



Construction Environment & Transport Management Plan

Site: Lollesworth Fields (Ockham Road North), East Horsley

Client: Taylor Wimpey South Thames

Planning Authority: Guildford Borough Council

Revision Status

Rev	Date	Issue Description	Prepared by	Checked by	Ref
A	May 2022	CMS: to discharge Planning Condition 5 & 22	Joycelyn Owusu Tech IOSH	Dominic Thomas CMaPS Grad IOSH	TWST/LFEH/CMS
B	June 2022	CMS: to discharge Planning Condition 5 & 22	Joycelyn Owusu Tech IOSH	Dominic Thomas CMaPS Grad IOSH	TWST/LFEH/CMSB
C	Aug 2022	CMS: to discharge Planning Condition 5 & 22	Joycelyn Owusu Tech IOSH	Dominic Thomas CMaPS Grad IOSH	TWST/LFEH/CMSC

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PREAMBLE

This Construction Management Plan & Method Statement has been prepared to discharge Conditions 5 & 22 of the Planning Conditions specified by Guildford Borough Council Appeal Ref: 19/P/01541

The approved Construction Environment & Transport Management Plan (CETMP) will be adhered to by each appointed Principal Contractor throughout the development until completion.

PLANNING CONDITION 5	LOCATION DOCUMENT	IN
<p>Prior to the commencement of works a Construction Environmental Management Plan (CEMP) shall be submitted for approval in writing by the LPA. The development shall be carried out in accordance with the approved Code of Construction Practice and BS5228 Noise Vibration and Control on Construction and Open Sites and the Control of dust from construction sites. The CEMP shall include/address the following and refer to the mitigation measures outlined in the Air Quality Assessment:</p>		
<ul style="list-style-type: none"> An indicative programme for carrying out the works 	Section 2.2.4 & 3.2	
<ul style="list-style-type: none"> Measures to minimise the production of dust on the site 	Section 2.2.2	
<ul style="list-style-type: none"> Measures to minimise the noise (including vibration) generated by the construction process to include the careful selection of plant and machinery and use of noise mitigation barrier(s) 	Section 2.2.2	
<ul style="list-style-type: none"> Maximum noise levels expected 1 metre from the affected façade of any residential unit adjacent to the site 	Section 2.2.2	
<ul style="list-style-type: none"> Design and provision of site hoardings 	Section 2.1.1	
<ul style="list-style-type: none"> Management of traffic visiting the site including temporary parking or holding areas 	Section 2.3	
<ul style="list-style-type: none"> Provision of off-road parking for all site operatives 	Section 2.2.3	
<ul style="list-style-type: none"> Measures to prevent the transfer of mud and extraneous material onto the public highway 	Section 2.2.3	
<ul style="list-style-type: none"> Measures to manage the production of waste and to maximise the re-use of materials 	Section 3.4	
<ul style="list-style-type: none"> Measures to minimise the potential for pollution of groundwater and surface water 	Section 3.1	
<ul style="list-style-type: none"> The location and design of site office(s) and storage compounds 	Section 2.2.3	
<ul style="list-style-type: none"> The location of temporary vehicle access points to the site during the construction works 	Section 2.3	
<ul style="list-style-type: none"> The arrangements for public consultation and liaison during the construction works 	Section 2.1.3	
<p>The development shall be carried out in strict accordance with the approved details. Reason: To ensure that residents are not impacted during the groundworks and construction phases of the development. This pre-commencement condition goes to the heart of the planning permission.</p>		



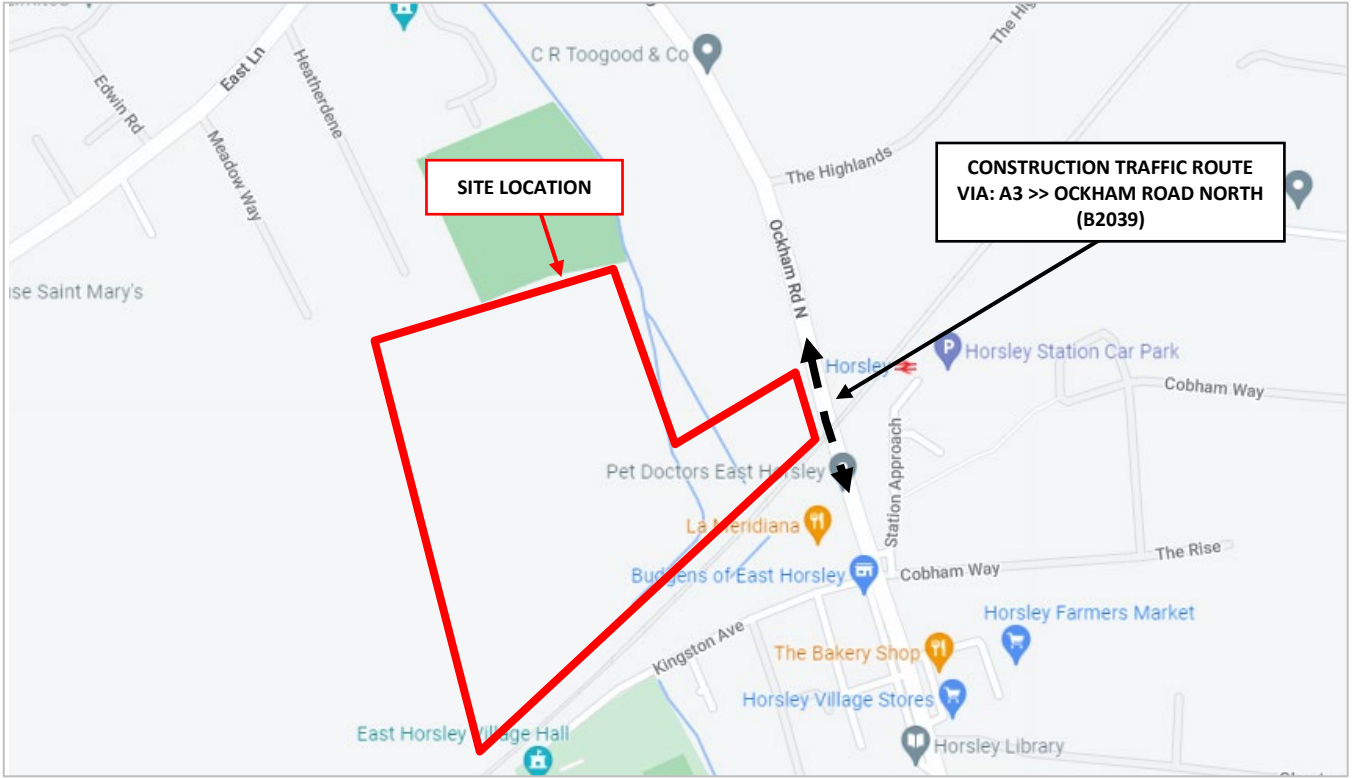
PLANNING CONDITION 22	LOCATION DOCUMENT	IN
No development shall commence until a Construction Transport Management Plan, to include details of:		
a) Parking for vehicles of site personnel, operatives and visitors	Section 2.2.3 & 1.2.3	
b) Loading and unloading of plant and materials	Section 2.2.1 & 2.2.3 & 2.3	
c) Storage of plant and materials	Section 2.2.3	
d) Programme of works (including measures for traffic management)	Section 2.3	
e) Provision of boundary hoarding behind any visibility zones	Section 2.1.1	
f) HGV deliveries and hours of operation	Section 2.2.1 & 2.3	
g) Vehicle routing	Section 2.3	
h) Measures to prevent the deposit of materials on the highway	Section 2.2.4 & 3.2 & 3.4	
i) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused	Section 2.3	
j) On-site turning for construction vehicles	Section 1.2.3 & 2.2.3	
Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This pre commencement condition goes to the heart of the planning permission.		

1.0 DESCRIPTION OF PROJECT

1.1 PROJECT TITLE + LOCATION

The development site is located to the west of Ockham Road North where it intersects the National Railway Corridor, some 55m west of the Horsley Railway Station and is centered in the National Grid Reference (NGR) TQ 089 544.

This Construction Environment Management Plan & Transport Management covers all works associated with the development.



1.2 SCOPE OF WORKS + CONSTRUCTION PROGRAMME

1.2.1 Scope of Works

The new Taylor Wimpey South Thames development will involve the construction of 110 new residential properties which include gardens, car parking, and attenuation ponds.

- 66 Private houses (1, 2, 3 4 & 5-bed houses)
- 44 Affordable housing (16 units of 2, 3 and 4-bed houses, 28 bespoke apartment unit within two blocks of 1 and 2 bed)
- There will be 5 plots (Plots 44-48) that are to be self-build which will not be built by TW.

It is envisaged the site will be developed in five phases of works:

- **External PC – Demolition Phase:**
 - Demolition and asbestos removal of existing buildings, sheds and a greenhouse.
- **External PC – Infrastructure & S278 Works:**
 - S278 Works on Ockham Road North, involving formation of new permanent access into the development.
 - Construction of main development spine roads, bridge, utilities, and foul and surface water drainage and ponds.
- **External PC – Phase 1 (Plots 53 – 110) – Substructure**
 - Construction of the site roads, sewers, and new services infrastructure (as well as making connections to the existing services network), general site earthworks, landscaping and construction of housing foundations to roughly DPC level.
- **TW as PC – Phase 1 (Plots 53 – 110) Superstructure phase**
 - Following handover from the Groundworker, TW will take over the site as PC for the Superstructure phase to construct the superstructure including all remaining groundworks as necessary, construction of the housing superstructure involving brick and blockwork, fit-out works and landscaping within Phase 1 area.
- **TW as PC – Phase 2 (Plots 1 - 52) – Substructure & Superstructure Phase**
 - Construction of the secondary roads, sewers, and new services infrastructure, general site earthworks, construction of housing foundations, construction of the housing superstructure involving brick and blockwork, fit-out works and landscaping within Phase 2 area.



EXTRACT OF SITE LAYOUT PLAN PROVIDED FOR REFERENCE ONLY



1.2.2 Site Description & Boundaries

The overall site covers an area of approximately 5.74 hectares and comprises of two detached residential properties within the eastern area of the overall development and a large greenfield to the west. Several drainage ditches run within and around the overall site. A pond and an inland river (Stratford Brook) and several ditches are located within the site.

A railway line with an approx. 4m high embankment and 5m buffer zone runs along the southern boundary of the site.

To the east, the site is at approximately 59.00m AOD, rising to a level of approximately 59.50m AOD along Ockham Road North and approximately 59.90m AOD towards the railway line in the south.

There are several mature trees and hedgerows within and around the site, some of which are subjected to tree preservation orders.

Site Boundaries

North: The site is bounded to the north by residential properties.

East: The site is bounded to the east by adjacent occupied properties and Ockham Road North (B2039).

South: The site is bounded to the south by a railway line.

West: The west of the site is bound by field and further is Lollesworth Wood.

Site History

A review of historical mapping covering 1869 to 2018 indicates the site to have comprised agricultural land, including a large pond in the eastern part, for the majority of the review period, with the current residential properties in the east developed by 1977

1.2.3 Build Direction

The site will generally be developed from north - south. Please refer to [Appendix One](#) for the build direction plan.

1.2.4 Key Dates

The below dates are the dates currently proposed by Taylor Wimpey. Prior to the commencement of any works, the below dates will be agreed with Guildford Borough Council.

Demolition and asbestos removal	17.10.22
Infrastructure and S278 works	07.11.22
Phase 1 Substructure works (External PC)	09.01.23
Phase 1 Superstructure Start Date (TW as PC)	13.02.23
First Sales	13.11.23
Project Completion	Approx. 2024



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.

1.3.1 Key CDM Duty Holders Currently Appointed

Client & Principal Contractor (Superstructure PC)	Company Address Tel	Taylor Wimpey South Thames Thornetts House, Challenge Court, Barnett Wood Lane, Leatherhead, Surrey, KT22 7DE 01372 385 800
CDM Advisor	Company Address Tel	GHPC Group Ltd 11 Milbanke Court, Milbanke Way, Bracknell, Berkshire, RG12 1RP 01344 304 800
External Principal Contractor – Groundworks	Company Address Tel	<i>External PC appointment to be made for initial works following tender process.</i>
Designer – Architect	Company Address Tel	RG+P Waterloo House, 71 Princess Rd W, Leicester LE1 6TR 01162 045 800
Designer – Civil & Structural Engineer	Company Address Tel	Walker associates Unit 13, Capricorn Centre, Cranes Farm Rd, Basildon SS14 3JJ 0126 530 500

1.3.2 Other Currently Appointed Project Team Members

Site Investigation	Company Address Tel	GRM Development Solutions Laurus House, First Avenue, Centrum 100, Burton-on-Trent DE14 2WH 01283 551 249
Arboriculturalist	Company Address Tel	Barton Hyett Associates Ltd Suite 5E Deer Park Hall & Business Centre, Pershore WR10 3DN 01386 576 161
Ecologist	Company Address Tel	The Environmental Dimension Partnership Ltd First Floor The Bonded Warehouse Atlantic Wharf Cardiff CF10 4HF 01285 740 427



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/hoarding (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

Taylor Wimpey South Thames 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.

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. Letters will be posted to properties surrounding the site to notify residents of the proposed works commencing.

Taylor Wimpey 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 or temporary obstruct access), 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), so that the public can contact them in the event of any issues or complaints. As the site is still in planning stage, a named Site Manager has not yet been designated, however name of the Site Manager and contact details will be provided to Guildford Borough Council upon request, once they have been appointed. Contact details for TW's Head of Construction, and the appointed CDM Advisor, are listed in [Section 1.3](#).

If complaints are received from local residents, these 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

In according the Planning Conditions, working hours are 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 Taylor Wimpey South Thames 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. In recognising this, Burrington Estates expects all contractors to adhere to Environmental Health requirements, and no works will be carried out on the site outside of the allowed working hours – specified in [Section 2.2.1](#) above.

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](#).

Taylor Wimpey 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 Taylor Wimpey, 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. The PC will ensure to keep maximum noise levels at least 1 metre from the affected façade of any residential unit adjacent to the site.

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. 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, parking areas, vehicle turning point and sales areas will all be located within the site boundary. A detailed Site Execution Plan, showing the location of each of these provisions, along with the intended site build routes, can be found in [Appendix One](#).

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 the site, within the vicinity of housing plots as they are being constructed – smaller materials and particularly any which represent a hazard to health, will be stored in the locked compound area. 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

Taylor Wimpey South Thames 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.

The initial section of site roads will be constructed and tarmacked to base course as early as possible, to provide a suitable hardstanding area for delivery vehicles. This will reduce the likelihood of HGV wheels becoming covered in mud, and will limit the need for wheelwashing.

When required, a hose down manual wheel wash facility will be located at the exit of the site, so that any muddy vehicles can be washed down prior to leaving the site. This will be progressively moved in to the site as construction progresses.

Taylor Wimpey, and their appointed Groundworker, will ensure a roadsweeper is available when required to ensure the site roads are kept free of mud throughout the development.

The Site Manager will regularly monitor the site roads Ockham Road North 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 Road North 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 | - Temporary Portable WC / Wash-stations | - Facilities for Rest |
| - Drinking Water | - General Site Accommodation | - Electrical Supplies |
| - Cleaning of Facilities | - Facilities for Changing Clothes | |

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 CMPMS are undertaken. The Site Manager will conduct a monthly review to ensure that the provisions are adhered to.



2.3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The site will be accessed via a new permanent development entrance to be constructed off Ockham Road North, which will be formed during the initial stages of the Construction Phase.

Ockham Road North (B2039) will be accessed and egressed via the A3. Ockham Road North is crossed by a rail bridge with a height restriction of 15-0. Details of this will be communicated to suppliers to ensure all delivery vehicles accessing the site are suitable for travel on Ockham Road North.

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.

To protect pedestrians from possible contact with vehicles, there will be designated pedestrian walkways which will be physically segregated from the road using traffic barriers. The pedestrian walkways will consider access for mobility impaired and will be clearly signposted, well-lit, and will be free from any debris/materials storage to allow their continued, unobstructed, safe use. Pedestrians will cross the roads at designated pedestrian crossing points only, where pedestrians will have right of way over construction vehicles. The walkways will be regularly checked and maintained as necessary, to ensure they provide safe access and egress at all times.

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

Any construction vehicles crossing between sites across public road will be accompanied by a trained and competent banksman to safely manage the interface between construction traffic and members of the public (vehicular and pedestrian). Ultimately site works will be planned to avoid/minimise crossing between sites as far as possible, with designated materials storage areas in each parcel.

To protect pedestrian operatives from possible contact with vehicles, there will be designated pedestrian walkways which will be physically segregated from the road using traffic barriers. The pedestrian walkways will be clearly signposted, well-lit, and will be free from any debris/materials storage to allow their continued, unobstructed, safe use. Pedestrians will cross the roads at designated pedestrian crossing points only, where pedestrians will have right of way over construction vehicles. The walkways will be regularly checked and maintained as necessary, to ensure they provide safe access and egress at all times.

To minimise vehicular movements through the residential area, and to minimise any disruption to local residents, Taylor Wimpey will encourage all site operatives to share cars and utilise public transport where possible to keep site traffic volumes to a minimum.

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 compounds only.

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

Soil compaction will be minimised by adhering to routes indicated on the site traffic management and by minimising plant movements across unprepared ground.

Road Condition Survey

Prior to any works commencing, an Engineer appointed by Taylor Wimpey will undertake a photographic Road Condition Survey to document the condition of the road surface on Ockham Road North, in the area surround the site access and egress points. The survey will be undertaken shortly before construction commences, with the results submitted to Guildford Borough Council for record purposes.

A further photographic Road Condition Survey will then be carried out following completion of the development, and Taylor Wimpey will make good any damage to the road, should it be proven that the condition of them have deteriorated as a direct result of the construction activities or construction HGV deliveries to the Taylor Wimpey development.



3.0 DETAILED ENVIRONMENTAL PROVISIONS

3.1 PROTECTION OF WATER, LAND ENVIRONMENT, AIR QUALITY & POLLUTION PREVENTION

An inland river (Stratford Brook) along with several ditches are located within and around the boundaries of the site.

The existing watercourse will be potentially vulnerable to adverse effects from construction works, namely:

- Spillage of potential contaminants;
- Silt-laden surface run-off;
- Damage to the banks of the watercourse from heavy plant movements.

A buffer zone secured by fencing will be established alongside the watercourse, to prevent workers or construction materials from encroaching on the retained woodland to ensure its protection.

The buffer zone will be secured with double-clipped heras fencing and will have signage placed on the fencing to clearly indicate the fencing serves as a protective buffer and will not be moved without authorisation.

As an additional protection measure to prevent silt/surface water run-off from the site, a high-quality geotextile silt fence will be established next to the heras fencing, where there is a possibility of surface water running towards the watercourse, to physically trap and prevent silt-contaminated water from leaving the site into the stream. If required, 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 (where required, hay bales) will be established during the initial enabling/set-up works, to ensure they are effective when excavations and other groundworks commence.

To ensure the silt protection remains robust, the condition of them 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 appear to be damaged or becoming worn, these will be replaced on the day of inspection.

If considered necessary a temporary bund may be constructed to prevent any run-off from the construction site entering the watercourse.

A site induction of construction staff and contractors will be undertaken, to communicate the sensitivity and importance of the watercourse and the need to avoid activities which could have a detrimental impact.

There will be no storage of fuels or other chemicals, construction or other materials near the watercourse and no incursion of machinery within the marked protection zone.

Stockpiles of construction materials including sand and soils will be covered or damped down as necessary to prevent dust generation which could impact on the watercourse;



Protection of Water & Drainage Systems

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, as well as particular consideration given to the protection of the an inland river and ditches running through the site.

All surface water drainage from impermeable areas and roads will pass through trapped gullies prior to being discharged into any watercourse. There will be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water shall be discharged into the live drainage system without having been filtered through a silt interceptor.

All road gullies will be fitted with gully bags or terram to prevent silt run off into existing drainage systems. All gullies will be visually checked on a regular basis by a member of the Site Management Team (minimum weekly, and more frequently as required during periods of wet weather and when significant earth movements are being carried out) and will also be checked during Health, Safety & Environmental Inspections. If the condition of any gully bag or terram has deteriorated by becoming worn, or if the gully bag has filled with mud/silt it will be replaced (or cleared) on the day of inspection.

Any excess sediment or silt slurries on site roads, particularly close to the site entrance/egress points will be regularly removed to reduce the risk of mud/silt entering gullies. This may be several times per day depending on site conditions/stage of construction (likely to be more frequent during groundworks and fill stages).

Sediment and silt slurries will be stored within the site or an agreed storage area, away from gullies, drains and surface water receptors, to prevent being passed into surface water drainage systems and gullies. It may be necessary to construct a temporary bunded area to contain the material, allowing it to dry – regular maintenance and cleaning of the bunded area would be undertaken to ensure continued capacity during wetter conditions. Road sweepings will be discharged safely as outlined in [Section 2.2.4](#).

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.

Please also refer to [Section 3.2](#).

Environmental Incident Response including liaison with Guildford Borough Council

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 Taylor Wimpey's internal Safety, Health & Environmental Advisor.
- 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 Guildford Borough Council's Pollution Control Team & Environment Agency immediately on the 24hr helpline and;
 - If a spill has entered a foul drain, then Thames Water should 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, Guildford Borough Council's Pollution Control Team & Environment Agency should always be contacted through the Site Manager / Assistant Site Manager.

Near Misses

Where observed, environmental 'near misses' should 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 Taylor Wimpey's internal Safety, Health & Environmental Advisor.



3.2 DUST SUPPRESSION & MONITORING

To ensure air quality, Taylor Wimpey as Client and when 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.

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 and demolition works. In recognising this, Taylor Wimpey expects all contractors 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.

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

3.3 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 bunded 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-bunded, 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 Bowers
- Security
- Dealing with Spills
- Prevention of Contamination of Rivers & Streams
- Storage and use of other chemicals (quantities less than 200L)

3.4 WASTE MANAGEMENT

Taylor Wimpey will develop a Site Waste Management Plan for the development and will require each appointed Contractor to work within the requirements of this Plan.

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.



3.5 TEMPORARY SITE LIGHTING

Any temporary lighting used during construction works (either in work areas or site compounds) will be positioned away from live roads and ecologically sensitive areas.

For any working areas in close proximity to ecologically sensitive areas, lighting requirements (such as hoods, colours or lux levels) will be agreed in advance with a suitably qualified and experienced Ecologist.

3.6 ECOLOGICAL PROTECTION DURING CONSTRUCTION

All works on-site will be carried out in accordance with the recommendations and mitigation measures proposed in The Environmental Dimension Partnership Update Ecological Appraisal (ref: edp2195_r002b, dated February 2019).



APPENDICES

1. Site Set-Up & Build Direction Plan



Key

- Sales and Marketing
- Material Storage
- Welfare & Offices
- Exit Welfare
- Parking
- Build Route
- Construction Traffic Turning Area
- Hose down manual wheel wash facility at exit from site. This to be progressively moved into the site as construction progresses to the extent of "clean road" increases.



Project: Lollesworth Fields, East Horsley
 Title: Sketch
 Client: Taylor Wimpey South Thames
 Package: SKJ Sketches
 Sheet No: Site Set-up
 Scale: 1:500@A0
 Date: 13.06.2022
 Drawn by: VNO
 Checked by: VTQ

101-395 AR(S)005

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