



Construction Environmental Management Plan

Newsells Park Winery, Barkway, Royston, Hertfordshire, SG8 8DY
05/03/2024

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Project Reference:	CMP23-560_V1
Project Name:	Newsells Park Winery, Barkway, Royston, Hertfordshire, SG8 8DY
Project Title:	Proposed new winery production, processing, and storage facility, including hospitality functions, with a service apron, car park, new access road with visibility splays, wetland waste treatment solution, and landscaping
Document Title:	Construction Environmental Management Plan
Date of Issue:	05/03/2024

Revision	Revision Date	Status	Author	Comments
00	05.06.23	Initial Issue	DPC	Issue for comment
01	13.06.23	Revised	MDL	Planning consultants comments incorporated
02	06.02.24	Revised	MDL	Planning Condition 12 comments incorporated
03	05.03.24	Revised	MDL	Magna Transport comments incorporated

1. Executive Summary

This Construction Environmental Management Plan [CEMP] has been prepared in support of a planning application of a proposed new winery production, processing, and storage facility, including hospitality functions, with a service apron, car park, new access road with visibility splays, wetland waste treatment solution, and landscaping at the following location.

Newsells Park Winery
Barkway
Royston
Hertfordshire
SG8 8DY

The CEMP identifies and summarises the proposed phasing and construction methodology strategy that will be implemented to successfully achieve the project goals.

The CEMP considers the potential impact of construction traffic and provides a framework and procedures to minimise the disruption to the adjacent highways and neighbours.

The CEMP also considers the potential environmental impact of the enabling, site preparation and construction phase of the works and provides measures to mitigate any potential nuisance, disturbance and contamination to the surrounding area and watercourse and to safeguard the environment.

The development would be implemented in four key stages:

- Enabling works
- Site Establishment
- Site preparation
- Construction Phase

This document has been prepared using the design information produced at the planning application stage and utilises construction strategies that are considered applicable for a development of the type, scale and complexity.

The document is a live document and will be regularly reviewed during the course of the construction phase to consider any changes to activities or conditions onsite that may influence the management measures in place.

For the purposes of this document, the working area is defined as any area where there will be a requirement for the temporary or permanent works to facilitate the construction of the development. This includes areas required for access, temporary construction and temporary storage areas.

2. Introduction

2.1 Existing Site Description and Proposed Development

2.2 Site Location

The application site is located within the Newsells Park Winery, a 2.0244ha Vineyard in Hertfordshire. The site lies approximately 3.5 kilometres to the southeast of Royston at Whiteley Hill. The site location in wider context is shown in Figure 1.



Figure 1

2.3 Site road / access infrastructure

A transport statement has been produced by Magna Transport Planning Limited Reference: 22/060/22A dated August 2022. A pre-application meeting was held with Hertfordshire County Council in August 2022.

Whiteley Hill Road runs broadly in north-south direction. At approximately 1.3 kilometres to the north of the proposed site access, Whiteley Hill Road connects to the B1039 at a priority junction. The B1039 provides a connection to Royston as well as to the A10, at approximately 1.6 kilometres northwest of the junction with Whiteley Hill Road. The B1039 is a bus route and can therefore accommodate larger delivery vehicles. It is noted that the Whiteley Hill carriageway is approximately 4.80m and this will be considered when planning deliveries / vehicle movements.

Whiteley Hill Road is subject to National Speed Limit (60mph).

Figure 2 provides the preferred route for site traffic and deliveries.

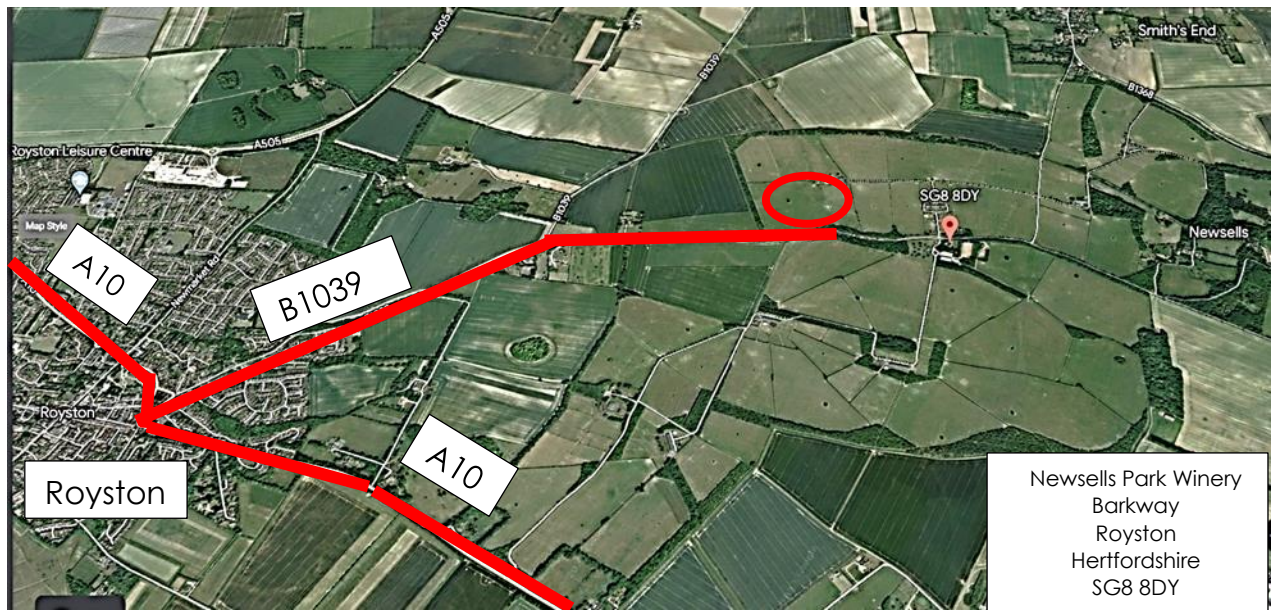


Figure 2

The development site access will be gained via a new site access which would be constructed as part of this project. The proposed access location is approximately 320m north of the main Newsells Stud Farm access. This access will be in a form of a simple priority junction, achieving visibility splays of 2.4m x 110m (to the North) and 2.4m x 152m (to the South).

During the enabling phase we will be installing the main security gate. To enable us to do this, the trees and shrubs need to be removed. This will be done in conjunction with the relevant arboricultural and ecological reports.

As part of the enabling phase the road infrastructure works, and security gates would be set back 25m from the main access road and the new access road extended to the entrance position.

The proposed site access will be subject to Section 278 Highways Agreement, which would be a post planning activity. Due to the potential timescale to conclude this agreement, the initial plant, machinery and materials will be taken onto site via the main Newsells Stud Farm entrance access.

It is anticipated that this will be undertaken over a two – three day period and agreed and coordinated with the Newsells Stud Farm Management team.

Once the Section 278 Highways Agreement has been agreed the new entrance will be planned and implemented, and when ready, will provide the main site access.

Figure 3 shows the proposed entrances onto site for the enabling and construction phase, once the Section 278 Agreement is in place.

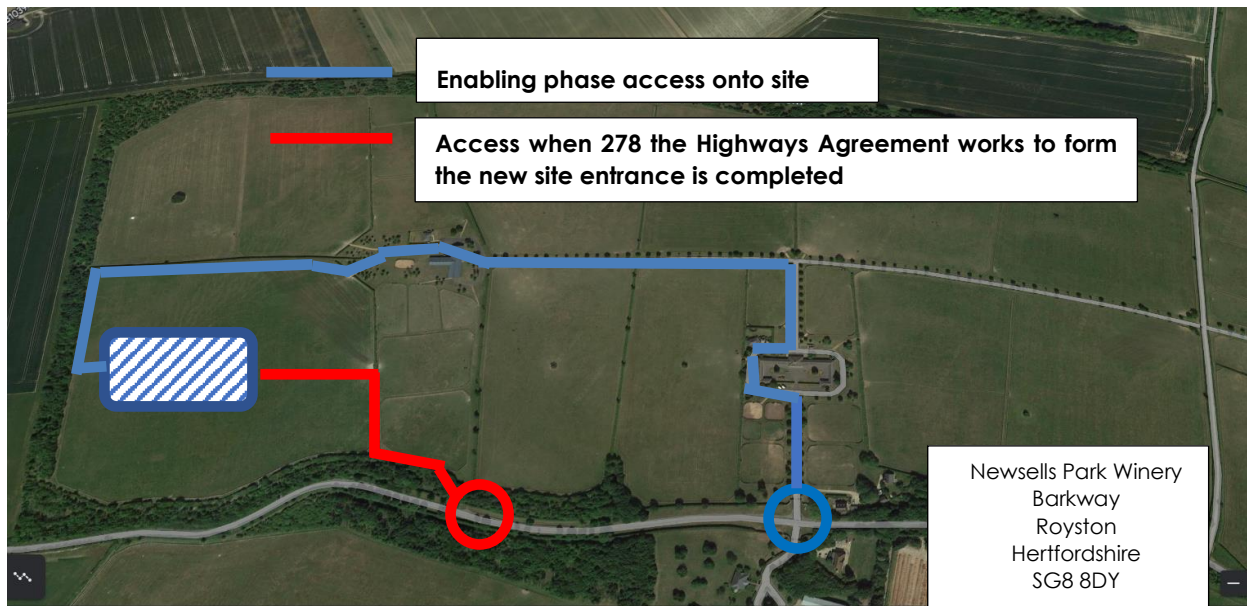


Figure 3

2.4 Existing Conditions of Adjacent Public Highways

Whiteley Hill Road is an unnumbered single carriageway classified road (category C). At the vicinity of the site, the carriageway is approximately 4.80m in width, The width of the road increases to approximately 5m to 6m in width across its entire length.

The section of Whiteley Hill Road where the existing and new access are provided is bordered by a wide verge on either side with gentle change in gradient along the road.

Whiteley Hill Road is subject to National Speed Limit (60 mph).

2.5 Site Description

Newsells Park Winery comprises a recently planted vineyard of 2.0244ha Hertfordshire. The vineyard is located to the north west of Newsells Park Stud. Currently, the access to the site is from Whiteley Hill and onto the stabling section of the Stud Farm. An access road is available through the stud farm to

the vineyard location, but this is only available for linked trips between the Stud and Winery. Figure 3 shows the route through the stud farm, accessed via the existing site entrance on Whiteley Hill.

2.6 Site Constraints

Figure 4 details the site constraints locally to the development site.

2.6.1 Vines

In the direct vicinity of the development site are vines which have been planted for the production of wine. The vines are to be retained and will also be maintained during the course of the development works. Access arrangements and methods of work will be agreed prior to the development commencing to ensure safe working access for the vineyard maintenance team, as well to provide suitable protection for the vines.

A plan will be developed, prior to commencement of the development, with the vineyard manager and vineyard consultant to determine the extent of fencing / protection required.

Sections of vines are also to be removed that are located within the development boundary. This will be undertaken by the vineyard team within the enabling phase.

2.6.2 Stud Farm Paddocks & Stabling

To the South East of the development site a number of paddocks and the foal stabling is located for Newsells Park Stud.

Prior to the works commencing a plan will be developed with the Stud Farm manager as to the detailed programme of works and extent of the works being undertaken in any given period to identify any elements of the works which may cause distress and or disturbance to the animal stock and developing mitigating measures to eliminate the possibility of disturbance i.e. relocating the horses to alternative paddocks.

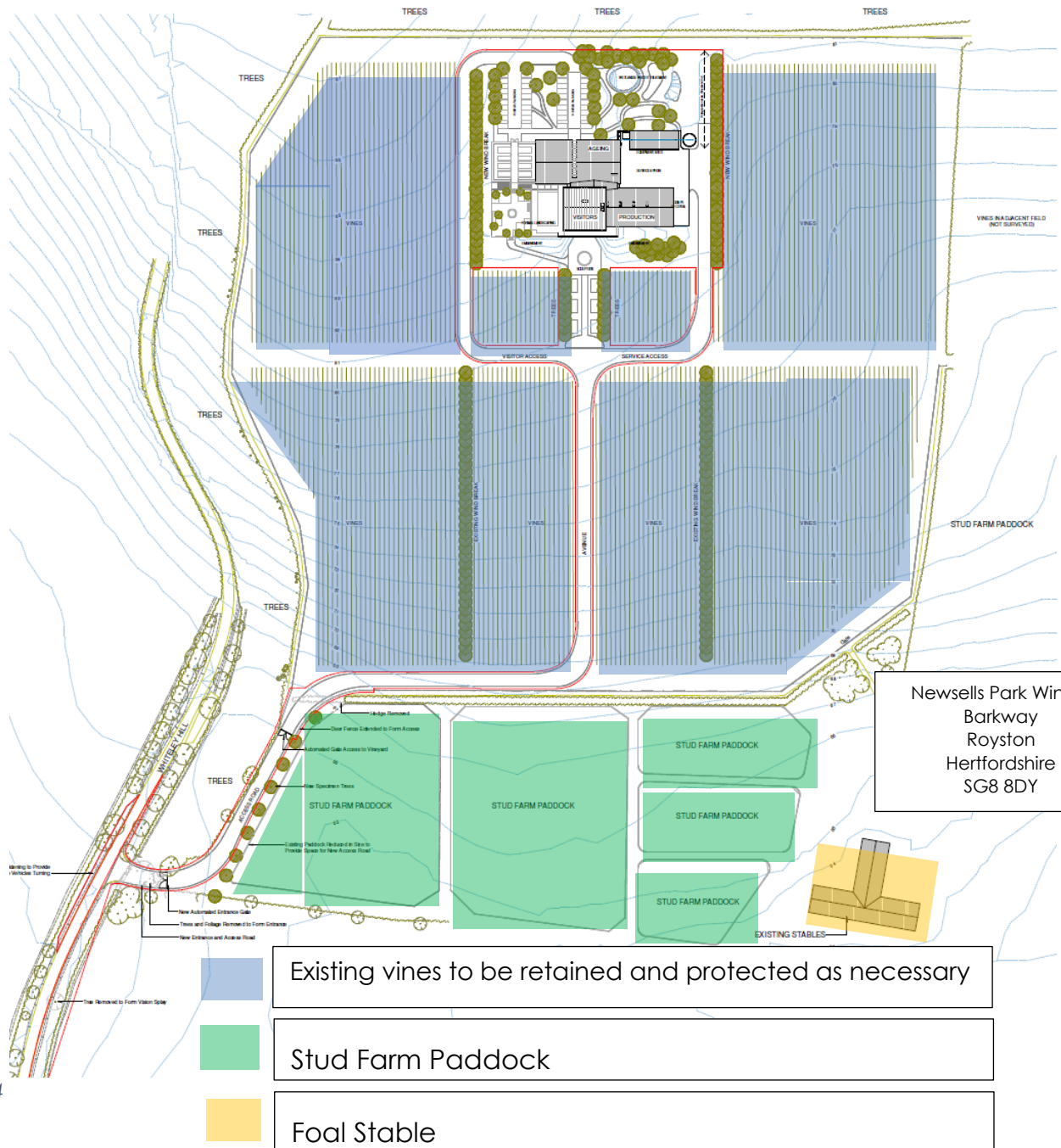


Figure 4

3. Site Works

3.1 Enabling Works

3.1.1 Enabling Assessment

Prior to commencement of the construction phase of the works, facilitating / enabling works are to be undertaken to prepare for the construction works.

The enabling works have been categorized in Table 1 below, to consider the works required to prepare the site, mitigate the environmental impact the works will have on the immediate environment and to also facilitate the construction phases.

Table 1 – Enabling works assessment

Activity	Activity Category	Details of the activity
Welfare Facilities	Construction	Welfare facilities will be provided to include site office, welfare and toilet facilities during the enabling and construction phases.
Secure site storage	Construction	A compound and site storage facilities will be provided to include lockable containers and lay down areas. The lay down areas will be raised from the ground as noted in the ecology section of this document.
Fuel Storage area	Construction	A bunded fuel storage / dispensing area will be created to provide fuel for the site machinery. The bund will be designed to accommodate the fuel storage capacity provided. A hard standing will be provided to provide a fuel charging area designed to cater for the largest machinery anticipated on site to ensure contamination does not occur during the filling and fuel charging activities.
Temporary power	Construction	A bunded area will be created for the position of a site generator until such time the new power supply is provided on site. The bund will be designed to accommodate the fuel storage capacity of the generator. Ducted supply routes will be provided to various strategic locations around the site to ensure
Implementation of the Arboricultural Impact Assessment Survey & Report Recommendations	Arboriculture	To implement the recommendations identified in the report to include tree removal; pruning; creation of Construction Exclusion Zones by the introduction of protective barriers and root protection works to identified susceptible trees by the introduction of root protection barriers.
Preparation of the vineyard	Viticulture	As noted within the site restraints section, the vineyard is active and to be retained, A strategy will be developed with the vineyard management prior to commencement of the enabling works to establish fencing requirements and the relocation of the vines within the development area.
The construction of the new access road from the proposed new entrance to the site location.	Construction	The new access road onto site is to be provided ready for the introduction of the new entrance which can be instigated once planning permission is approved. The works include the introduction of new formation granular materials and geotextile stabilisation grids to provide the required subbase preparation and the introduction of a temporary surface during the construction phase.
The construction of a temporary access road	Construction	To provide a temporary access road from the initial stud access point whilst the new entrance to site is established. Once the new access is established the temporary access road will be closed to all construction traffic.

The construction off an offload / laydown area	Construction	A off load / lay down area will be provided outside of the site development area to ensure that delivery vehicles, initially from the temporary access road and then the permanent access can off load and turn around to negate the need to enter the site working area. The lay down area will also be designed to provide a crane platform to allow a crane to be positioned in this area as one is required
Introduction of the new automated entrance gate [manually operated until a power supply is available]	Construction / Security / environmental	The new access gate will be provided during the enabling phase in readiness for the new access onto site. This will initially be manually operated until such time a power supply is made available.
Service ducts	Construction / infrastructure	Service ducts will be provided during the construction of the new access road to the site. The ducts will run from the site to the new entrance and will provide power and data provision for the new access gate location.
Wheel wash facilities	Construction / environmental	To negate the need to provide wheel wash facilities, the temporary and access road [when the entrance is constructed] and offload / laydown area will be surfaced in a granular material which will be maintained throughout the project to ensure that no delivery vehicles will enter the development working area, throughout the development process.
Installation of site lighting	Construction	Lighting will be required to mark the temporary / new access road and the site activities. The design and location of the lighting will be designed and implemented with the Ecologist and also the M&E engineering consultant as discussed in the ecology section of this document.
Surface Water Control	Construction / Environmental	Create a free draining cut off trench drain to capture and percolate the water at the top and bottom of the site
Installation of the bore hole	Environmental / Construction	The borehole will be installed to ensure that fresh water is available during the construction process to provide welfare facilities for operatives, and construction processes and activities.
Archaeology	Historical / Construction	Trial trenches may be required in locations agreed with Herts Heritage prior to works commencing.

Some of the activities [noted in green] in the table above are to be undertaken under the direction of an onsite Ecologist, Viticulturist, Archaeologist, Stud Manager and M&E Engineer. These activities are highlighted in green.

Figure 5 below identifies the proposed temporary and then permanent access roads, the potential location of protection to the vineyard and the possible location of the borehole. The proposed ecological enabling phase works are identified in figure 6 below.

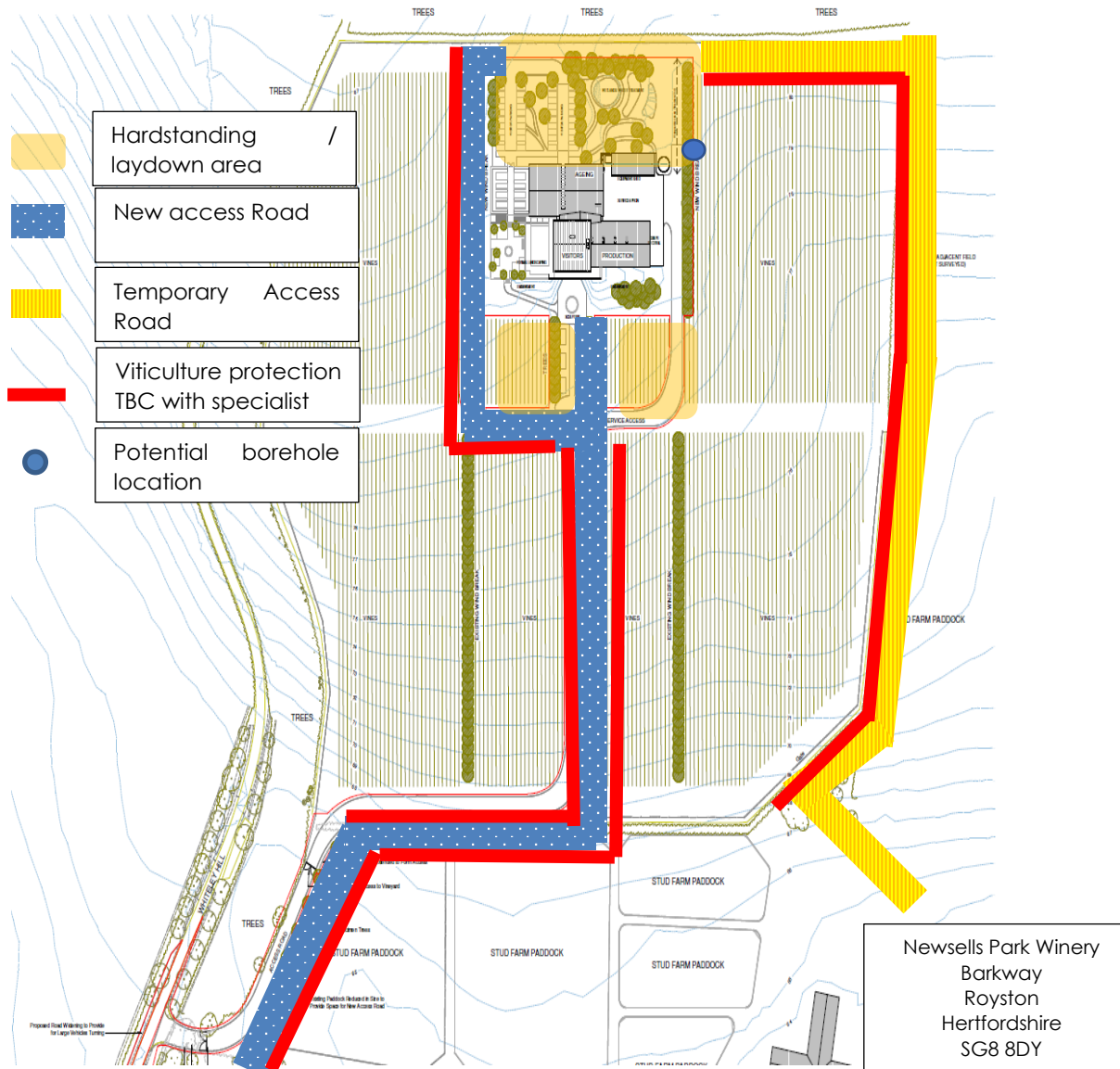


Figure 5

3.1.2 Surface Water Treatment

Following an assessment by the Structural Engineer, possible water flows have been identified. In order to control this through the construction phase, these cut off drains will be installed on the basis that they will be a permanent feature of the development and, where possible, will be introduced to service trench locations. Figure 6 below shows the proposed position of the cut off trenches.

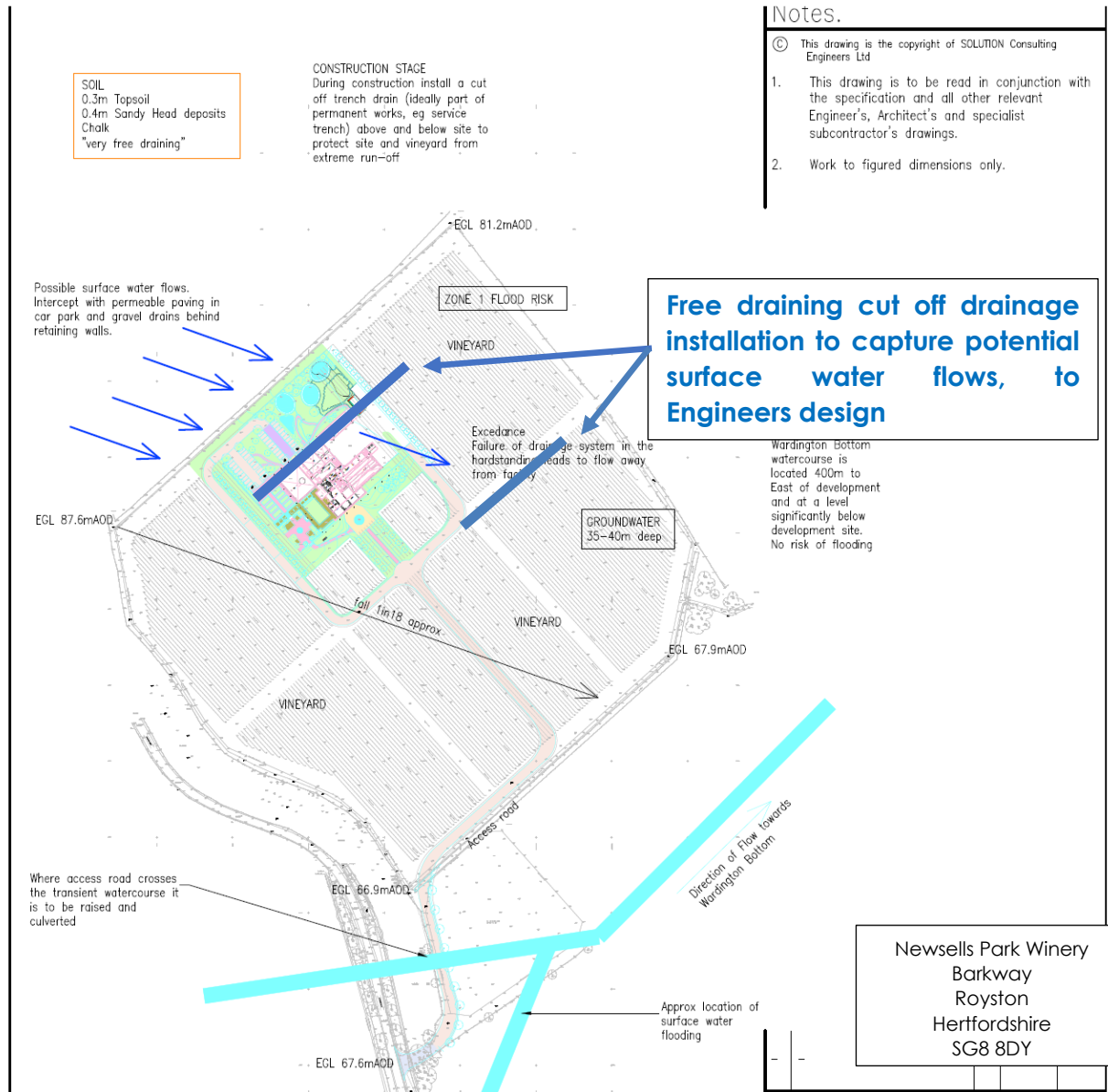


Figure 6

3.1.3 Outline enabling programme

Our initial enabling phase programme details a projected enabling period of 20 weeks as detailed in figure 7 below.

Newsells Winery

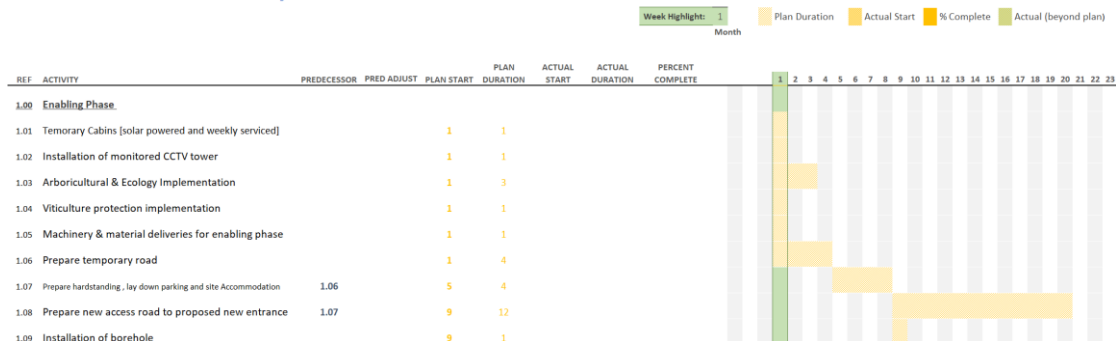


Figure 7 – Enabling Phase

3.1.4 Site establishment

Following completion of the enabling works to accommodate the construction phase of the works along with the Environmental measures implemented to protect the ecology, vineyard and potential water runoff. Figure 8 below details the site establishment works to be undertaken prior to the construction phase commencing.

Newsells Winery

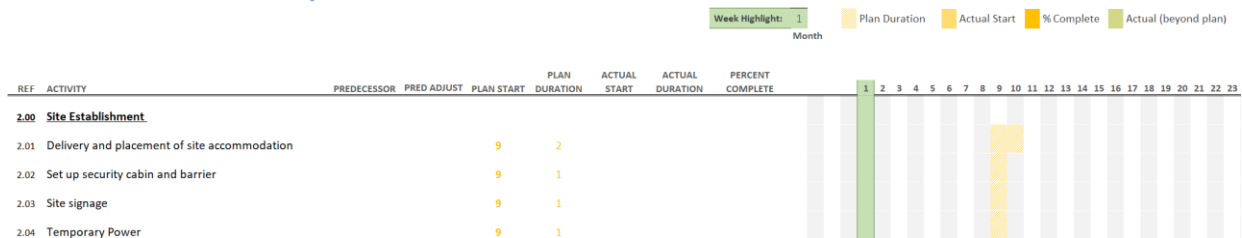


Figure 8 – Site Establishment Phase

3.1.5 Contractor & Visitor Parking

Contractor and visitor parking will be provided as shown on the site establishment layout drawing (figure 10). Contractor parking will be limited and vehicle sharing encouraged. Vehicles that meet the current standards will only be allowed on site to avoid both air pollution and the potential for contaminated through leaks and the like.

3.1.6 Vehicle control onto site

A secure gate will be provided at the main entrance gate onto site within the enabling phase. This will be positioned on the main access road, set back approximately 25m from the main carriageway to allow for parking off road whilst security checks are made. At the security gate position the driver will report to the security officer and will be required to provide the following information, which will also be recorded for our own on site records:

- Vehicle Type
- Vehicle age
- Load being carried
- Origin of Load

From this information an assessment will be made as to how the load / vehicle will be dealt with on site.

Once the vehicle arrives at the gate, access onto site, unloading and egress from site will be carried out under supervision of the site manager or designated banksman.

3.2 Site security

3.2.1 Site Boundary

The site is protected from the North, North West and North East by existing perimeter fencing and woodland screening, The new entrance to the South provides the main vulnerability to access the site.

All Site works will be contained wholly within the Site.

Once the new entrance is provided a secure gate will be provided at the entrance and secured on an evening and weekend.

3.2.2 CCTV monitoring

A solar powered CCTV monitored unit will be provided until a secure power supply is available. The CCTV tower is monitored 24 hours a day. A designated member of the management team will be notified immediately if a site breach

occurs, and this is backed up by a rapid response security team. This facility is relocatable and will be utilized on site for the duration of the works.

3.2.3 Contractor & Visitor Control

Only authorized contractor's / visitor's will be afforded access onto site. A regime of identification and signing in / out will be actively managed on site.

To enter site there will be 2 levels of induction.

1. Site visitors who will not be working on the site
2. All contractors who will be working on the site

The induction is bespoke written for the project and will be delivered via a video. This enables visitors and contractors to undertake the site induction prior to attending site.

Facilities will be made available to conduct the video induction if this is not possible prior to attending the site.

3.3 Outline site establishment programme

Our initial site establishment phase programme details a projected period of 2 weeks as detailed in figure 7 above.

3.4 Construction Scope of Works

Our initial construction phase programme details a projected construction period of 75 weeks as detailed in figure 9 below.

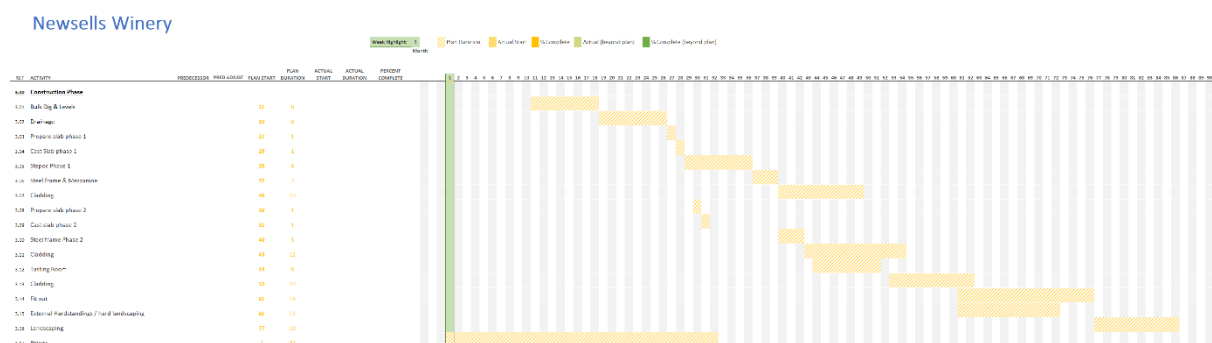


Figure 9 - Construction Phase

The scope of the construction works can be summarised as follows:

- Excavation and muck away (re-distributed on site as levels make up and landscaping)
- Drainage
- Fill and level for new slab
- Raft Foundations
- Stepoc retaining walls
- Steel Structure

- Precast concrete suspended slab (first floor)
- Building Envelope
- M&E
- Fit Out
- Commissioning
- Hard and soft landscaping
- Wastewater facility

3.5 Overview

All necessary site investigations, levels survey have been undertaken as part of the scheme preparation / planning application. Table 2 below details the information issued prior the planning application being submitted:

Table 2 – Table of Surveys undertaken

Document Title	Author	Document Ref	Date Issue	of	Comment
Arboricultural Impact Assessment Survey & Report	Brindle & Green	BG23.153.2	May 2023		Prepared for planning submission
Preliminary Ecological Appraisal	Brindle & Green	BG23.153	May 2023		Prepared for planning submission
Ground Investigation	Geo-Environmental	GE21034/220922	September 2022		Prepared for planning submission
Transport Statement	Magma Transport Planning Limited	22/060/22A	August 2022		Prepared for planning submission
Archaeological	DBA & WSI	HCUK Ltd	June 2023		prepared for planning submission
Proposed Drainage (Foul & Surface) Strategy	Solution CE	1315-20230525	May 2023		Prepared for planning submission

The following drawings have been issued – Table 3

Table 3 – Drawing Issue

Drawing Title	Issued by	Drawing Ref	Date of Issue	Revision
Proposed Ground	Design Cubed	02-100	June 2023	P01
Context First	Design Cubed	02-011	June 2023	P01
Context Roof	Design Cubed	02-012	June 2023	P01
Proposed First	Design Cubed	02-101	June 2023	P01
Proposed Roof	Design Cubed	02-102	June 2023	P01
Site Location Plan	Design Cubed	02-001	June 2023	P01
Existing Site Plan	Design Cubed	02-005	June 2023	P01
Proposed Site Plan	Design Cubed	02-006	June 2023	P01
Proposed Elevations NW	Design Cubed	02-200	June 2023	P01
Proposed Elevations NE-SW	Design Cubed	02-201	June 2023	P01
Proposed Elevations SE	Design Cubed	02-202	June 2023	P01
Proposed Site Sections SE	Design Cubed	02-300	June 2023	P01
Proposed Sections SE	Design Cubed	02-310	June 2023	P01
Proposed Sections SE	Design Cubed	02-311	June 2023	P01
Underground Drainage & Plan Sheet 1 of 2	Solution CE	1315-100	May 2023	-
Underground Drainage & Plan Sheet 2 of 2	Solution CE	1315-101	May 2023	-
Schematic Drainage Drawing	Solution CE	1315-300	May 2023	-
Drainage Issues & Flood Risk Pan	Solution CE	1315-301	May 2023	-
Ecological System Layout	Living Water	23001-001	May 2023	Z2
Ecological System Sections	Living Water	23001-002	May 2023	Z2
Site Lighting Layout 01	SMP	00-E-00-200-01	24.09.18	-
Site Lighting Layout 02	SMP	00-E-00-200-02	24.09.18	-

Site Layout 03	Lighting	SMP	00-E-00-200-03	24.09.18	-
Site Layout 04	Lighting	SMP	00-E-00-200-04	23.11.18	-
Site Layout 05	Lighting	SMP	00-E-00-200-05	23.11.18	-
Ecological System Sections		Living Water	23001-003	May 2023	Z2

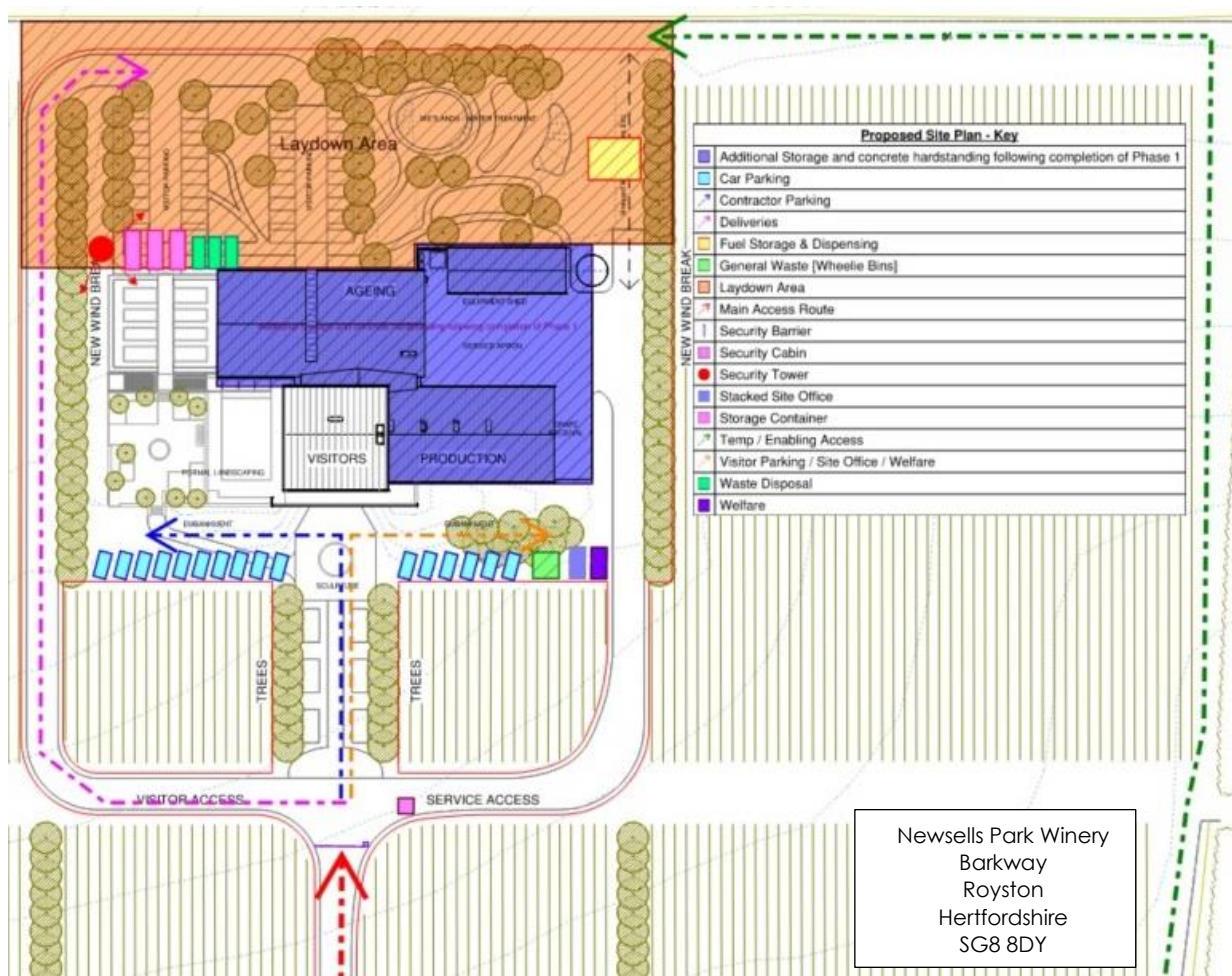
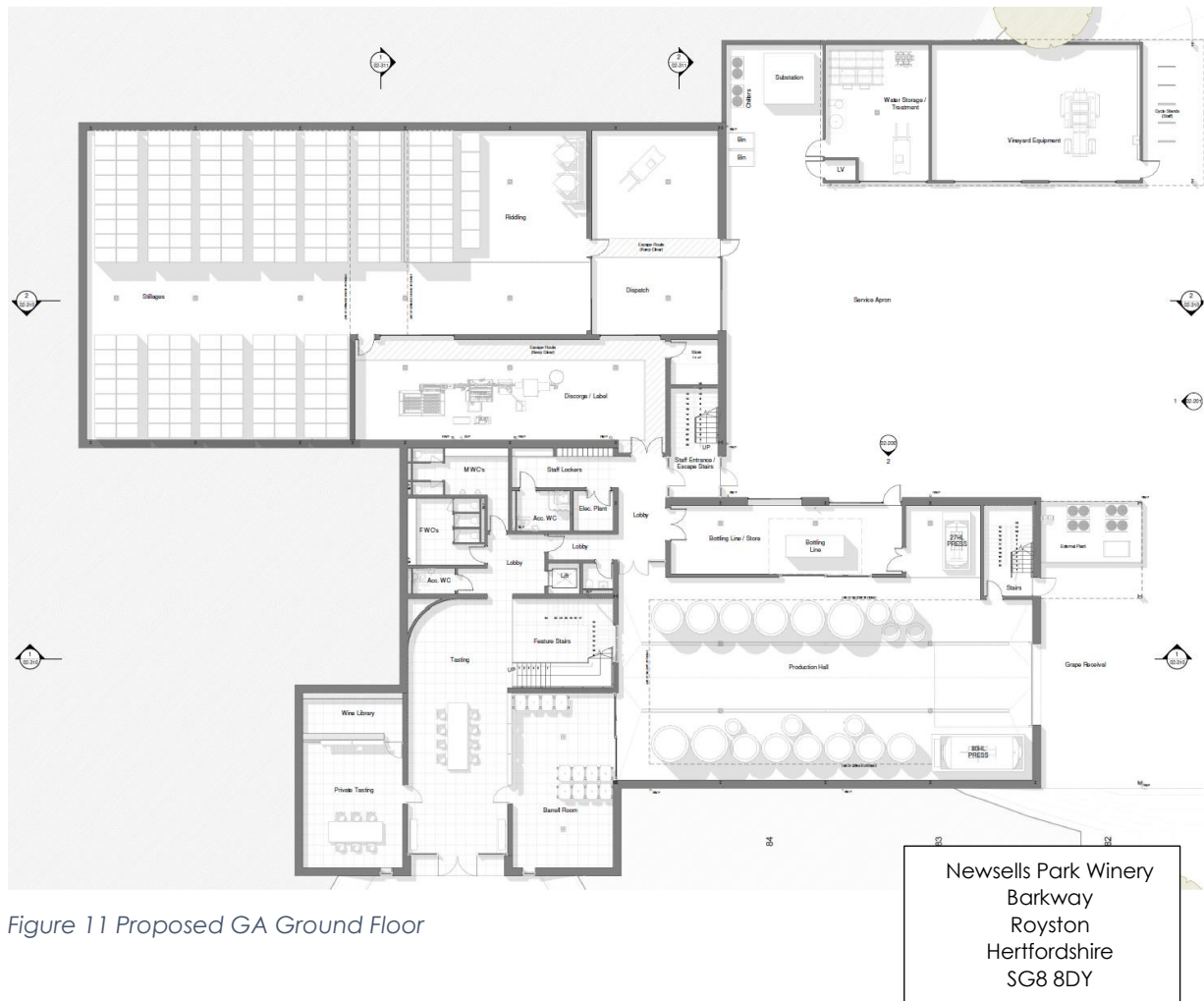


Figure 10 Proposed Site Plan



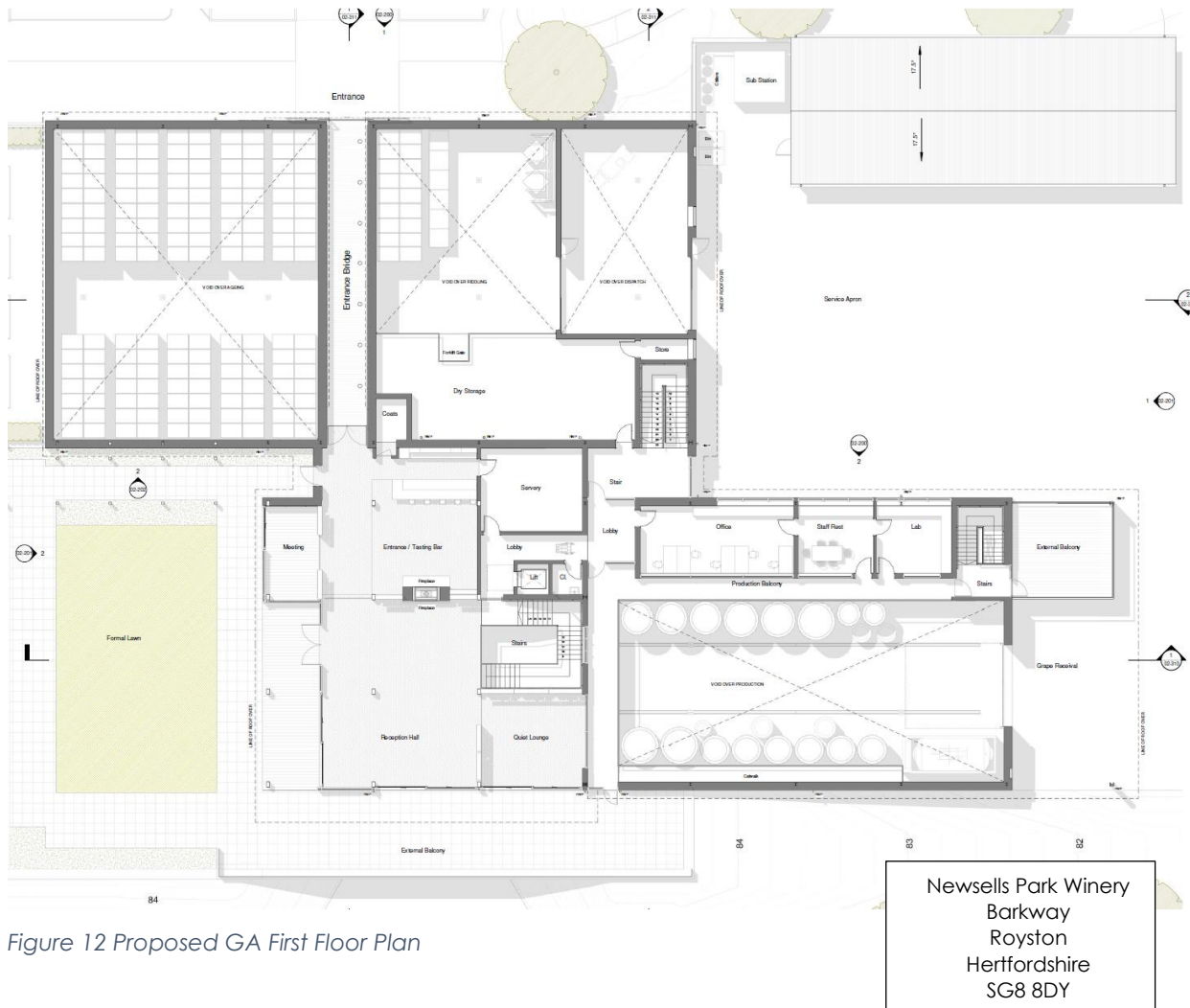


Figure 12 Proposed GA First Floor Plan

3.6 Indicative Construction Methodology

The contractor will manage the site in accordance with this document, the site waste management plan, transport plan and construction phase health & safety plan and will be responsible for obtaining all appropriate licenses, including arboriculture and ecology, and consents in respect of the site operations.

Risk assessments will be prepared for all elements of the works which will consider the environmental impact of the operations.

3.7 Ground treatment and substructure works

No remediation / stabilization requirements have been identified at this stage in the Ground Appraisal Report prepared by Geo – Environmental (refer to Environmental Section – Contamination).

The existing made track leading to the site is to be extended as part of the enabling phase to ensure that construction vehicles can access the site safely. Refer to the enabling section of this document. During the enabling phase, this track is the only access to site via the stud entrance. The suitability of this track will be reviewed and upgraded as required to provide safe access to site.

Initial ground treatment works will be undertaken as described in the site establishment section of this document, to provide a 'capped' network of hardstanding to minimize the disturbance and distribution of soils / silts from site activities and also on to the main highway when exiting the site.

All excavated material will be immediately moved and loaded to a bunded stockpile area. The excavated material is to be distributed around the development site and used in adjusting levels and creating landscaping features.

The formation level of the new slab will be excavated, and sufficient working area provided at the area where retaining walls are to be constructed to allow safe access.

3.8 Drainage

The new foul drainage systems and tanks will be excavated and laid to levels for final connection to the waste storage tank for final distribution to the Ecological pond / coppice areas.

The surface water will be distributed to the new soakaway positions.

Where possible, recycled materials will be sourced for all pipe bedding, instead of freshly quarried products.

3.9 Raft Slab / Structural Support / Final Pour of main slab

A structural raft is to be laid to provide the structural support for the retaining wall and structural steel frame.

Detailed risk assessments will be prepared prior to the works commencing with particular emphasis on the following environmental considerations:

- Vehicle numbers, movement and sequencing on site (concrete)
- The concrete pump position and charging of the pump with the concrete
- Measures to be adopted within the concrete charging and discharging areas including retention / capturing of over spillage of concrete during the concrete pour
- Cleaning of the pump and concrete wagons following delivery / pour, location and cleaning regime

3.10 Superstructure

The proposed superstructure is a steel framed building forming the main structure. This will be supported from the structural raft.

The Stepoc is a dry lay system with concrete infill. The same considerations as noted in the raft slab / structural support / final pour of main slab will be included within the RAMS prepared for the concrete pour.

The steel will be fabricated off site and brought to site in 2 - 3 loads in the sequence of erection.

Detailed risk assessments will be prepared prior to the works commencing with particular emphasis on the following environmental considerations:

- The size of crane to be used in the erection process (the smallest possible will be utilized)

- The position of the crane when lifting the steel into position for bolting with particular consideration to the position of trees to be retained on site
- The provision of a suitable 'mat' to support the weight of the crane plus load
- Consideration of protective barriers around the lifting area to prevent unauthorized access

3.11 Structural Floors (First Floor)

The first-floor area will be formed using a steel decking system [permanent shutter] with a reinforced concrete slab pump laid to the decking.

The panels will be delivered and offloaded by crane. The decking will be loaded onto the steel support members during the steel erection operation.

Detailed risk assessments will be prepared prior to the works commencing with particular emphasis on the following environmental considerations:

- The size of crane to be used in the unloading and placing process (the smallest possible will be utilized)
- The position of the crane when lifting the steel into position for bolting with particular consideration to the position of trees to be retained on site
- The provision of a suitable 'mat' to support the weight of the crane plus load
- Consideration of protective barriers around the lifting area to prevent unauthorized access
- A suitable method of access to secure the panels in place once lifted into position
- Means of fall protection during the decking installation

3.12 Building Envelope

The building envelope is to be formed utilizing cold rolled in fill support steelwork, curtain walling and cladding.

Detailed risk assessments will be prepared prior to the works commencing with emphasis on the following environmental considerations:

- The size of crane to be used in the unloading and placing of the cladding panels (the smallest possible will be utilized)
- The position of the crane when lifting the steel into position for bolting with particular consideration to the position of trees to be retained on site
- The provision of a suitable 'mat' to support the weight of the crane plus load
- Consideration of protective barriers around the lifting area to prevent unauthorized access
- A suitable method of access to secure the panels in place once lifted into position
- Safe handling and storage of the glazing to be used in the curtain walling system to prevent breakages
- A designated area for any cutting / on-site fabrication that may be required when installing the cold rolled steelwork and cladding and the method of capturing off steel off cuts and swarf to ensure that they do not migrate into the surrounding environment. Any cutting will require a permit and the area will be inspected by the site manager on completion of the operation.
- Provisions to ensure that any fixings that are dropped are collected on a daily basis to ensure that they do not migrate into the adjacent environment.
- Provisions for clearing waste and off cuts daily into suitable waste disposal skip to ensure that they do not migrate into the adjacent environment

3.13 M&E / Fit Out & Commissioning

Extensive M&E Installations and fit will be undertaken to cater for the production, offices, storage and wine tasting areas.

Detailed risk assessments will be prepared prior to the works commencing with particular emphasis on the following environmental considerations:

- Use of chemicals and gases when charging the air conditioning and production plant and measures put in place to ensure that any leakages or spillages do not affect the adjacent environment.

- To ensure that all paints / adhesives and the like that are to be used on site are water based and measures put in place to ensure that any leakages or spillages do not affect the adjacent environment.
- To ensure that all off cuts and waste are collected on a daily basis to ensure that they do not migrate to the adjacent environment.

3.14 Hard & Soft Landscaping

A reinforced gravel access road and car park will provide the main access to the development. A concrete hardstanding is being provided for the loading areas to the site. Paving's are to be provided around the perimeter of the development.

A soft landscaping scheme is being developed to the perimeter of the site.

Detailed risk assessments will be prepared prior to the works commencing with particular emphasis on the following environmental considerations:

- Only inert materials free of contamination are to be used as fill / formation to the hardstanding areas. Where possible recycled materials will be utilized in all hard landscaping areas.
- Cement / concrete to be used for kerbing and pavings are to be placed in a plastic sheet bunded area created adjacent to the working area to ensure no seepage occurs into the adjacent environment. All cement will be supplied in plastic weatherproof packaging to ensure that the bags are not affected by the weather.
- The perimeter kerb detail will be insitu to all hardstanding areas prior to any make up over and above the formation capping layer introduced during the site establishment phase. Any materials brought onto site to form the final levels will be immediately laid and compacted and no 'stockpiled' material will be allowed to mitigate the potential for migration into the adjacent environment.
- All off cuts created during the laying of the paving will be cleared daily and placed into the relevant waste disposal bin, where possible, the material will be utilized within the construction as fill material, subject to the structural engineer's approval.
- All packing pallets and the like will either placed in the suitable recycling bin or removed from site on a weekly basis (pallets etc)

3.15 Outline Construction Phase Programme

The construction phase of the project is anticipated to be 75 weeks

3.16 Working Hours

The anticipated working hours on site will be as follows:

7.30am – 6.00pm – Monday – Friday

8.30am – 1.00pm Saturdays

No working at any time on Sundays or Bank Holidays

4. Transport & Logistics

4.1 CLOCS

The site transport strategy will be based on the Construction Logistics and Community Safety (CLOCS) standard the primary goals of which are:

- Zero collisions between construction vehicles and the community
- Improved air quality and reduced emissions
- Fewer vehicle journeys
- Reduced reputational risk

Only Fleet Operator Registered Recognition Scheme (FORS) Registered companies will be able to haul / collect goods to/from site. This will be a requirement of the orders placed with all suppliers.

The projects potential impact on the community will be thoroughly risk assessed prior to commencement of works on site.

On site and fleet operators that comply to the requirements of the CLOCS standard will be procured.

4.2 Control of site traffic at peak hours

Site delivery / collection traffic will be restricted to operate between 9.00am and 3.00pm to avoid the busy traffic periods.

Deliveries and collections will also be staggered to ensure that there is no

build-up of traffic during the working day.

4.3 Traffic management at entrance and egress points onto / off site

All deliveries will be booked in and scheduled as detailed in 4.20.

When the new entrance is completed, the entrance is set back 25m from the highway to enable the vehicle to leave the carriageway.

Once in position, the driver will call the site security who will provide access to the site.

Once on site the driver will report to the security office where details of the delivery will be taken and also

All delivery details will be taken with the driver and vehicle details.

4.4 Vehicle engine idling

All delivery vehicle engines will be turned off once in place to unload the delivery.

All site equipment and plant will be turned off when not in use.

5. Material Storage

Lay down and storage areas for materials will be provided on site. The principals to be applied to material deliveries on site will be on an as needed basis and materials will not be stockpiled to mitigate the potential for contamination of the adjacent environment.

Figure 10 indicates the storage areas / lay down areas provided on site. No materials will be stored on site other than in these areas. Where required screens / bunds will be provided once the materials environmental impact has been assessed.

6. Dust & Air Pollution

With regard to potential dust emissions, environmental management controls will be implemented to prevent the release of dust entering the atmosphere and / or being deposited on nearby receptors. These measures will include:

- Appropriate handling of storage of materials on site
- The use of 'deconstruction' demolition techniques where appropriate
- All cart-away lorries will be covered when loading and leaving the site
- The condition of the road will be monitored to ensure dirt / dust is not allowed to accumulate
- Dust monitoring is to be carried out around and within the site on a regular basis for dust / air quality.
- Any dust and air quality complaints will be recorded, the causes identified, and appropriate action taken to reduce emission in a timely manner and the measures taken and recorded.
- No bonfires or burning of waste materials will be allowed on site
- A daily on-site and offsite dust inspection will be undertaken with a written log to be kept on site.
- Ensuring that all plant and machinery is regularly serviced and is in good working order. On site servicing and maintenance is carried out where possible
- Plant will not be left running when not in use
- Plant dust arrestment equipment will be used where practical
- Use of modern efficient plant and machinery
- Plant will be fitted with dust particle filters
- Fuel saving systems will be fitted, where possible to site plant.

Vehicle movements may result in dust and exhaust emissions; however, a number of control measures can be adopted to minimize such emissions:

- Waste from the site is to be taken to a nearby waste handling facility, such as Newnham, to minimise the journey length and time

- During dusty operations, the working area will be surrounded by Heras fencing and 2 layer of debris netting will be installed to contain the dust within the working area.
- Ensuring that dusty materials are transported appropriately. For example, by sheeting vehicles carrying spoil and other dusty materials).
- Deliveries will be planned to ensure that the maximum load is delivered to site rather than phasing loads to reduce deliveries.

7. Noise and Vibration

Noise levels will be controlled as set out below to ensure that the works are undertaken in a way that minimizes detrimental impact to adjoining owners and local residents.

- As far as reasonably practicable, bulk excavation and any resulting breaking out of the chalk will be carried out using methods that provide the highest level of noise mitigation. Quieter types of machinery will be specified for these works where possible.
- The use of music broadcasting equipment on site will not be permitted, to minimize noise pollution to adjacent buildings, particularly the Stud, and occupied areas.

During breaking out operations, the measures summarised below, will be employed to monitor and minimize noise and vibration pollution.

- Regular monitoring of noise and vibration levels at, or near the site boundaries
- Establishment of vibration and noise action levels
- Vibration will be recorded in real time to predetermined levels
- The use of alternative non-percussive methods that provide the highest level of noise mitigation
- Implementation of a monitoring and control regime specifically to address noise from HGV movements

- Ensuring the chisels and hammer points on the hydraulic breakers are regularly inspected and changed to ensure maximum operating efficiency aiming to reduce activity time noise and dust
- Using electrically / battery powered tools as opposed to petrol / diesel powered tools where practicable
- Maintaining the existing boundary planting and fencing and the use of acoustic screening where practical
- The positioning of compressors will also be taken into consideration to reduce noise transfer to neighbouring properties.

If complaints are received, monitoring will be carried out more frequently and the results reviewed. Baseline monitoring will be carried out prior to the start of works and during works by others.

8. Waste

- Waste arising from site will be disposed of on a regular basis so as to avoid the build- up of waste thereby eliminating the risk of attracting vermin.
- Bulk materials excavated on site are to be re-used in the development to form revised site levels; bunding and landscape features.
- Litter will not be allowed to accumulate around the site perimeter.
- All operatives will be required to use the site bins for the disposal of their waste / litter.
- No bonfires or burning of waste materials will be allowed on site

9. Sensitive Receptors

Figure 13 below indicate the sensitive receptors within a 1000m of the site. Consideration will be given to these receptors when preparing the risk assessments and method statements.

A general introductory letter will be distributed to these areas explaining the works being undertaken, the possible impact the development could have on the community whilst in construction and contact details of the site manager in the event of complaint, comment or query.



Figure 13 Sensitive Receptors within 1000m of the site

10. Site Floodlighting

- Whenever possible, temporary site lighting will be kept to a minimum taking into account the needs for site health and safety, security, and ecological concerns. All deliveries to the site, wherever possible, will be made in accordance with the construction working hours.
- Modern lighting equipment will be used with the necessary controls to minimize glare and light spill (e.g., directionally shielded fixtures). Security and flood lighting will be positioned to a designated tilting angle, typically less than 70 degrees and directed into the centre of the site, away from sensitive receptors. Monitoring of the temporary lighting installations will be undertaken to ensure correct aiming angles are being achieved and appropriate modifications, where necessary, are being made. Lighting will only be employed during normal working hours. Low Lux level lighting will be employed out of normal working hours to work in accordance with the security installation to allow for movement activation in the event of trespass onto site and security response observation of the site. All site lighting proposals will be designed in conjunction with the Ecologist to ensure that the minimum of disturbance to the wildlife on site and those likely to use the general site area as a commuting route.

11. Consents and Licenses

All statutory consents and licenses required to commence an onsite activity will be obtained ahead of works commencing and giving the appropriate notice period.

These will include, but are not limited to:

- Discharge of any planning conditions
- Section 278 Highways Agreement
- Considerate Construction Scheme

12. Cranes

Crane arcs will be confined within the site boundary unless agreed otherwise with neighbouring property owners / occupiers whose air space may be affected. The principal contractor will obtain the relevant permissions from the appropriate authority. All cranes will be operated in accordance with the requirements of BS 7121-3:2017, Code of Practice for Safe Use of Cranes. A crane lifting plan will be prepared by a suitably qualified appointed person

who will consider the load to be lifted, weights heights and distance. The lifting plan will also consider the environment and protection of trees, overhead lines etc.

13. Anticipated Vehicle Movements

Table 4 below, details the anticipated vehicle movements for the various stages of the construction phase of the works.

13.1 Outline Construction Programme

The target date for the commencement of the project is 2024. The overall enabling and construction phases are programmed to be completed over a 86 week period.

Table 4 – Number and frequency of vehicles

Programme Stage	Typical Daily Movements	Peak Daily Movements
Site Establishment	2-3 Vehicles delivering cabins and site establishment equipment etc. 12m rigid vehicles.	3 visit to site
Substructure / groundworks	3-4 Vehicles. Stone deliveries, muck away tippers	5-6 vehicles during groundwork operations. Low loader for rig delivery and removal
Superstructure	2-3 Vehicles. 3 full artic daily during steel erection. Large multi axle mobile crane daily	3-4 Steel deliveries and removal general materials / waste
Envelope	2-3 Vehicles. Cladding materials, general construction materials	5-6 vehicles delivering roof components, general construction materials.
Fit Out	2-3 vehicles. Internal finishes, rapid courier delivering components and finishing materials	5-6 vehicles possible at peak – delivering final components and clearing site and rubbish

All construction vehicles should be required to meet the latest Euro V1 standards.

The permitted hours in which vehicles will arrive at and depart the site will be restricted to the following hours.

- Monday – Friday, 09:00 to 15:00 hours
- Saturday, 8:30 to 13:00 hours
- No working on Sundays, Bank Holidays or Public Holidays

The traffic route into site is provided in shown in figure 2.

13.2 Booking System

Deliveries and collections will be made via a central booking system which will ensure that all deliveries are phased and only one delivery is made at any one time. No vehicle lay down will be allowed on the estate, or site, while waiting for a delivery / collection to be made.

The delivery procedures will form part of the sub-contractor / supplier order and the procedures and rules relating to this site will be issued with the order.

A banksman will be allocated to supervise all deliveries and collections from accessing to exiting the site.

13.3 Pedestrian and Vehicle Access Arrangements

All pedestrian routes within the site will be clearly defined utilising chapter 8 barriers to allow ease of relocation and set up as the site develops. Suitable signage will be provided to direct pedestrians around the site.

Traffic Marshalls and banksmen will be employed in order to oversee the movement of vehicles exiting the site and to ensure that oncoming vehicles and pedestrians are clear of the exit route prior to the vehicle exiting the site. The Marshall / Banksman will supervise the manoeuvre of the vehicle until such time the vehicle has exited the site and is in the correct driving position to exit the site.

All site operatives will be given a specific site induction and briefed with reference to the use of designated pedestrian access ways and cross over points.

There is minimal parking available on site and no parking will be allowed adjacent the site entrances. A secure lock up will be provided to enable tools

to be stored over night to allow tradesman to utilise public transport. Bike dock stations will be provided to allow bicycles to be secured through the day.

An incentive scheme will be introduced for all site personnel and subcontractors to encourage systems such as:

- Car sharing
- Use of Public Transport
- Pick up Points

13.4 Temporary Road Closures

Road management will be required once the Section 278 Highways agreements is constructed. A specialist traffic management contractor will be required to provide the carriageway closure application and license.

13.5 Traffic Route

Figure 2 shows the traffic route from the A10 to site.

13.6 Cumulative Impacts of Demolition & Construction Traffic

Table 5 – Cumulative impacts of Demolition & Construction Traffic

Sensitive Receptor			Construction impacts	Residual	Measures taken
Local	Business	/ Site	Air Quality (Dust & Emissions)		• Low emission vehicles to be used for deliveries • Bulk up deliveries to reduce the number where possible • Restrict number of deliveries each day by central management system • Ensure all loads are covered when delivering and collecting • Regular sweep of the roads and footpaths
operatives					
Local	Business	/ Site	Noise and vibration		• Bulk up deliveries to reduce the number
operatives					

			where possible
			Restrict number of deliveries each day by central management system
Local Business operatives	Site	Transport & Access	Manage the deliveries of materials out of peak times
Sensitive Receptor		Deconstruction, demolition and construction Residual impacts	Measures taken
Highway Network		Transport	- Deliveries / collections to be made out of peak hours - Detailed site access plans to be issued with supplier sub contract orders to ensure that drivers locate the site as soon as possible - Bulk ordering to be adopted where possible to reduce overall delivery requirements
Local Community		Parking	- Limiting parking allowed on site - No parking allowed on road network - Travel initiatives to be adopted to encourage the use of public transport - Site storage to be provided to allow for

tools to be securely
stored in site to
encourage the use of
public transport

14. Site Waste Management

Waste Management

Waste Management will focus on the recycling of all materials generated through the construction phases.

Where possible, materials generated from the excavation will be recycled fill and landscaping within the development.

The general principles of the Site Waste Management Strategy are detailed below.

14.1 Plan design stage

- Appoint a Waste Champion from the on-site management team
- Summarise the activities of the project and the anticipated waste that will be generated
- Determine waste actions at the design stage to reduce hazardous and non-hazardous waste
- Detail existing or pre-determined waste management restrictions and decisions

14.2 Pre-construction Phase

- Target benchmark for waste either as m³ or tonnes per m²
- Target anticipated quantities, types of waste and disposal options
- Duty of care declaration
- Registration of the site

14.3 Construction Phase

- Management and monitoring of waste and disposal
- Completing the register of waste produced, volumes, quantities and the register of disposal tickets, location and method of disposal and classification by list of waste codes

- Regular reviews of the targets and benchmarks set for which will be included on the agenda for the monthly site meeting reports / meetings

14.4 Post Construction

- Post construction review signed off by the principal contractor and client, within a 3-month period following practical completion

15. Public Relations & Community Liaison

15.1 Community Liaison

During this project there will be regular communication with neighbouring community, to ensure that they are informed and are aware of the ongoing works on site.

Our commitment is to:

- Provide a dedicated Community Liaison Officer
- Issue regular correspondence detailing progress and proposed activities in the forthcoming period
- Display project bulletins on the site perimeter in prominent location.

16. 16.0 Site Health & Safety

All activities will be assessed via a risk assessment and method statement prior to the works commencing. All sub-contractors will be required to submit their initial assessments 7 days prior to commencement to allow sufficient review by the site management team and to also consider the impact of other activities in the planned work timeframe.

All risk assessments and method statements will also consider the environmental impacts that their works may have.

A health & Safety review meeting will be held on a Monday morning with all key site management team members and key subcontractors who will working on site in that week represented.

Regular toolbox talks will be held (weekly) focusing on live situations and activities being undertaken in that working week to ensure that they are relevant and effective.

All site operatives will be CSCS qualified.

17. Emergency Procedures

Contact names and phone numbers will be made available in case of out of hours emergencies relating to the site. This information will be displayed prominently on the site boundary.

A fire evacuation plan will be prepared and prominently displayed on site. Site evacuation routes will be clearly marked on site as will fire extinguisher locations.

Regular fire practice drills will be carried out on site.

A First Aid Appointed Person will be designated, as indicated on the notice board.

18. Roles and Responsibilities

18.1 Project Director

The Project Director will be responsible for: -

- Ensuring that the CEMP is developed & held on site and that it is implemented throughout all phases of the project. Ensuring the CEMP details are updated as and when relevant information is provided by the stakeholders associated with each section of the CEMP, i.e., consent conditions, pre-construction surveys, etc.
- Maintaining the CEMP and ensuring that all contractors and visitors comply with it.
- Ensuring that environmental issues identified within the Pre-Construction Information and the pre-construction site surveys and relevant information gathered from agencies, local councils etc are addressed.

- Producing environmental project specific controls for all significant risks identified and implementing control measures to minimise the risk of damage to the environment.
- Communicating the CEMP and other related document to employees, contractors and client representatives.

18.2 Contractors and Visitors

Contractors and visitors to the project will be responsible for: -

- Ensuring that the control measures identified from environmental surveys are implemented as they are relevant to their work / visit.
- Ensuring that the project management team are notified of any nonconformance of control measures or environmental incident where the environment has been put at risk.

18.3 Site Manager

The site manager is responsible for:

- Ensure the site and all stored materials and chemicals are safe and secure.
- Ensure the F10 notice, GE Construct's Principal Contractor Sign, and signage indicating where and whom visitors should report to are clearly displayed.
- Ensuring an accurate record of contractors and visitors to site is maintained including the time of arrival time of departure and reason for the visit to site.
- Maintaining a site dairy, recording all deliveries, personnel on site, activities undertaken, temperature and weather conditions.
- Daily site inspections to ensure that the site and accommodation is kept in a tidy and orderly fashion.
- Daily plant and machinery inspections, paying particular attention to the hoses, pipes and valves and any potential source of fuel / hydraulic / liquid spillage.
- The management of refuelling of plant in the designated areas and to the appropriate method as highlighted in the site-specific RAMS.

- Management of waste in conjunction with the GE Construct Limited's procedures as applicable.
- There are First Aid Facilities and appropriately trained First Aid staffs, spill kits are available and appropriately trained staff.
- Ensure that all visitors and contractors are presented with a site induction prior to entering the site including briefings on Environmental Issues pertinent to the project.
- Delivering a weekly toolbox talk (or more regularly if deemed required) on the relevant activities being undertaken that working week.
- To chair a weekly subcontractor meeting to discuss the activities of that week and to ensure coordination between trades and to discuss the environmental impacts / mitigation required for the activities planned.
- To review and check that all sub-contractors have an approved site / task specific Risk Assessment & Method Statement in place prior to commencing works on site, in conjunction with the HESQ Manager.
- Advise HESQ Manager of any reportable incidents.

18.4 Site HESQ Manager

The site HSEQ Manager is responsible for:

Ensuring work is carried out:

- In a safe manner in accordance with any manufacturers' instructions etc., good standard of workmanship. Ensure site staff are working in accordance with agreed Risk Assessments and Method Statements (RAMS) particularly where activities have the potential to cause environmental harm.
- Health and safety advisor to complete the site waste management plan and ensure it is followed.
- Ensuring that the DCEMP is implemented throughout all phases of the project.

Monitoring HSEQ issues by:

- Carrying out daily checks on site to ensure the site is secure and tidy
- Weekly checks and “toolbox talks” carried and recorded. Weekly site audits.
- Consulting workers on the effectiveness of measures to reduce risk to the environmental, reviewing and improving conditions or methods/procedures where appropriate.
- Keeping records of and reporting any incidents and close calls (near misses).

19. Information for Contractors and Visitors

All contractors and visitors to the site will be made aware of the Environmental Policy and the controls applicable to the presence and activities on site, including, but not limited:

- Method Statements
- Risk Assessments
- Site Induction including environmental briefings
- Toolbox talks

The project director will be responsible for monitoring communications between all relevant parties of the project ensuring that all environmental matters to the project are discussed and managed and observation of the communications will be documented, and the files retained in the site office.

Relevant site layout and location plans detailing the location and construction of the site compound, storage locations and parking are to be displayed on the information board at the site entrance.

SECTION 2 – ENVIRONMENTAL MANAGEMENT PLAN

20. Environmental Assessment

A number of environmental assessments have been carried out on site to consider the environmental status of the site and to consider the impact the works may have on the habitat and wildlife. The assessments undertaken are summarised in section table 2 of the CEMP the assessments and reports that have previously issued to the planning authority are noted in table 2.

A Preliminary Ecological Appraisal reference: BG23.153 dated May 2023, has been prepared by Brindle & Green following a site survey on the 14th April 2023 which highlighted a number of action points and recommendations, which have been instructed and the resulting assessments prepared.

An arboricultural impact assessment survey and report reference: BG23.153,2 dated May 2023, was prepared by Brindle & Green Arboriculture following a site survey on the 14th April 2023 which highlighted a number of action points and recommendations, which have been instructed and the resulting assessments prepared.

The assessment recommendations have been considered in the preparation of the CEMP and the following sections consider the recommendations and make provision for the implementation of the recommendations.

21. Contamination / Remediation

A Ground Appraisal Report has been prepared by Geo-Environmental following a site investigation GE21034 – LRJH01/220922 carried out in September 2022.

No visual or olfactory evidence of potential contamination was identified within the investigation.

Risk assessments have been prepared by Geo Environmental along with a discovery strategy in the event of contamination being discovered during the works.

From the results received from the site investigation noted above, no remediation measures have been identified at this stage.

22. Ecology

22.1 Introduction

A Preliminary Ecological Appraisal reference: BG23.153 dated May 2023, has been prepared by Brindle & Green following a site survey on the 14th April 2023. The purpose of the report was to consider the potential ecological impacts of the development of the site.

22.2 Habitats

It has been identified in the ecological appraisal that the site does support habitats of principal importance in the form of native hedgerows. The appraisal recommends that these are retained and enhanced wherever possible.

Any enhancement works identified will be undertaken post construction, during the landscaping phase.

The construction phase of the works will not impact on these hedgerows identified and if at any time during the construction phase the likelihood of hedgerows being disturbed are identified, no works would be undertaken until the project ecologist is consulted and mitigating measures introduced prior to any works commencing.

The hedgerow on the main access route into site [H1 including T1-5] has been identified in the arboricultural impact survey and designated as a Construction Exclusion Zone [CEZ1] and protective barriers are to be installed on the hedgerow to the extent of the construction activities.

22.3 Breeding Birds

22.3.1 Stone Curlew

The appraisal has noted that the dominant habitats of ephemeral vegetation and planted vineyards were considered suboptimal for the stone curlew. It was considered unlikely that stone curlew would be nesting within the red line or within adjacent vineyard habitats, however, their presence within the wider horse pasture cannot be ruled out.

22.3.2 Trees, Grassland, Arable and Woodland

It has been identified in the Ecological Appraisal, that the trees, grassland, arable and woodland provide suitable habitat for breeding birds.

The breeding bird season is generally accepted as being between March and September.

All vegetation clearance, tree removal, pruning and general arboricultural management is planned to be undertaken during the enabling phase and subject to planning approval, this will be between the Ecologist's recommended period of October to March.

In the event that this work will be undertaken between March and September, a search for active birds nests will be undertaken 24hrs prior to commencing works and the Ecologist advised of the search results.

22.3.3 Newly Constructed Buildings

It has been recommended in the PEA that 4nr Eco Swallow Nests, or similar approved, are installed within the overhanging eaves of a suitable newly constructed building, as Figure 14 shows.

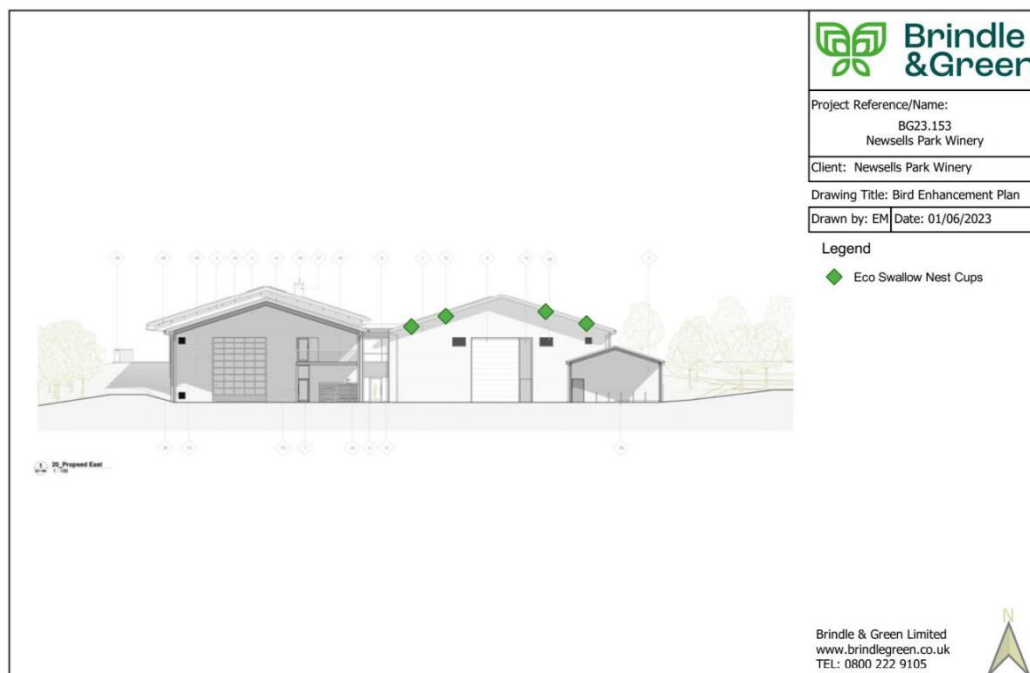


Figure 14 – Proposed Swallow Nest locations

22.4 Foraging & Commuting Bats

It has been identified in the Ecological Appraisal, that the disturbance to foraging and commuting bats within the construction access / development area is reduced, where possible, by employing a sensitive lighting scheme, during the construction phase.

It is the intention to introduce site lighting to provide safe access onto site and within the development area.

Prior to installing the lighting, a lighting scheme will be designed with the sensitivity to the potential for foraging and commuting bats taken into consideration. The scheme will be submitted to the Ecologist for comment / approval.

It is noted from the appraisal, that the lighting scheme should ensure that any lighting should be directed away from the north western boundary with overspill of less than 1 lux [ideally 0 lux] onto suitable habitats.

22.5 Badgers

It has been identified in the Ecological Appraisal, that 3 months prior to commencement on site a pre-works check should be undertaken by an Ecologist to identify if Badgers are located within the development area.

- At the end of each working day, all exposed excavations will be covered and if this is not possible, a suitable means of escape for any fallen animal provided [i.e., scaffold plank].
- Any temporarily exposed pipework will be capped off to prevent badgers gaining access into the pipe.

In the event that badgers / or evidence of badgers be encountered, all works will cease immediately, and the Ecologist advised for advice / guidance sought.

22.6 Great Crested Newt

It has been identified in the Ecological Appraisal, that although a pond is present within 150m of the development, the habitats to be impacted were

considered sub – optimal or very limited in extent therefore the risk of harm considered unlikely.

However, the following avoidance measures will be adopted on site to minimise the risk to individual amphibians:

- All materials will be stored off the ground on pallets or stillages
- All waste materials will be immediately placed in waste disposal skips as generated

In the event that GCN presence is detected during the development works will be immediately ceased and the Ecologist advised for advice / guidance, as a European Protected Species would be required to continue the works.

22.7 Reptiles

As identified in the Ecological Appraisal the following reasonable avoidance measure will be adopted on site to prevent reptiles colonizing any potential habitat incidentally created by the development works:

- Any tall grass / ruderal vegetation within the development site will be directionally strimmed in a two-phase process during the active season of March to October to allow for any herptiles to disperse, the first cut to reduce the height to 30cm and the second cut to reduce to 10 – 15cm.
- All materials will be stored off the ground on pallets or stillages
- All waste materials will be immediately placed in waste disposal skips as generated

In the event that reptile presence is detected during the development works will be immediately ceased and the Ecologist advised for advice / guidance.

22.8 Mammal Species of Principal Importance

As identified in the Ecological Appraisal, Hedgehogs and Brown Hare may have use of the site for foraging or commuting purposes. The following reasonable avoidance measure will be adopted on site;

- Any temporarily exposed pipework will be capped off to prevent hedgehogs and brown hare gaining access into the pipe
- All works will be undertaken during daylight hours
- All vegetation will be checked prior to removal
- All areas of deadwood, brash and discarded items by hand before removing
- At the end of each working day, all exposed excavations will be covered and if this is not possible, a suitable means of escape for any fallen animal provided [i.e., scaffold plank].

23. Arboricultural

23.1 Arboricultural

An arboricultural impact assessment survey and report reference: BG23.153,2 dated May 2023, was prepared by Brindle & Green Arboriculture following a site survey on the 14th April 2023. The purpose of the report was to consider and summarize any potential arboricultural impacts and to then produce a Tree Protection plan from the conclusions of the report. This report is due to be updated as a result of missing out land within visibility splays in previous survey

The report was concerned with trees that may be impacted as a result of the development, to include trees on the boundary of the proposed development site as well as those outside of the boundary.

The report established that the site is not located within a conservation area, nor any trees with Tree Preservation Orders [TPOs] within the boundary of the site [concluded via email correspondence with North Hertfordshire District Council].

23.2 Tree Removal

Sections of G1, G2 & H2 as identified within the report are to be removed to facilitate the development. The removal of these trees will be undertaken by a qualified Arborist within the enabling phase of the project. The location of the trees to be removed are noted in figure 15.

Tree removal, pruning and tree management works, ideally would be undertaken between October - February or March – September under supervision of an arborist, which is during the nesting season.

23.3 Root Protection

The trees noted in figure 15 have been identified as requiring root protection barriers. The method of providing the root protection is detailed in figure 18.

23.4 Construction Exclusion Zones [CEZs]

Four Construction Exclusion Zones [CEZs] are to be established:

- CEZ1 will protect H1 and trees T1-T5, in addition to the retained section of G1 (following required tree removals for the new access). The easternmost

section of H1 is located a sufficient distance away from the development to not require protection.

- CEZ2 will protect G1. The fencing will be installed immediately north of the new access road through G1 and will span the eastern edge of the group to connect to the existing deer fencing that is comprised of 6-foot high metal stock netting.
- CEZ3 will protect the western end of H2. The fencing will be installed after the required removal for the new access and will connect to the existing deer fencing.
- CEZ4 will protect H3 and the notional RPA of T6, where existing deer fencing is not present; additional fencing is not required where deer fencing is already present.

The location of the CEZs are shown in figure 16. Protective barriers are to be provided to isolate the zones. The method of providing the protection barriers is shown in figure 17.

23.5 Facilitative pruning and tree management works

Crown lifting works are recommended to the south-eastern extent of G1, where deemed necessary to facilitate the proposed access road, up to a maximum height of 3m.

a high proportion of ash trees within G1 are in advanced physiological decline or dead as a result of ash dieback infection. Infected ash from the group should be removed and material suitably dealt with. Infill replanting with native species is then recommended for G1, to replace trees removed. The removal will be undertaken during the enabling phase and the subsequent replanting, post construction during the landscaping aspect of the project.

Tree removal, pruning and tree management works, ideally would be undertaken between October - February or March – September under supervision of an arborist, which is during the nesting season.

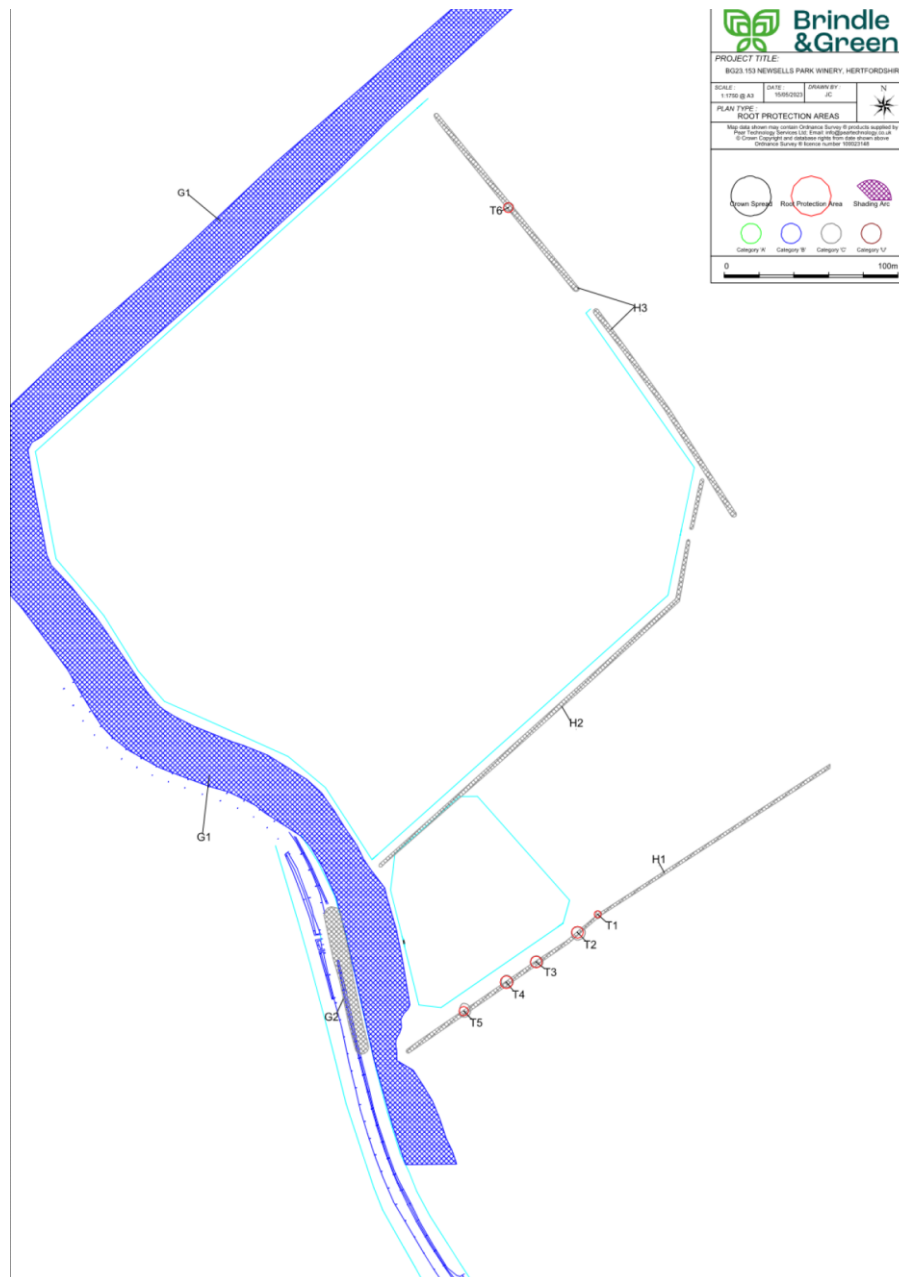


Figure 15

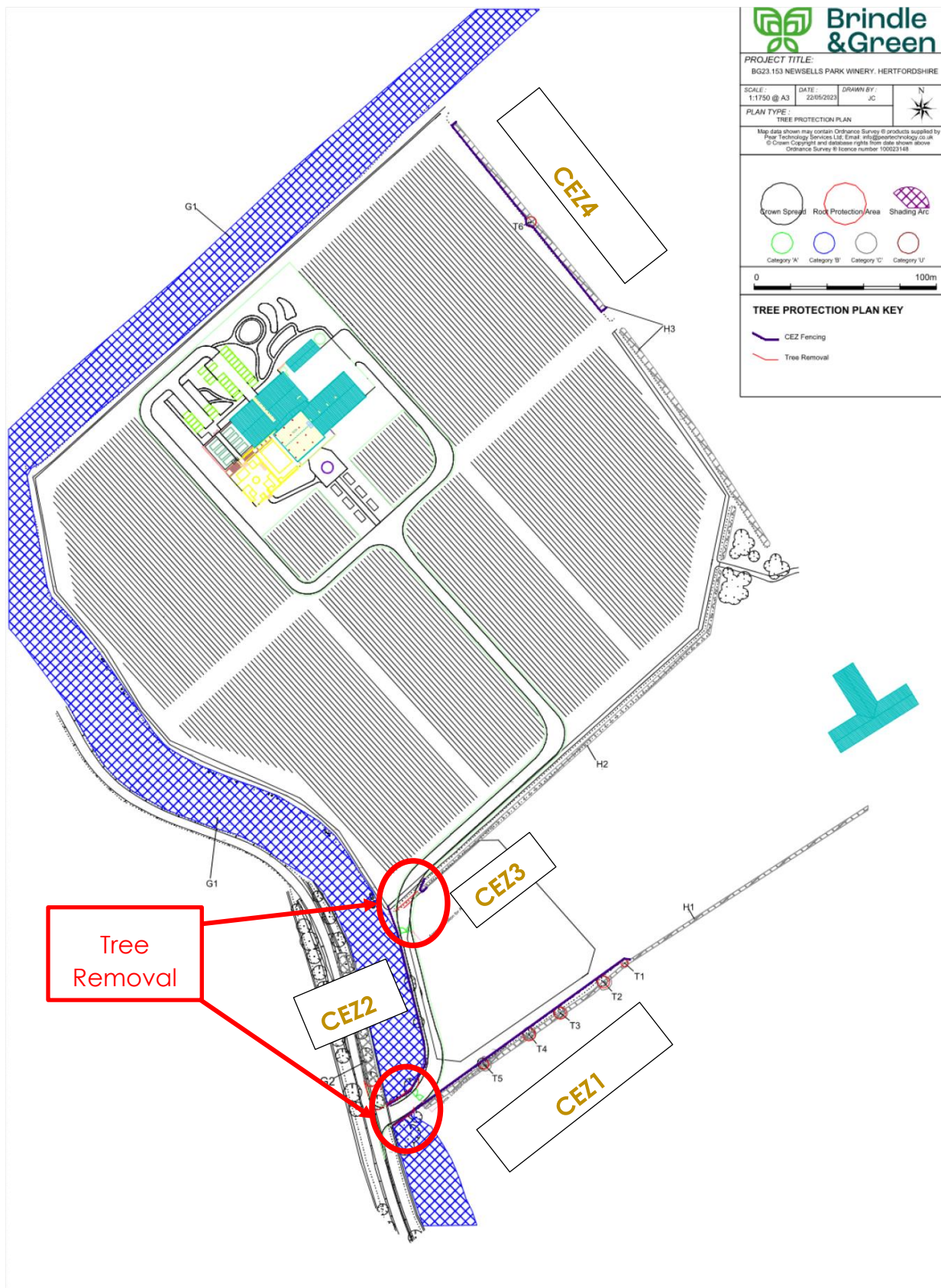


Figure 16

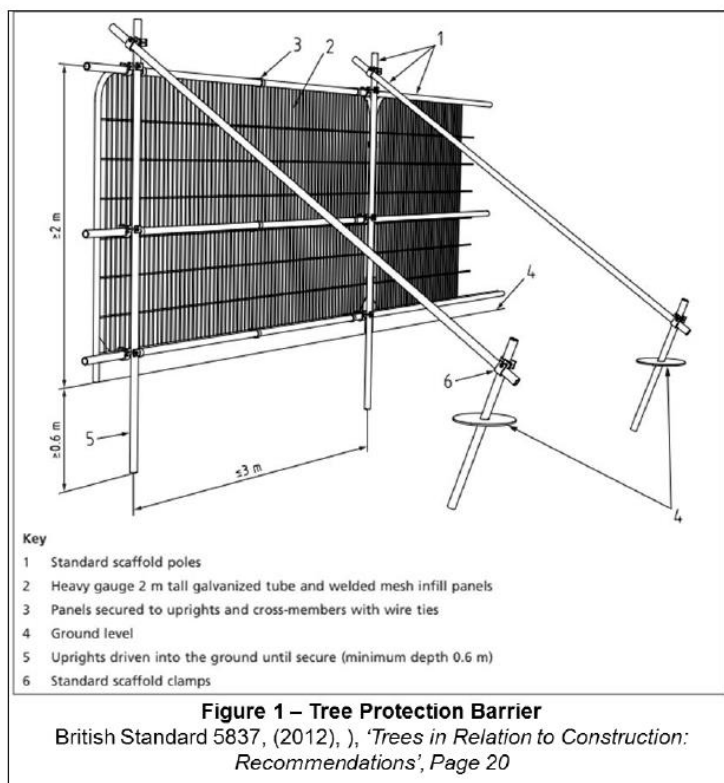


Figure 17 Tree Protection Barriers to be erected to create Construction Exclusion Zones as noted in figure 16

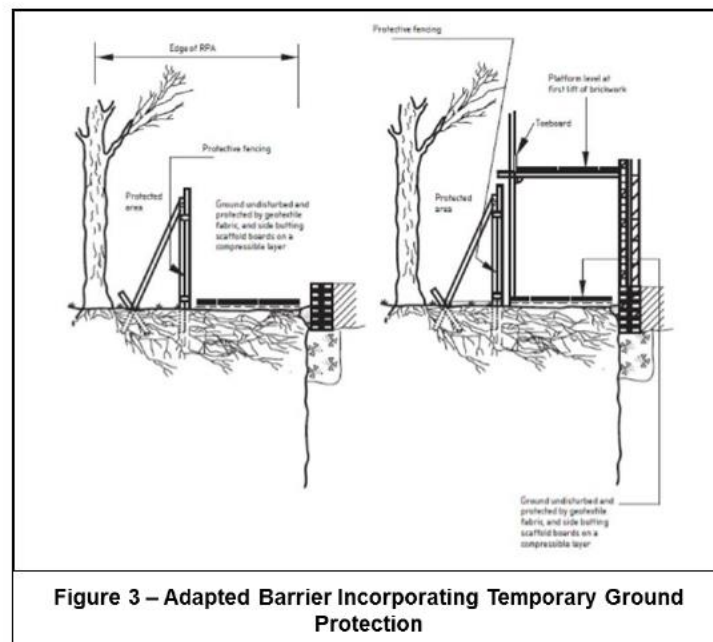


Figure 18 Root Protection Barrier to be provided to trees requiring protection as noted in figure 15

24. GE Construct Limited's Accreditations

GE Construct Limited hold the following accreditations:

ISO

ISO 14001 : 2015 – Environmental Management Systems

Certificate number: 320482019

Expiry: 07 April 2024

ISO 9001 : 2015 – Quality Managements Systems

Certificate number: 320502019

Expiry: 07 April 2024

ISO 45001 Occupational Health & Safety Management Systems

Certificate number: 320512019

Expiry: 07 April 2024