Cambois Data Centre Campus: Enabling Works Phase B and Phase C

Construction Method Statement

Condition 14

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Enabling Works Phase B and Phase C

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This report dated 08 May 2026 has been prepared for QTS (the “Client”) in accordance with the terms and conditions of appointment dated 31 January 2025(the “Appointment”) between the Client and Arcadis Consulting UK Limited (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1. Introduction

1.1 Introduction

1.1.1 This Construction Method Statement (CMS) has been produced in response to the terms of condition 14 of planning consent 24/04112/OUTES: *Outline planning application, with all matters reserved, for the erection of up to ten data centre buildings of Class B8 use totalling up to 540,000 square metres (sqm) gross internal area (GIA) in addition to ancillary structures, substation, emergency generators and other associated works.*

1.1.2 This CMS relates to the **Enabling Works Phase B and Phase C** and sets out a strategic approach that will be used by the appointed Enabling Works Contractor (or Contractors) to undertake the construction work responsibly and in line with the activities identified in condition 14 of the above consent.

1.1.3 It is intended that the submitted CMS will be a 'live' document, the content of which insofar as it relates to the stage of development as detailed, is sufficient to allow the planning authority to discharge condition 14. The approach to this CMS is based on discussions between representatives of Renaissance Land, Quod, Arcadis, QTS and Northumberland County Council (NCC).

1.1.4 As per the condition, the CMS considers the following matters insofar as they relate to this phase of the consented development:

- Details of temporary traffic management measures, temporary accesses, construction traffic routes and the number and type of construction vehicles for that phase;
- Vehicle cleaning facilities;
- The parking of vehicles of site operatives and visitors for that phase;
- The loading and unloading of plant and materials for that phase;
- The storage of plant and materials used in constructing that phase;
- The cumulative effect with any approved Construction Method Statement for a preceding phase still being constructed for that preceding phase; and
- Contractor Staff Travel Plan to include measures to reduce the reliance on the use of the private car to travel to and from the site and how these will be monitored and enforced during the construction period of that phase.

1.1.5 A separate Construction Worker Travel Plan for Enabling Works Phase B and Phase C is provided to reduce the reliance on the use of the private car to travel to and from the site.

1.1.6 Since the consent of the outline planning application, the Developer has proposed changes to access locations and traffic flows that were not assessed under the approved Environmental Statement (ES). To meet the requirement of Condition 14 to assess such changes, a separate Variation to Conditions and ES Addendum has been submitted to NCC. This CMS considers these changes, where relevant, as part of the overall consideration of actions required to manage the enabling works.

1.1.7 Subject to planning approvals, the Enabling Works Phase B and Phase C are planned to both start in Q4 2026. In addition, these works will coincide with works being undertaken as part of the Phase 1 approved works to erect data centres 1 and 2. As such, this CMS considers measures that are appropriate to address the worst case cumulative effects across the site.

1.2 Programme

1.2.1 The Cambois Data Centre Campus will be built out in phases as shown in Table 1-1, with the Enabling Works Phase B and Phase C targeted to commence in Q4 2026, subject to reserved matters permissions. Subject to planning approvals, the Enabling Works Phase B and Phase C will coincide with the Construction Phase 1 works on the wider site, though the location of works on site is distinct.

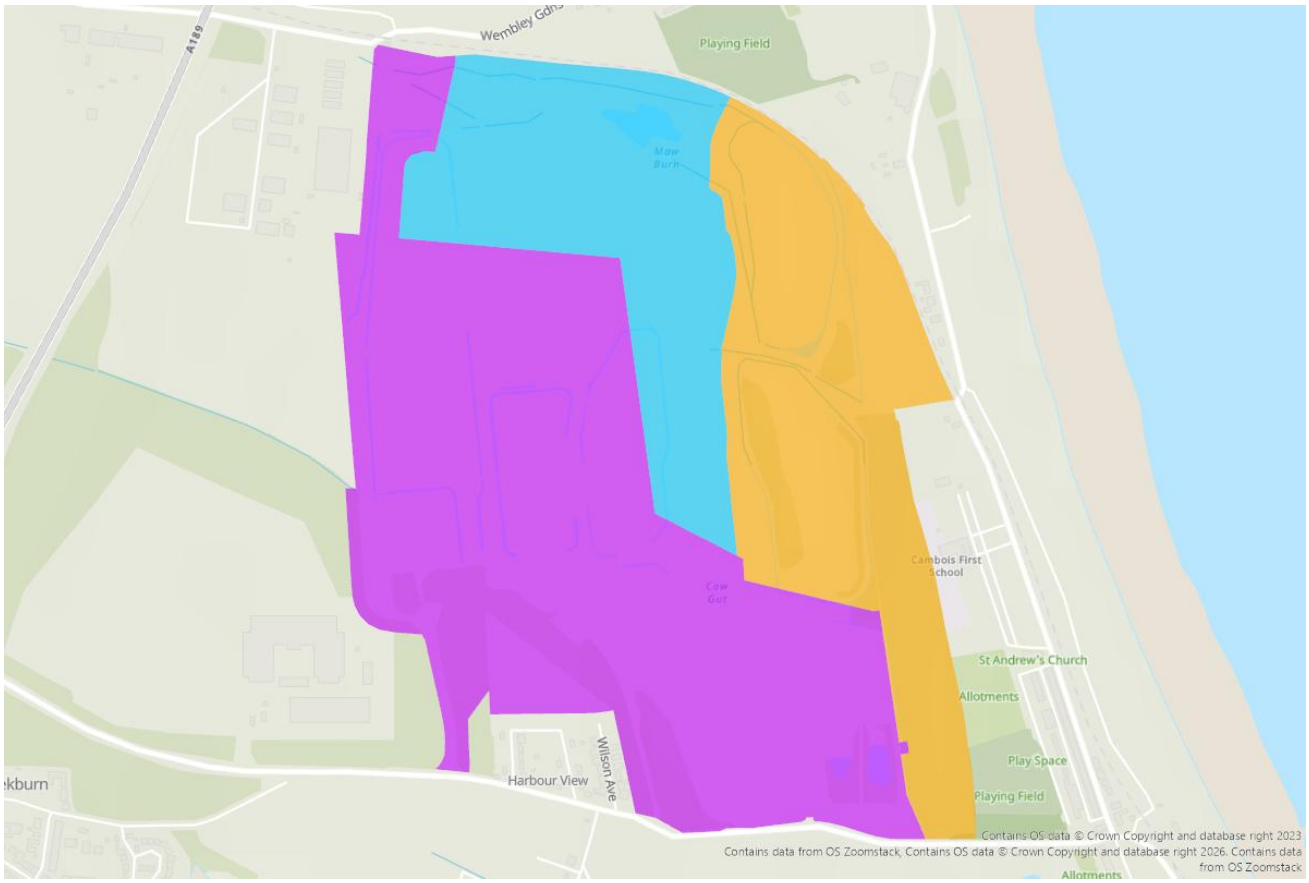
Table 1-1 Programme

Activity	Dates
Enabling Works Phase A (area of Data Centre (DC)1 & DC2)	2025 to 2026
Construction Phase 1 (DC1 & DC2)	2026 to Q3 2029
Enabling Works Phase B	2026 to 2027
Enabling Works Phase C	2026 to 2027
Construction Phase 2 (DC3 & DC4)	2027 to 2030
Construction Phase 3 (DC5 & DC6)	2030 to 2033
Construction Phase 4 (DC7 & DC8)	2031 to 2033
Construction Phase 5 (DC9 & DC10)	2031 to 2034

1.3 Site Boundary

1.3.1 The Cambois Data Centre Campus site subject to the outline planning permission is situated approximately 2km north of Blyth town centre in Cambois, Northumberland. The approximate centre of the site is National Grid Reference (NGR) NZ 29820 84164.

1.3.2 The extent of the Enabling Works areas is shown in **Inset 1-1** (Enabling Works Phase B = blue; Enabling Works Phase C = orange). The ‘site’ in this CMS refers to the Enabling Works areas, unless otherwise stated. The OPP boundary covers these two areas plus the pink area.



Inset 1-1 Site Location and Proposed Development boundary

1.4 Proposed Enabling Works

1.4.1 The scope of works of Enabling Works Phase B and C are as follows; the main distinction is that piling mats will be installed in Phase B (ready for data centres 3 and 4); and the pulverised fuel ash (PFA) mounds will be removed in Phase C.

1.4.2 The scope of the **Enabling Works Phase B** comprises the following:

- Vegetation strip/clearance where required to facilitate earthworks.
- Break out surface hard materials, where required.
- Excavate made ground soils (where required to facilitate construction) and break out / crop below ground obstructions, where present, within excavations.
- Process/crush and then reuse suitable site won soils / aggregate to refill the excavation and level the site in preparation for development.
- Car park preparation.
- Disposal of unsuitable site won soils (where can't be processed / treated for use on site).
- Haul roads, access roads, welfare facilities and storage areas.
- Temporary drainage for enabling works.
- Treatment or relocation of invasive species where present within proposed development footprint (i.e. buildings, roads, services, etc.).
- Installation of piling mats.
- Data centre piling.

1.4.3 The scope of the **Enabling Works Phase C** comprises the following:

- Vegetation strip/clearance where required to facilitate earthworks.
- Break out surface hard materials, where required.
- Excavate made ground soils (where required to facilitate construction) and break out / crop below ground obstructions, where present, within excavations.
- Process/crush and then reuse suitable site won soils / aggregate to refill the excavation and level the site in preparation for development.
- Removal of the pulverised fuel ash (PFA) mounds and re-use on site.
- Disposal of unsuitable site won soils (where can't be processed / treated for use on site).
- Haul roads, access roads, welfare facilities and storage areas.
- Temporary drainage for enabling works.
- Treatment or relocation of invasive species where present within proposed development footprint (i.e. buildings, roads, services, etc.).

1.5 Construction Plant

1.5.1 The types of plant and machinery that are likely to be used on-site are shown in the table below. Details of exact plant and equipment to be used will be provided by the General Contractor, see example equipment list below:

- Hand Tools
- Tracked excavator
- Wheeled Excavator
- Bulldozer
- Delivery Lorries
- Articulated Dump Truck
- Large Diesel Generator
- Directional Drill / Auger
- Hydraulic Hammer Piling Rig
- Road Breaker (Hand Held Pneumatic)
- Hydraulic Breaker
- Vibratory Roller
- Road Planer
- Asphalt Paver + Tipper Lorry
- Electric Water Pumps
- Road Sweeper
- Piling rigs
- Concrete mixing truck
- Concrete pump
- Tractor mounted seeder/broadcaster
- Tractor mounted harrow/rake

2. Construction Method Statement

2.1 Ecology Protection

2.1.1 A pre-commencement walkover of the site will be undertaken no less than 8 weeks to enabling works beginning. This check will identify any: badgers, nesting birds, qualifying bird species (SPA/Ramsar).

Additionally, any nesting birds can be mapped and accounted for before Enabling Works start. Any necessary licences will be obtained by the Enabling Works Contractor.

2.1.2 The works will be undertaken in accordance with the relevant Ecological Impact Assessment, Arboricultural Method Statement and Habitat Management and Monitoring submitted with that phase of construction.

2.1.3 The works will be undertaken in accordance with the relevant Enabling Works Ecological Impact Assessment, Arboricultural Method Statement and Habitat Management and Monitoring Plan.

2.1.4 At the commencement of the site set up/clearance, any ecology and tree protection fencing will be implemented.

2.2 Invasive Species

2.2.1 A suitably qualified contractor will be engaged to remove any invasive species in the Enabling Works areas, in accordance with a Method Statement agreed with NCC and the Enabling Works Phase B and Phase C Invasive Non-Native Species Method Statement (**submitted to discharge condition 52**).

2.3 Site Setup / Clearance

2.3.1 Initial site set up works will comprise site clearance including making good areas of previously broken up concrete. For the site more generally, preparation works will also include the removal of topsoil and other vegetation. This will be followed by an earth moving exercise to achieve required levels. Compaction of the engineered fill to create the final formation level will be carried out in layers using appropriate compaction plant. If contamination is found which requires remediation, this will be carried out as part of the enabling works using methods and controls agreed by Northumberland County Council (NCC).

2.3.2 Any removed soil will seek to be reused elsewhere on or adjacent to the Site for landscaping and/or land profiling purposes.

2.3.3 Waste will be managed in line with the principles of the Waste Hierarchy and the Site Waste Management Plan (**see the Enabling Works Phase B and Phase C Construction Environmental Management Plan**).

2.4 Welfare Facilities

2.4.1 Temporary site compound(s), welfare facilities and wheel wash will be established within the site. The welfare/office units will arrive on site on articulated lorries and be positioned using lorry mounted crane or a mobile crane. The location of these facilities is shown in **Appendix A**.

2.5 Temporary Utilities (Electricity, gas, water, drainage)

2.5.1 The existing site is served by utilities which will be maintained or disconnected. All existing site utilities and services that lie within the Data Centre 3, 4, 5, 6, 7, 8, 9 and 10 building footprints will be identified and then made safe and removed by the Enabling Works Contractor.

2.5.2 During the Enabling Works, temporary electricity, water and drainage utilities will be installed and maintained by the Enabling Works Contractor, tying in with these activities across the whole site as appropriate.

2.6 Drainage

2.6.1 The Enabling Works will be undertaken in accordance with the proposed drainage layout included as part of each RMA package and the relevant Remediation and Earthworks Strategy.

2.6.2 The drainage scheme as part of the earthworks is aimed to prevent flooding both on and off site and provide water quality treatment and attenuation to overland stormwater flows while maintaining the existing water courses running through the site. Part of the enabling works drainage is temporary in nature and expected to be in place for a period of approximately 1 year.

2.6.3 For the DC03 and DC04 plots, the enabling works will similarly involve the formation of a temporary piling platform, shaped to the required interim levels to facilitate early construction. These levels are designed solely for the enabling period and will be superseded by the permanent development platforms once the main construction phase commences.

2.6.4 Surface water runoff from these temporary platforms will also drain to the permanent Phase 1 drainage network, which provides a robust and compliant outfall for the interim period. The permanent system has adequate spare capacity to receive the temporary flows without exceeding approved discharge limits. This approach ensures continuity with the overarching drainage strategy and avoids any increase in flood risk to downstream receptors during the enabling phase.

2.6.5 The DC06 to DC10 plots will also be formed using reprofiled earth mounds, shaped to create temporary platforms that support early construction activities. These platforms are designed for short-term use only and will be replaced by the permanent development levels during the main build phase. Surface water runoff from these temporary platforms will be directed to one of two ponds and ultimately the Maw Burn (DC05, 06 & 07) and the Cow Gut (DC08, 09 & 10). The attenuation basin, which provides both flow control and water quality treatment during the enabling period. The basin has been designed with sufficient capacity to accommodate the interim 1 in 10 year flows, ensuring that discharge rates remain below greenfield runoff rates and fully aligned with the approved drainage strategy. Using the permanent attenuation basin at this stage avoids the need for additional temporary storage features and ensures consistent water quality treatment throughout the enabling works.

2.6.6 A temporary Surface Water Management Plan will be prepared by the Enabling Works Contractor. A discharge consent from Northumbrian Water Limited (NWL) may be required and this shall be the responsibility of the Enabling Works Contractor to ensure this is agreed prior to mobilising to site.

2.7 Temporary Site Roads

2.7.1 A network of temporary roads and footpaths will be constructed by the Enabling Works Contractor as required within the site to ensure access and delivery routes are available to support the construction deliveries, material and plant movements. These will tie into existing temporary roads and footpaths already established as part of the Enabling Works Phase A and Phase 1 (DCs 1+2) works.

2.7.2 The existing temporary Main Southern Car Park off Saint Eligius Way established for the Enabling Works Phase A and Phase 1 (DCs 1+2) work will remain in place and be expanded in line with the variation to the OPA Variation of Condition submitted to NCC in April 2026. Other proposed car parks across the wider site are shown in **Appendix A**.

2.8 Car Parking

2.8.1 The Northern Car Park, consisting of around 1,390 parking spaces and all associated services, will be constructed along with the northern access road connecting to the proposed North West Access Entrance (subject to a separate planning application 26/01570/FUL). The site will be cleared of vegetation and obstructions, followed by excavation to formation level and on-site management of arisings. A level, permeable car park will be constructed using a 300 mm Type 2 subbase. Service ducts will be installed for lighting and EV charging infrastructure. The surface will be finished with tarmac or an alternative appropriate material, and white line markings will be applied as required.

2.9 Excavations / Site Grading / Levels

2.9.1 Works will include break out of all surface material (hard and soft) (site strip) and excavation to a depth to accommodate granular working platforms. Obstructions may be required to be removed in their entirety, unless previously unidentified piles are encountered that extend significantly beyond the base of excavation.

2.9.2 Excavation of topsoil, including stockpiling for future use on site in accordance with DEFRA Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (if required) or offsite disposal.

2.9.3 Any removed soil will seek to be reused elsewhere on or adjacent to the Site for landscaping and/or land profiling purposes. Any unsuitable site won soils (where can't be processed / treated for use on site) will be disposed of off-site.

2.10 Fill and Compaction

2.10.1 This will involve placement and compaction of site won or imported fill below proposed sensitive structures and infrastructure (ground bearing floor slabs and structures) will be required to be undertaken to an end-product specification as defined in Clause 612 (paragraphs 11 to 15) and Table 6/1 of the Specification for Highways Works (SWH600).

2.10.2 Backfilling will comprise placement of engineered structural fill to achieve the enabling works finished ground levels.

2.11 Material Importation

2.11.1 The importation of material will be potentially required for the formation of the piling Mats on site. It is likely that the majority of the material will be site won. Material imports will also be required for items such as stone for ground improvement works, road / pavement capping and topsoil / clean cover materials.

2.12 Storage of Plant and Material

2.12.1 Storage of material will be determined by the Enabling Works Contractor within the enabling works boundary. Indicative areas are set out in **Appendix A**. All plant and remaining unwanted materials will be removed from site upon completion of works.

2.13 External Works and Landscaping

2.13.1 This will include preparation for new/enhanced landscaping and open space where applicable to this phase. Note that the majority of planting will be carried out throughout future phases of the outline planning permission.

2.14 Piling

2.14.1 Piling rigs and associated plant will drill piles, pump in concrete, and install steel reinforcement cages. Ground improvement will be carried out by installing vibro stone columns in the Enabling Works Phase B area. Circa 1600 piles will be installed for each data centre. Continuous Flight Auger (CFA) piling will be used, where drilling and concreting happen in one continuous operation.

3. Construction Access and Vehicles

3.1 Site Access

3.1.1 Construction heavy goods vehicle (HGV) access to the site will be from the existing roundabout on Brock Lane, connecting to the A189, which then joins the A19 via Moor Farm Roundabout, which forms part of the strategic road network (SRN). No alteration to the existing site access from Brock Lane is required, and existing gates in the security fence will be used for access/egress. The existing gates will be left open during the working day to ensure deliveries can enter the site without the need to stop or queue on Brock Lane.

3.1.2 A new vehicular, pedestrian and cycle access from Wembley Gardens is also planned (as part of a separate planning application). The proposed North West Access (26/01570/FUL) is intended to serve the approved Cambois Data Centre Campus (Ref: 24/04112/OUTES) and the adjacent Ferguson Business Park East. The proposed development therefore comprises the formation of a new all-vehicle access road, including associated highway works and infrastructure, to facilitate improved connectivity, operational flexibility and resilience for the wider employment area.

3.1.3 Pedestrian access will from ether the existing roundabout on Brock Lane or the north-west corner access.

3.1.4 There will also be a control system to control the arrivals and departures of site traffic. Security gates will be used to ensure that only authorised personnel and deliveries can enter.

3.1.5 Personnel requiring access to the site for reasons other than carrying out construction work will be treated as a site visitor and must have prior authorisation; they will access only via the existing roundabout on Brock Lane.

3.1.6 Temporary traffic management measures will be implemented by the Enabling Works Contractor as required.

3.2 Construction Traffic

3.2.1 Noisy construction activity is expected to occur between 08:00 and 18:00; however, there may be traffic movements before and after these hours.

3.2.2 Construction traffic must come through Moor Farm Roundabout at non-peak times. Therefore,

construction traffic will not be permitted to use the Moor Farm Roundabout junction during the critical single peak hours of 07:15 to 08:15 and 16:30 to 17:30. Construction traffic must come through Moor Farm Roundabout at non-peak times. Delivery times will be controlled to prevent HGVs from transiting via the roundabout during its peak.

3.2.3 Construction vehicles have been classified as follows, in accordance with the Driver and Vehicle Standards Agency Lorry types and weights guide:

- LGV = Vehicles 3.5 tonnes (t) or below in gross weight; and
- HGV = Vehicles above 3.5 t in gross weight.

3.3 Traffic

3.3.1 As a worst-case scenario, around 100 - 150 HGVs are anticipated at peak across the site during 2027, covering Enabling Works Phase B and Phase C and Phase 1 activities.

3.3.2 The expected peak number of construction workers for the Enabling Work is approximately 120. This is a lower number than assessed in the Environmental Impact Assessment for the Project (Total of 850 construction workers). However, at peak when considered with the ongoing works on the site, around 1,220 construction staff could be required across the whole site.

3.3.3 A Construction Worker Travel Plan for Enabling Work Phase B and Phase C is provided in conjunction with this CMS to encourage construction workers to use sustainable modes of transport.

3.4 Haulage routes

3.4.1 Construction HGVs are expected to enter and leave the site via the existing roundabout on Brock Lane, connecting to the A189 which then joins the A19 via Moor Farm Roundabout which forms part of the SRN. All contractors will be required to adhere to the route shown in Figure 3-1 unless agreed otherwise with the LHA.



Figure 3-1 Construction Traffic Route

3.4.2 The proposed North West Access (26/01570/FUL) is also designed to accommodate a range of vehicle types, including cars, light goods vehicles, and HGVs – for resilience purposes - and to operate safely within the existing highway network.

3.4.3 An appropriate control system will be implemented for the arrival and dispatch of all vehicles, to monitor adherence to designated routes and to prevent congestion around the worksite and its access routes.

3.5 Vehicle Parking Allocation

3.5.1 The Enabling Works Phase B and Phase C is expected to require around 120 construction staff on site at any one time and sufficient space will be provided for parking. Specifically, a car park proposed near the proposed North West Access (26/01570/FUL) is also designed to accommodate a range of vehicle types, including cars, light goods vehicles, and HGVs – for resilience purposes - and to operate safely within the existing highway network. (see **Appendix A**). This car park is temporary in nature and, given the temporary nature of the energy supply on site, no EV charging points will be provided.

3.5.2 The Enabling Works Contractor will be responsible for demarcating this area and ensuring safe parking practices that eliminate conflicts in movement between the anticipated site traffic, including cars, pedestrians, deliveries and working machinery.

3.5.3 In addition, the existing temporary Main Southern Car Park off Saint Eligius Way established for the Enabling Works Phase A and Phase 1 (DCs 1+2) work will remain in place and be expanded, subject to approval of the Condition to Variation on the outline planning application submitted to NCC in May 2026.

3.5.4 Overall the QTS Site Team will be responsible for ensuring safe parking practices that eliminate conflicts in movement between the anticipated site traffic, including cars, pedestrians, deliveries and working machinery.

Personnel Access

3.5.5 A temporary security cabin will be used to ensure that only authorised personnel and deliveries can enter. Personnel requiring access to the site for reasons other than carrying out construction work will be treated as a site visitor and must have prior authorisation.

3.5.6 Visitors must always use the pedestrian walkways and access provided for safe and easy access to the site compound.

4. Traffic Management

4.1 Safety and Environmental Standards and Programmes

4.1.1 All vehicles and driver management practices will comply with the Fleet Operator Recognition Scheme (FORS) (Fleet Operator Recognition Scheme, 2008) and good practice.

4.1.2 A collision and a ‘Near Miss’ reporting system will be mandated to ensure that all collisions and accidents involving the Enabling Works vehicles and drivers are reported to the Project Manager and any relevant parties.

4.1.3 The Enabling Works Contractor will keep records of all incidents and submit to the relevant authorities upon request, followed by discussions with relevant stakeholders where necessary.

4.1.4 Site inductions will cover traffic safety.

4.2 Adherence to Designated Routes

4.2.1 All construction HGVs will adhere to the designated construction traffic routes to and from the site - see Section 3.4.

4.2.2 A copy of the construction traffic routes will be provided to all suppliers and haulage operators when orders are placed to ensure that drivers are fully briefed and that information about permitted routes is included into the driver’s pack. The suppliers will be made aware that these routes are required to be followed at all times unless it is agreed that alternative routes/diversions are in place.

4.2.3 An appropriate control system will be implemented for the arrival and dispatch of all vehicles, to monitor adherence to designated routes and to prevent congestion around the worksite and its access routes.

4.3 Road Traffic Management Measures, Layouts and Signage

4.3.1 Appropriate temporary road signs warning motorists of the site access/egress and of construction HGVs turning in and out of the site will be provided to ensure safe access and egress onto and off of the site.

4.3.2 Traffic marshals and/or other suitable traffic management measures will be present at the site access points to control construction vehicle movements, in order to maintain safety of residents and other road users.

4.3.3 Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption. A security cabin will be installed to manage and direct all deliveries and vehicles entering and exiting the development.

4.3.4 The following signage will be provided on the site to instruct all HGV drivers entering and leaving the site:

- 5 mph speed limit on Site
- The route to be taken within the site
- All vehicles must pass through the wheel wash
- Turn right when exiting the site from St Eligius Way

4.3.5 All HGV drivers will be provided with a route plan indicating the routes to be followed, which are:

- Heading south on A1: Utilise northern site access and head south on Park Road and then south on the A189.
- Heading north on A1: Utilise northern site access, head south out of site and north on A189.

4.3.1 Effective signposting of vehicles will be provided from the A189 to the site to ensure vehicles do not end up in East Sleekburn village by error.

4.4 Emergency Access Protocols

4.4.1 Emergency access protocols will be put in place and will be identified within the site Health and Safety Plan.

4.5 Minimising Impact on Surrounding Area

4.5.1 The site operations and proposed construction routes have been developed to minimise the impact on the surrounding area, other road users and receptors during the construction period.

4.5.2 Procedures will be established, and appropriate control system will be implemented for moving on vehicles to prevent queueing.

4.6 Abnormal Indivisible Loads Delivery

4.6.1 Abnormal Indivisible Loads (AILs) routes and associated measures will be discussed and agreed with NCC Highways and Streetworks teams. To transport an abnormal road on NCCs road network, the Streetworks team will be notified so that the proposed route can be assessed for restrictions such as roadworks, tight bends and bridge restrictions. A notice period of five days will be required for all

movements, with loads between 80 and 150 tonnes also needing to notify the police. Loads excessing 150 tonnes, 6.1m wide or 27.4m long will require a different notice period, requiring special orders from the Department of Transport/National Highways.

4.6.2 The Police will also be notified for movements exceeding Construction and Use (C&U) regulations. Only those exceeding the weight criteria need to be notified to the authority, however NCC have noted that they would prefer to receive all notifications where transport exceeds the C&U regulations.

4.6.3 Where street furniture may need to be removed to accommodate AIL movements, advanced notices must be given, and the associated costs must be dealt with by the General Contractor. Advanced notice includes a form of indemnity to cover the haulier against possible damage to the highway network. Indemnities can be attached with each individual notice or sent annually to cover one year.

4.7 Parking and Loading

4.7.1 There will be appropriate designated loading/unloading and parking areas for construction vehicles on-site, with the delivery operation being controlled by a Traffic Marshall.

4.7.2 All deliveries will report to the coordinated delivery contact upon arrival.

4.7.3 Access to parking spaces will be controlled by a limited number of authorised users with operational needs and will have to be booked in advance.

4.7.4 Construction personnel, will not be authorised to park outside of the site boundaries, including on the public highway, unless prior permission has been granted by either the relevant landowner or the Local Highways Authority. Unapproved parking on public roads by construction workers will be monitored by the Enabling Works Contractor.

4.7.5 Parking will be managed with parking regulations clearly displayed using signage in the immediate vicinity of the parking provision.

4.8 Adherence to Procedures

4.8.1 Adherence to procedures will be monitored by the Enabling Works Contractor.

4.8.2 Compliance with the Construction Traffic Management Plan (**Document Ref. 4.18** of planning consent 24/04112/OUTES) and this CMS may be written into the contract and supplier contracts, making their compliance a contractual and enforceable condition.

4.9 Measures for Highway Reinstatement

4.9.1 The Enabling Works Contractor will survey and record the condition of each access point to the Local Road Network prior to construction works commencing and regularly during use and lastly at the completion of works activities. Any damage and required repairs caused to the highway infrastructure by construction traffic will be discussed with the relevant Highways Authority.

4.9.2 If required, arrangements for liaison with NCC highway officers, and emergency services will be made to ensure transparency. Emergency protocols will be agreed and adhered to, and the relevant persons will be identified and contacted.

4.10 Minimising Impact on Vulnerable Road Users

4.10.1 The site operations will be conducted so as to minimise the impact on vulnerable road users. All construction HGVs will adhere to the designated construction traffic routes to and from the site. Appropriate road signs warning all road users of the site access/egress and of construction HGVs turning in and out of the site will be provided.

4.10.2 HGV construction traffic will avoid the east of Brock Lane Roundabout, consequently avoiding traffic passing the existing residential dwellings fronting Brock Lane.

4.11 Sustainable Modes of Transport Initiatives

4.11.1 A series of initiatives to promote sustainable modes of transport will be proposed. Details regarding this service will be further discussed with the Local Highways Authority.

4.12 Information Packs

4.12.1 An information pack will be provided to the Enabling Works Contractor and all suppliers, which will form part of the contractual agreement. The information pack may contain the details of the following requirements:

- Site induction;
- HGV restrictions;
- Construction routes;
- Non-compliance guidance;
- Complaints procedure;
- Construction Traffic Management Plan protocols necessary; and
- Construction Traffic Management Plan contacts (emergency and non-emergency).

4.12.2 Information packs and communications details will be shared with relevant Local Planning Authorities and Local Highways Authorities ahead of construction works.

5. Working Near Network Rail Property

5.1.1 The General Contractor must ensure that their works, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures (see conditions 57 to 63 on the Outline Planning Permission).

5.1.2 There must be no physical encroachment onto Network Rail land, no over-sailing into Network Rail airspace and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land.

5.1.3 The General Contractor, supported by the Applicant, will liaise with Network Rail Asset Protection Team prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Should the General Contractor require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team.

5.1.4 The following will apply where any works may be required near Network Rail property:

Fail Safe Use of Crane and Plant

5.1.5 All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 4.0m of the railway boundary.

5.1.6 Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Excavations/Earthworks/Underground Workings

5.1.7 All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur.

5.1.8 Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence will be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker. The works shall only be carried out in accordance with the approved details.

5.1.9 Where development may be affecting underground workings next to the railway, consultation with the Asset Protection Engineer and the Network Rail Principal Mining Engineer will be undertaken.

Security of Mutual Boundary

5.1.10 Security of the railway boundary will be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the Applicant, supported by the General Contractor, must contact Network Rail's Asset Protection Interface Manager.

Demolition

5.1.11 The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Interface Manager before the development can commence.

Vibro-impact Machinery

5.1.12 Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement will be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works. Where the works have the potential to introduce ground movements, Network Rail may require the monitoring of track and other assets, the works shall only be carried out in accordance with the approved method statement and design.

Scaffolding

5.1.13 Any scaffold which is to be constructed within 10m of the railway boundary fence and has the potential to collapse within 4m of the Network Rail boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. Approval of the method statement and design must be obtained from Network Rail's Asset Protection Engineer.

Bridge Strikes

5.1.14 Where the works are likely to generate an increase in trips under railway bridges, the General Contractor will consult with the Asset Protection Interface Manager.

Abnormal Loads

5.1.15 Where abnormal loads will use routes that include Network Rail assets, the General Contractor will consult with the Asset Protection Interface Manager to confirm that the proposed route is viable and to agree a strategy to protect Network Rail asset(s) from any potential damage caused by abnormal loads.

Two Metre Boundary

5.1.16 All/any buildings will be situated at least 2m from Network Rail's boundary.

Access to the Railway

5.1.17 All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

6. Site Management

6.1 Contractor

6.1.1 The Applicant and Enabling Works Contractor will be responsible for a number of sub-contractors and ultimately for environmental management during the construction process.

6.2 Security

6.2.1 Only authorised personnel and deliveries will be able to enter the site. Personnel requiring access to the site for reasons other than carrying out construction work will be treated as a site visitor and must have prior authorisation.

6.2.2 Visitors must always use the pedestrian walkways and access gates provided for safe and easy access to site offices.

6.3 Working Hours

6.3.1 Construction working hours are:

- 06:30 – 19:30 Monday to Friday; and
- 08:00 – 13:00 Saturday.

6.3.2 Noisy construction works will only be carried out during the working hours of:

- 08:00 – 18:00 Monday to Friday; and
- 08:00 – 13:00 Saturday.

6.3.3 No continuous 24-hour activities are envisaged at this stage and there will be no Sunday or Bank Holiday working without consultation. Where it is expected to be necessary to undertake works outside of these hours, this will be agreed with NCC prior to commencement.

6.4 Storage of Plant and Material

6.4.1 A temporary storage compound will be set up during the Enabling Works. The location will be designed to reduce the distance for transportation of material within the areas identified for works. All plant and remaining unwanted materials will be removed from site upon completion of works.

6.5 Vehicle Cleaning Facilities

6.5.1 The Enabling Works Contractor will confirm the proposed location of the works construction compound. There is a wheel wash facility already in place on the site, see **Appendix A**. Vehicles leaving the site will be subject to inspection and wheel cleaning before they exit onto the public highway.

6.5.2 When required a road sweeper will be in attendance during the movement of materials onto or off the site to ensure a clean road.

6.6 Dust Emission Control

6.6.1 Control of any potential dust emissions will be in accordance with the Enabling Works Phase B and Phase C Dust Management Plan. This plan will be adhered to at all times.

6.7 Management of Material Resources and Waste

6.7.1 Waste will be generated during all stages of the construction programme. This will be carefully managed and cleared to prevent nuisances such as litter, dust, odour and pests, and to maintain a “clean” working and site environment, for the benefit of all parties.

6.7.2 During the Enabling Works, requirements for the management of waste will be communicated to Enabling Works Contractor and any sub-contractors to ensure that waste is managed in accordance with the waste hierarchy and relevant statutory controls. These measures will be controlled through the Site Waste Management Plan (see the Enabling Works Phase B and Phase C Construction Environmental Management Plan) in consultation with the relevant authorities.

6.7.3 Where practical and suitable, surplus soil materials will be sought to be reused elsewhere on site. Material volume of 'unsuitable' remaining on site is included in the wider site Remediation and Earthworks Strategy.

6.8 Lighting

6.8.1 Where security is not compromised, any temporary and/or mobile lighting will be used considerately in relation to neighbouring properties and should only illuminate the area(s) required to be lit. There should be no overspill on to any neighbouring properties.

6.9 Heritage

6.9.1 The General Contractor will ensure;

- Personnel involved in the construction works are briefed on where the key heritage receptors within the Site are located. These will be marked on a plan. They are:
  - Railway footbridge that carries the PRoW to be preserved and protected
  - Rail overbridge abutment on Brock Lane to be preserved and protected

6.9.2 These assets/areas will be protected from accidental damage from plant movement, inappropriate storage of materials, etc.

7. Neighbourhood Liaison

7.1.1 The neighbourhood liaison role is important in ensuring the smooth running of site activities and their relation to the local residents and general public's welfare. This represents a key function through which the co-ordination of site activities, the needs of the neighbours and requirements of the statutory authorities are effectively communicated and dealt with. In this way all stakeholders are consulted and informed. All works will be enacted in accordance with the Project Communications and Engagement Strategy.

7.1.2 The Enabling Works Contractor will register with the Considerate Constructors Scheme or similar.

7.1.3 Operatives employed on site will be informed at site induction of the importance of maintaining good relations.

7.1.4 During the execution of the works, the Enabling Works Contractor will be tasked with ensuring all works are carried out safely and in such a way it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local residents, site personnel and visitors as well as the general public.

7.1.5 Prior to any works starting, occupiers of all properties which may be affected by noise, dust or vibration arising from enabling works will be informed of the nature of the works, proposed hours of work and their expected duration. Regular community updates will be issued via the Connector Quarterly Newsletter, and meetings will be held with any concerned stakeholders if required in accordance with the Project Communications and Engagement Strategy.

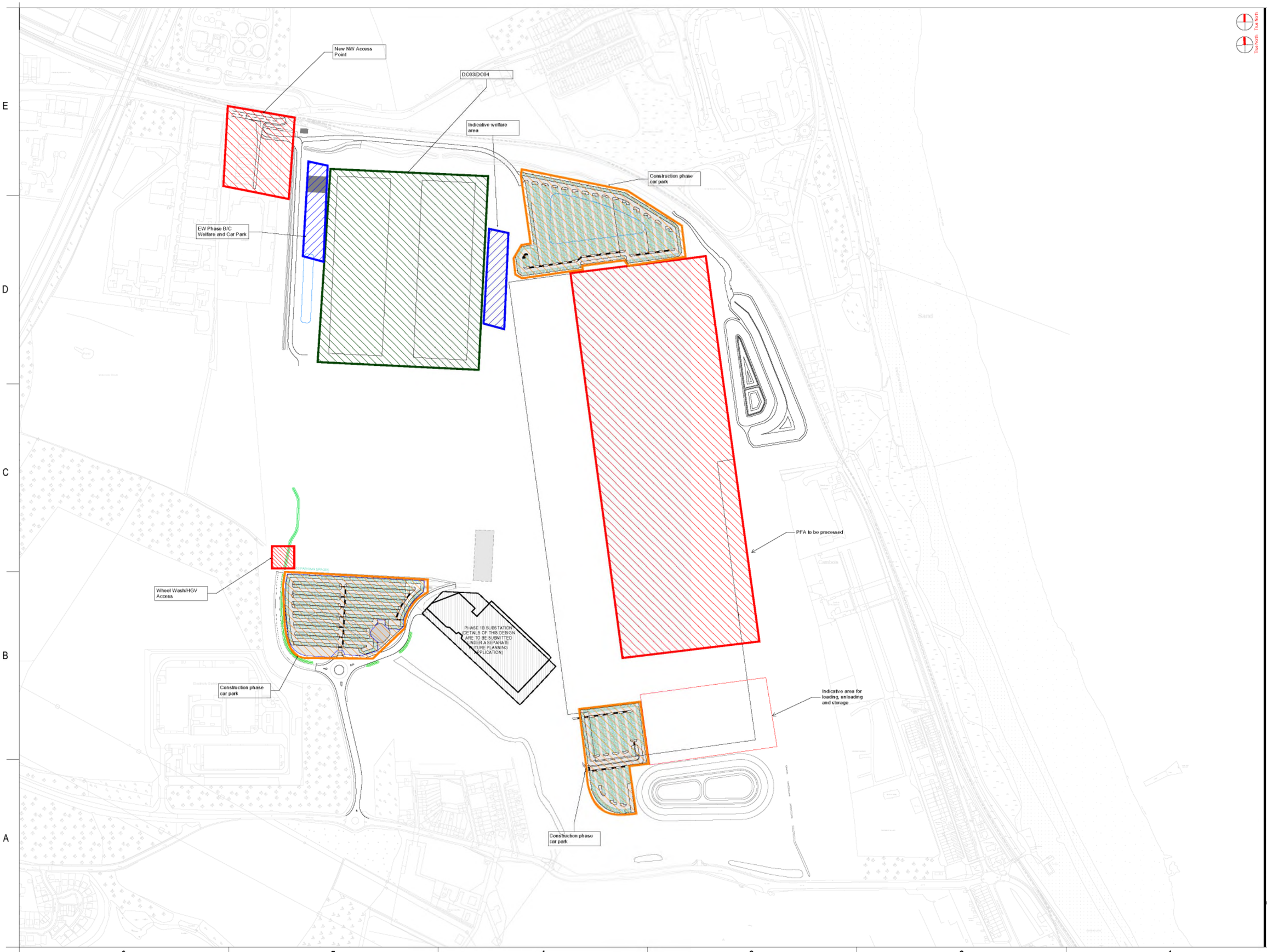
7.1.6 A complaints procedure will be established in accordance with the Communications and Engagement Strategy.

7.1.7 Any complaints will be addressed efficiently and all efforts made to maintain good working relations between all parties. Complaints will be documented on 'Complaint Logs', investigated promptly and reviewed at regular progress meetings.

Details of any complaints and remedial measures taken will be forwarded to NCC in accordance with the Project Communications and Engagement Strategy.

Appendix A

Site Layout



A0

OWNER

QTS

MEP, STRUCTURAL, CIVIL, SECURITY, TECHNOLOGY, CONTROLS, FIRE & GEOTECHNICAL

CUNDALL

ARCHITECT

CORGAN

LANDSCAPE

ARCADIS

SHEET NOTES

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND OTHER CONSULTANTS DOCUMENTATION.
2. SOME DRAWINGS MAY NEED TO BE PRINTED IN COLOUR TO PRESERVE INFORMATION INDICATED IN COLOUR ON THE DRAWINGS.
3. DO NOT SCALE, WORK TO FIGURED DIMENSIONS ONLY.
4. ALL DIMENSIONS STATED IN mm UNLESS OTHERWISE NOTED

Rev	Description	Date	Chk'd	Apr'd
V01	RIBA 4 ISSUE	02/12/25	CDL	CDL

DRAWING ISSUES

KEY PLAN



PROJECT

GBR1 Cambois

Former Blyth Power Station
Coal Stocking Yard, Cambois,
Northumberland

DWG. TITLE

PROPOSED SITE WIDE LAYOUT

PROJECT NO: 1043152

DWG. NO: GBR1- DCZZ -CDL-XXX-XX-SK-C-0005

STATUS:	SCALE @ A0:	REV
RIBA 4 ISSUE	1:2000	

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