

APPENDIX 3.2
CEMP



Construction Environmental Management Plan (CEMP)

Site: Former Wisley Airfield: Northern SANG Enabling Works Package

Client: Taylor Wimpey

Planning Authority: Guildford Borough Council

Revision Status

Rev	Date	Issue Description	Prepared by	Checked by	Ref
A	Aug 2020	CEMP: Draft Issue for Comment	Joycelyn Owusu TechIOSH	Dominic Thomas CMaPS TechIOSH	TWMD/WA/SANG/CE
B3	Sept 2020	CEMP: For Submission	Joycelyn Owusu TechIOSH	Dominic Thomas CMaPS TechIOSH	TWMD/WA/SANG/CE-B3
C	Jan 2021	CEMP: For Submission with EIA	Joycelyn Owusu TechIOSH	Dominic Thomas CMaPS TechIOSH	TWMD/WA/SANG/CE-C

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PREAMBLE

On behalf of Taylor Wimpey (herein referred to as “TW”), a Full planning application to Guildford Borough Council (GBC) is being submitted for SANG enabling works at the Former Wisley Airfield. The Proposal is described within the application as follows:

Detailed application for enabling works (engineering operations) to facilitate part phase 1 SANG works”.

In this CEMP, the ‘application site’ refers to the application area for the planning application for the SANG Enabling Works. ‘The Site’ and ‘FWA’ refers to the Former Wisley Airfield.

TW are in control of FWA, a significant proportion of the site allocated within the adopted Guildford Borough Local Plan (2019) (GBLP) as one of the main strategic allocations. Its allocation secures a significant number of homes needed in the borough, and the site makes up the vast majority of the land included within Allocation A35. Allocation A35 sets out a number of requirements, under “Other infrastructure” it states that “(13) Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)” is required.

The site is outside of the Green Belt and partially within Allocation A35 land. The site will ultimately form the Suitable Alternative Natural Greenspace (SANG), required as mitigation for the residential development at FWA. However, this application does not seek permission for this change of use; this will be sought as a part of the eventual ‘Hybrid’ planning application for the residential-led mixed-use redevelopment, which will be submitted early 2021. The ‘Hybrid’ application will also include the other requirements as per Allocation A35. A Planning Performance Agreement (PPA) is in place with GBC, which sets the programme, including relevant consultation and stakeholder engagement with the preparation of the Masterplan.

The enabling engineering works cover an area of 30.91ha and comprise the following with construction site access achieved from Ockham Lane (via Old Lane) or Elm Lane:

- Ecological mitigation works;
- Vegetation clearance;
- Landform alterations;
- Creation of drainage basins;
- Ground preparation; and
- Advanced landscaping.

This application seeks permission to commence some of the essential engineering works that will be required in order to deliver the SANG. The enabling works will allow the SANG to be operational at the same time as the first occupation of dwellings, as per the timescales for delivery in the GBLP Housing Trajectory. This application is submitted alongside a separate roundabout and stub road application. A forthcoming ‘Hybrid’ planning application will be submitted for the residential-led, mixed-use redevelopment of the former Wisley Airfield and SANG in early 2021. For the avoidance of doubt, this Proposal will be implemented and not operated (as SANG) until such a time as the ‘Hybrid’ application has been determined and further SANG creation works are carried out under that consent, to be detailed within a future SANG Habitat Creation & Management Plan.



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN INTRODUCTION

This Construction Environmental Management Plan (CEMP) specifically covers the Northern SANG Enabling Works package which will be one of the initial phases of TW's new development on the site of the former Wisley Airfield, subject to Planning Approvals.

This CEMP is submitted as part of the initial Planning Application for the Northern SANG Enabling Works to inform relevant authorities of how the works will be managed and how any potential disruption to the environment and local community will be mitigated.

For works of this nature, it is common for Local Planning Authorities to include the submission of a CEMP as a Planning Condition, therefore in recognition of this, and as a responsible Developer, TW have sought to provide this CEMP in advance as part of the Planning Application, in order to reduce the number of pre-commencement conditions.

This CEMP has also been developed to address Policy LNPEN5, (Sections d, and e) of the Lovelace Neighbourhood Plan:

- d) Provide a Construction and Environmental Plan (CEMP) to manage the planning and implementation of construction and ongoing traffic with regard to the rural environment and the TBHSPA.
e) Provision of a Construction Transport Management Plan (CTMP) for any construction traffic activities

This CEMP specifically addresses the following contents and, subject to approval by Guildford Borough Council, will be adhered to by the appointed Principal Contractor (and any of their appointed Contractors) for the during of the Northern SANG Enabling Works package.

The Principal Contractor (and TW, through their own Client monitoring) will monitor and record site conditions and operations to ensure the provisions set out in this CEMP are adhered to. A formal review of the CEMP (by GHPC, TW and the Principal Contractor) will be carried out, no later than six months after the Principal Contractor's site commencement date, to ensure all provisions are adhered to, and to identify any potential improvements to operations. A record of this review will be provided to Guildford Borough Council upon request.

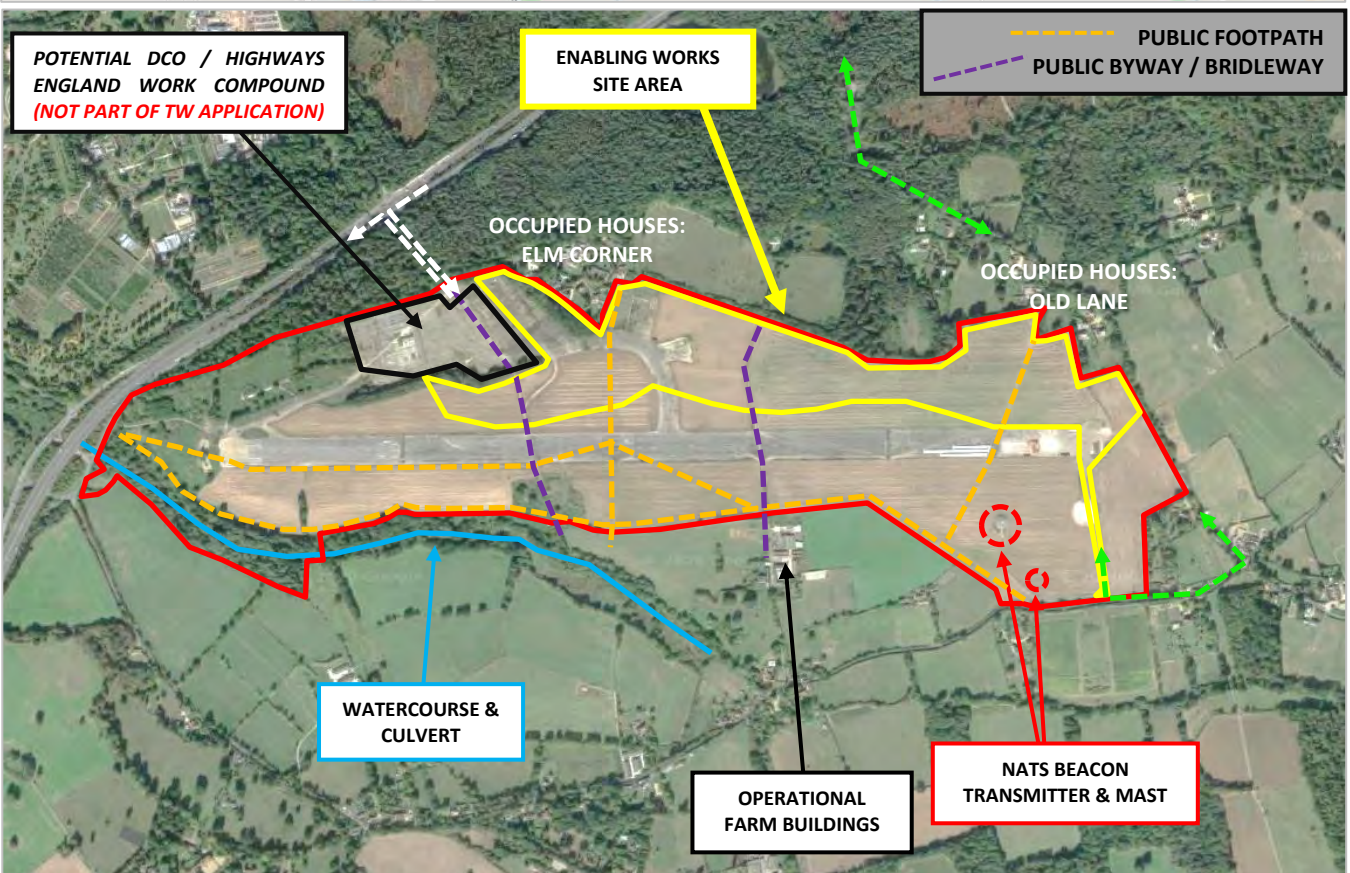
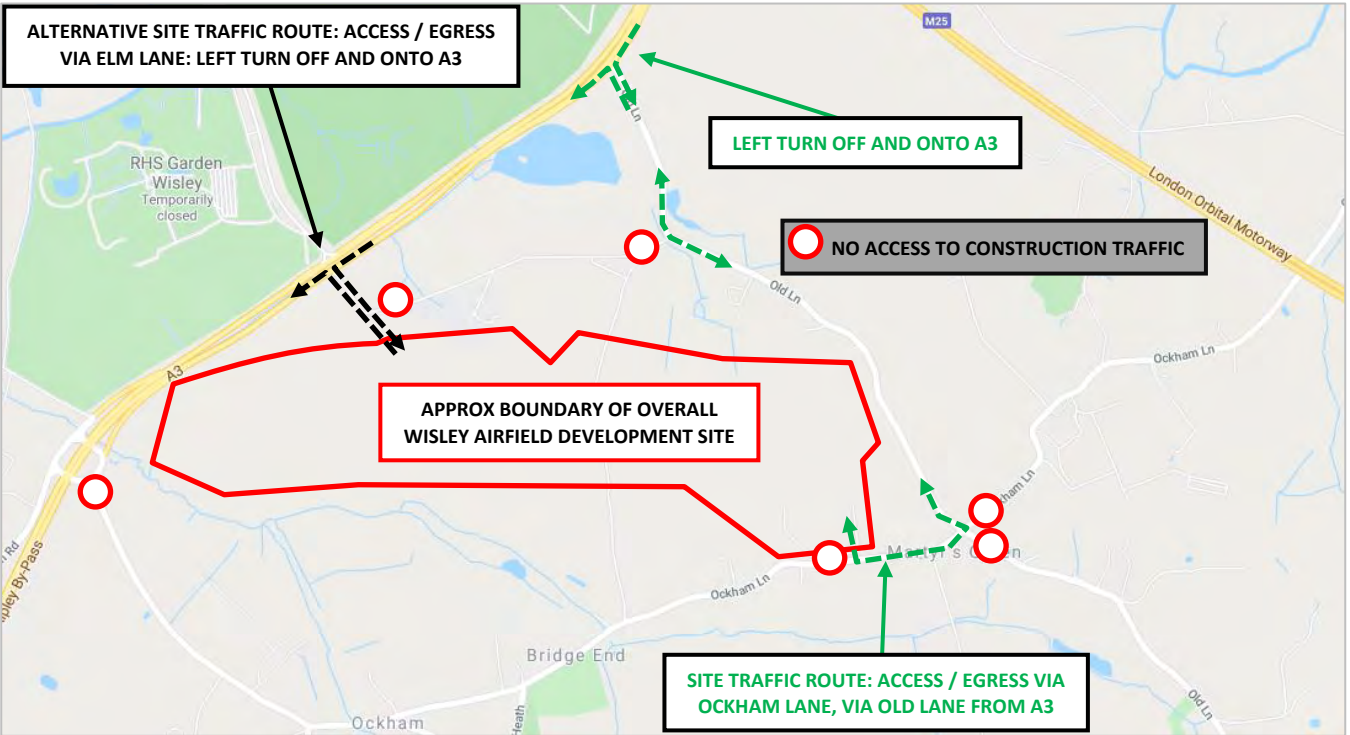
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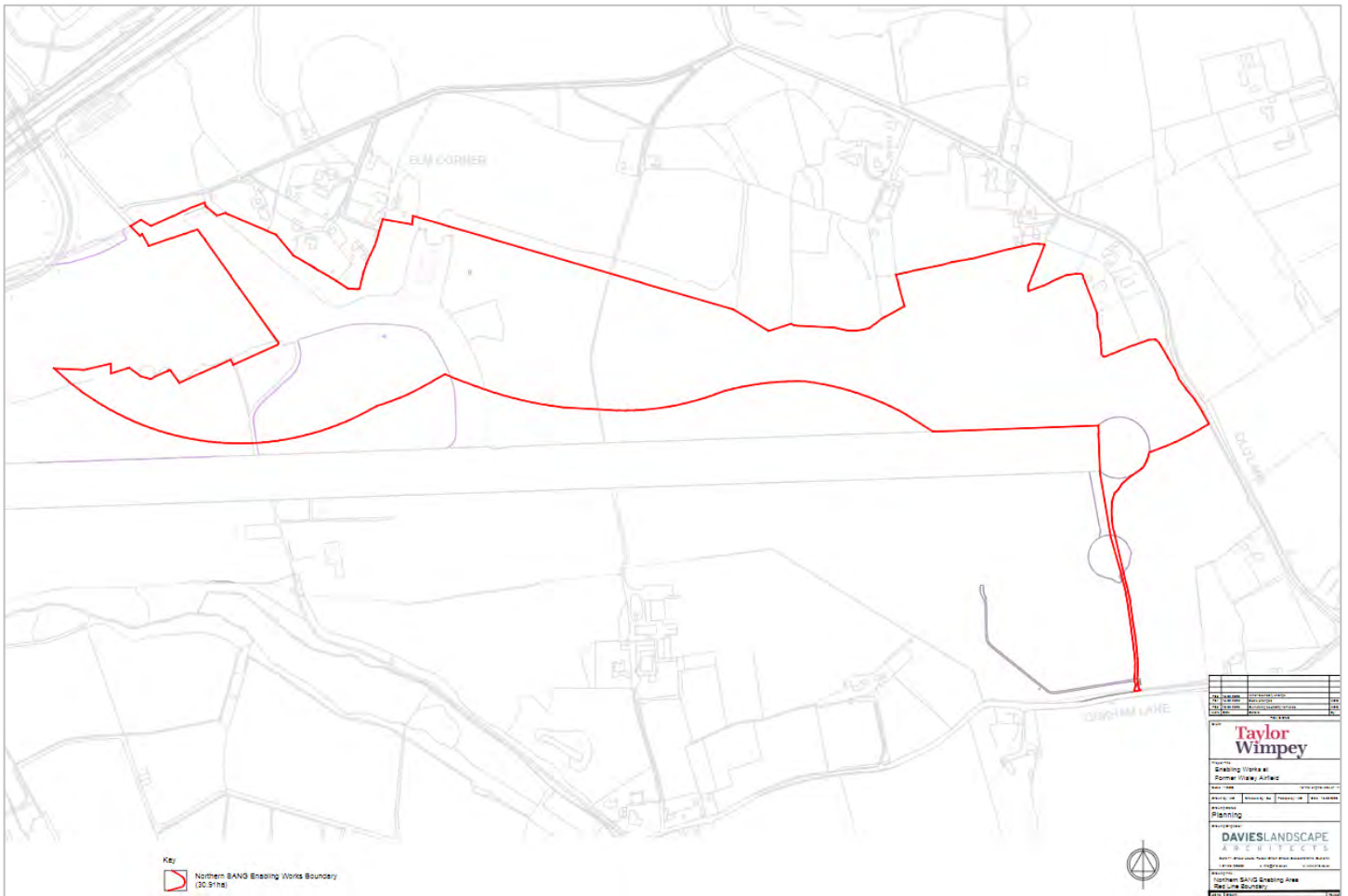
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1.0 DESCRIPTION OF PROJECT

1.1 PROJECT TITLE + LOCATION

Wisley Airfield is located to the south of the A3 and north of Ockham Lane on the southern outskirts of Wisley village, Surrey. The site includes large expanses of concrete runway, taxiway and hardstanding with the remainder of the site mainly comprising arable fields. The development site is centred approximately on the National Grid Reference TQ 07616 57562. **This Construction Environmental Management Plan covers all works associated with the Northern SANG Enabling Works area, in the northern section of the proposed development, which is outlined below.**





EXTRACT OF TW'S PROPOSED DEVELOPMENT RED LINE BOUNDARY – PROVIDED FOR REFERENCE ONLY

1.2 SCOPE OF WORKS + CONSTRUCTION PROGRAMME

1.2.1 Overall Development – Former Wisley Airfield (FWA)

Taylor Wimpey are proposing to develop the former Wisley Airfield site (approx. 114 hectares) into a new mixed-use sustainable community in accordance with Guildford Local Plan Policy A35.

These future development proposals also include a local centre (employment, retail, services and community space), a primary school, a secondary school and large areas of greenspace.

The overall development will be subject to a separate ‘Hybrid’ Planning Application which will be submitted to Guildford Borough Council in early 2021.

1.2.2 Northern SANG Enabling Works Package

As part of the redevelopment of the former Wisley Airfield, TW are proposing enabling development in the form of engineering works for works associated with part of the phase 1 SANG (Suitable Alternative Natural Green Space). Notably this application does not seek to provide the SANG itself which form part of the subsequent Hybrid application and will provide a large area of public amenity space to the existing residents of the local area and the new residents of the TW development.

TW are proposing to commence the Northern SANG Enabling Works Package in Q1 2021, to enable this phase of the SANG (as approved as part of the Hybrid) to be delivered at an early stage in the overall development (complete in Q4 2022), prior to TW’s first resident occupation.

This Construction Environmental Management Plan (CEMP) specifically covers the Northern SANG Enabling Works Planning Application. Following Planning Approval, TW will appoint an external Principal Contractor to carry out all works associated with the Northern SANG Enabling Works Package.

The Northern SANG Enabling Works Package will involve the following:

- Protection of various existing trees and root protection areas around the site boundary
- Segregation and protection of various public footpaths / byways bisecting Northern SANG area
- Ecological mitigation works
- Vegetation clearance
- Earthworks to alter existing levels
- Cut and fill
- Formation of drainage features
- Formation of earth mounds
- Grassland creation

The above list is provided as an overview only. Various drawings and reports have been prepared by TW’s design team and have been submitted with the Planning Application.



EXTRACT FROM INDICATIVE SANG MASTERPLAN – EXTRACT PROVIDED FOR REFERENCE ONLY

1.2.3 Potential Interface with Third Party Works

At the time of TW's Planning Application for the Northern SANG Enabling Works, TW understand that an extensive package of highway works (procured by Highways England) will be carried out on the A3 and surrounding land in pursuance of the RIS Improvements scheme for the M25 Junction 10/A3 Wisley Interchange, assuming the Development Consent Order for these works is approved. Any works procured by Highways England are separate from TW's development and will be subject to separate applications/approvals.

TW have been in preliminary discussions with Highways England to discuss their proposed planning and coordination of work packages. Highways England have proposed to set up a compound within TW's land ownership boundary (adjacent to the west of the Northern SANG Enabling Works application area), which TW have agreed to in principle. This forms part of the DCO temporary land take and is contained within the DCO works application. Information on Highways England's proposed works, including their proposed compound location, is available on the [Planning Inspectorate's website](#).

To ensure the safety of the public, including existing residents of the surrounding area, and users of the public footpaths and bridleways, and to limit any disruption to members of the public as a result of either works package, TW & Highways England, and their nominated Principal Contractors, will develop a Safety, Health & Environmental Collaboration Agreement which will set out the principles of how the Principal Contractors will safely coordinate their works, with particular regard to traffic access and the safe segregation of construction traffic from members of the public.

1.2.4 Site Description & Boundaries

The former Wisley Airfield site covers an area of approximately 114 hectares and generally comprises arable fields, a 2km long runway and other areas of hardstanding. The site is relatively flat in some areas with some steeply sloping areas in the north-western and south-western areas of the overall development.

The Northern SANG Enabling Works area comprises 30.91ha and is situated in the north-eastern area of the Wisley Airfield development site and generally comprises arable fields. In the western area of the Application site, there is currently localised areas of hardstanding. The existing hardstanding will be initially utilised for site traffic / compound set up, to limit the need for aggregates to be brought onto site to facilitate access for construction.

Various Public Rights of Way (PROWs) and bridleways cross the site at various points.

In the south-eastern area of the overall development site is a NATS (National Air Traffic Services) beacon which is fully operational and has a 230m exclusion zone around it. An associated mast is located to the south of the main beacon area.

Northern SANG Enabling Works Site Boundaries

- North: The northern boundary is formed by trees / woodland, and the rear gardens of a small number of occupied houses (residents of Elm Corner and Old Lane)
- East: The site is bounded to the east by trees, and the rear gardens of a small number of occupied houses (residents of Old Lane) and Old Lane.
- South: The southern boundary is generally formed by the former airfield runway, with fields beyond.
- West: The western boundary is currently bounded by hardstanding and arable fields. Highways England are proposing to situate a construction compound on the area of hardstanding subject to their works being approved.

Site History

From 1870 Hyde Farm is shown in the south of the site and Stratford Farm in the south-west of the site. By 1955 an airfield with buildings is shown in the north-west and runway in the centre of the site. From 1976 the airfield is shown as disused and Stratford Farm no longer shown. By 2002 a transmitter (NATS Beacon) is shown, and by 2014 dense vegetation is shown in the west and centre of the site.

1.3 PROJECT DIRECTORY

Duty-holders will carry out their duties as defined by the CDM Regulations 2015 to ensure all requirements of the CDM Regulations 2015 are met.

The Client will ensure a suitably competent Principal Designer, Principal Contractor and Design Team are appointed to oversee the project and afford all project members sufficient time to plan and mobilise their activities.

The following consultant details are specific to the Northern SANG Enabling Works Package only.

1.3.1 Key CDM Duty Holders Currently Appointed

Client	Company	Taylor Wimpey
	Address	20 Air Street, London, W1B 5AN
	Tel	01256 307 950
Principal Designer & CDM Advisor	Company	GHPC Group Ltd
	Address	11 Milbanke Court, Milbanke Way, Bracknell, Berkshire, RG12 1RP
	Tel	01344 304 800
Principal Contractor	Company	<i>External PC appointment to be awarded following planning approval and tender process</i>
	Address	
	Tel	
Designer – Masterplan Architect	Company	GSA (Gardner Stewart Architects)
	Address	176 Blackfriars Road, London, SE1 8ET
	Tel	020 7620 6255
Designer – Landscape Architect	Company	DLA (Davies Landscape Architects)
	Address	Suite F1, Stroud House, Russell Street, Stroud, Gloucestershire, GL5 3AN
	Tel	01453 760 380
Designer – Civil Engineer	Company	GTA Civils & Transport
	Address	66a Church Walk, Burgess Hill, RH15 9AS
	Tel	01444 871 444

1.3.2 Other Currently Appointed Project Team Members

Geotechnical Engineer	Company	LEAP Environmental
	Address	The Atrium Business Centre, Curtis Rd, Dorking RH4 1XA
	Tel	01306 646 578
Ecologist	Company	EPR (Ecological Planning & Research Ltd)
	Address	The Barn, Micheldever Station, Winchester SO21 3AR
	Tel	01962 794 720



2.0 DETAILED CONSTRUCTION PROVISIONS

2.1 SITE SECURITY + PROTECTION OF THE GENERAL PUBLIC

2.1.1 Security + Segregation

The Principal Contractor will ensure their site is fully enclosed with heras fencing (as a minimum) and controlled access gates, so the site is completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site, and fully secured from trespassers / members of the public / children.

Visitors will be directed (by signage at the entrance gate and by any personnel at the site gates) to the site office accessed via clearly defined pedestrian routes. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

All site boundaries will be monitored daily by the Site Manager to ensure any deficiencies / breaches are dealt with quickly and to ensure when the site is left at the end of each working day, security of the site boundary is robust.

2.1.2 Protection of the Public

TW are fully committed to protecting members of the public from the construction risks associated with this project. As part of the Construction Phase Plans developed for the project, the Principal Contractors will be vigilant to the possibility of works areas being accessed by unauthorised persons (particularly children and teenagers who may see it as an exciting place to play). The Principal Contractor will ensure a high standard of housekeeping practices are implemented across the site with particular emphasis on any off-site work areas to ensure they reduce the risk of potential injury to trespassers, if they manage to gain access to the site.

All materials, plant and tools will be fully secured/supervised when not in use and particularly at the end of the working day. Material storage/compound areas will be fully secured. Any excavations will be covered or backfilled at the end of each working day.

2.1.3 Liaison with Public

Prior to any works commencing, TW will proactively communicate with Guildford Borough Council to keep them informed of site planning arrangements. TW will participate in a Community Liaison Group to engage with the local community and discuss potential impacts on the local area. Letters will be posted to properties surrounding the site (particularly the residents of Elm Corner and Old Lane) to notify residents of the proposed works commencing. These will be in addition to the monthly newsletters sent out to the wider community.

Furthermore, TW are committed to periodic meetings with the surrounding neighbours to provide updates and listen to any concerns raised for TW's consideration.

The Principal Contractor will have a member of the site team allocated to liaise with adjacent residents as well as Guildford Borough Council to inform them of any potentially disruptive works (which may include noise, dust and temporary alterations to Public Rights of Way), so that the works can be safely managed around the existing residents.

A notice board will be displayed outside of the site with key information for the public including the contact telephones (inc. out of hours emergency contact) of the Principal Contractor (Site Manager & Office Number), and a senior member of TW's Project Staff, so that the public can contact them in the event of any issues or complaints.

If complaints are received from local residents, these and the remedial actions taken by the Principal Contractor or TW, will be documented in a diary or log held on site by the Site Manager.



2.1.4 Signage

Appropriate health and safety signage will be placed around the construction site guiding traffic and pedestrian routes, giving warnings of hazards and potential dangers (such as “Danger: Keep Out” etc.) and instructing conduct within the site boundaries (such as “Do not remove security fencing” / “Appropriate PPE must be worn...” etc.). Public routes and crossings will be fully signed.

2.1.5 Inductions

The Site Manager is responsible for inductions and will ensure each operative receives an induction specific to the site and to the type and place of work. This will take place before the site operative commences work for the first time on site.

The induction will concentrate on the Principal Contractor’s management provisions, site rules and safety provisions as well as the particular site risks and the environmental & ecological considerations of the project. Evidence of all induction training carried out and names of personnel, who have undertaken a formal induction together with when they were inducted, will be recorded and filed on-site.

During the induction process, operatives will be informed of housekeeping matters, particularly the need to respect surrounding neighbours to the site and the need to keep noise to a minimum; particularly when entering and leaving the site. Working hours and restrictions on timing/method of deliveries will be clearly explained. They will also be informed of the necessity to ensure all parking is within the site boundary, and will be given clear instructions on how to deal with deliveries of materials etc., to prevent any congestion on the public highway.

Contractors working on-site employed by others (e.g. Utilities), will be inducted as all other site operatives and visitors. Information concerning their works and co-ordination / co-operation with other site operatives will be discussed and agreed with the Project Manager / Site Manager prior to commencement of their works on-site, as appropriate. Tool Box Talks will be held by contractors and the Principal Contractor regularly (as appropriate), and these will be recorded by the Principal Contractor.

2.2 CONTROL OF ON-SITE WORKING CONDITIONS

2.2.1 Site Working Hours & Deliveries

Construction working hours will be restricted to:

- 08:00 – 18:00 Mondays to Fridays
- 08:00 – 13:00 Saturdays
- No works permitted on Sundays or Bank Holidays.

No work, audible or otherwise, will be undertaken outside the hours agreed.

The Principal Contractor will ensure that these working hours are communicated to all contractors and site operatives during the Site Induction and are strictly enforced throughout the works.

Where possible, deliveries will be coordinated to avoid peak traffic times and school opening/closing times to minimise disruption to the local area. At point of placing orders, suppliers will be informed of this restriction, and will be requested to deliver outside of peak hours. In the event that any deliveries arrive at site prior to works commencing at 0800, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 0800, and any idling HGVs will be instructed to have their engines switched off.

Where possible, the Site Manager will coordinate deliveries throughout the day to avoid the need for multiple HGVs to access the site at the time. There will be a designated materials storage area provided within the site compound with sufficient space for loading and unloading HGVs deliveries. No HGVs will be permitted to load or unload from public roads at any time.

In the unlikely event that works are required outside of the agreed working hours TW will engage with Guildford Borough Council in advance of any such works commencing to formally agree an arrangement and provide a named contact for ongoing liaison.

2.2.2 Control of Noise & Vibration

Construction works, by their very nature, can generate significant noise levels which can present a nuisance to the surrounding areas when works are being carried out, and potentially affect sensitive ecological receptors. In recognising this, TW expects all contractors to adhere to (so far as is reasonably practicable) Environmental Health Requirements.

No works will be carried out on the site outside of the allowed working hours – specified in [Section 2.2.1](#). All activities will be assessed for anticipated noise levels prior to works commencing, taking into account the potential for amplification of noise due to the layout of the site. Furthermore, all plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the [Control of Noise at Work Regulations 2005](#).

TW recognise that maintaining good relationships with those living and working in the vicinity of the site is important. Identifying noise levels as a risk to the surrounding area (whether nuisance or safety) as early as possible in the process is a priority for TW, in order to ensure that any issues can be dealt with fairly and expeditiously. Local residents and businesses will be kept regularly informed of progress of works. The Site Manager will be available for contact for any interaction with the public during the works.

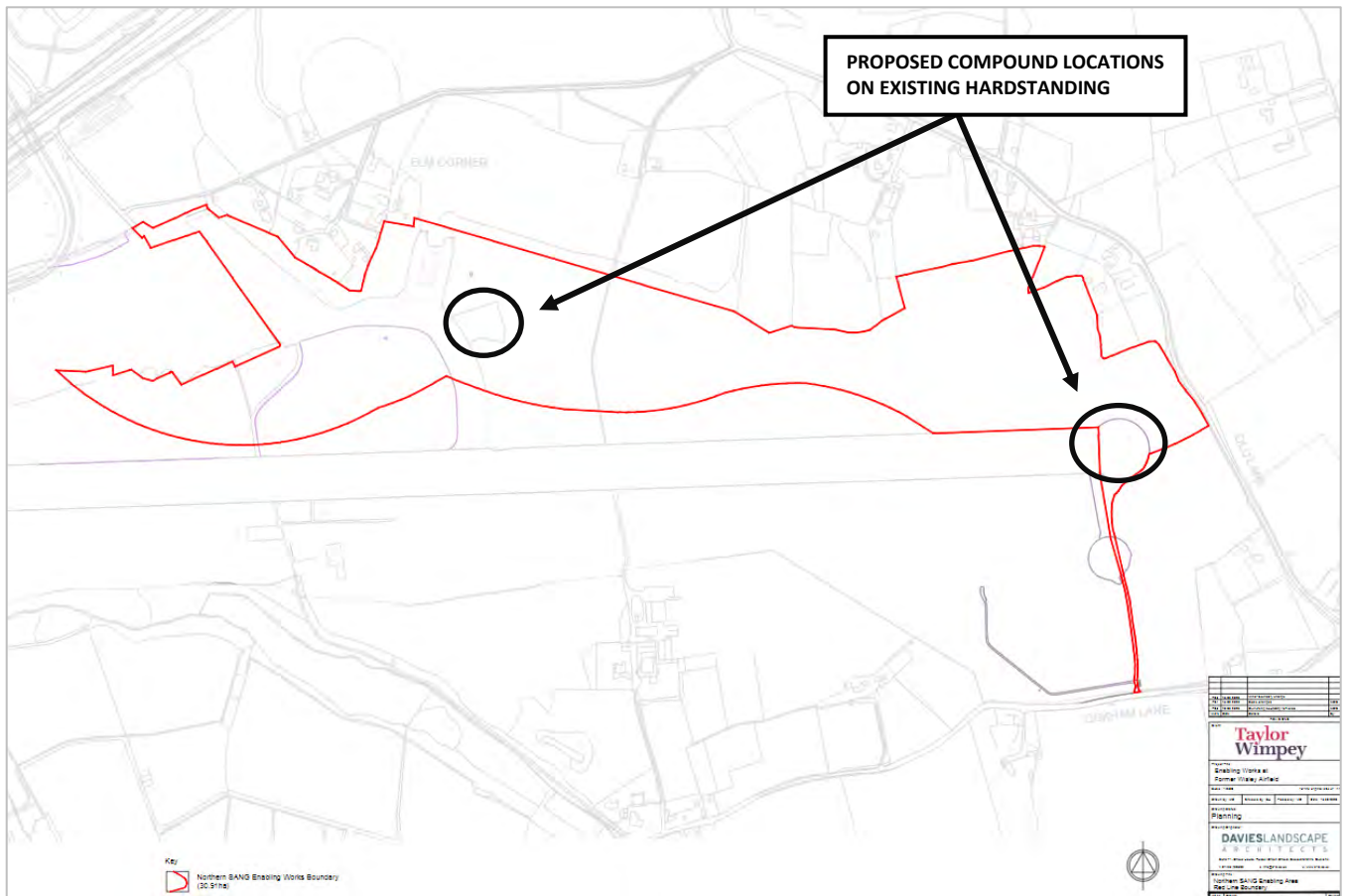
Methods for reducing noise levels as far as practicable by the use of attenuation materials or such like, will be specified, and remain in place for the duration of the works. Specifically, the following areas will be required of all work activities;

- Comply generally with the recommendations of BS 5228: Part 1, clause 9.3 for minimising noise levels during the execution of the works.
- Noise levels from the works will be kept to a minimum.
- Fit all compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.
- Do not use or permit employees to use radios or other audio equipment in ways or at times which may cause nuisance. Any radios/entertainment devices will only be used at a level which will not cause undue disturbance to the neighbouring areas
- Every care will be taken to avoid unnecessary noise when carrying out manual operations and when operating plant and equipment.
- All plant will be switched off or reduced to idle when not in use.
- Noise producing plant will be sited as far as possible from dwellings, offices and other noise sensitive premises. Where the latter are particularly noise sensitive e.g. hospitals, schools, etc. then a further reduction in sound emission may be required and will be achieved by the use of barriers or acoustic housings.

2.2.3 Compound Position, Site Car Parking, Visitor Provisions, Plant and Equipment

The site compound, materials storage areas, welfare facilities and parking area will all be located within the Northern SANG Enabling Works site boundary.

TW intend to position the site compound on existing hardstanding within the site. A plan showing two potential areas of existing hardstanding suitable for compound set up are indicated on the sketch below. Both locations are situated approx. 200m from the nearest residential property on Elm Corner and Old Lane. These areas can be accessed via hardstanding routes from either the existing concrete track from Ockham Lane, and from Elm Lane, therefore no HGVs carrying large volumes of aggregates will be required to facilitate a compound base or haul road to the compound and keeping site traffic to a minimum during initial site set-up. As the compound will be accessed via hardstanding, this reduces the likelihood of delivery vehicle wheels becoming covered in mud, reducing the need for wheelwashing.



Any local materials storage areas, and spoil heaps will be sited a minimum of 50m from any residential boundary to ensure residents are not disrupted.

To ensure the safeguarding of the nearby NATS beacon, TW have discussed the maximum height and minimum distance of spoil heaps/earth mounds with NATS. Any spoil heaps or earth mounds within the SANG are expected to be restricted to a maximum height of between 2m and 4m (dependent on location) above existing ground level. All restrictions will be fully adhered to following agreement from NATS. Davies Landscape Architecture (TW's appointed Landscape Architect) have provided a plan showing the maximum level changes as part of this application.

A detailed Compound Plan detailing the compound set-up including location of site cabins for welfare, materials storage and parking areas will be prepared by the Principal Contractor following their appointment (following planning approval). The detailed Compound Plan will be submitted to Guildford Borough Council upon request.

All visitors will report to the Site Office for an appropriate induction by the Site Manager. Parking facilities will be made available for visitors to site, and clearly signposted.

All large building materials will be stored within designated materials storage areas. Any flammable substances will be stored in locked containers when not in use. Waste segregation, silos and storage containers will be provided within the compound, to be arranged in line with the provisions set-out in [Section 3.5](#).



2.2.4 Road Cleaning Regime

TW as Client will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway.

As stated in [Section 2.2.3](#), the proposed compound location, and access to the compound are established areas of hardstanding which can be used by delivery vehicles from the initial site set-up. This will reduce the likelihood of HGV wheels becoming covered in mud, and will limit the need for wheelwashing.

When required (more likely during period of heavy earth movements or during periods of inclement weather) a wet wheelwash facility in the form of a manned jetwasher will be positioned at the site egress point, so that any muddy vehicles can be washed down prior to leaving the site.

The Principal Contractor will ensure a roadsweeper is available when required to ensure the site roads are kept free of mud throughout the duration of the works.

The Site Manager will regularly monitor the site roads, Ockham Lane and Elm Lane (in the area around the site access/egress point) for dirt and debris, and will arrange for road sweeps when necessary – this is likely to be more frequent during Groundworks (when there are more earthworks being carried out) and during periods of inclement weather. The roadsweeper will sweep the site roads, Ockham Lane and Elm Lane as required in the event any mud is tracked out of the site.

Road sweepings and debris will be disposed of through the Principal Contractor's own waste management arrangements – road sweepers will either be discharged off-site, or if on-site will be discharged using appropriate methods in compliance with the [Environmental Protection Act 1990](#).

2.2.5 Welfare Provision

The Principal Contractor will provide full welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing on-site and this will be confirmed by the Principal Designer to the Client, following review of the Construction Phase Plan.

All welfare provision will be provided in accordance with TW's Minimum Requirements for Site Accommodation and Welfare which sets out the minimum requirements for:

- Toilet Facilities
- Drinking Water
- Cleaning of Facilities
- Temporary Portable WC / Wash-stations
- General Site Accommodation
- Facilities for Changing Clothes
- Facilities for Rest
- Electrical Supplies

2.2.6 Monitoring Arrangements

The Site Manager will be responsible for the day to day management of the site, and will ensure that all restrictions / provisions noted in this CEMP are undertaken. The Site Manager will conduct a monthly review to ensure that the provisions are adhered to.

2.3 CONSTRUCTION TRANSPORT MANAGEMENT PLAN

As part of the development of this CEMP, part of which is the Construction Transport Management Plan, TW have sought to address **Policy LNPEN5, (Sections d, and e)** of the **Lovelace Neighbourhood Plan**:

- d) *Provide a Construction and Environmental Plan (CEMP) to manage the planning and implementation of construction and ongoing traffic with regard to the rural environment and the Thames Basin Heaths Special Protection Area.*
- e) *Provision of a Construction Transport Management Plan (CTMP) for any construction traffic activities, to include details on:*
 - i. *Identification of potential impacts on the local road network*
 - ii. *HGV routing and timetabling with particular reference to Ripley Village centre, Ockham Road North, Ockham Lane, Old Lane and Wisley Lane*
 - iii. *How construction traffic will be encouraged to use the strategic road network where possible*
 - iv. *Restrictions for site deliveries (especially for HGVs) taking into account any local factors, i.e. proximity to schools.*

TW have identified two suitable traffic routes (shown on the following page) which can be utilised by all construction vehicles accessing the Application site.

The preferred route is from Ockham Lane via the Old Lane/A3 junction, with all vehicles accessing and egressing Ockham Lane via Old Lane and the A3. When using this entrance, all vehicles will turn right into the site from Ockham Lane when accessing the site, and turn left onto Ockham Lane when egressing the site.

TW acknowledge that Old Lane, from the Old Lane/A3 junction, has a 7.5T weight restriction (except for access). TW and their appointed Principal Contractor will ensure that this is strictly adhered to. All construction traffic accessing Old Lane will do so only for access/egress of the development, and will not traverse any other route accessing or egressing the site. Appropriate temporary road signage would be agreed in advance with Surrey County Council's Highways department.

Ockham Lane and Old Lane will be shared with the following:

- Public users (motorists, cyclists and a limited number of pedestrians)

The alternative route is off Elm Lane via the A3. When using this entrance, all site traffic will access and egress Elm Lane via the A3. All vehicles will turn left onto Elm Lane from the A3 when accessing the site, and turn left onto the A3 from Elm Lane when egressing the site. Access via Elm Lane has been identified as an alternative access route, as (subject to Planning Approval) this area would likely be used for access by another Principal Contractor managing Highways England works. TW have provisionally discussed and coordinated shared access with Highways England, however ultimately would seek to use the Ockham Lane entrance as this will reduce vehicle movements on Elm Lane which adjoins the bridleway, and will also segregate traffic between the Principal Contractors, thereby increasing safety to both members of the public and construction operatives.

Elm Lane will be shared with the following.

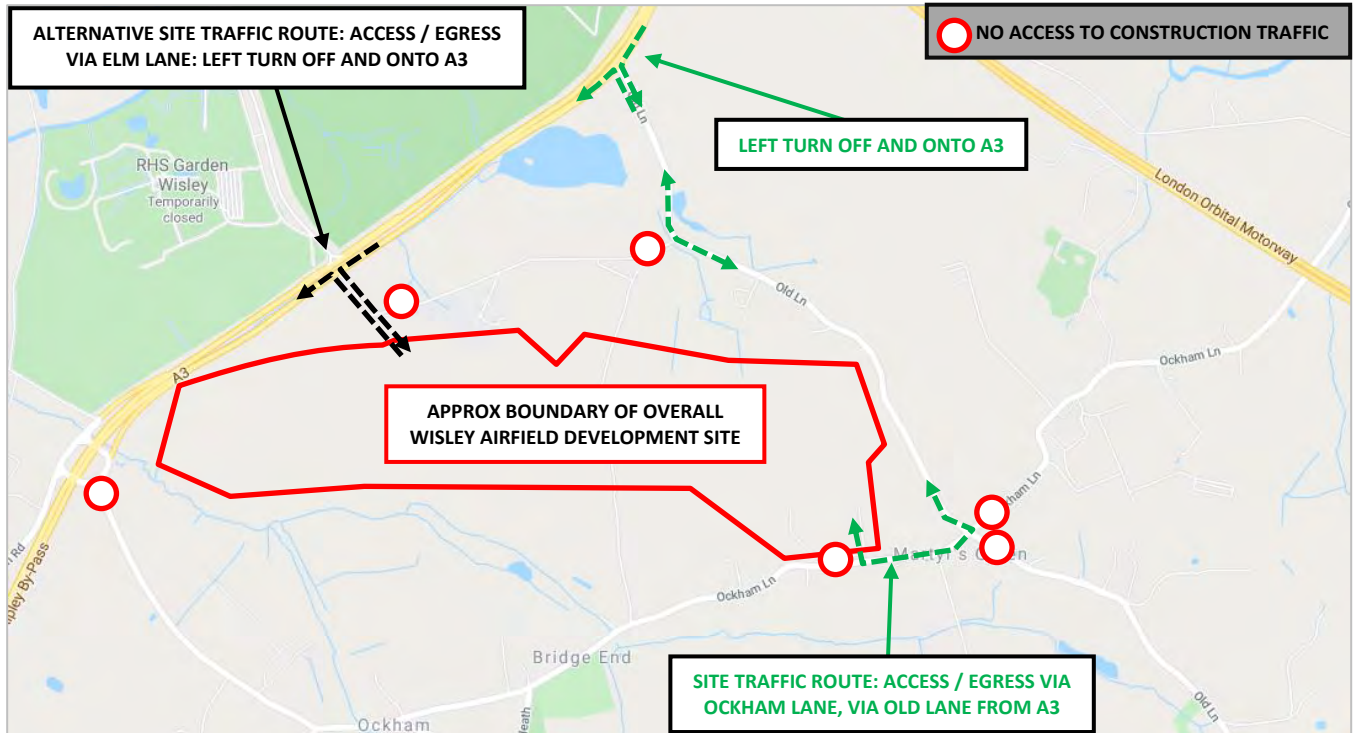
- Elm Lane residents (pedestrians, motorists)
- Public users of the bridleway, including pedestrians, horse riders and cyclists
- Construction vehicles accessing the proposed Highways England works compound. Please also refer to [Section 1.2.3](#) regarding the interface between TW & Highways England's access arrangements.

For the duration of the works, all vehicles will access and egress the site in forward gear only. No construction vehicles will reverse in any public area.

Appropriate directional signage and warning signage will be placed on Old Lane, Ockham Lane and Elm Lane as required to provide suitable safety signage for construction vehicles, and to inform/warn members of the public.

Construction traffic will be directed to the site by road signage placed at key junctions around the area – TW will agree the position of signage with the Local Highways Authority and/or Highways England prior to commencing works.

Details of the access routes to the site will be communicated to delivery companies at the point of placing orders, to ensure delivery traffic follows the correct route and does not impact on surrounding roads.



It is anticipated that during the works, with the exception of the initial site set up (when site cabins and machinery will be delivered to site), it is estimated that there would be a maximum of 5-10 HGV deliveries per day at the peak material delivery period, although for the majority of the development it is expected that there will be less than this on a daily basis. The largest vehicles expected to access the site will be standard 18m low loaders with trailers which would deliver construction machinery and equipment.

To minimise vehicular movements through the residential area, and to minimise any disruption to local residents, the Principal Contractor will be instructed by TW to encourage all site operatives to share cars and utilise public transport where possible to keep site traffic volumes to a minimum. At peak construction period of the works, it is anticipated that there would be a maximum of 25 operatives on the site at any given time. The majority of operatives are expected to share transport (usually sharing work vans), and the Principal Contractor will be instructed by TW to accommodate on-site parking spaces for the number of operatives as appropriate. At an estimate of 1.5 persons per vehicle on average, it is anticipated that up to 18 parking spaces may be required at peak construction period.

Following Planning Approval and appointment of the Principal Contractor, the Principal Contractor will confirm the number of operatives, parking allocation and anticipated delivery frequencies. This information will be provided to Guildford Borough Council upon request.

Due to the relatively low number of vehicles required to access the site, and with all vehicles accessing and egressing (via Old Lane or Elm Lane) via the A3 (part of the existing strategic road network), it is expected that there will be an insignificant impact on the local road network as a result of these works. By accessing and egressing via the A3, no construction vehicles will be required at any point to travel through Ripley Village centre, Ockham Road North or Wisley Lane to access or egress the Northern SANG Enabling Works site. Construction traffic impact on Ockham Lane & Old Lane is considered to be negligible, as the estimated maximum of 5-10 HGV deliveries per day at the peak delivery period will all be able to access and egress the site in forward gear with no reversing manoeuvres or traffic management required.

No construction vehicles, plant, tracked machinery will be permitted to operate until works commencing at 0800. In the event that any deliveries arrive at site prior to works commencing at 0800, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 0800, and any idling HGVs will be instructed to have their engines switched off.

All loading and unloading from delivery vehicles and construction traffic (including building materials, finished or unfinished products, parts, crates, packing materials and waste) will take place inside the site compound only.

The roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services.



2.4 MAINTAINING ACCESS TO PUBLIC RIGHTS OF WAY

There are various Public Rights of Way (PROWs) and bridleways crossing the Northern SANG area. TW propose to keep the PROWs open to the public, with some potential temporary diversions as required.

All PROW boundaries will be secured with double-clipped heras fencing as a minimum to ensure the site working areas are fully secured from public pedestrians.

Where any construction vehicles are required to cross the PROWs, the Principal Contractor will carefully manage any traffic crossing points. The Principal Contractor will segregate the PROW entirely, and will install gated crossing points as required to be used by all construction plant and vehicles crossing over the PROWs, with the gates closing off the PROW while the plant/vehicles cross. Due to the size of the site, it is expected that some PROWs may only require a small number of crossings per day, which would be managed by the operatives/drivers crossing the PROW. Where crossings will be frequent (such as the bridleway next to Elm Lane, which will likely already be managed by the Principal Contractor managing Highways England works, and may potentially be used as an alternative entrance for the TW development traffic), a gateman will be permanently positioned on the crossing point to safely manage the interface between construction traffic and members of the public.

Appropriate H&S signage will be placed to clearly demarcate construction working areas beyond the fencing, giving warnings of hazards and potential dangers (such as “Danger: Keep Out”, “No public access beyond this point” etc.).

The Site Manager (or an operative instructed by the Site Manager) will conduct visual checks at the start and end of each working day of the PROW signage and boundary fencing each day, to ensure signage can be replaced if damaged / vandalised and any breaches in fencing can be dealt with quickly to maintain the security of the site and safety of members of the public.

Where any PROW requires a significant works around its boundary or works physically on the PROW, TW will liaise with Guildford Borough Council and formally arrange any temporary closures or diversions.

3.0 DETAILED ENVIRONMENTAL PROVISIONS

3.1 PROTECTION OF WATER & LAND ENVIRONMENT

The Client, Principal Contractor(s), and all Contractors on this project will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna by preventing any surface water run-off or potential sources of contamination from reaching watercourses / drainage systems. This is particularly important in respect of sensitive nature conservation sites to the north (e.g. the Thames Basin Heaths SPA, Ockham and Wisley Commons SSSI).

TW and the Principal Contractor will carefully plan the phasing of earthworks and coordinate seeding of new planting, to limit the duration that bare soils are exposed, and also reduce the likelihood of earth being “double handled” to reduce the need for earth being disturbed / moved for longer than necessary.

All surface water drainage from impermeable areas and roads will pass through trapped gullies prior to being discharged into any watercourse. As appropriate, gullies will be protected with terram or straw bales, and will be regularly inspected and replaced or cleaned as necessary, with a record kept.

Silt protection measures will also be installed to new drainage features (such as the new ponds to be formed as part of these works) as the works progress. TW will ensure the Principal Contractor details their intended silt protection measures within the Construction Phase Plan, prior to works commencing. This may include (but is not limited to) the use of high quality geotextile silt fencing, hessian erosion matting, sediment forebays and other filtration measures at pond outlets. Specifically for silt containment and control to protect the Thames Basin Heaths SPA, Ockham and Wisley Commons SSSI, this will include the provision of a high quality geotextile silt fence being established around the entirety of the sites northern boundary (where there is a possibility of surface water running towards the Thames Basin Heaths SPA, Ockham and Wisley Commons SSSI) to physically trap and prevent silt-contaminated water from leaving the site boundary. Hay bales will also be positioned on the outer side of the silt fence as an additional control measure to trap any residual silt. The silt fences and hay bales will be established during the initial enabling/set-up works, to ensure they are effective when excavations for the SUDS drainage and other groundworks commence.

Where necessary, temporary geotextile silt fencing will also be installed at toe of slopes and stockpiles, uphill of ditches and ponds as an additional means to contain local silt / run-off from reaching the more sensitive boundaries. Biodegradable erosion control matting will be utilised along above-ground flow routes to locally stabilise areas of earth preventing further mud/silt contamination.

To ensure prevention against silt and run-off remains robust, the condition of the physical control measures will be visually checked by a member of the site management team on a daily basis. Additional checks will be made during periods of heavy rainfall. Should there be any build of mud/silt against the silt fence, this will be removed and deposited at a designated area within the site boundary. If any parts of the silt fence or additional hay bales appear to be damaged or becoming worn, these will be replaced on the day of inspection.

If silt spillage is identified, it will be treated as a priority to stop the flow and contain the spillage before it enters surface water drains or watercourses/ground.

To prevent polluting waters, there will be no discharge of foul or contaminated drainage or trade effluent from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water will be discharged into the live drainage system without having been filtered through a silt interceptor.

Environmental Incident Response

In the event of an environmental incident the following steps of notification will be taken. This will be included within the initial site induction for all operatives, by each appointed Principal Contractor:

- Any operative witnessing an incident must immediately report the incident to their Supervisor and the Site Manager / Assistant Site Manager
- Following this, the Site Manager / Assistant Site Manager shall notify TW's Regional Safety, Health & Environmental Advisor (RHSEA)
- For a spillage, in addition to the above:
 - If a spill has reached a surface water drain or watercourse, or soaked away in open ground, the Site Manager / Assistant Site Manager will contact the Environment Agency immediately on the 24hr helpline and;
 - If a spill has entered a foul drain, the local water provider will be notified as soon as possible through the Site Manager / Assistant Site Manager
- If incidents do not fall into any precise category, and if there is any doubt, the Environment Agency will always be contacted through the Site Manager / Assistant Site Manager.

Near Misses

Where observed, environmental 'near misses' will also be reported, i.e. situations or occurrences that could potentially lead / contribute to an environmental incident in slightly different circumstances e.g. no drip tray below plant when refuelling, or inappropriately stored oils / chemicals. These will be logged by the Site Manager and reviewed by TW's internal Safety, Health & Environmental Advisor.

3.2 AIR QUALITY, POLLUTION PREVENTION, DUST SUPPRESSION & MONITORING

To ensure air quality for both human and ecological receptors, the Principal Contractor will ensure adequate damping down and dust mitigation procedures are clearly specified within the Construction Phase Plan, and will ensure they are enforced on-site throughout the works.

To control smoke and noxious fumes, there will be no burning permitted on-site and all plant will be maintained in good working order.

These procedures will include managing loose materials (damping down / covered in windy conditions), and monitoring and recording dust levels during the site inspection process. All work areas will be well ventilated to prevent dust build up. Dust will be minimised during cutting operations of blocks etc. by ensuring use of equipment with on-tool water suppression.

It is likely that dust will be created during dry and windy conditions on the site, particularly during earthworks in dry conditions. The Principal Contractor will carefully plan these works with sufficient water suppression to reduce the likelihood of dust becoming a nuisance to the residents of Elm Corner. All contractors will be expected to (so far as is reasonably practicable) ensure all loose materials will be damped down and covered in windy conditions. Dust will be monitored and recorded through the site inspection process and water will be used for damping down when instructed by the Site Manager.

In areas of work close to sensitive properties, the Site Manager will undertake regular dust monitoring inspections of boundaries (as part of regular Site Inspections) to ensure that dust levels are monitored and controlled and where necessary will ensure that suitable dust suppression methods are employed to deal with any residual issues in these areas. This shall include the northern boundary of the site, which is in close proximity to sensitive nature conservation sites to the north.

Dust and dirt will also be controlled by the road cleaning and wheel wash measures outlined in [Section 2.2.4](#).

3.3 GROUND CONTAMINATION & REMEDIATION

Gross contamination was not encountered across the site with localised PAH (Polycyclic Aromatic Hydrocarbons) and TPH (Total petroleum hydrocarbons) being encountered within Made Ground associated with pavement construction and within the historic landfill in the western area of the site. PAH was also identified adjacent to the demolished control tower within the southern area of the site, associated with ash material. Asbestos Containing Materials have been positively identified on-site in the location of the former hangar area / area of hardstanding in the northern area of the site.

Reporting of Unexpected Contamination

All operatives will be instructed on the agreed procedures for dealing with any material encountered during ground works that is either contaminated or suspected to be contaminated. Should there be any evidence of unrecorded contamination discovered on-site, Guildford Borough Council will be contacted immediately, with site activities in the affected area being temporarily suspended until a method and procedure for addressing the contamination is agreed upon in writing with Guildford Borough Council and/or other regulating bodies.

An investigation and risk assessment and, where necessary, a remediation strategy and verification plan will be prepared in order to outline how this unsuspected contamination will be dealt with.

3.4 FUEL STORAGE AND USE

Any facilities for the storage of oils, fuels or chemicals will be sited on impervious bases and surrounded by impervious bund walls. The volume of the banded compound will be at least equivalent to the capacity of the tank plus 10%.

If there is multiple tankage, the compound will be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%.

All filling points, vents, gauges and sight glasses will be located within the bund. The drainage system of the bund will be sealed with no discharge to any watercourse, land or underground strata. Associated pipework will be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets will be detailed to discharge downwards into the bund.

Tanks will be sited in a safe area, away from manholes and surface water gullies. Tanks will be double-banded, non-gravity diesel tanks. The Fuel tank and hose will be locked secure when not in use and the site will possess a spill control kit. A clearly defined drip control area will be introduced around the tank. Tanks and surrounds will be regularly inspected for damage, spills or leaks as part of weekly inspection.

All measures to control chemical storage, discharge and spillage will cover;

- Oil Storage tanks in excess of 200 litres
- Double Skinned (twin-walled) tanks
- Proprietary Tank Systems
- Mobile Bowsers
- Security
- Dealing with Spills
- Prevention of Contamination of Rivers & Streams
- Storage and use of other chemicals (quantities less than 200L)

3.5 WASTE MANAGEMENT

As part of the Planning Application, TW have also submitted a Site Waste Management Plan for these works, and will require each appointed Contractor to work within the requirements of the SWMP. The Principal Contractor will be required to have their own waste management and recycling initiatives in place as part of their Environmental Policy.

All inert material will be retained and re-used on site where possible, all plasterboard waste will be collected and returned and the majority of the remaining waste will be removed in compactable skips.

The management, handling and disposal of waste and classification of materials will be carried out in line with all current Environmental Legislation and requirements.

There will be no burning on-site (including waste, materials, undergrowth or other vegetation or refuse) throughout the course of the development (both during construction and site preparation works). This restriction is in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the application site, and site staff.

3.6 TEMPORARY SITE LIGHTING

The construction working hours detailed in [Section 2.2.1](#) mean that very little, if any, artificial lighting will be required during the works.

Any temporary lighting used during construction works (either in work areas or site compounds) will be positioned away from adjacent houses, live roads and ecologically sensitive areas. To minimise impacts on nocturnal wildlife, particularly bats, any lighting that is required for human safety or security reasons will be designed as follows:

- Lighting will be directed inwards towards the site and not at boundary features, using cowls/baffles/shields if necessary
- Lighting will be kept as low to the ground as possible – e.g. bollards and rail lighting instead of lighting columns
- Lights with high UV content, and/or at the blue-white end of the colour spectrum, will be avoided
- Lighting will be on timers or motion sensitive

Any artificial site lighting proposed by the Principal Contractor will be agreed with the Project Ecologist in advance of the works commencing, to ensure the lighting proposals meet the minimum standards set above.

3.7 ECOLOGICAL CONSIDERATIONS

The site and surroundings support legally protected species including Great Crested Newts, reptiles, Badgers and nesting birds, as well as designated nature conservation sites and other notable nature conservation interests. The following specific ecological measures therefore apply:

- The heras fence enclosing the site will run to the inner edge of the ecological buffer zone to protect the habitat and herpetofauna exclusion fence within this area from accidental damage by contractors and/or machinery;
- The Ecologist will liaise with Principal Contractor regarding the requirement for and timing of Toolbox Talks and/or supervision of certain activities by an Ecological Clerk of Works;
- Pre-works checks for the presence of important plant species and ground-nesting birds will be undertaken by an Ecologist between the months of March and August inclusive. The Ecologist will advise on any action required;
- Any open excavations will be covered overnight to prevent animals from becoming trapped; and
- No materials are to be stored outside of the site compound without prior approval from the Ecologist.

The Thames Basin Heaths SPA, Ockham and Wisley Commons SSSI and local wildlife site designations to the north will be protected from noise, dust, airborne and waterborne pollution under the measures set out in [Section 2.2.2](#), [Section 3.1](#) and [Section 3.2](#) in this document.

3.8 COMMUNICATION AND ENGAGEMENT FOR ENVIRONMENTAL CONCERNS

Prior to any works commencing, the Principal Contractor will post letters to properties surrounding their works (particularly those on Elm Corner and Old Lane) to notify residents of the proposed works commencing.

All complaints will be raised to the Principal Contractor's Site Manager (once appointed) and will be forwarded to TW's Regional Health Safety Environmental Advisor (RHSEA). The Site Manager and RHSEA will take all complaints seriously and positively respond to them within 1 week.

The Site Manager will review any complaints in liaison with TW's RHSEA and consider what measures need to be incorporated into the working practises to avoid similar complaints in the future. The complaint and any consequences will be reported during site coordination meetings.