



Brighter strategies
for greener projects



Client: EcoWorld
Project: Goldsworth Road
Report: Demolition and Construction Environmental Management Plan

QUALITY ASSURANCE

Issue/Revision:	Draft	Final
Date:	March 2024	March 2024
Comments:		
Prepared by:	Jozie Beattie	Jozie Beattie
Authorised by:	James Bumphrey	James Bumphrey
File Reference:	551390JB01MAR24FV01_CE MP.docx	551390JB01MAR24FV01_CE MP.docx



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1.0 INTRODUCTION

Greengage Environmental Ltd (Greengage) have been commissioned by EcoWorld to produce this Demolition and Construction Environmental Management Plan (D&CEMP) in relation to the site at Goldsworth Road (planning reference: PLAN/2020/0568) in Woking.

This iteration of the Management Plan deals specifically with the demolition phase (Phase 0) and has been produced to support with discharge of planning condition 56. An updated version of the Management Plan will be produced for the construction phase.

This document updates the Framework CEMP produced by Systra for the planning application. A separate Construction Traffic Management plan has been produced by Systra and should be read in conjunction with this report (report ref: GB01T23132-004).

The D&CEMP deals with the potential for environmental effects arising from the demolition activities and identifies the implementation of effective environmental management controls. The Management Plan also details the management, monitoring, auditing, and training procedures in place to ensure compliance with the relevant legislation and ensure likely significant effects on the surrounding environment are mitigated.

The D&CEMP will be a contractual document outlining the different procedures to be undertaken to complete the various works. The demolition contractors will incorporate requirements for environmental control, based on good working practice, such as careful programming, resource conservation, adhering to environmental regulation and quality procedures. In this way, those involved with the demolition works will be committed to adopting the agreed best practice and environmentally sound methods.

This D&CEMP should be considered a live document with reviews being undertaken at set intervals and new information added as appropriate.

The demolition contractor will be required to produce and submit method statements that address the sequencing, methodology and the controls / precautions that they will use to control and mitigate the risks in respect to the health and safety of those who may be put at risk (i.e. workforce, public and visitors etc.) in connection with their scope of works, but also to address the protection and risk mitigation in respect to the environmental aspects that could otherwise result in significant effects upon the local environment and community (i.e. noise, dust pollution, natural habitats etc.).

1.1 SUPPORTING ASSESSMENTS

The D&CEMP has been informed by the following assessments:

- Air Quality Environmental Statement Chapter;
- Noise Environmental Statement Chapter;
- Ecology Environmental Statement Chapter;
- Ground Condition Desk Top Study;

- Arboricultural Impact Assessment;
- Land Contamination Assessment; and
- Construction Traffic Management Plan.

2.0 PLANNING CONDITION

Planning condition 56 states:

'No development in any phase shall take place, including any works of demolition until a Construction Environmental Management Plan (CEMP), for that phase of development has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a plan proposed in the Environmental Statement submitted with the application. The CEMP shall include the following matters..' These are outlined in Table 2.1 below.

The following table sets out the location of the information required by the planning condition within this Management Plan:

Table 2.1 Planning Condition 56 Information Requirements

Information Required by Planning Condition	Location within this Management Plan
a) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring, and enforcement measures, along with location of parking for contractors and construction workers.	Section 5.0 - Page 9 and 10
b) Delivery and collection times for demolition and construction.	Section 5.3 - Page 10
c) Hours of working on the site.	Section 4.2 - Page 7
d) Dust management - measures to control the emission of dust/dirt during demolition and construction including wheel washing and measures to control dust/dirt on the public highway by providing a Dust Management Plan in accordance with paragraph 10.134 of the submitted Environmental Statement.	Section 7.0 - Page 15 and 16
e) Measures to control noise and vibration during demolition and construction.	Section 8.0 - Page 18
f) Use of best practical means to minimise noise and vibration disturbance from works.	Section 8.0 - Page 18
g) Measures to prevent ground and water pollution from contaminants on site/a scheme to treat and remove suspended solids from surface water runoff during construction, including the use of settling tanks, oil interceptors and bunds.	Section 9.0 - Page 19

Information Required by Planning Condition	Location within this Management Plan
h) Soil management measures.	N/A - Soil management considerations not considered relevant to demolition phase.
i) Identification of areas/containers for the storage of fuels, oils, and chemicals.	Section 6.4 - Page 19
j) Details of any temporary lighting to be used for demolition/construction purposes including confirmation from the project Ecologist that the temporary lighting would not be harmful to the ecology of the site and measures for monitoring of such lighting.	Section 12.1 - Page 20
k) Details of measures to mitigate the impact of demolition and construction activities on ecology in accordance with a Construction Ecological Management Plan (prepared by the Ecological Clerk of Works) to be submitted as part of the CEMP.	Section 10.0 - Page 20
l) Site fencing/hoarding and security measures.	Section 4.3 - Page 7
m) The prohibition of burning of materials and refuse on site.	Section 7.0 - Page 15
n) Management of materials and waste.	Section 11.0 - Page 22
o) External safety and information signing and notices.	Section 12.2 - Page 24
p) Liaison, consultation and publicity arrangements including dedicated points of contact and contact details.	Section 6.4 - Page 12
q) Complaints procedures, including complaints response procedures.	Section 6.5 - Page 13
r) Access and protection arrangements around the site for pedestrians, cyclists and other road users including temporary routes.	Section 12.2 - Page 24
s) Procedures for interference with public highways, permanent and temporary realignment, diversions, and road closures.	Section 5.0
t) Construction management plan for surface water run-off during the construction period.	Section 6.4 - Page 19

3.0 SITE BACKGROUND

3.1 SITE DESCRIPTION

The site covers an area of 1.15 hectares (ha) and is centred on National Grid Reference TQ002585, OS Co-ordinates 500288, 158589.2.3. The site is located to the west of Woking town centre at the junction with Goldsworth Road and Victoria Way. The site comprises land both to the north and south of Goldsworth Road. And is bound by the A320 to the east and Woking Fire Station to the west. Woking Railway Station is located 450 metres to the east with the railway line running along the southern boundary.

There are eight existing properties occupying the site. To the south of Goldsworth Road, the existing buildings within the site boundary are:

- Woking Railway Athletic Club (WRAC);
- 20 Goldsworth Road (Vacant Office);
- 30 Goldsworth Road (Day centre for homeless);
- 32 Goldsworth Road (Vacant Office);
- 15-25 Goldsworth Road (Office in use);
- 27 Goldsworth Road (Vacant Building);
- 29 Goldsworth Road (Fast food Takeaway); and
- 8 Church Street West (Office in use).

3.2 DEVELOPMENT DESCRIPTION

Proposals comprise:

‘Demolition of the existing buildings and redevelopment of the site for a phased mixed-use scheme, comprising 929 residential units (Class C3), communal residential and operational spaces, commercial uses (Classes A1/A2/A3/A4/B1/D1/D2) at ground floor and homeless shelter (sui generis) within 5 blocks of varying heights of between 9 and 37 storeys (including rooftop amenity) to the north and south sides of the site together with hard and soft landscaping including public realm works, highway alterations to Goldsworth Road, car parking, cycle parking, bin storage, ancillary facilities and plant’.

3.3 LOCAL HIGHWAY NETWORK

Goldsworth Road

Goldsworth Road separates the northern and southern blocks of the site and is adopted by SCC as the Local Highway Authority. It is formed of a single carriageway in either direction and connects to Victoria Way at its eastern end and Parley Drive / St Johns Road at its western end. However, it is not

possible for vehicles (except for emergency vehicles) to turn from Goldsworth Road onto Victoria Way, with a turning head provided for general vehicles.

Church Street West

Church Street West is located to the north of the Site and is also adopted by SCC as the Local Highway Authority. It connects to Victoria Way at its eastern end and Goldsworth Road at its western end and is subject to a 30mph speed restriction. Church Street West provides access to a number of office and commercial units, alongside a Premier Inn hotel and Synergy House, which forms part of the Site.

Victoria Way (A320)

Victoria Way is located to the east of the site and is also adopted by SCC. The A320 is a strategic route that runs through Woking, running from Guildford to Staines-upon-Thames through Woking and Chertsey. Immediately to the south of Victoria Arch, the A320 forms a one-way gyratory system.

To the north of Victoria Arch, between its junctions with Goldsworth Road and Church Street West, the road is formed of dual carriageways in either direction, with double yellow lines restricting parking, loading and waiting.

The Victoria Arch is subject to a vehicle height restriction of 4.1 metres.

Public Transport Accessibility & Services

Bus Services

The site is currently served by a total of 22 daytime bus services. An accessible bus service is defined as being reached within a maximum walk distance of 640m (an eight minute walk at 4.8kph). The closest bus stop to the Site is located on High Street (Link Road, Stop A), immediately to the east of the junction with Victoria Way and approximately 150m to the east of the centre of the Site.

National Rail Services

The site is located approximately 450m to the west of Woking National Rail station. The station is served by South Western Railway services running to destinations in London and southern England, including Alton, Bournemouth, Exeter, Guildford, Poole, Portsmouth, Southampton, Weymouth and Winchester. All northbound services terminate at London Waterloo, with a number also stopping at Clapham Junction. The station is also a terminus for stopping services that run between Woking and London Waterloo. A total of 752 cycle parking spaces are provided at the station. It is noted that step-free access is available between street-level and services at Woking.

Pedestrian & Cycling Facilities

The area in the vicinity of the site has good pedestrian facilities with footways providing access to a wide range of facilities within the town centre. The majority of the town centre including retail, leisure,

employment, health and education facilities, alongside Woking station and local bus stops are located within a 10 minute walk of the site, whilst a large proportion of the wider residential area is accessible within a 30 minute walk. The majority of junctions in the local vicinity are also supported by tactile paving and dropped kerbs.

The site is located in close proximity to a number of cycle routes. In the vicinity of the site, marked cycle routes are provided on Goldsworth Road, Church Street West and through the town centre, with additional recommended and 'off road easy' routes provided on Lockfield Drive, Victoria Way and through the town centre via Commercial Way.

Parking

Goldsworth Road and Church Street West are located within Controlled Parking Zone (CPZ) Woking Area 1 whilst streets to the west and north of the site fall within CPZ Woking Area 3. Both CPZ areas have parking restrictions operational between the hours of 08:30 and 18:30, Monday to Sunday.

There are several on-street Pay & Display / Voucher parking bays in the vicinity of the Site, including on the northern side of the Goldsworth Road carriageway which provides capacity for eight vehicles.

There are five public car parks within the vicinity of the site that provide both short and long-stay parking. These provide a total of 3,818 standard spaces including 108 marked and sized for use by Blue Badge holders. The closest is Victoria Place (Blue), located approximately 400m walk distance to the northeast. Vehicular access to and egress from the car park is provided from Victoria Way. A height restriction of 2.1m is operational.

3.4 COMMUNITY CONSIDERATIONS

The impacts of construction projects and construction-related traffic are a key concern, particularly at a local level. EcoWorld recognise the importance of communication between the site and local residents and businesses. A review has been undertaken of local amenities, facilities and sensitive receptors in the vicinity of the site that may be particularly impacted by construction of the proposed development, allowing the resultant logistics strategy to be developed in a way that minimises impact. These include:

- Residential properties to the west of the site on Goldsworth Road and surrounding properties;
- Woking Fire Station, located immediately to the west of the site;
- Coign Church, located at the junction of Goldsworth Road and Church Street West to the northwest of the site;
- Commercial properties fronting Goldsworth Road and Victoria Way;
- Premier Inn hotel, located to the north of the site on Church Street West; and
- The commercial area in the town centre, including pedestrianised area on Commercial Way to the east of the site.

The strategy set out within this D&CEMP has been developed taking into consideration community considerations in the vicinity of the site, including sensitive receptors and key pedestrian and cycle routes, with the objective of minimising impact.

4.0 KEY ACTIVITIES

4.1 DEMOLITION PROGRAMME

Site preparation and the initial demolition of 8 Church Street West are expected to take up to 6 months.

Demolition is anticipated to commence in August 2024.

Demolition of the remaining buildings across the site will happen in sequence as the buildings are made available and as construction of the blocks commences in parallel in accordance with the approved Phasing Plans referenced in Condition 2 of the planning permission.

4.2 HOURS OF WORK

The anticipated core working hours for demolition and construction works are:

- 08.00 – 18.00 Mondays to Fridays;
- 08.00 – 13.00 Saturdays; and
- No working on Sundays or Bank Holidays (unless agreed in advance with the Local Planning Authority).

Any noisy works required on-site will not commence until 09:00, Monday to Friday, with such works not permitted to be undertaken on Saturdays. For any noisy works where there is a direct impact upon surrounding properties within the specified times, the site manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the impact of these works. Should any out of hours working be required then this will be agreed in advance with the Council and notification provided to local residents.

4.3 SITE ESTABLISHMENT

Hoarding and Fencing

The following measures will be implemented:

- Hoarding or fencing will be used to separate all construction works from public access, here existing natural barriers are deemed insufficient.
- The extent and height of hoarding or fencing at a particular location will be selected to maintain effective security and achieve appropriate noise attenuation and visual screening. Hoarding will be used in areas where pedestrians walk adjacent the site boundary.
- Hoarding will be maintained in good condition and any unofficial advertising / graffiti will be removed as soon as possible.

Hoarding Arrangement and Logistics

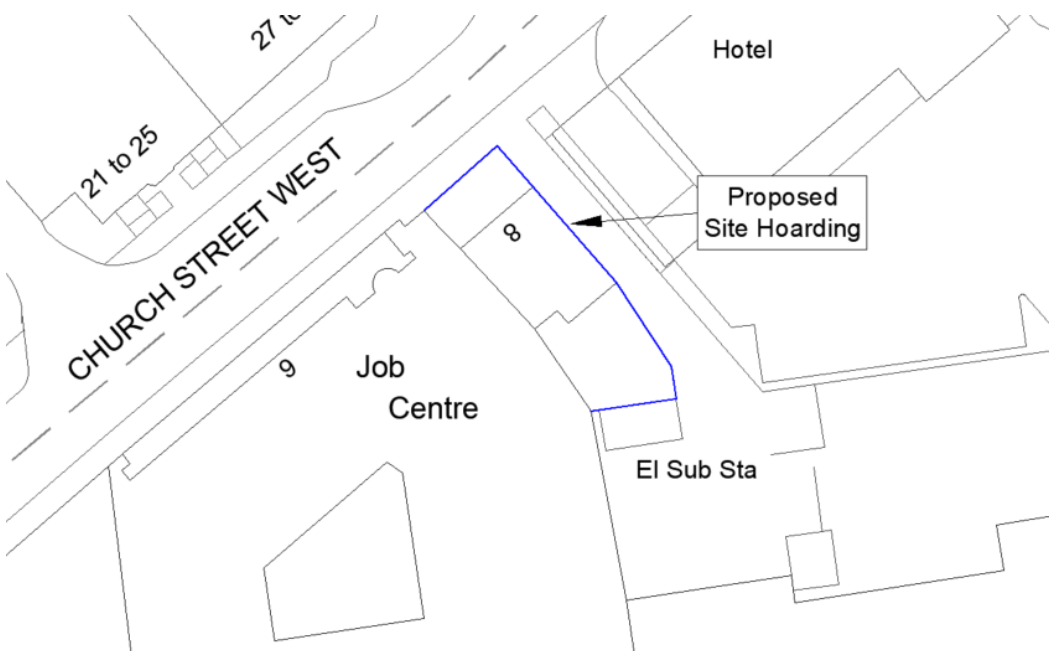
It is expected that the area of works will change as the demolition progresses and thus the site boundary may also change to facilitate public access to existing premises on Goldsworth Road and completed development buildings.

Access for demolition personnel will be provided via a controlled entry point, anticipated to be managed via a biometrically operated turnstile.

Demolition of 8 Church Street West

The initial works will comprise the demolition of 8 Church Street West. During these works access will need to be maintained to the parking area to the rear of 15-29 Goldsworth Road. Thus, the boundary of the demolition site will be secured by a hoarding placed around its perimeter as shown in Figure 4.1.

Figure 4.1 Proposed Hoarding Alignment - 8 Church Street West



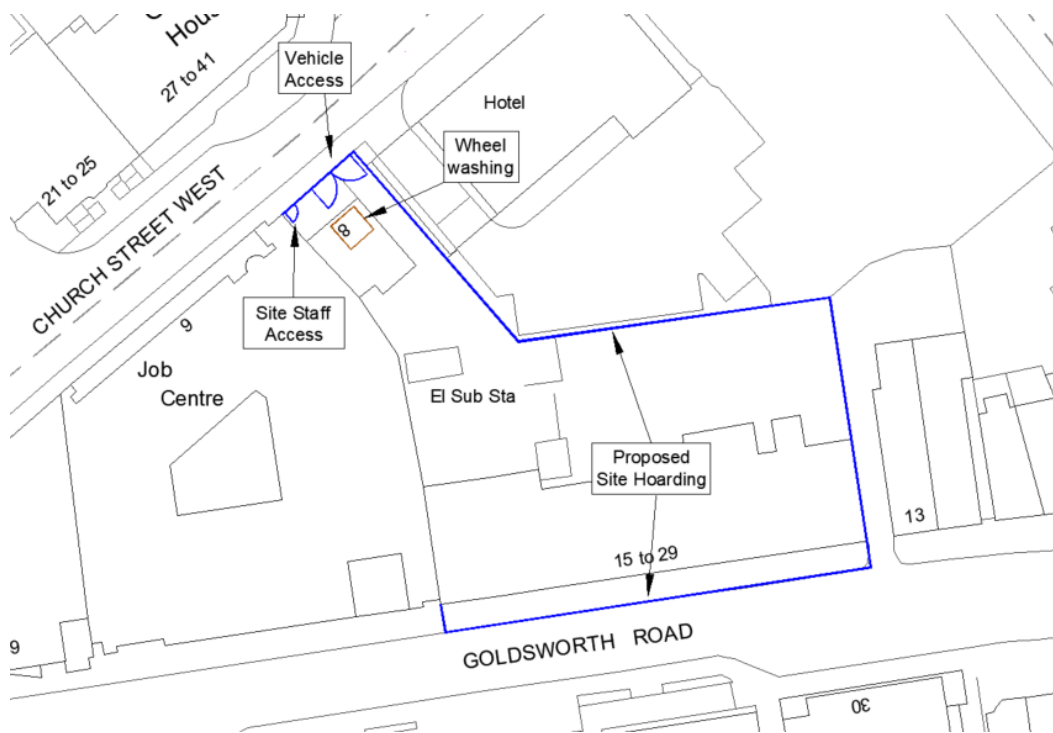
Demolition North of Goldsworth Road

The second building to be demolished will be 15-29 Goldsworth Road. It is proposed that the demolition of this building is serviced from Church Street West, through the vacant Synergy House site.

Hoarding will be erected around the site as shown in Figure 4.2. This arrangement will allow Goldsworth Road to remain open to traffic throughout the second stage of demolition works.

The footway on Goldsworth Road fronting the site will be suspended throughout the demolition, with pedestrians directed to cross to the southern side by temporary signage.

Figure 4.2 Proposed Hoarding Alignment – North of Goldsworth Road

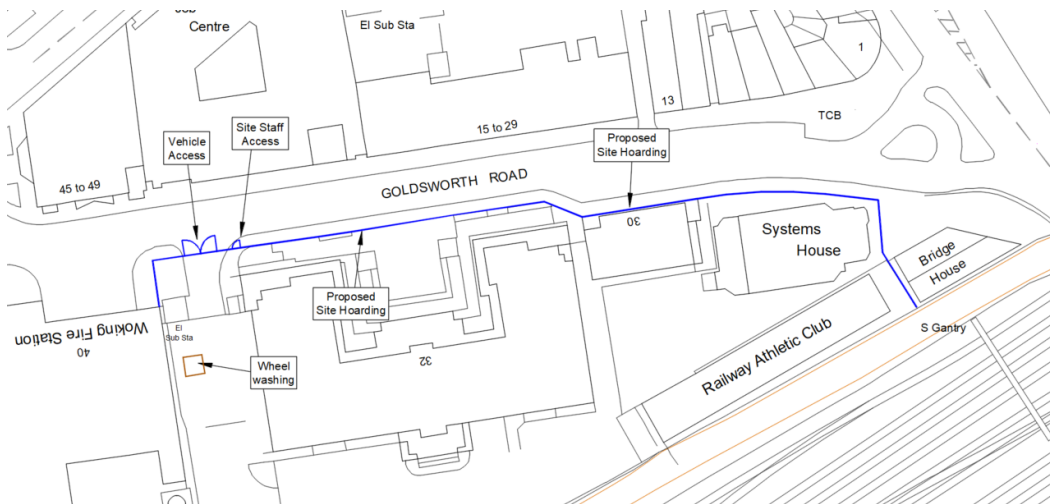


This arrangement will allow vehicle movements associated with the demolition to be segregated from public areas and give the demolition contractor an area of sufficient size to facilitate vehicle manoeuvres and allow a flexible approach to the works.

Demolition South of Goldsworth Road

For the final stage of demolition works, it is proposed that the demolition of buildings to the south of Goldsworth Road will also be serviced from within the site. Vehicles will access the site through the existing entrance to the parking area for 32 Goldsworth Road, with loading or unloading taking place at the rear of the building. For the duration of these works the construction of the development, the entire development site will be secured by hoarding as shown in Figure 4.3.

Figure 4.3 Demolition Works - Final Hoarding Alignment



Site staff will also enter the site from Goldsworth Road via a pedestrian entrance adjacent to the vehicle access. The footway on both sides of Goldsworth Road will remain open to pedestrians during the demolition.

These arrangements will ensure that Goldsworth Road will remain open to traffic, cyclists and pedestrians throughout the duration of the demolition works.

Demolition Site Set Up

The first stage of the works will be to establish the area as a demolition site. The working area will be secure, and the general public will be separated from the works. Demolition compound boundaries will be made safe and secure prior to works commencing with use of solid well-maintained hoardings and screening where required. Secure access points with wheel cleaning facilities will be established at the site entrance location. A pedestrian access point will generally be located close to the main vehicular access gate with a separate pedestrian gate and footpath provided for labour.

The solid timber hoarding will be decorated to an agreed colour scheme, and if required incorporate marketing graphics / logos. Daily inspections will be carried out to ensure that the integrity of the hoarding is maintained, and the hoarding will be kept clean and in a good state of decoration.

It is envisaged that the excavation works of each phase will commence immediately after the demolition stage for that phase. As such, the site for each phase will already be secured with a full solid hoarding. There may be some alterations and adaptations required to accommodate the construction sequencing or methodology.

During the initial demolition, the labour levels on site are anticipated to be relatively low. The extent of welfare facilities will therefore be fairly minor. However, the workforce will require toilets, washing and changing facilities and a kitchen area.

As well as welfare facilities, office space will be required for the demolition contractor to administer the day-to-day running of the works.

The facilities and office space will likely comprise of a number of cabins possibly double stacked to reduce the area that they take up. The cabins will be connected to temporary supplies and if possible, connected to an existing on-site foul sewer. Where this is not practicable, a holding tank will be provided, which will be pumped out on a regular basis.

The requirement for site office for the excavation works will likely be greater than that for the demolition stage of the works and so it is likely that the site office and welfare facility established to support or replace the demolition stage of the works will need to be re-organised to accommodate the demand due to the projected increase in on site workforce.

Demolition

Once the existing buildings are vacant, initial demolition surveys will be undertaken to determine the amount of any asbestos, types of material etc. in the building and to confirm the existing construction.

Initially, services disconnections to the existing buildings will be carried out followed by the removal of any asbestos identified in advance by demolition surveys. Soft strip out will then continue on non-asbestos materials.

It is envisaged that buildings will be demolished using long reach mechanical plant incorporating breakers and crunchers working from inside the site boundary.

Demolition on the road boundaries will principally be carried out by hand from the perimeter scaffolds which will allow for screening to control dust. Additionally, dust will be controlled using water mist sprays located on the long reach munching machines. Noise will be controlled and monitored throughout the demolition stages.

5.0 DEMOLITION AND CONSTRUCTION TRAFFIC

The following has been taken from the Systra Construction Traffic Management Plan (CTMP). Further details are provided within that document.

5.1 CONSTRUCTION VEHICLE ROUTING

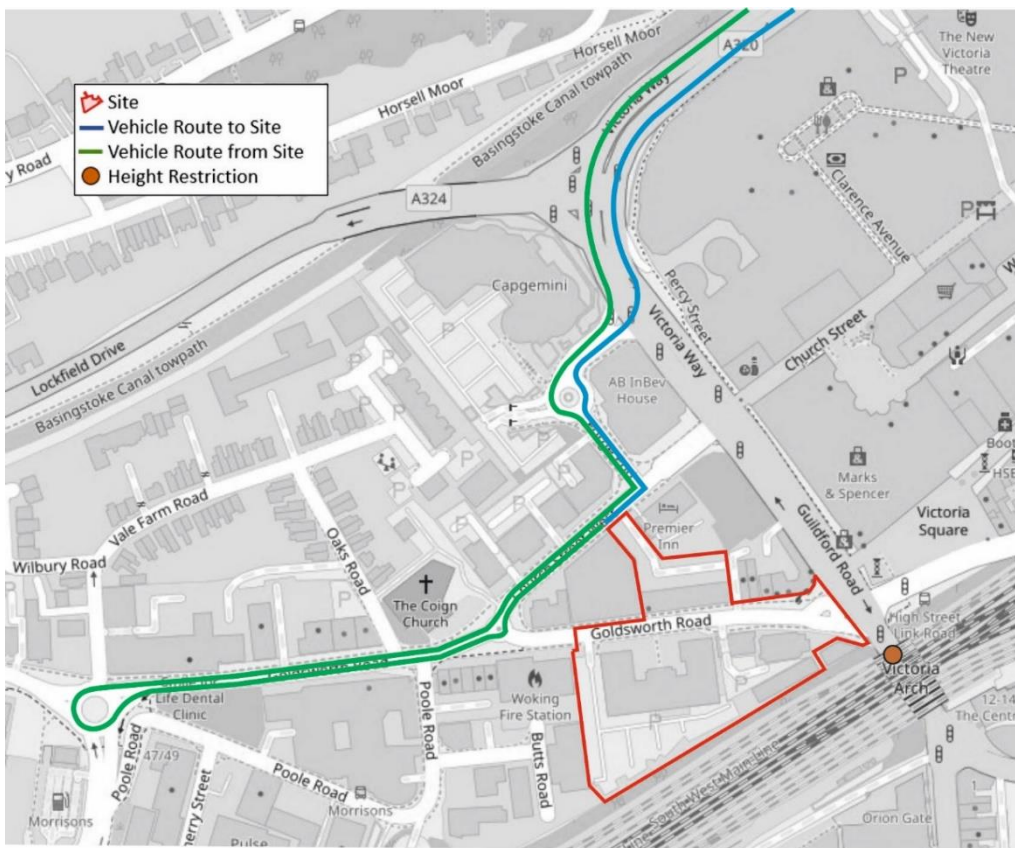
The proposed vehicle routing strategy to be employed for the duration of the construction programme is described in this section. The routing strategy has been developed taking into consideration highway routes in the vicinity of the site, sensitive receptors, community considerations and key pedestrian and cycle routes.

It is noted that the Client is a Construction Logistics & Cyclist Safety (CLOCs) Champion, and so has given significant consideration to community safety in developing the logistics strategy for construction of the development.

Access via Church Street West

As Synergy House is located on Church Street West, vehicles servicing the site during its demolition works will need to route along Church Street West rather than Goldsworth Road. The proposed access and egress routes for the works are shown in Figure 5.1.

Figure 5.1.8 Church Street West - Vehicle Routing Plan



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To approach the site, vehicles will approach the site from the north-west along Victoria Way before turning right into Forge End, which leads to Church Street West. Vehicles will turn right into Church Street West before stopping at the kerbside in front of the site. A vehicle swept path analysis of a 10 metre rigid truck making this movement has been undertaken and is presented as Appendix A.

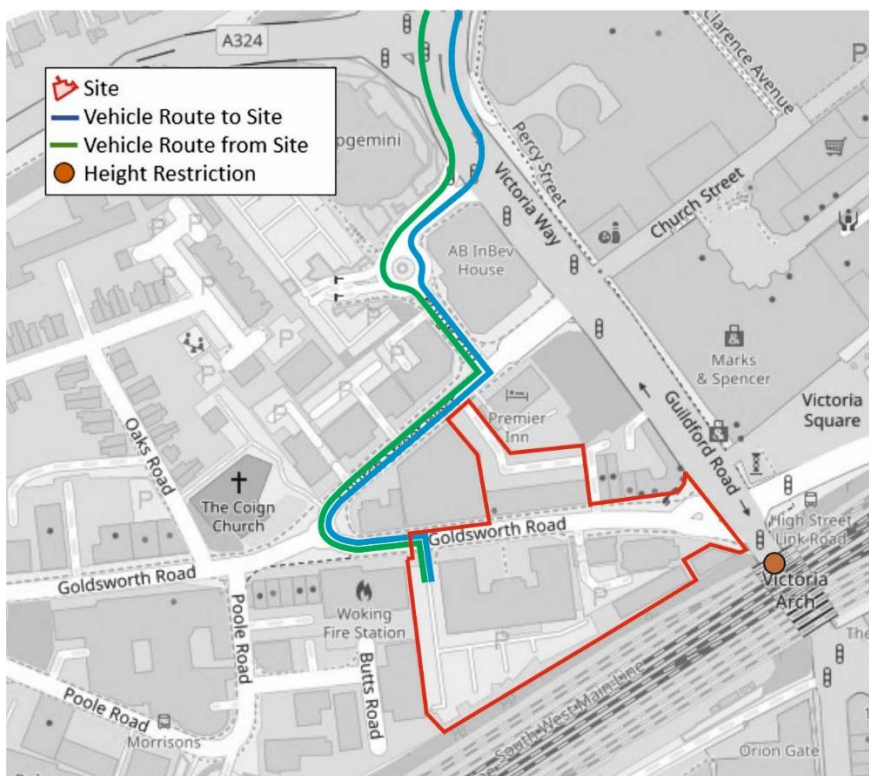
To leave the site, vehicles will travel westbound along Church Street West, over the mini roundabout by the fire station and on to the next roundabout by the Morrison’s petrol station. At this roundabout they will make a U-turn before returning to Forge End and back onto Victoria Way.

For the demolition of 15-29 Goldsworth Road, vehicles will approach the site as described above and enter the parking area to the rear of the building through the vacant Synergy House site. All servicing of these works will be done by vehicles within the site.

Access via Goldsworth Road

It is anticipated that the demolition works to the south of Goldsworth Road will be serviced via the existing access to the parking area behind 32 Goldsworth Road, adjacent to Woking Fire Station. The proposed access route is shown in Figure 5.2.

Figure 5.2 Main Demolition and Construction Works - Vehicle Routing Plan



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Again, construction vehicles will travel to the Site via the A320 (Victoria Way) and the strategic highway network before entering Forge End and Church Street West. They will then continue past the Synergy House site to the mini-roundabout outside Woking Fire Station where they will turn left into Goldsworth Road before entering the site on the right. On leaving the site, vehicles will travel along the same route to return to the A320 Victoria Way.

Whilst this is intended to be the primary route to the southern demolition site, it is noted that vehicles will also be able to approach the site from the west along Goldsworth Road as this route is also suitable for use by HGVs. The proposed routing strategy ensures that, as far as reasonably practicable, vehicles travel to and from the site on strategic routes that are suitable for use by demolition and construction vehicles, avoids vehicles reversing or turning directly outside the site and minimises travelling on local roads of a residential nature that are subject to low vehicle speeds and potential high pedestrian footfall.

Where possible, the appointed Contractor will source local construction material suppliers and labour as a means of minimising journey lengths.

It is noted that the precise routes that demolition and construction vehicles will utilise to travel to and from Victoria Way is not known at this stage. The Client is committed to providing this information to SCC and WBC when is available, prior to any construction activity commencing, if required. However, indicative routes that could be utilised to access Victoria Way include:

- M25 motorway (exiting at Junction 11);
- M3 motorway (connecting with the M25 at Junction 2);
- Chertsey Road / Guildford Road from the north and east (including from M25); and
- A3 and A247 to the south.

5.2 ROUTE COMPLIANCE

During the demolition programme, all traffic associated with the site will be advised of the appropriate transport routes that should be used, with all regular visitors provided with written notification of the agreed access and routing strategy.

A requirement to use the agreed vehicle routes as set out above will be included as a contractual requirement of all sub-contractors travelling to and from the site. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Any repeated non-compliance with the routing strategy could result in disciplinary procedures or the termination of the contract of workers and/or suppliers.

The appointed Site Manager will keep up-to-date with regards to scheduled roadworks, events and incidents in the area. Where feasible, any required changes to the routing strategy due to significant roadworks or events taking place on the proposed construction vehicle route will be agreed with SCC and WBC in advance.

5.3 LOADING LOCATION

Demolition - 8 Church Street West

Synergy House is a small two-storey office building with parking to the rear. The size of the site is such that vehicles are unlikely to be able to make turnaround manoeuvres within the site boundary.

Servicing of the demolition works will therefore either need to be done from the kerbside or by vehicles reversing into the site to be loaded or unloaded. In either instance, vehicle movements will be overseen by qualified traffic marshals and banksmen to ensure the safety of pedestrians, cyclists and other road users.

In both instances, temporary footway closures will be effected during these operations, with the footway cordoned off by retractable barriers. Pedestrians will be directed to cross Church Street West either at the traffic signal junction with Victoria Way or at a suitable point to the west of the site.

For servicing operations at the kerbside, it is noted that Church Street West is subject to no loading restrictions on Monday – Friday between 8:30-9:30 a.m. and 4:30-6:00 p.m. All loading activity will therefore take place between 9:30 a.m. and 4:30 p.m.

Car park access for users of the neighbouring Premier Inn hotel will be maintained at all times.

Demolition North of Goldsworth Road

All loading and unloading activity during the demolition of the remaining building to the north of Goldsworth Road will take place within the boundary of the site, in what is currently a parking area for the building.

Access to the parking area will be through the site of 8 Church Street West, as this site will now be vacant.

Demolition South of Goldsworth Road

All loading and unloading activity associated with the demolition of buildings to the south of Goldsworth Road will also take place within the boundary of the Site, with vehicles entering and exiting the Site via a gated vehicular access point at the western end of the site.

Vehicle turning manoeuvres will take place in the parking area behind 32 Goldsworth Road. The location for loading of demolished materials may change dependent on which building is being demolished.

The logistics and access strategy has been developed with consideration given to access, egress and material unloading points. During working hours, the vehicular access and egress gates will be manned by trained traffic marshals who will be responsible for ensuring that only authorised vehicles and site personnel are provided with access to the Site. All vehicles will be checked by the traffic marshal at the main vehicular access point prior to being allowed to proceed to the designated on-site unloading area. On exiting, the traffic marshal will guide vehicles onto the highway safely and will record their departure.

Additional banksmen will be present throughout demolition hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians, cyclists and other road users.

5.4 SITE ACCESS

The site would be secured by hoarding and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network (when required). Warning signs would be established and maintained throughout the duration of construction works and would be situated at agreed locations to warn pedestrians and road users of potential hazards. Additional banksmen will be present throughout construction hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians, cyclists and other road users.

The access and routing strategy has been developed to minimise the potential impact on and conflict with the predominantly residential area to the west of the site and Woking Fire Station. As such, no construction vehicles are anticipated to travel via or access the site from the west.

5.5 DAILY DELIVERIES

Daily deliveries during the demolition and construction phases will be managed by efficient scheduling of deliveries and material removal in order to minimise disruption. Materials will be stored on-site to manage deliveries effectively.

The site will operate a delivery booking schedule to control deliveries to ensure, as far as reasonably practicable, that there are no vehicles held waiting in the vicinity of the site, and to ensure the number of deliveries taking place at a time can be accommodated within the on-site loading areas. Such a booking system will enable vehicle movements to be distributed across the week and across working hours. The booking schedule will be strictly enforced and managed by the site manager.

5.6 TRAVEL PATTERNS

It is anticipated that the majority of demolition and construction personnel will travel to and from the site by public transport. Information on public transport services that operate within an accessible distance of the site will be provided to all personnel at the commencement of their contract.

Due to the sustainable location of the site in terms of its access to public transport services, no car parking will be provided on-site for demolition and construction personnel. Furthermore, on-street parking restrictions limit the opportunity for construction personnel to park on street in the vicinity of the site. Demolition and construction personnel will be discouraged from parking in Pay & Display bays located in the vicinity of the site.

The demolition contractor, where feasible, will seek to recruit workers from the local area. This will help maximise the potential for construction workers to travel sustainably to and from the site. It is considered that, in most instances, construction staff will have the opportunity to arrive at the site via sustainable modes.

5.7 ESTIMATED VEHICLE MOVEMENTS

8 Church Street West

The CTMP suggests a maximum of 35 vehicles per week will be generated by the demolition of 8 Church Street West, this being at the end of the 6-month demolition period. Of these, 32 are expected to be HGV movements.

More typically, the works will generate between 10-13 vehicle movements per week, almost all of which will be HGVs.

Main Demolition Works

During the main demolition works the analysis shows a maximum of 28 vehicles per week requiring to visit the site, of which 23 will be HGVs. As these works progress, the total numbers of construction vehicles will be slightly lower but the percentage of HGVs will reduce, with HVV numbers typically in the range of 12-18 vehicles

Final details concerning vehicle types and numbers, including a breakdown of forecast daily two-way trips per construction stage will be included in a future version of this CTMP at an appropriate stage following the appointment of a Principal Contractor.

A 4.1m height restriction operational under the Victoria Arch railway bridge means all construction vehicles above this height will not be able to travel to and from the Site from the south, and so will travel via the A320 from the north.

6.0 ENVIRONMENTAL MANAGEMENT FRAMEWORK

The following section sets out the environmental management framework for the demolition phase. Detailed environmental management and protection actions are provided in sections 7.0-11.0.

6.1 ENVIRONMENTAL ASPECTS REGISTER

The demolition contractor will maintain a register of environmental aspects and impacts and a schedule of potential significant environmental effects relating to each activity. The schedule will be reviewed and updated at each subsequent project phase or in response to any changes in scope or activity.

Environmental objectives and targets will be developed by the demolition contractor in order to ensure legal compliance and environmental good practice. Procedures for monitoring construction processes against these objectives will be proposed by the demolition contractor and agreed with the Client.

6.2 ORGANISATIONS AND RESPONSIBILITIES

Key responsibilities for the demolition contractor are set out below:

- Environmental Manager:
 - Be responsible for identifying any activities or events on site that may generate risk of environmental damage or adverse environmental effects.
 - Organise corrective actions, to ensure that the corrective procedures are effective and implemented within the appropriate specified period.
 - Be responsible for reviewing environmental actions arising from meetings and for ensuring that environmental issues are reported to staff.
- Site Environmental Representative:
 - Monitor and report on environmental performance including waste data and environmental incidents.
 - Identify and liaise with stakeholders in managing environmental impact on site.
 - Ensure that environmental considerations form an integral part of the works process.
 - Ensure all toolbox talks and briefings are adequate for their purpose and are delivered to all on-site staff.
- Site Foreman:
 - Responsible for ensuring all staff are working to the correct procedures in accordance with the D&CEMP.
 - Monitor ongoing works for environmental risks and implement controls or cease works as necessary.
 - Ensure all incidents and near misses are reported to the site environmental representative.

- Environmental Specialists:
 - This would include any specialists required to manage or oversee aspects of the works, such as ecological mitigation.

Details and responsibilities of key personnel are set out in the table below:

Table 6.1 Details and responsibilities of key personnel are set out in the table below:

Name	Role	Organisation
Doris Lam	Project Director	EcoWorld
James Bumphrey	Ecologist	Greengage

6.3 INDUCTION AND TRAINING

All personnel involved in the demolition of the proposed development will receive environmental awareness training. The environmental training and awareness procedure will ensure that staff are familiar with the principles of the D&CEMP, the environmental aspects and impacts associated with their specific demolition or construction activities, the procedures in place to control these impacts and the consequences of departure from these procedures.

Training will be provided by the demolition contractor to ensure that all persons working on site have a practical understanding of environmental issues and management requirements prior to commencing activities.

Training will include site briefings and toolbox talks for relevant staff to maintain the necessary level of knowledge on community relations and environmental topics. The training will ensure that all personnel are able to follow environmental control measures and will advise employees of changing circumstances as work progresses.

Site induction training will ensure all personnel are aware of the environmental risks and have an understanding of legal obligations, licences and permits associated with site, as well as the associated management plans and procedures. A register of completed training will be maintained by the Environmental Manager.

6.4 ENVIRONMENTAL INCIDENT RESPONSE PROCEDURE

The demolition contractor will be required to establish and implement an environmental incident response procedure. This procedure will be designed to respond to environmental hazards and risks at the site and will include emergency control measures that will consider the Environment Agency's Pollution Prevention Guidelines.

The environmental incident response procedure will include:

- Development of an environmental incident / control plan (based on measures within the D&CEMP), to include:

- Control of surface water run-off;
 - Oil & diesel storage;
 - Site plant re-fuelling facilities and procedures;
 - Site plant machinery maintenance;
 - Storage of chemicals and other polluting materials;
 - Control of mud and dust;
 - Concrete wash-out facilities and procedures;
 - Spill-kit deployment and staff training;
 - Emergency response procedures; and
 - Site induction training and briefing.
- Measures to mitigate the adverse effects of an environmental incident;
 - 24-hour emergency contact details for (and method of notifying) Emergency Services, Local Authorities, Environment Agency, other statutory authorities and key staff; and
 - Measures to be adopted to investigate and prevent the recurrence of an environmental incident.

6.5 COMPLAINTS PROCEDURE

All complaints and inquiries received by the demolition contractor will be logged promptly and communicated to the Client; details of the location, time and nature of the issue will be recorded. A named individual will be assigned to resolve the issue, including liaison with the complainant and reporting to the site manager and on the outcome of the resolution procedure.

Contact details and information concerning construction will be provided to local residents and businesses, and the site manager will be available to meet and explore issues with concerned parties directly via appointment. Neighbours will be encouraged to report back any comments or concerns to site manager.

The procedure for logging and recording complaints will be standardised through the use of a proforma complaint record and a complaints log that will be kept on-site for auditing and tracking purposes.

Any complaints received will be taken seriously and addressed immediately by the construction team and designated site manager. All complaints that are received will be reviewed in regular site meetings to ensure that any required actions are communicated to all employees, as appropriate.

6.6 GOOD NEIGHBOURS POLICY

The Client recognises the importance of communication between the site and local residents and businesses. The Client and demolition will strive to be 'Good Neighbours' throughout and prior to construction, and as such will employ systems to ensure that any local issues and concerns are understood.

A community liaison manager (CLM) will be appointed for the duration of demolition and construction of the proposed development. In line with best practice guidance, the CLM will undertake letter drops to neighbours in the vicinity of the site (including residents, businesses and Woking Fire Station) to ensure all parties are kept informed on construction activities. This will provide information concerning construction, including timescales, working hours and delivery scheduling, alongside contact details for the site manager. This will help to minimise the impact construction may have on the surrounding community and ensure that residents and businesses are fully informed at all times.

A regular newsletter will be produced and will include contact details for both the site manager and CLM. Neighbours will be encouraged to report back any comments or concerns to the CLM or site manager. The CLM will be responsible for meeting with any concerned party regarding construction works and potential impacts.

An induction programme specific to Goldsworth Road will be provided to all construction personnel before works commence. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding area and local community. Operatives will be advised on how to behave on-site and whilst interacting with the local area, businesses, and residents.

As with all construction projects, there is potential for extenuating circumstances to occur that may require work to extend beyond core working hours, for example, the breakdown of plant machinery or other equipment.

Whilst considered unlikely, should this situation occur, the demolition contractor would speak to Woking Borough Council (WBC) and SCC's Environmental Health Officers in order to obtain their guidance on how best to approach out of works working in extenuating circumstances. Where possible, any work that is anticipated to occur outside of the core working hours will be discussed and agreed in advance with WBC and SCC.

6.7 CHECKING CORRECTIVE ACTION

Monitoring compliance is a crucial part of the implementation of the D&CEMP. This should take the format of regular site inspections, internal and external audits and, where necessary, environmental monitoring of key parameters.

All areas of non-conformance identified through the monitoring will be documented and investigated and corrective measures will be developed, implemented and then formally closed out through follow up inspections.

6.8 MANAGEMENT REVIEW

The management review should take place on a quarterly basis throughout the demolition and construction phases to evaluate ongoing effectiveness of the D&CEMP. A review of control procedures may be required following any reported non-compliance.

7.0 DUST MANAGEMENT

This section sets out the dust management and general air quality measures that will be adopted during construction. Key demolition dust management actions are set out in the table below that will be employed on site where relevant.

Table 7.1 Dust Control Guidance for Emissions During Demolition Activities.

Potential Dust Source	Dust Control Guidance
Blasting using explosives	<ul style="list-style-type: none"> Blasting should be avoided, and other methods used wherever possible.
Sheeting/screening	<ul style="list-style-type: none"> Buildings should be screened with suitable debris screens and sheets.
Biological Materials	<ul style="list-style-type: none"> Bird dropping and other biological material should be removed prior to demolition. Care must be taken that the material does not become airborne but is sufficiently contained.
Asbestos	<ul style="list-style-type: none"> Asbestos must be removed by a registered specialist contractor prior to demolition.
Water Sprays	<ul style="list-style-type: none"> Suitable and sufficient water sprays must be used, this should be carried out prior to and during demolition.
Chutes for dropping demolition materials to ground level	<ul style="list-style-type: none"> Enclose chutes and skips. Regular water spraying should be carried out. Material drop heights should be minimised.
Buring of waste materials, foliage etc	<ul style="list-style-type: none"> Burning of materials is prohibited on site.
Removal of waste materials from site	<ul style="list-style-type: none"> Materials should be removed from the site as soon as it is practical. Prolonged storage of debris on site or exposure to wind should be avoided.
Transport of materials	<ul style="list-style-type: none"> Vehicles removing demolition materials must have their loads effectively sheeted.
Vehicle routes	<ul style="list-style-type: none"> As far as practical, routes should be located away from residential and commercial properties.
Crushing of material for reuse, transportation, or disposal	<ul style="list-style-type: none"> Crushers should be sited as far away as possible from sensitive receptors. Mobile plan e.g. crushing, screening and roadstone coating plant, will require authorisation by the Local Authority in whose area the operating company's registered office is situated.

The following additional measures will be implemented where relevant:

-
- Display the name and contact details of the person accountable for air quality and dust issues on the site boundary (i.e. the environment manager/engineer or site manager);
 - Display the head or regional office contact details;
 - Record all dust and air quality complaints, identify cause, take appropriate measures to reduce emissions in a timely manner and record the measures taken;
 - Make the complaints log available to the local authority when asked;
 - Record any exceptional incidents that cause dust and/or air emissions, either on-or off-site and the action taken to resolve the situation in the log book;
 - Undertake daily on-site and off-site inspection, where receptors are nearby, to monitor dust, record inspection results and make the log available to the local authority when asked;
 - Carry out regular site inspections to monitor compliance with the DMP, record inspection results and make inspection log available to WBC when asked;
 - Increase frequency of site inspection by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged periods of dry or windy conditions;
 - Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
 - Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles;
 - Fully enclose site or specific operations where there is a high potential for dust production;
 - Avoid site runoff of water or mud;
 - Keep site fencing, barriers and scaffolding clean using wet methods;
 - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If being re-used on site, cover as detailed below;
 - Cover, seed or fence stockpiles to prevent wind whipping;
 - Ensure all vehicles switch off engines when stationary-no idling vehicles;
 - Avoid the use of diesel or petrol powered generators and use mains electricity or batter powered equipment where practicable;
 - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction e.g. suitable local exhaust ventilation systems;
 - Ensure an adequate water supply on site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
 - Use enclosed chutes and conveyors and covered skips;

-
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
 - Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; bonfires and burning of waste materials is prohibited on site;
 - Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);
 - Ensure effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled can produce fine water droplets that effectively bring the dust particles to the ground;
 - Avoid explosive blasting, using appropriate manual or mechanical alternatives;
 - Bag and remove any biological debris or damp down such material before demolition;
 - Use Hessian, Mulches and trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable;
 - Only remove the cover in small areas during work and not all at once;
 - Avoid scabbling if possible;
 - Use water-assisted dust sweepers on the access and local roads, to remove, as necessary, any material tracked out of the site;•avoid dry sweeping of large areas;
 - Ensure vehicles visiting the site are covered to prevent the escape of materials during transport; and
 - Implement a wheel wash system, where possible.

8.0 NOISE AND VIBRATION

Contractors will be required to ensure that works are carried out in accordance with Best Practicable Measures (BPM) set out in BS 5228-1, as stipulated in the Control of Pollution Act 1974. These include:

- Avoid unnecessary revving of engines;
- Switch off equipment when not required;
- Good maintenance of internal haul routes;
- Selection of quiet equipment;
- Modification of equipment to improve sound reduction measures (e.g. install better exhaust silencers, install acoustic canopies over engines, stiffen resonant body panels);
- Good equipment maintenance;
- Minimise metal-on-metal impacts during construction of steel structures; and
- Install full or partial enclosures around noisy equipment.

In addition to the BPM mitigation outlined above, the following measures will be implemented for controlling the spread of noise between the site and receptors;

- Noisy processes and equipment should be located as far as is reasonably practicable from receptor locations;
- Temporary acoustic screens installed as close as possible to either equipment or receptor locations;
- Making use of screening such as that which may be provided by site buildings, earth bunds and other structures.

Construction processes that have the potential to generate significant noise and vibration at nearby residential receptors should be limited in duration as far as reasonably practicable. Residents should be given advance notice of any such activities being carried out and be kept informed as to their likely duration.

Employees should be made aware of the importance of noise reduction at this site and the best practicable means with which they can reduce noise and vibration.

Through implementation of best practical means, the magnitude and duration of any significant effects will be reduced.

9.0 GROUND AND WATER POLLUTION CONTROL

The following measures will be adopted to control ground and water pollution:

- Site foul drainage will be discharged, or removed from site, in accordance with relevant permissions obtained from the sewerage or statutory authority.
- Surface water run-off and excavation dewatering will be captured and settled out prior to disposal where practicable.
- Refuelling will be undertaken over an impermeable surface, with appropriate cut-off drainage located away from watercourses; plant to be maintained in a good condition with wheel washing in place (avoiding vehicle cleaning near to existing watercourses)
- All refuelling would be supervised and carried out in a designated area. In the event of plant breakdown, drip trays would be used during any emergency maintenance and spill kits would be available on-site.
- All drains within the demolition construction works areas will be identified and labelled and measures implemented to those considered most at risk of polluting substances from entering them.
- Construction plant will be checked regularly for oil and fuel leaks, particularly when construction works are undertaken in or near the existing waterbodies.
- Waste fuels and other fluid contaminants will be collected in leak-proof containers prior to removal from the construction area to an approved recycling processing facility.
- Oil absorbent booms will be made available at construction compounds and works areas and will be deployed as soon as possible in the event of a significant spillage.
- Measures implemented to control spillage or pollution risks for site runoff or works within watercourses will be regularly inspected to ensure they are working effectively.
- All potentially polluting substances will be stored on impermeable surfaces with controlled drainage, away from storm water sewers, grids.
- All fuel, chemicals and oils will be stored within bunded areas.
- All tank discharge pipes, valves and trigger guns will be contained securely within a bund when not in use.
- Bowers will be stored within secure areas when not in use to protect from theft and vandalism,
- Leaking or empty oil drums will be removed from site immediately and disposed of via an appropriately licensed waste disposal contractor.
- All hazardous substances on site will be controlled in accordance with COSHH Regulations. The storage compound will be fenced off and locked when not in use to prevent theft and vandalism.
- Fuel storage tanks will be locked when not in use to prevent unauthorised access and reduce the risk of vandalism.

- Wheel washing will be undertaken in a designated area. Water from wheel washing facilities and wash down areas will be recycled or fully contained and disposed of via tanker or through connection with the foul sewer (in accordance with relevant consent from the sewerage undertaker).
- Spill kits will be held on site with a variety of absorbent materials to be used in the event of a spill of fuel, oil or chemicals.

10.0 DEMOLITION AND CONSTRUCTION ECOLOGICAL MANAGEMENT

10.1 BASELINE

An updated ecological site walkover was completed 1st March 2024. This survey confirmed that site conditions were largely consistent with that identified in 2020. Key receptors during demolition and construction were bats and nesting birds.

The following roosting potential was noted in 2020:

- 32 Goldsworth Road (B1) – High potential;
- 30 Goldsworth Road (B2) – Confirmed roost (confirmed in 2016);
- 20 Goldsworth Road (B3) – Low potential;
- Woking Railway Athletic Club (B4) – Moderate potential;
- 15-25, 27 and 29 Goldsworth Road (B5) – Negligible potential; and
- 8 Church Street West (B6) – Low potential.

Roosting bats were recorded in 30 and 32 Goldsworth Road only during surveys conducted in 2020.

The updated walkover survey confirmed bat roosting potential remains as previously identified. However, new features were noted in B5 which would give it 'low' potential for roosting bats.

Given the previous emergence surveys were undertaken in 2020, updated surveys will be undertaken prior to the commencement of demolition (earliest possible date May 2024). These surveys will support the Natural England licence submission required for buildings with confirmed roosts.

Ecological mitigation and protection actions are set out below.

10.2 LIGHTING

Artificial lighting will be minimised during demolition and construction. The lighting will be installed so as to not cause unnecessary light spill onto sensitive areas (e.g. railway sidings). This will be achieved through directional lighting and the use of hoods. There will be no uncontrolled lighting; the lighting will be switched off when not in use.

10.3 BATS

The demolition of the buildings on site will lead to the destruction of the bat roosts identified in 2016 and 2020. Due to the location of the site, the numbers of bats recorded and the nature of the roosting features present, the roosts are considered to be of low conservation value. In order to mitigate the destruction of bat roosts, the following mitigation actions will be implemented:

Updated bat emergence surveys will be undertaken prior to demolition. Demolition for buildings with confirmed roosts will only be undertaken under a licence from Natural England following the methodology set out below:

- Provision of bat boxes in nearby trees and/or specially placed poles prior to commencement of any demolition works;
- Soft strip of the building(s) prior to full demolition and/or timing of works to avoid the time when bats are in site; and
- Provision of bat boxes integrated within the fabric of the new buildings.

10.4 NESTING BIRDS

The clearance/demolition of the vegetation and buildings with nesting bird potential/confirmed nesting activity will be undertaken outside of bird nesting season (taken to run from March to August inclusive) or after a suitably qualified ecologist has confirmed absence. Any nests recorded by the ecologist would be protected until they are no longer active.

11.0 WASTE MANAGEMENT

11.1 GENERAL

Waste will be stored in covered skips or muck away trucks and will be sorted off-site by an external specialist company. Contractors will be required to minimise waste at source and maximise recycling and re-use of site clearance and construction materials wherever possible and practicable.

All waste material that cannot be reused or recycled, including contaminated materials, will be disposed of in accordance with legislation and best practice. All waste materials will be collected and stored in suitable receptacles before they are taken offsite. Waste materials will not be allowed to accumulate on-site.

Whenever delivery activity is taking place, banksmen will be used to ensure pedestrian safety and to ensure that no dirt or rubbish is left on the highway.

11.2 DEMOLITION

Where on-site recycling is not feasible, contractor will identify opportunities for recycling the demolition materials through a recycling contractor or in other external projects.

Any hazardous materials will need to be segregated separately from 'clean' demolition materials to avoid cross contamination before they are sent for appropriate and permitted treatment/recovery/disposal.

Where demolition waste cannot not be reduced, re-used, recycled, or recovered the proximity principle will be applied to residual waste to ensure it is disposed of close to the proposed development where it is generated, with the aim of treating the waste at a regional level.

12.0 ADDITIONAL MEASURES

The following environmental management and monitoring measures will be adopted throughout the demolition and construction phase.

Site Security

The following measures will be implemented:

- Valuable items will be removed from public view and stored in locked areas;
- Site boundaries will be secured when not in use using fencing and locks on gates;
- Potentially hazardous materials will be secured (e.g. fuel outlets will be locked);
- Plant and equipment will be immobilised overnight;
- The movement of people in and out of site will be controlled with the use of site passes;
- Main work sites will be staffed for security on a 24-hour basis (construction phase);
- Site security cameras may be used in locations which minimise disturbance to residents;
- The security of neighbouring sites will be taken into consideration; and
- Scaffolding, ladders, or any other site equipment will not be left in areas that may cause a nuisance to neighbouring properties.

General Good Housekeeping Measures

Good housekeeping will be maintained on-site and on access routes. Measures will include:

- Segregation and regular removal of waste (including food waste) from site;
- Keeping site tidy and clean;
- Inspect hoarding frequently, repair and repaint as necessary;
- Toilet facilities will be kept clean;
- Open fires will be prohibited at all times;
- Hardstanding for vehicles (parking and access / egress areas) will be cleaned frequently; and
- Mud will be minimised on access routes.

Lighting

The use of temporary works lighting will be minimised in terms of frequency and duration wherever possible. Security and task lighting will be limited and of short duration. The following measures will minimise risk of adverse effects on residents and wildlife:

- Confine lighting to the task area (using horizontal cut-off optics and zero floodlight tilt angles);

- Orientate floodlights away from any dwellings;
- Use lower power security lighting where possible (and ensure minimal horizontal/vertical light spill);
- Observe a curfew when practicable (although this is not possible during 24/7 working patterns);
- Plant lighting needs to be shielded from view by the neighbouring dwellings and sensitive habitats; and
- Use the site cabins etc. to provide shielding of the lighting from beyond the site.

Particular attention shall be paid to the potential for skyglow and light spill beyond each site. When the lighting is used it will be visually checked from potentially sensitive receptors (e.g. nearby residential properties) and any necessary adjustments made to ensure its visibility and intensity is reduced to a minimum.

Pedestrian & Cyclist Safety Measures

Maintaining pedestrian and cyclist safety throughout the demolition and construction programme is of great importance. Traffic marshals and banksmen will be present throughout construction hours to ensure pedestrian and cyclist safety and the safe arrival and departure of vehicles, and to minimise conflict and potential disruption for pedestrians, cyclists, and other road users.

Warning signage will be provided in the vicinity of the site to ensure that vehicles, pedestrian, and cyclists are aware that construction activity is taking place. The hoarding of the site will help to ensure that unauthorised access to the site is not possible.

13.0 MONITORING AND REVIEW

13.1 OVERVIEW

Monitoring is a crucial part of the D&CEMP implementation as it establishes how the site is performing against the objectives of the D&CEMP and identifies any potential areas for improving the plan.

13.2 SITE INSPECTIONS

The contractor will be required to develop a schedule of regular site inspections and reporting. The completed checklists and reports should be kept at the site office to be made available to external client management and external auditors.

13.3 AUDITS

External audits should be undertaken every six months during construction. These audits should be undertaken by a qualified independent environmental auditor. Alternatively, the client should undertake their own audits of the construction works using in-house professionals.

13.4 SPECIFIC ENVIRONMENTAL MONITORING

Based on the findings of the planning application assessments, no routine environmental monitoring (such as air and noise monitoring) should be required. However, this should be reviewed on an ongoing basis based on inspection and audit findings. Further consideration will be given to monitoring at the construction stage with any programme for monitoring detailed within an updated D&CEMP.

13.5 D&CEMP REVIEW

The client project manager and the environmental manager should review and update the D&CEMP on a quarterly basis during demolition and construction. The review should be informed by the results of regular compliance monitoring, internal and external inspections, incident reporting as well as any complaints received. The following items (as well as others) may be considered during a review:

- Roles and responsibilities;
- Training needs;
- Control measures;
- Monitoring requirements (i.e. frequency of inspections);
- Communication; and
- Continuous improvement.

APPENDIX A SWEPT PATH ANALYSIS



Capgemini House

1

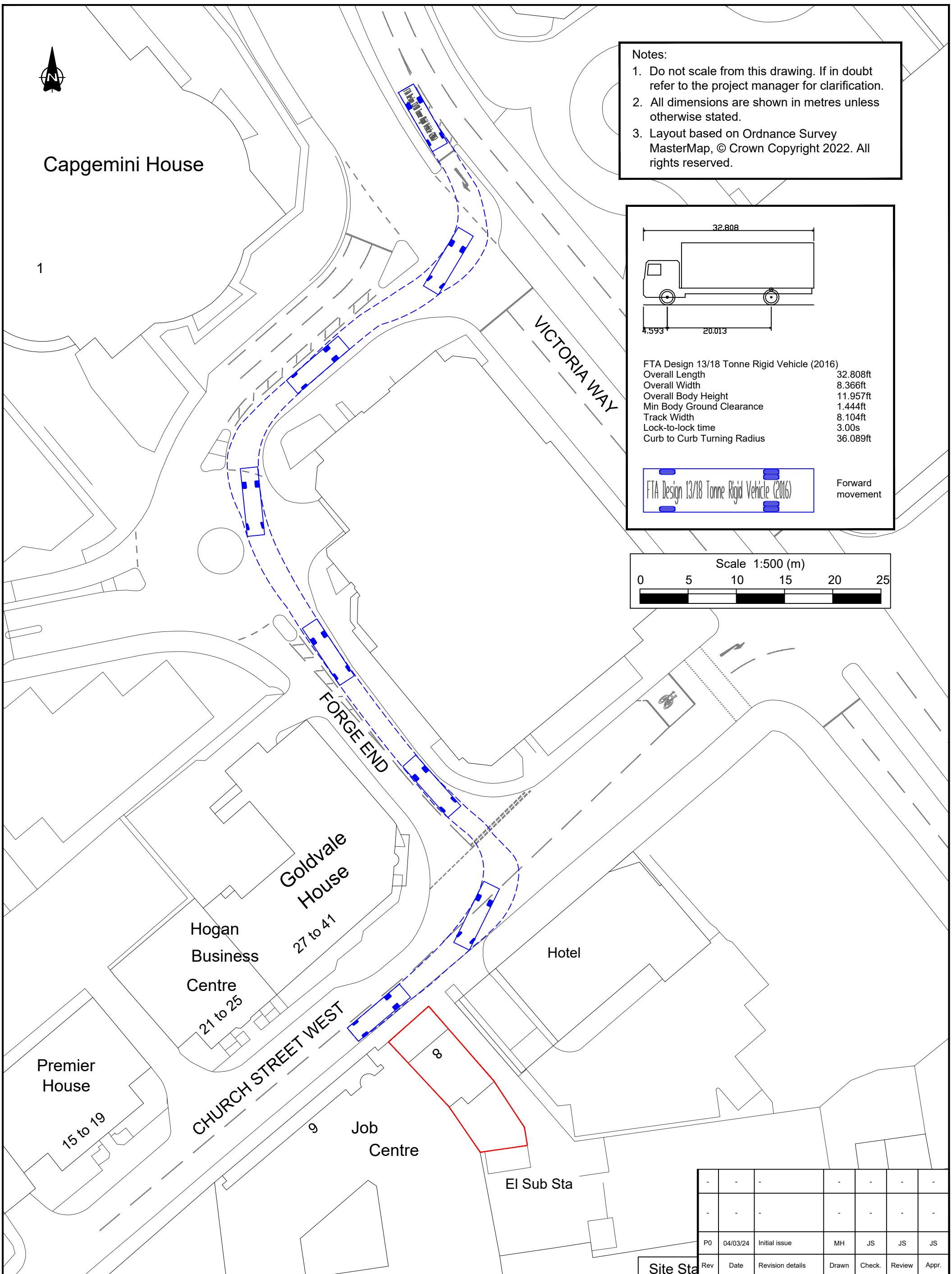
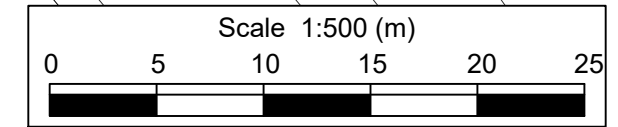
Notes:

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2. All dimensions are shown in metres unless otherwise stated.
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FTA Design 13/18 Tonne Rigid Vehicle (2016)

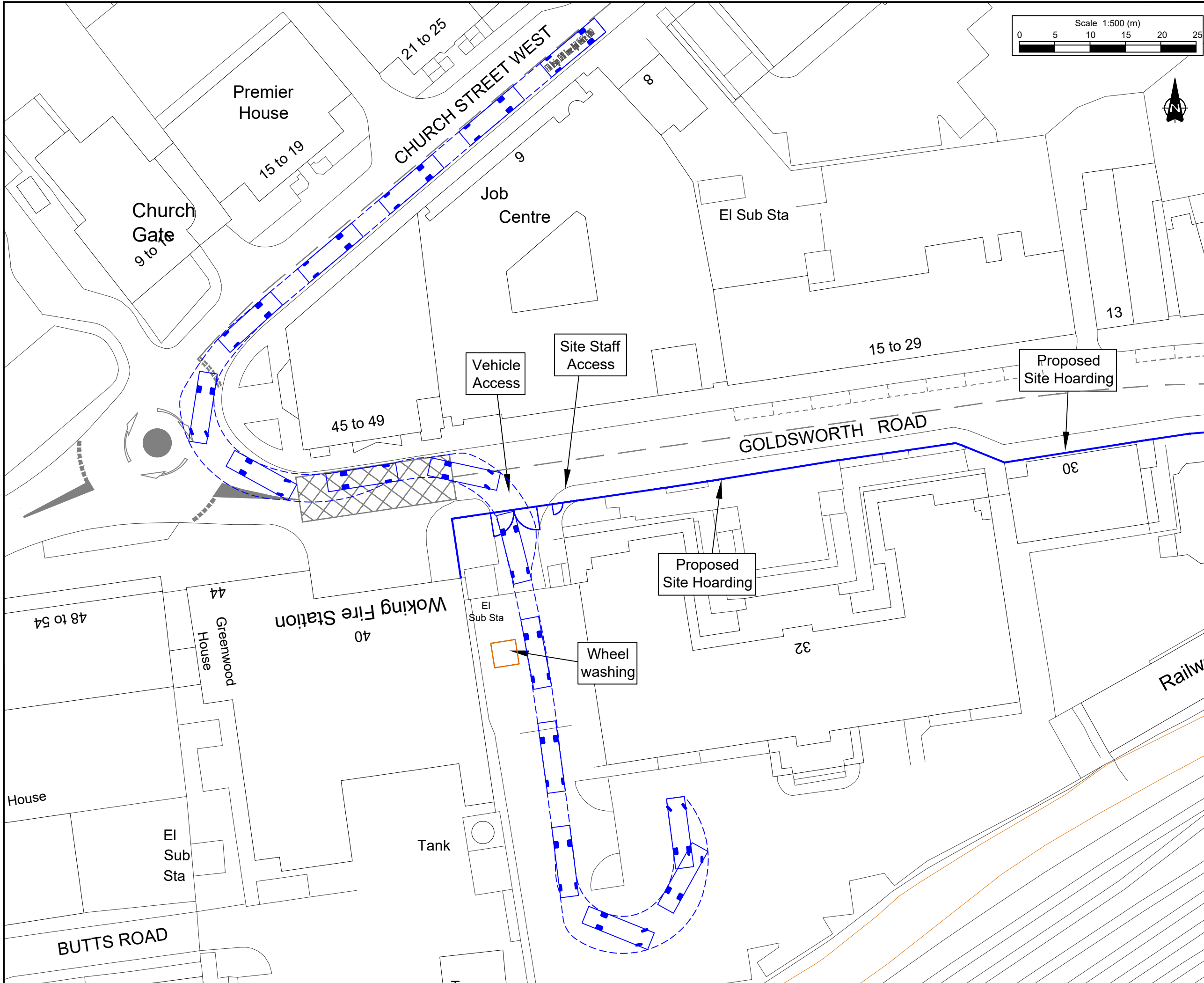
Overall Length	32.808ft
Overall Width	8.366ft
Overall Body Height	11.957ft
Min Body Ground Clearance	1.444ft
Track Width	8.104ft
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	36.089ft

FTA Design 13/18 Tonne Rigid Vehicle (2016) Forward movement



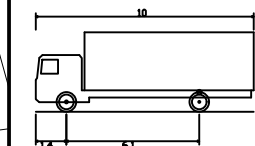
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P0	04/03/24	Initial issue	MH	JS	JS	JS	JS
Rev	Date	Revision details	Drawn	Check.	Review	Appr.	

<p>1 Carey Lane London EC2V 8AE T 020 3714 4400 E uk_london@systra.com W systra.co.uk</p>	Client	Project	Drawn	Checked	Reviewed	Approved
	EcoWorld London Ltd.	20-32 Goldsworth Road, Woking	MH	JS	JS	JS
	Title		Original drg. size	Date of Issue	Scale	Drawing Status
© This drawing is the property of SYSTRA Limited and the information can only be reproduced with their prior permission.		Vehicle Swept Path Analysis 10m Rigid Truck Routing to Site	A3	04/03/2024	1:500	Preliminary
Drawing Number					Rev.	
GB01T23132 - DGN - 001					P1	

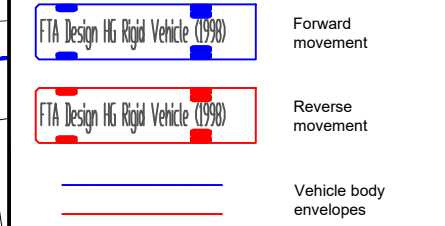


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- Swept Path Details:
1. Vehicle forward speed: 5kph
 2. Vehicle reverse speed: 2.5kph
- No dry steering has been used



FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock-to-lock time	11.000m
Curb to Curb Turning Radius	



Rev	Date	Revision details	Drawn	Check	Review	Approv
P0	30/06/23	Initial Issue	MH	JS	JS	JS

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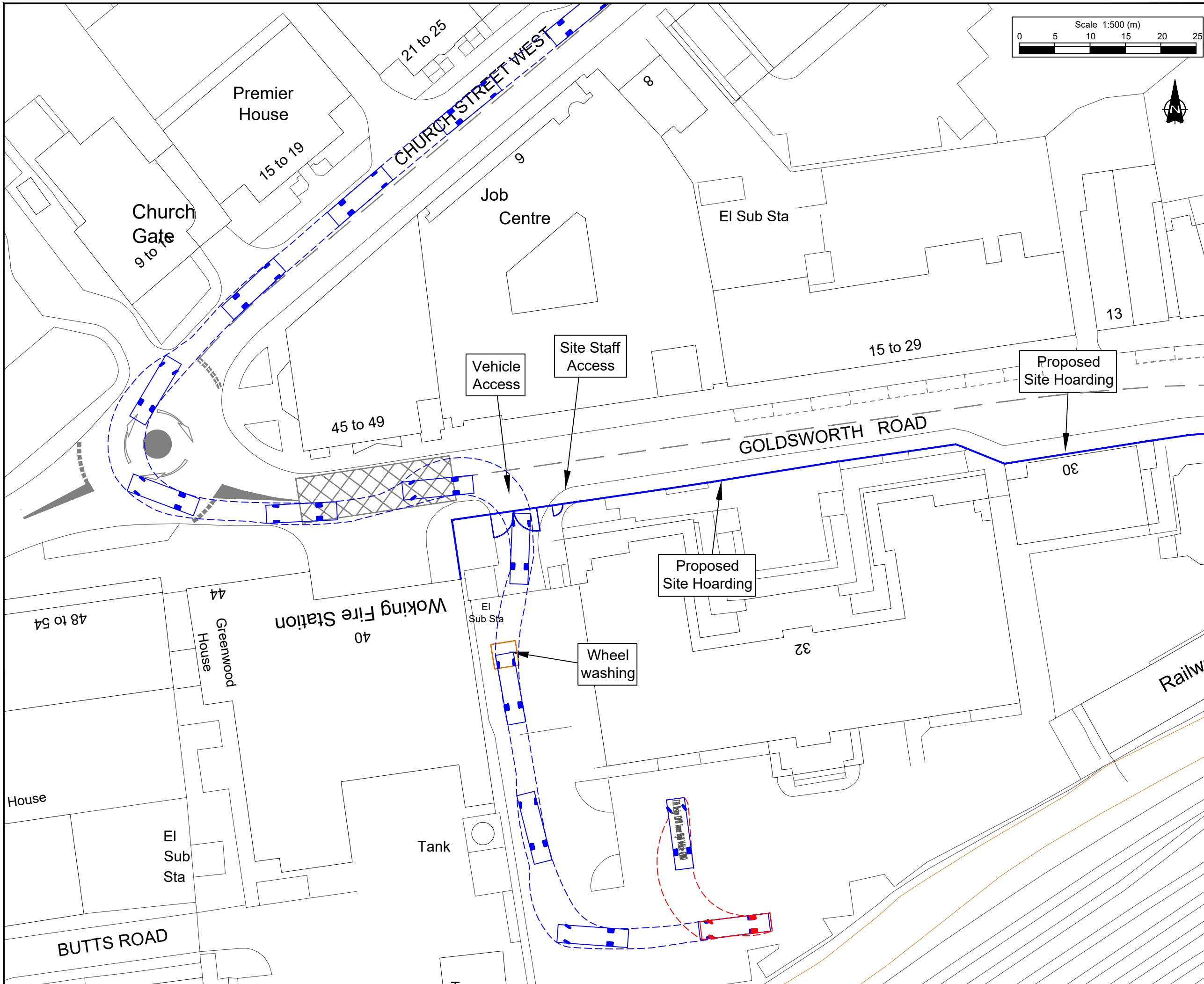
SYSTRA
 One Carey Lane
 London EC2V 8AE
 T 020 3855 0079
 E uk_london@systra.com
 W www.systra.co.uk

Client: **EcoWorld London Ltd.**

Project: **20-32 Goldsworth Road, Woking**

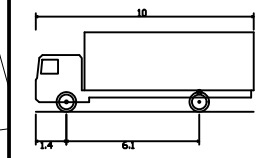
Title: **Swept Path Analysis, 10m Rigid Truck inbound to Site**

Drawn	Checked	Reviewed	Approved
MH	JS	JS	JS
Original drg. size	Date	Scale	Drawing Status
A3	20/03/24	1:500	Preliminary
Drawing Number	Rev		
GB01T24132-DGN-005	P0		



- Notes:
1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.
 2. All dimensions are shown in metres unless otherwise stated.
 3. Layout based on Ordnance Survey MasterMap, © Crown Copyright. All rights reserved.

- Swept Path Details:
1. Vehicle forward speed: 5kph
 2. Vehicle reverse speed: 2.5kph
- No dry steering has been used



FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

- FTA Design HG Rigid Vehicle (1998) Forward movement
- FTA Design HG Rigid Vehicle (1998) Reverse movement
- Vehicle body envelopes

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A3	20/03/24	1:500	Preliminary
Drawing Number	Rev		
GB01T24132-DGN-006	P0		