CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

FOR

RAF UPWOOD, RAMSEY ROAD, UPWOOD, HUNTINGDON, PE262PY

Phase One- Plots 1-160



Planning ref: 1500029FUL

Contents

1- Introduction
2- Community Liaison
3- Working Hours
4- Construction Traffic Management
5- Wheel Washing
6- Storage of Plant and Materials
7- Construction Activities
8- Noise
9- Dust
10- Accident Management Plan- Oils and Fires
11- Waste Management
12- Signs
13- Speed Limits
14- Pedestrians

Appendices 1- Industrial estate traffic management plan

Appendices 2- Site compound, parking and material storage

Appendices 3- Wheel wash locations

Appendices 4- Pond traffic management

1- Introduction

This document has been produced to update the previous CEMP, produced by Savills in 2022, which was written to support the Lindum Homes planning application for RAF Upwood.

Vistry Partnerships South East Midlands have been appointed principal contractor for the client, Hyde and differences have been noted between Vistry site management procedures and procedures outlined in the previous CEMP.

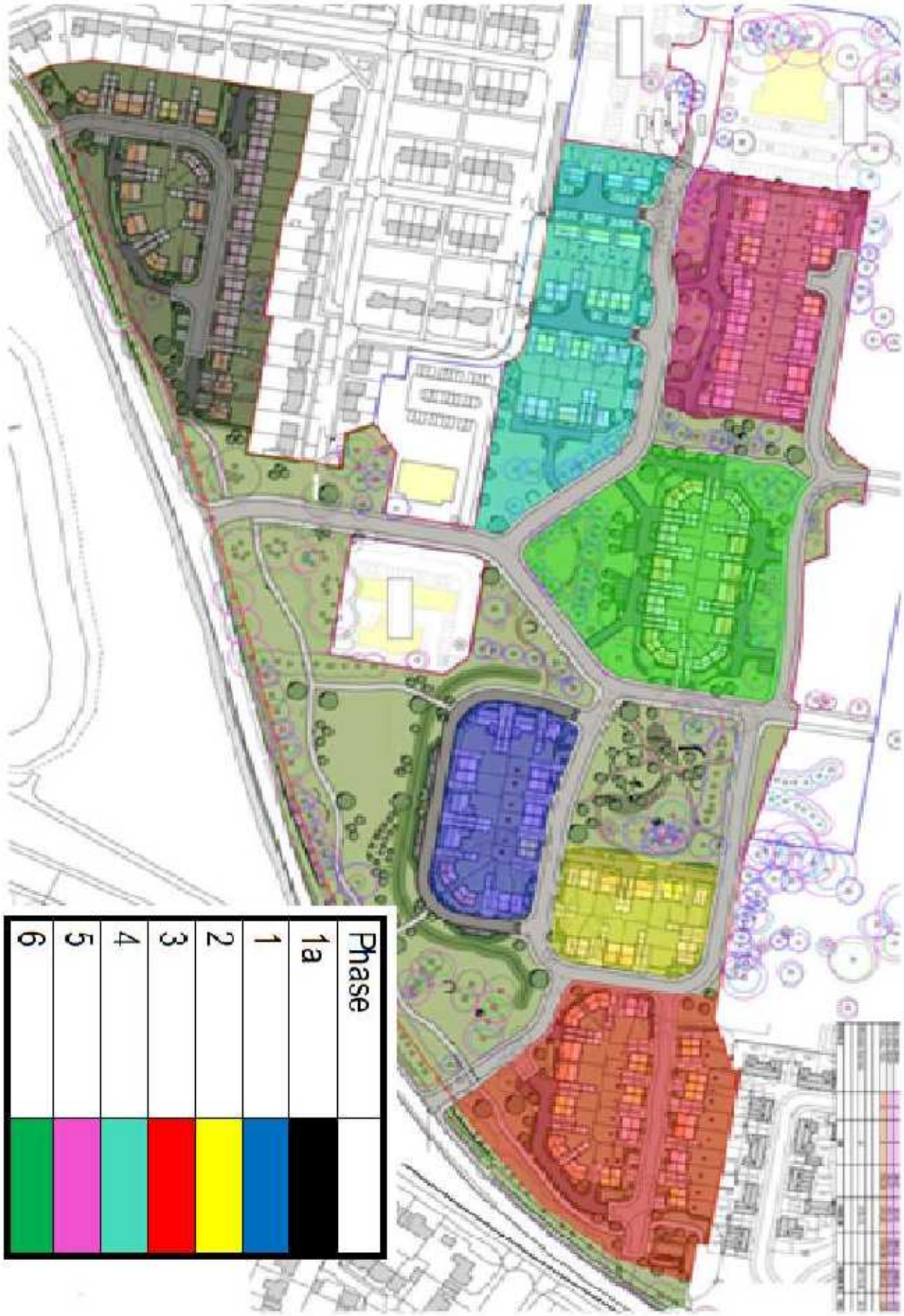
The purpose plan will outline the practices and measures to protect the amenity of the area during construction.

These measures will be conveyed to all subcontractors and suppliers working on the development. They will be implemented and enforced by the site management team both at site level and from the regional office. As the development proceeds unforeseen issues may arise, at which point, this document can be reviewed. Any changes will be discussed with Cambridge County Council and/or Environmental Health Officers.

The scheme will be constructed in 7 phases as indicated on the next page. Initial focus will be the construction of all site roads, highways upgrades to Ramsey Road (subject to 278's) and the construction of an attenuation pond.

Dates for Completion of Sections

- Phase 1a – Plots 1-31- March 2026
- Phase 1- Plots 102-118- June 2026
- Phase 2- Plots 119-131- November 2026
- Phase 3- Plots 132-160- September 2026
- Phase 4- Plots 32-59- December 2027
- Phase 5- Plots 60 to 83- June 2027
- Phase 6- Plots 84 to 101- February 2027


Phase
1a
1
2
3
4
5
6

2- Community Liaison

Countryside Partnerships South East Midlands are based at Enderby, Leicester with multiple sites across the Peterborough region. We have strong links with local trades and suppliers including a business on the RAF Upwood estate.

The site management team will consist of:

Construction Director- Ryan Woolley

Associate Construction Director- Richard Plowman

Contract manager- David Talmadge

Site manager - Calum Rea

Design Coordination – Shaun Stuart

Health and Safety manager – Joe Rea

A trading estate neighbours the site utilising what we are calling 'Gate 2'. Continuous access is required. Closure of this road is planned for May 2025 by which time site access via Gate 1 will be formed.

At all times during the build an access road will be open to the industrial estate. This in turn means at no time will any deliveries have to wait out on Ramsey Road.

Contact has been made with all businesses and communication will be vital throughout the project as site roads are installed in phases. Over the course of the job access routes for the estate are expected to change between Gates 1 & 2 (See mark up in appendix 1).

Traffic will initially utilise gate 2 (A) until approx. May 2025. Gate 1 entrance will then be installed which all site and industrial estate traffic will utilise (B). This will be open 24/7 to allow access for the estate. Thought has been given to widening the road so artic trucks can manoeuvre without hitting verges. Full segregation will be required between vehicles and any parcels of land in build.

3- Working Hours

Working hours for plant and machinery will be as follows:

Monday to Friday- 0730-1800

Saturday- 0800-1330

Saturdays will be on an as and when basis.

As occupations occur Monday to Friday plant and machinery operating times will change to 0800-1700.

4- Construction Traffic Management

Access to site is via Ramsey Road at 3 separate gates. Three new access roads will need to be formed and several alterations are planned as part of the section 278 and 38 agreements. Prior notification will be made to the trading estate and local community before any road closures.

No contractor vehicles shall park or unload from Ramsey Road. Designated areas are provided on site for loading/ unloading, parking, material storage etc (See Appendice 2).

Traffic management for the construction of the new road openings will be carried out in conjunction with highways.

Deliveries will be managed working alongside suppliers and contractors to reduce the use of articulated vehicles and ensure deliveries are pre arranged where possible. Deliveries are to be organised to avoid times of high traffic volume, for example school time.

Suppliers have been contacted and loads are being sourced to come in on 'rigid' trucks for phase 1a due to the lack of space for articulated trucks to turn around. This will reduce the amount of time telehandlers need to spend going back and forth from Gate 1 with bricks and blocks.

Vistry have utilised existing concrete roads within the site for vehicle movement to minimise the tracking of debris on to the highway, these will be maintained to ensure suitability and cleanliness.

All heavy goods vehicles and plant accessing Ramsey Rd will be subject to a wheel clean using jet washers.

5- Wheel Washing

Access roads are to be kept free from dust and mud deposits. The site management team will conduct regular inspections of the roads & ensure they are cleaned as necessary. This will be recorded on the managers mobile phone with pictures as well as a log on the wall in the site office. The groundwork contractor MV Kelly also has black hats and project managers who are taking regular walks to check road conditions. If the road is found to be unsatisfactory then deliveries are forced to stop.

Countryside have purchased two 1000 litre jet washers which include a 4 stroke petrol engine. These come on a mounted system for easy manoeuvrability. They are placed at gate 1 and 3 each morning. Gatemen have strict instructions that lorries and plant must not leave the gate area without wheels being back to black. To monitor this gatemen are required to photograph all HGV and plant leaving site on to Ramsey Rd. These photographs are uploaded to a WhatsApp group and these photos are put on to a report at the end of each day.

Within site on the gate 2 road we have plant regularly crossing phases. Any plant crossing must have the wheels back to black before crossing. This road was in poor condition when we arrived. It has since had a face lift with numerous potholes filled in, existing mud and grass removed which was covering kerbs and a back to black road sweep. Operatives have signed on to RAMS for crossing the road and a key signing in/out system is in place for anyone wishing to cross.

Operatives have been instructed to jetwash back in to the site to stop water run offs. Where needed, as at gate 3, a teram and shingle bund has been dug to collect any mud deposits and to naturally filtrate the water back in to the ground. All other jetwashing is deemed deep enough within the site boundary.

Keeping the roads clean will be supported by mechanical sweeping when required. M V Kelly will have a road sweeper on hire whenever they have muck away. Vistry will have a sweeper on as required.

A drawing of wheel wash locations and traffic routes is shown in appendices 3. This shows the location of 4 jetwash areas. To begin jet washers will be required at Gate 1 and 3. As the roads progress the amount of mud will reduce. The jet washers will then sit inside the site at gates 4 and 5. G4 and G5 are 'internal' site gates off gate 1 entry.

6- Storage of Plant and Materials

A site compound has been established with site offices, welfare & space for parking, unloading & storage of materials. A site set up plan is included as part of this report.

The site compound & construction areas are fully secured with fencing. An arrangement is in place with a security company for a guard to be on site overnight and weekends. This will continue until the mains electric is installed, then we will install cctv. Site cctv will be monitored out of site hours and should any breaches of security occur an appointed local security company will attend.

The fencing to the site is be regularly checked for integrity and damage and adjusted as necessary. Regular fencing checks are documented on the site managers weekly checklist.

Site and all designated access routes will display sufficient directional signage to direct delivery vehicles to the appropriate material storage areas. Gates are numbered 1-3 off Ramsey Rd and are marked with signs.

At no time are vehicles to be parked on Ramsey Road.

Consideration must be given at all times to the local area and as such clear signage and direction is very important.

Guidance will also be provided to all suppliers within their purchase orders. This guidance will incorporate times that are to be kept free from vehicle movement, such as school opening and closing times.

7- Construction Activities

The construction will not involve any demolition, dredging or site concrete production. However, excavations and plant operations will be a daily occurrence. Construction work will be carried out in accordance with CPSEM Environmental Procedure and an Environmental Aspects and Impacts Register has been produced for the development in line with our ISO procedures.

Potential impacts have been identified, for example silt run off into a storm ditch on Ramsey Road. Early action has been taken with the installation of terra stop to filer silt and is monitored regularly (at a minimum weekly) by site management. This is recorded in the weekly site management checks.

The creation of a pond on Ramsey Road will create a green space for locals. A temporary entrance will be created on to Ramsey Road. Top soil will be moved on to site for re-use. Arrisings will be mucked away. A drawing is shown in appendices 4 of a 278 drawing mark up including wheel wash location.

Concrete from demolition and removal of existing roads will be crushed and screened to be reused on site, reducing traffic on Ramsey Rd. This will be conducted under an environmental permit.

8- Noise

CPSEM will take measures to avoid noise nuisance from daily construction activities. This includes but is not limited to:

-Noise monitoring of any piling works
-Maintenance and upkeep of plant
-Turning off machinery when not in use on site
-Operatives briefed about radios at induction and made aware of neighbouring areas- De Havilland Gardens, Canberra Drive & Lincoln Rd.
- Compound to move on to a temporary building supply electric meter as soon as is practical to reduce noise from generators.

9- Dust

Actions taken to minimise dust on site include but are not limited too:

- The use of water suppression for cutting activities
- The use of mechanical extraction for cutting timbers
- The regular use of road sweepers to keep roads clean
- The installation of all main roads before occupation of dwellings
- Completed areas to have landscaping installed as soon as practical
- The regular cleaning of silo areas
- There will be no burning of materials on site

In recent years the damp down of topsoil has sometimes been necessary. All topsoil taken from the pond excavations are to be stored on 'Phase 2' – land not being built on yet owned by Hyde. This will be monitored, damped down as necessary and vegetation planted (seeding) as soon as practical.

A log will be kept of all dust suppression 'damp down' events.

10- Accident Management Plan – Spills, Fire, Water

Spills- The fuel for the construction works will be stored in a double bunded fuel tank and spill kits will be readily available for any spillages should they occur. The fuel area is to have

a fire extinguisher station adjacent to the tank with the appropriate fire extinguisher. The fuel area is to be monitored at all times by the site management team and to be padlocked. The location of the fuel bowser has been dictated by the location of the generator needed to run the office. This is away from any water courses.

Once the temporary building supply electric is connected a new place will be selected. Whilst the generator is on site a manned security presence will be on site out of site working hours.

Any incidents of spillage or accidental discharge of pollutants which are liable to cause a detrimental effect to the local environment shall be recorded and reported immediately using our 22 minute hotline.

Regular toolbox talks are conducted with the site team and groundworker operatives simulating a spill. A video is also available for operatives to watch briefing them on how to respond to a spill.

Fire- The site team will follow the procedures laid out in VG-SOP-SHE-15. This includes the drawing up of a fire plan for the site and notifying the local fire brigade (both have been done). This includes identifying the site operative responsible for fire safety (traditionally the site manager) and the appointment of fire marshals. It also requires the checking of their competence, usually in the form of a certificate showing they have completed a half day fire marshal course. The plan also includes a set of emergency procedures to be followed in the event of a fire. A site fire plan and site fire risk assessment have been created.

A linked fire alarm system has been purchased with the ability to add additional units. Weekly checks are made to ensure alarms are linked, including to phase 1a and that extinguishers are in good working condition. A record of this is made in the Weekly Fire Checklists. Extinguisher points located around site have a map showing operative escape routes and a fire check point has been made at the compound gate.

Alarms also have a first aid button. Each alarm station is numbered allowing the managers to see where an incident is occurring.

Water Management- Vistry procedures are laid out in VG-SOP-SHE-41 which follows the CITB GE700 as its operating manual. The aim is to eliminate or reduce site run offs and any potential harm it may cause.

Silt contamination/runoff must be prevented from leaving site either over ground, in surface water or via the drainage system. Permanent drainage systems will be installed as soon as possible to avoid the need to discharge to surface water. All drains should be protected from mud/silt ingress with suitable measures (e.g., gully bags, witches hats etc).

Dewatering of rainwater from excavations should be discharged in the first instance onto Vistry Group land (or 3rd party land with owner's permission) and allowed to soak

away. If this is not possible, water can be discharged to a surface water body with the permission of the EA/NRW. A permit is not required to discharge to surface water as long as the activity does not exceed 3-months and the terms of the regulator's position statement 'Temporary Dewatering from Excavations', can be complied with. Water can be discharged into the sewer network but only with a Trade Effluent Consent from the local water company. In all cases, the discharged water should be clean and free from any silt/contaminants.

All pumping will be managed with the Vistry Group form SHE-061- permit to pump.

11- Waste Management

All waste is to be monitored by CPSEM management who have appointed Kenny Waste Management as skip provider. KWM provide a portal for management to monitor waste taken off site as well as a number of recycling facilities. Skips will be segregated between mixed, inert, timber and plasterboard waste.

An area of asbestos was found on site and removed before CPSEM took PC.

All reasonable measures will be taken to avoid environmental damage and pollution. Any incidents will be promptly acted upon, reported and recorded in line with our management procedures. All waste on site will be dealt with in accordance with the Duty of Care Regulations.

The following aspects will be utilised throughout the contract in relation to waste management on site;

- At the outset. The Environmental risk assessment will identify what waste materials will be generated on site and classify if they can be re-used, recycled or landfilled. All waste must be identified by type before being placed into a skip.
- A local registered waste carrier will be appointed upon receipt of their waste transfer licence. Waste transfer dockets will be raised for every collection. It is important to identify with the waste contractor where they will be depositing 'landfill' waste – the waste transfer docket will be signed by the collector along with the description of waste being transferred in compliance with the European Waste Code. Copies of all transfer dockets must be kept on site for inspection.

Hazardous waste such as waste oils, oily rags, asbestos etc will be dealt with in accordance with the statutory Hazardous Waste Regulations. A container clearly marked 'Hazardous Waste' will be kept on site to store oily rags, fuel filters etc from plant maintenance and will be disposed of by a licensed contractor.

12- Signs

Typical signage that will be utilised on the project are set out below. The type and location of site signage will be agreed with Highways.

- Constructions works warning
- Pedestrian Access and pedestrian crossings
- No parking areas
- No Waiting areas
- Directional signage
- Speed Limits

External safety and information signage and notices will be displayed around the project perimeter. Information on who to contact in the event of a complaint will be displayed on site entrance gates.

13- Speed Limits

A 10mph speed limit will be introduced on the approach to the site. This will be reduced to 5mph in busy areas.

Speed Limits will be communicated to all sub contactors during pre-let meeting and inductions. Frequent tool box talks will take place throughout the project to reinforce these rules.

A TTRO application is being reviewed for Ramsey Road to reduce the speed limit from 50mph to 30mph.

14- Pedestrians

The site shall adhere to the Vistry SOP 37 which states that the safety of pedestrians at work and/or others affected by the workplace activities should not be compromised by the movement of vehicles in and around the workplace. Enabling people and plant/vehicles to remain safe whilst moving around site is a key requirement in managing safety on site. The most effective way of ensuring that pedestrians and vehicles move safely around a workplace is to provide separate segregated pedestrian and vehicle traffic routes.

Pedestrian routes should include safe crossing points and be:
• Well maintained with, good lighting, free of trip hazards and with suitable and sufficient underfoot conditions
• A suitable width, so that two persons can pass
• Allow pedestrians to get safely to/from their place of work, controlling any interface with moving plant and- vehicles.

Pedestrians should remain unaffected by the construction works, however, due to the nature of this project, a number of pedestrian diversion routes will be in place and these will be established in conjunction with highways. The early introduction of the POS will allow for a pedestrian diversion for Ramsey Road.

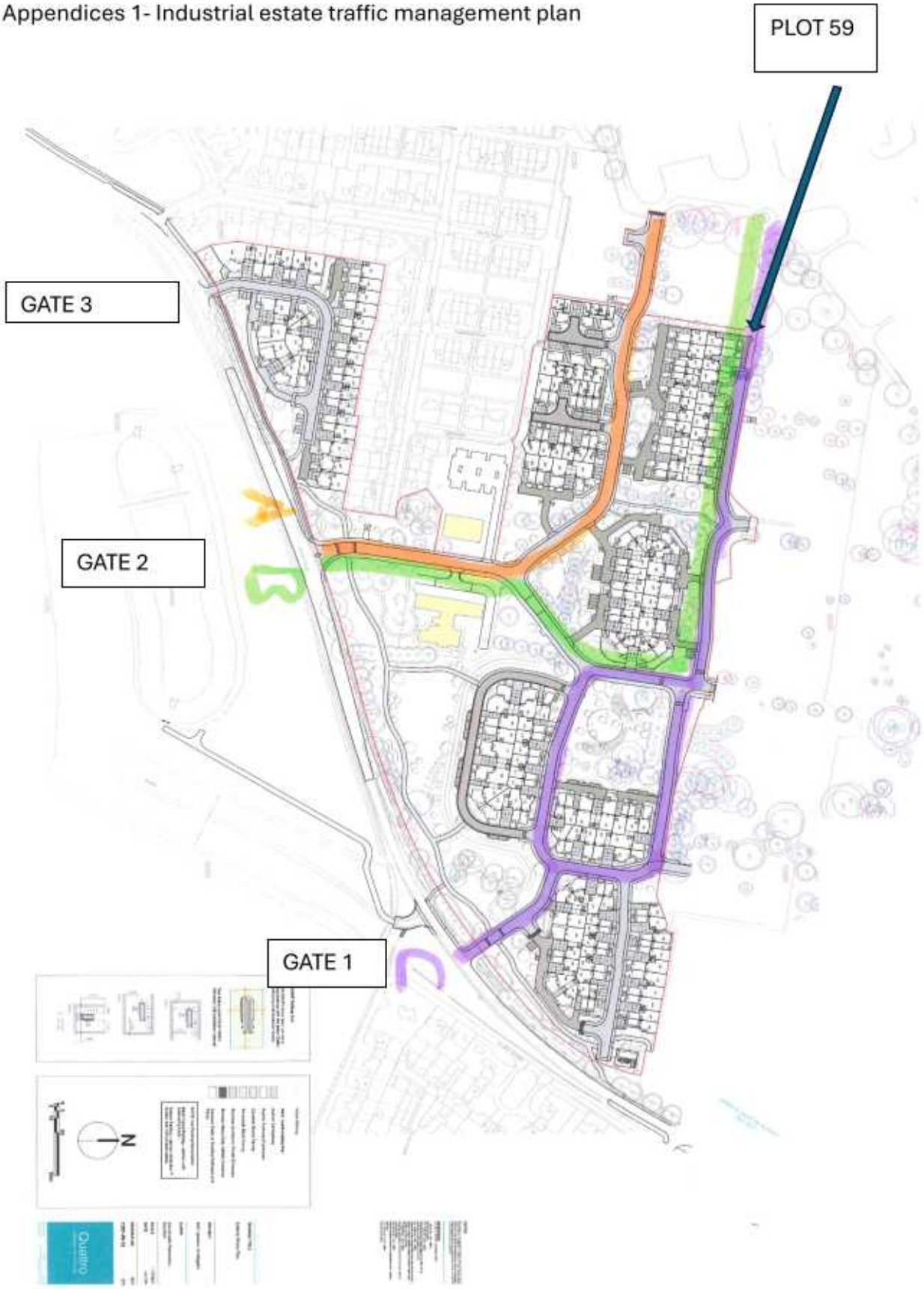
Pedestrian safety is paramount at all times on site, as such, safe walkways are to be provided at all times and personnel will be well informed of changing site conditions. On site all personnel will wear high visibility clothing and all routes will be clearly signed and

appropriate barriers put in place. Access routes are to be clean and clear of construction plant and materials.

It has been noted that pedestrians accessing the trading estate on road 2 do not have a footpath. This is a busy area with HGV's regularly interfacing with cars, bikes and mopeds. A footpath has been barriered off to the right hand side of the road to allow safe passage for pedestrians. This should also act as a traffic calming measure until the road closure.

A site traffic management risk assessment will be created and the traffic management board updated daily for operatives to view when signing in.

Appendices 1- Industrial estate traffic management plan



Appendice 2- Site compound, parking and material storage



Appendices 3- Wheel wash locations

Wheel wash located 3m back inside from the gate



Appendices 4- Pond traffic management route

