

RMS



Design and Access Statement

**LAND AT FREIGHTMASTER, COLDHARBOUR LANE,
RAINHAM, RM13 9BJ**

Prepared by

INTEGRATED SKILLS LIMITED

For

Ready Mix Specialists Limited

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1. INTRODUCTION

- 1.1 This Design and Access Statement has been prepared to describe the proposed development at Freightmaster Estate, Coldhardbour Lane, Rainham, RM13 9BJ.
- 1.2 Planning permission is sought for the construction of a ready-mixed concrete facility within the Freightmaster Estate, "the Site."
- 1.3 The site is currently used by Veolia for receiving and processing street sweepings.
- 1.4 The site is safeguarded for B1, B2 and B8 Uses. It is located within the Freightmaster Strategic Industrial Location. This is also in the London Riverside Opportunity Area.

The Applicant

- 1.5 Ready Mix Specialists (RMS) supply all grades of concrete to development sites in London for both domestic and commercial customers. The company is certified to BS9001. The company will have 9 cement mixed trucks based at this site. These will be Euro 6 compliant which are also emission zone compliant.
- 1.6 RMS currently operates a concrete batching plant at Salamons Way (planning permission P0128.17). However, the landowner is seeking to utilise the land for another use. RMS therefore need to relocate this operation to maintain the business presence and secure the jobs.
- 1.7 The site has operated from Salamons Way since 25 May 2017 without any issues or complaints.

Current Use

- 1.8 The site was granted temporary planning permission to construct and operate a plant for processing of road sweepings and gully waste to recover material suitable for use in landfill restoration and associated development. This is time limited until 31 December 2024.
- 1.9 The site has a large concrete reception bay for receiving street sweepings and concrete bays for storing separated materials. The plant is located centrally within the site. The entire site is concreted with sumps for storing excess water.
- 1.10 The existing layout is indicated on Drawing RMS-CHL-EXI-01.

Proposed Use

- 1.11 It is proposed to provide ready mix concrete facility. This will include a new building which will be 10m x 5m and 7m high. The elevations are shown on Drawing RMS-CHL-ELE-01.
- 1.12 In addition, there will be a two-storey office accommodation. This will comprise of two portacabins as shown on Drawing RMS-CHL-ELE-02. The colour of the offices will match the surrounding industrial units.
- 1.13 The proposed site layout is provided on Drawing No. RMS-CHL-PRO-01 and is illustrated in Figure 1. This also shows the previous layout.

- 1.14 There are no restrictions on the current consent for the Veolia operation. However, the concrete batching plan will typically operate between the hours of 6am – 5pm Monday to Saturday; 6am - 1pm on Saturday with no operations on Sunday or Public Holidays.
- 1.15 The site access road does not pass any residential properties to access the main road network.

Figure 1 – Existing Layout

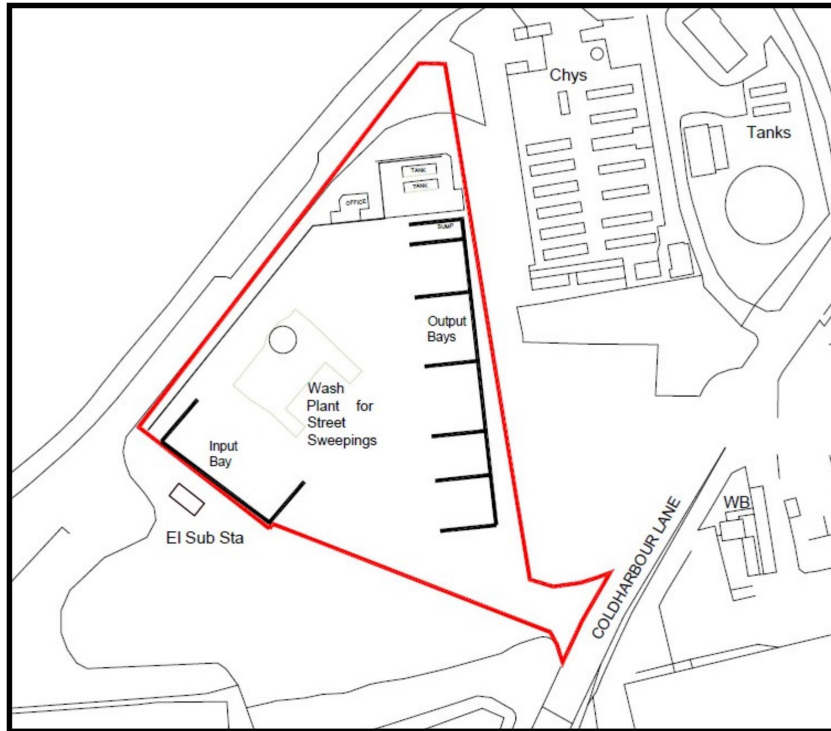
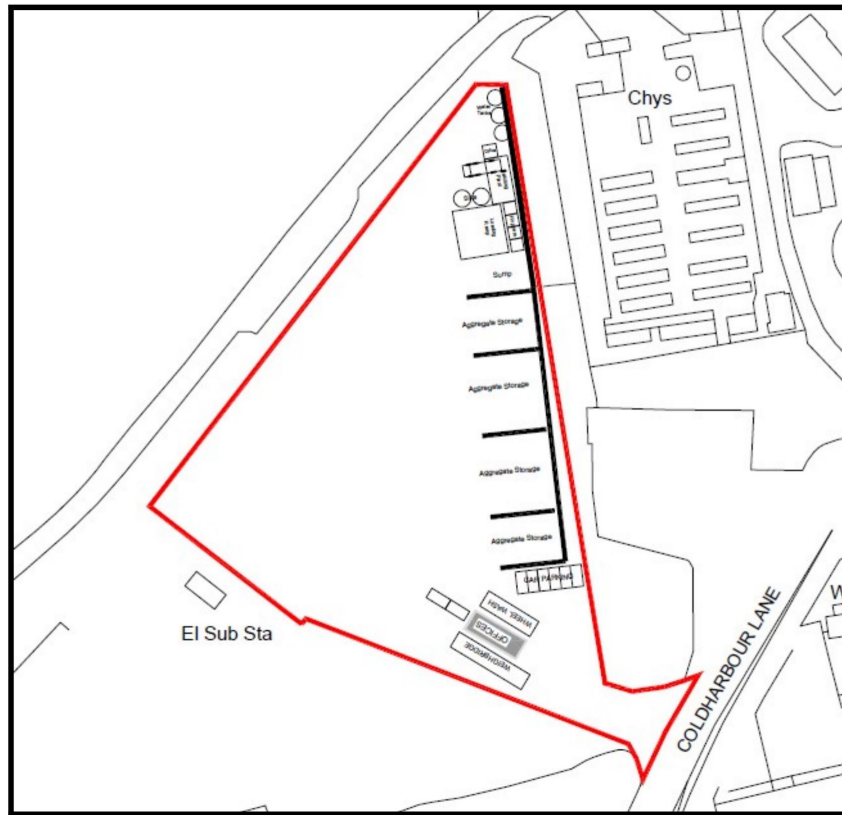


Figure 2 – Proposed Layout



- 1.16 The elevations of the proposed ready mix concrete facility are shown on Drawing No RMS-CHL-ELE-01 and is replicated below. The building will be steel clad and green in colour. There will be a 5m high concrete wall creating a rear wall behind the batching plant.
- 1.17 The loading hoppers will be located outside with the conveyor rising inside the building. Vehicles will reverse into the building and will attach to the exit conveyor for loading.

Figure 3 – Western Elevation

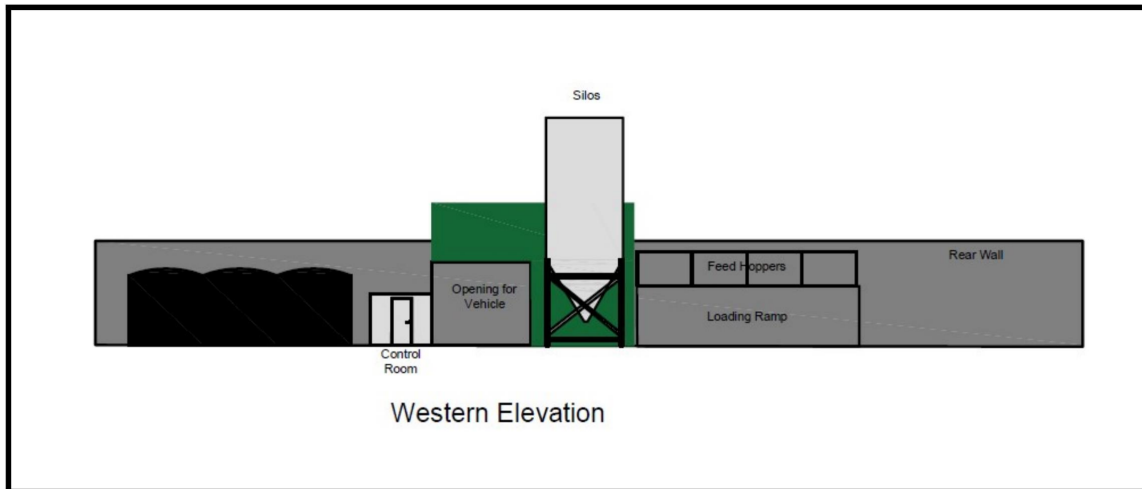
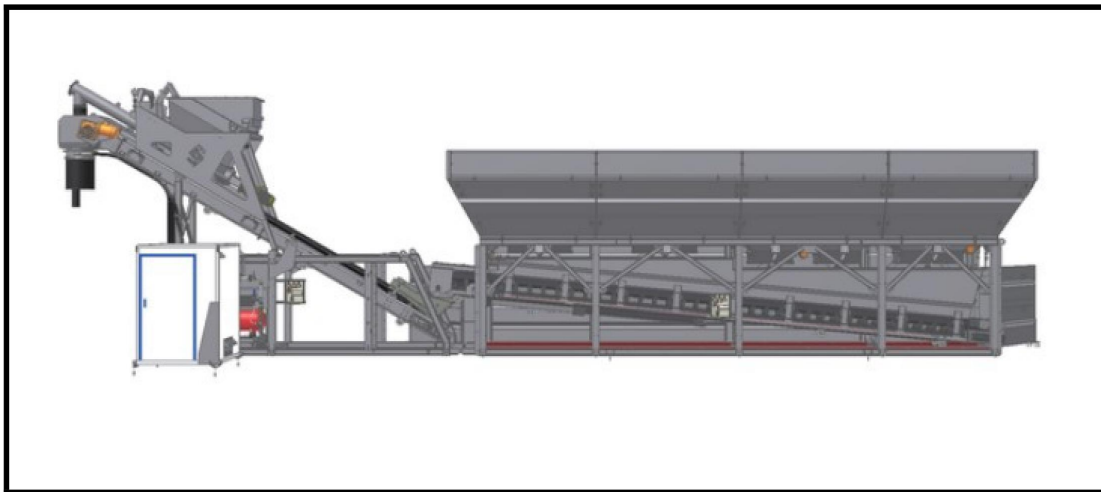


Figure 4 – Proposed Ready Mix Concrete Facility (Schematic)



- 1.18 The building will house the concrete batching unit which will be bespoke technology. The plant elevation is shown below (view is from the south). There will be 4 aggregate hoppers. These will be computer controlled to release certain volumes into the mixer unit. From here they will be transferred by conveyor to an elevated position into order to load directly into the mixer lorry, with the cement. Water will be added at this stage and the mixing process continues in the truck. The release of cement into the process will also be controlled by computer.
- 1.19 The process is fully automated.
- 1.20 The existing concrete bay walls will remain on site for storing aggregates required for batching.

- 1.21 Office accommodation will be provided as shown on Drawing No RMS-CHL-ELE-02 and is replicated below. This will include offices and mess facilities. The units will be blue in colour to match the nearby commercial units.

Figure 5 – Proposed Office



- 1.22 The entire site will be concrete hardstanding.

Crime and Safety

- 1.23 All the office buildings will be secured and are also located within a secured boundary. The site will also have CCTV with remote access. There will be security provided out of hours.
- 1.24 The site is remote from passing vehicular traffic. Coldharbour Lane is approximately 3.5km in length from where it joins the main highway.

2. ASSESSMENT

Physical Context

- 2.1 The site is located within the Freightmaster Strategic Industrial Location and is surrounded by other industrial uses. Planning policy supports the use of the site for B1, B2 and B8 Uses. The ready-mix concrete facility is akin to a B2 use and is therefore appropriate in this location.
- 2.2 The entire site is concreted with concrete bay walls for storage. No additional concrete is required.
- 2.3 There will be a need for a new concrete wall to provide the rear wall behind the concrete batching operation.
- 2.4 The new building is a bespoke design for the ready mix concrete facility. The facility will mix aggregates (sand and gravel) with cement and water to produce concrete. It has an entrance to load waiting vehicles with the concrete mix.
- 2.5 The existing storage bays will be used to store different grades of aggregates.
- 2.6 The operation of the ready mix concrete plant will involve the following:
 - The importation and storage of raw materials – aggregates, sand, cement and water.
 - The mixing of aggregates, sand, cement and water in defined quantities to produce concrete. This will take place in a dedicated processing plant.
 - Loading of concrete into mixer vehicles

Social Context

- 2.7 Ready Mix Specialist Limited provides a service to domestic and commercial customers in London. There is a significant amount of regeneration taking place in London which is creating a demand for concrete.
- 2.8 The company employs 16 people, including 10 drivers, plus the following site based staff:
 - Loading Shovel Operative x 1
 - Batching Operatives x 3
 - Office/Admin x 2
- 2.9 These are currently based at the Salamons Way facility and will be relocated to the Freightmaster facility. Finding a site within the same borough will help to retain the existing staff and provide an alternative facility.

- 2.10 The site will benefit for new mess and office facilities for staff working at this site.

Economic

- 2.11 Ready Mix Specialist Limited is meeting a demand for concrete to support the regeneration projects taking place in London.
- 2.12 The NPPF emphasises the need for local authorities to have proactive and flexible development plan policies aimed at supporting the start-up and growth of businesses, to allow rapid response to changes in economic circumstance and increasing employment.
- 2.13 The use of the Freightmaster site provides the applicant with an opportunity to continue providing a service in this part of London and will secure the existing employment. The current landowner of the Salamons Way site plans to seek an alternative use and as such the applicant has sought to find a replacement site.

Environmental

- 2.14 The proposed use of the site is for a ready mix concrete facility. In essence a manufacturing operation which could be considered as a B2 use. Policies of the Core Strategy have been considered.
- 2.15 The proposed facility at Freightmaster will use as much of the current infrastructure as possible. This is a sustainable use of materials and minimises the requirement to use primary materials for new construction.

Planning Policy

- 2.16 The key planning policies and guidance are: -
- National Planning Policy Framework (NPPF)
 - London Plan
 - London Borough of Havering Local Plan (2016-2031)
- 2.17 The NPPF sets out the Government policies on planning and sets out a presumption in favour of sustainable development; “*development that is sustainable should go ahead, without delay*”.
- 2.18 It is considered that the proposed development contributes towards sustainable development in the following ways:
- It will seek positive improvements in the quality of the built environment.
 - It will provide a positive use of the land in the long term.
 - It will secure jobs, which in turn will support the local economy.
 - It will provide job security.
 - It supports an existing business in Havering.
 - It is supporting businesses involved in regeneration projects in London.

- 2.19 The NPPF places significant weight on the need to support economic growth through the planning system.
- 2.20 With reference to the London Borough of Havering's Local Plan, the site is located within the Freightmaster Strategic Industrial Location. This is safeguarded in the Local Plan for continued industrial use.
- 2.21 Policy E5 of the London Plan requires the Strategic Industrial Locations to be managed proactively to sustain them as London's largest concentrations of industrial, logistics and related capacity for uses that support the functioning of London's economy.

Air Quality

- 2.22 The entire borough was designated an Air Quality Management Area in 2006 due to levels of nitrogen dioxide and particulate matter.
- 2.23 Policy 33 and 34 of the Havering Local Plan refer to Air Quality and Managing Pollution respectively.
- 2.24 Policy 33 requires development to be:
- At least air quality neutral.
 - Optimises the use of green infrastructure to reduce pollution concentrations and exposure.
 - Meets targets for carbon reduction.
 - Minimise emissions from construction.
- 2.25 Policy 34 requires proposals to:
- Not unduly impact upon amenity, human health and safety and the natural environment by noise, dust, odour and light pollution, vibration and land contamination.
 - Not pose an unacceptable risk to the quality of the water catchment, groundwater or surface water.
 - Optimise the design, layout and orientation of buildings and the use of green infrastructure to minimise exposure of pollutants.
- 2.26 The nearest houses are in Bexley, approximately 1.2km south west of the site on the opposite side of the River Thames. There are houses approximately 2.4km east of the site in Thurrock, and 2.24km from houses in Havering.
- 2.27 To the immediate south of the site is the Phase 1 development of the Freightmaster estate. This comprises recently constructed commercial/industrial floor space.
- 2.28 To the south east are the waste management facilities occupied by Veolia (MRF, composting site). To the immediate east is the gas utilisation plant and leachate treatment plant.

- 2.29 The landfill site occupies the wider area.
- 2.30 The River Thames is approximately 230m south of the application site. There is a jetty 570m west of the site.
- 2.31 The Inner Thames Marshes Site of Special Scientific Interest is approximately 740m north east of the site and 920m east of the site.
- 2.32 Rainham Marshes Local Nature Reserve 1.38km north west of the site.

Assessment

- 2.33 The proposed use will replace an existing industrial operation at the site which involves the receipt, storage and treatment of street sweepings and gully waste. It will also relocate an existing operational concrete batching plant that is in the borough.
- 2.34 Overall, the proposed use will be neutral as it will replace an existing facility in the borough.
- 2.35 The Freightmaster estate is remote from sensitive human receptors. As set out above, the nearest houses are over 2km from the site. There will be new occupants in the commercial / industrial units located in Phase 1 of the Freightmaster Estate. The nearest unit has a solid rear cladding on its northern elevation. The only exception is the glass fronted section which provides a vestibule for stairs to the upper level.
- 2.36 No offices overlook the site.
- 2.37 The lighting will be the same as currently used by Veolia. The lighting will only be used during the operational hours in darkness. At all other times, the lighting will be switched off.
- 2.38 The concrete batching operation is not particularly noisy. It does not generate odour or litter.
- 2.39 The company operates a fleet of mixer vehicles which are compliant with the London Emission Zone.
- 2.40 The Environmental Permit for the site will control operations in a manner which reduces the likelihood of dust emissions.
- 2.41 Cement will be delivered to the site by tanker and transferred to into one of two silos through a closed system of heavy duty hoses using compressed air as the carrier medium. The tankers will have an on-board pressure relief valve and filtration system to control the transfer. The silos will be fitted with automatic protection systems to control the delivery of material from tankers, comprising level detectors which stop the delivery automatically thereby preventing over-filling of the silos and which activates a visual and audible alarm when a pre-set maximum fill level is reached and pressure control systems which will stop deliveries automatically thereby preventing over-pressurisation of the silos.
- 2.42 The cement will be stored in the silo until required for concrete manufacturing process. The silos are located adjacent to the concrete mixing facility.

- 2.43 Aggregates and sand will be stored loose in designated concrete bays outside the site. The material will be moved by loading shovel. This area will benefit from a dust suppression system. The raw materials will be added to the feed hopper of the plant within the building. The bay walls will provide protection from the wind. The height of the stockpiles will be managed so they remain below the height of the bay wall.
- 2.44 The dust suppression system will incorporate a number of oscillating sprinklers that will be positioned on the perimeter wall around the aggregate storage bays. The sprinklers have a 30m range.
- 2.45 The aggregates and sand will be dampened if necessary prior to transfer into the processing plant.
- 2.46 The mixing process takes place within the plant, located within the building. The concrete product comprising the aggregates conveyed from the belt of the concrete plant together with the cement from the silos will be discharged via a mixing chute directly into a ready mix concrete truck for continuous mixing and delivery.
- 2.47 All vehicles delivering aggregates and sand will be sheeted and will only de-sheet when ready to discharge into a receiving bay.
- 2.48 The concrete surface will facilitate easy cleaning and will not itself comprise a source of particulate matter. To minimise the deposition of material that may subsequently dry and generate particulate matter if disturbed such as when tracked over by vehicles, all vehicles delivering materials to the site will use the wheel cleaning facilities before leaving the site. The wheel cleaning facilities will be maintained in full working order throughout the life of the site. the concrete site surface and the site access road will be swept with a road sweeper as necessary.
- 2.49 Vehicle speed limits will be imposed for safety reasons and to reduce the potential for significant particulate matter release.
- 2.50 When vehicles are not in use, the engines will be switched off.
- 2.51 The re-use of existing infrastructure on site (the concrete base and bay walls) will minimise the need for new construction work.
- 2.52 The outer wall will be planted with ivy to create a green wall effect. Bird boxes will be installed at intervals along the out wall.

Noise

- 2.53 There are no nearby sensitive properties. The site is located within a Strategic Industrial Estate. The nearest houses are over 2km from the site.
- 2.54 The concrete batching plant will be located within a building. Good site management will include the following noise control measures:

- Speed limits will be imposed for all vehicles using the site;
- Operating plant in a noise sensitive manner (avoiding unnecessary throttling back and acceleration);
- The yard will be regularly maintained, thereby minimising noise from vehicles travelling on uneven surfaces;
- All plant and machinery will be maintained in accordance with the manufacture's recommendations;
- Plant and machinery will be switched off when not in use; and
- Maintain a site diary with accurate records of any changes in the operations.

Flood Risk

- 2.55 Policy 32 relates to flood management.
- 2.56 The site will utilise the existing infrastructure on site. There will be no new concrete surfaces. The existing sump on site will be used for water storage. The water is re-used in the process and for dust suppression.
- 2.57 A Flood Warning and Evacuation Plan is provided in Appendix A.

Transport

- 2.58 Policy 23 relates to transport.
- 2.59 The application site has an existing use which involves the delivery of street sweepings and road gully waste and transfer off site for separated materials.
- 2.60 The proposed operation seeks permission to relocate the concrete batching facility from Salamons Way. Overall, there will be no additional HGV movements on the local road network. The only difference will be the distance vehicles travel to and from the A13, when compared to Salamon's Way.

3. INVOLVEMENT / VALUATION / DESIGN

- 3.1 The design of the facility is bespoke to provide a ready mix concrete facility. It will have a small opening to allow concrete mixer trucks to enter and receive the concrete.

Figure 6 – View of Building and Concrete Storage Silos at Bexley Depot



- 3.2 This has been considered in the context of being located within an industrial estate. There are no nearby houses to consider and no landscape designation. However, there are a number of features which have been considered.
- 3.3 The proposed development will ensure that all cars can park within the boundary of the site. All HGVs involved in the use will be able to enter the site and park off the highway. They will park within the site overnight.
- 3.4 The main building will house the ready mix concrete facility. External to this will be the silo towers. The main building will be steel clad and grey in colour, to match the adjoining commercial buildings. There will be no overshadowing the adjoining properties.
- 3.5 The design provides sufficient space for vehicle parking and turning. The access gate has been designed to avoid any impact on adjoining properties or pedestrians. The development has been designed to ensure that the activities do not impact adjoining occupants.

Use

- 3.6 The site will be used for ready mix concrete, with associated storage bays and offices. A new two storey office will be provided. The ground floor office will provide the administration office for the operation. The second storey office will provide a meeting/training room.

- 3.7 RMS invest in staff training and carry out regular training updates for its drivers. The company provide training and apprenticeship opportunities, including mechanics. RMS has achieved the Gold Standard in the Fleet Operator's Recognition Scheme (FORS).
- 3.8 The plant is bespoke for manufacturing ready mix concrete. The incoming materials include cement, aggregates and sand. The cement will be transferred into the storage silo. The aggregates and sand will be stored in external storage bays. These will be transferred into the feed hoppers using a loading shovel. These materials will be conveyed into a mixing unit, where the cement is added from the silo tank.
- 3.9 A road mixer lorry will reverse into the building via the eastern elevation, and the mixed materials will be transferred into the vehicle with water. The mixing will continue in the vehicle until it is ready to discharge at the end market. The transfer is fully enclosed.

Amount

- 3.10 The process is likely to produce in the region of 50,000m³ of concrete per year. To achieve this will require the following raw materials:
- Cement 15,000 tonnes per annum
 - Aggregates/Sand 60,000 tonnes per annum
- 3.11 In terms of vehicle movement to supply the raw materials will require approximately 11 loads, which equates to 22 movements. This is based on the following:
- Cement 1 load per day (28 tonnes)
 - Aggregates 5 loads per day (100 tonnes)
 - Sand 5 loads per day (100 tonnes)
- 3.12 The concrete will leave the site in mixer lorries which can carry 8m³ of concrete. Up to 22 loads of ready mix concrete will leave the site per day, which equates to 44 movements per day.
- 3.13 Total number of HGV movements per day could be in the region of 66.

Trip Generation

Table 1 - Multi Modal Trip Generation

Journey to work		AM Peak: Persons			PM Peak: Persons			06.00 to 17.00: Persons		
Mode	Percent split	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Single occupancy	69%	11	-	11	-	11	11	11	11	22
Car share	12.5%	2	-	2	-	2	2	2	2	4
Motorbike	12.5%	1	-	1	-	1	1	1	1	2
Bicycle	6%	2	-	2	-	2	2	2	2	4
Total	100%	16	-	16	-	16	16	16	16	32
HGV trips										
Site-based		-	8	8	8	-	8	22	22	44
Imports		-	-	-	-	-	-	11	11	22

Assumptions:

This is based on 16 staff being based at the site.

The site starts at 6am and each mixer vehicle will need to be loaded before leaving the site. The vehicles are therefore staggered when leaving the site. It can take up to 10 minutes to load one vehicle. The vehicles will therefore leave one every 15 minutes in the morning. With completing vehicle checks and paperwork, all mixer vehicles should be off the site by 9am.

The mixer vehicles will return at different times during the working day to collect ready mix concrete. Each vehicle may collect concrete 2-3 times per day.

The mixer vehicles typically return to site before 4pm. This allows time to complete paperwork and clean the vehicle before finishing work at 5pm.

Deliveries of cement and aggregates will be during the working day, outside of peak hours.

Layout

- 3.14 The planning application is supported by drawings showing the proposed layout; see Drawing No RMS/CHL/PRO/01.
- 3.15 There is parking for 17 cars, which includes drivers of the HGVs, site based staff and visitors. An allowance has been made to provide electric car charging points consistent with the London Plan.
- 3.16 The site is currently used by Veolia for delivering street sweepings. There is sufficient space within the yard for vehicle manoeuvring and turning.

Scale

- 3.17 The dimensions of the buildings are set out above. It is a bespoke design to accommodate the ready-mix concrete process plant and to enable a mixer vehicle to be loading from within the building.
- 3.18 The following elevation plans have been provided:
- RMS-CHL-ELE-01 – Elevation Plan of Plant
- RMS-CHL-ELE-02 – Elevation Plan of Offices

Landscaping

- 3.19 The site is located within a Strategic Industrial Location. There are no residential properties in the locality and it is not within a sensitive landscape designation.
- 3.20 It is proposed to plant ivy (*Hedera helix*) on the outer wall of the development. This is a fast growing climbing plant that will provide excellent coverage across the concrete wall. Bird boxes will be installed at intervals along the outer wall.
- 3.21 The current development has no landscaping or ecology. Planting Ivy will improve the appearance of the concrete wall and provide biodiversity. The nectar, pollen and berries of the Ivy plant provide an essential food source for insects and birds, as well as shelter for insects and birds.

Appearance

- 3.22 The main building for the concrete batching plant will be clad and Grey in colour, matching the new commercial units in Phase 1. The silos and offices will also be grey in colour.
- 3.23 It is considered that the provision of a modern styled buildings and investment in this locality will improve the site. The proposal is a positive contribution to the overall appearance of the estate.

4. ACCESS

- 4.1 There will be one access gate to the site.
- 4.2 The site has been designed so that all mixer vehicles will remain within the northern part of the site. The eastern part of the site will be used for aggregate storage. This minimises the likelihood of vehicles tracking any debris from this part of the site.

Pedestrian Access

- 4.3 The yard will have restricted pedestrian access as it contains vehicles, plant and machinery. Only trained staff, or escorted visitors will be allowed access to the site. However, any such access will enable disabled access.

Parking

- 4.4 Parking provision is based on the London Plan. For B2 and B8 uses, car parking provision should have regard to the office parking standards and take account of the significant lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip generating characteristics.
- 4.5 For an Outer London Opportunity Area, the maximum parking provision is up to 1 space per 600 sqm of gross internal area. This would apply to a development providing new floor space, which does not apply in this case. This is a bespoke use and the parking provision is based on the number of staff using the site.
- 4.6 There will be six staff based at the site, and 10 drivers. The drivers will park and collect their vehicle from the same area. When the drivers return at the end of the day, they will park their vehicle and collect the car.
- 4.7 RMS will explore the opportunity of providing a minibus service to transport drivers to and from the site. RMS has a site office in Ferry Lane South, which can be used for car parking. The staff can then transfer to the Freightmaster Site using a minibus. This will be assessed during the first 12 months of operation. If there are delays on the local road network, the timings for each arriving vehicle will be sporadic.
- 4.8 There is sufficient parking within the site for all staff and visitors. Any visitors to the site must be escorted by the Site Management. The parking provides 17 car parking spaces. There is one disabled parking bay, and two electric points. A secure bike stand will also be provided. This will hold six bikes.

Figure 7 Bike Storage



- 4.9 The site has no PTAL rating.
- 4.10 Rainham Train station is approximately 4 miles from the site. This would take 16 minutes to cycle.
- 4.11 However, the main office in Ferry Lane South is 1.4 miles from the train station, which is a 20 minute walk or 6 minute cycle.
- 4.12 As set out above, RMS will assess the needs of the staff and offer a minibus service either to/from the main office or to/from the train station.

APPENDIX A – FLOOD WARNING AND EVACUATION PLAN

FLOOD WARNING AND EVACUATION PLAN

This Flood Warning and Evacuation Plan will be kept in the Site Office and Mess Facilities.

The operator will register with the Environment Agency to receive flood warnings. Responsibility for implementing this plan lies with the Site Manager, or nominated person. All staff will be trained in this procedure. A record of the training will be maintained with the staff records (see Annex A).

In the event that a flood warning is received, the Site Manager will implement the following actions.

The Site Manager will notify all site staff that a flood warning has been issued. A staff contact list will be maintained securely in the site office with contact names and telephone numbers (see Annex A).

A list of utility suppliers will be maintained and contacted to notify of the flood warning. Arrangements will be made to switch off utility services (electricity and water), see Annex B.

No further materials will be accepted at the site. No materials will be loaded from the site.

If possible, the Site Manager will arrange for all machinery and plant to be removed from the site. If this is not possible, and time permits, any fuel will be removed from vehicles and from the site. The Site Manager will instruct plant operatives to undertake this procedure.

If possible, the Office Manager will remove valuable office items, such as computers, important paper records and staff personnel files.

The operator will assist the emergency services and the Environment Agency as directed. This may include helping in the distribution of sand bags or providing sand and use of machinery to create temporary bunds.

It is the Site Manager's responsibility to ensure that all staff have left the site and a record of notification has been made to ensure that staff do not return to the site until instructed by the Site Manager.

The site has two storey offices and in the event of an emergency, the second storey office can be used for emergency refuge purposes.

Annex A – Staff Contact and Training Register

Name	Job Title	Contact Telephone Number	Training Received (Insert Date)	Signature	In the Event of a Flood Warning, staff member has been notified (Date/Time and initial)

Annex B – Utilities Contact List

Company Name		Telephone Number
Environment Agency Flood line		0845 988 1188
Electricity Supplier and meter number		
Gas supplier and meter number		
Water supplier and meter number		
Telephone Provider		
Local Authority Emergency Services		
Insurance Company and policy number		