmental Statement.
- 4.4.22. As piling works have the potential to affect groundwater conditions, including the creation of pollutant pathways, a structure-specific Piling Risk Assessment and method statement shall be prepared where required. Piling works shall be undertaken in accordance with the approved CEMP and any requirements agreed with the Environment Agency and Local Planning Authority.
- 4.4.23. Where previously unidentified ground conditions are encountered during construction, including unexpected contamination, buried structures, obstructions, archaeological remains, groundwater conditions or unsuitable soils, works in the affected area shall cease until the condition has been assessed by suitably qualified personnel.
- 4.4.24. The Contractor shall implement appropriate control measures to ensure the safety of the workforce and protection of the environment, including measures to prevent pollution, sediment runoff and the uncontrolled movement of contaminated materials. Any contaminated or potentially contaminated material shall be segregated, appropriately stored and managed in accordance with relevant legislation and the requirements of the CEMP.
- 4.4.25. Where unexpected ground conditions have the potential to affect the approved construction methodology, environmental mitigation measures or design assumptions, the Contractor shall liaise with the relevant specialists, regulatory bodies and stakeholders as required before works recommence. The findings of any investigations and resulting mitigation measures shall be recorded and incorporated into the relevant construction documentation. Particular consideration shall be given to unexpected groundwater conditions, contamination and archaeological remains, given the varied geological and environmental constraints present across the Scheme corridor.

5. Assessment of Impact of the CoCP

- 5.1.1. The proposed changes do not constitute alternative scheme options but rather represent iterative refinements to the design of the Scheme following stakeholder engagement, landowner discussions and further environmental assessment. The fundamental route alignment, operational characteristics and strategic function of the Scheme remain unchanged from those assessed in the ES. Instead, the changes reflect a process of design optimisation within the established parameters of the Scheme, consistent with the mitigation hierarchy and best practice in environmental design.

AtkinsRéalis



EH
AtkinsRéalis UK Limited
Nova North
11 Bressenden Place
Westminster
London
SW1E 5BY

Tel: +44 (0)20 7121 2000
Fax: +44 (0)20 7121 2111

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