

Amended CEMP received 17.06.2024 – summary of changes

NRW Comments (VC & PC)

1. We note that a 'Temporary wheel-wash area to comprise of a concrete hardstanding, laid to falls, with a central gully over a PC chamber sump, for drainage of vehicle washdown water' is to be installed and silt is to be removed as required. We require clarification on the following points:
 - ☐ Will the PC Chamber Sump be a sealed watertight draw-pit?
 - ☐ Will water from the sump be pumped into a Siltbuster for treatment?
 - ☐ If so, where will treated water from the Siltbuster be discharged?
 - a. Updated Pages 5 & 6 of 350 – Propose to use dry wheel washing system. Concrete hard standing type washdown area would be a back-up option. If installed, it would be a sealed/watertight sump which would be emptied by a licensed waste carrier. Sump must not be emptied into silt-buster.
2. The supporting drawings confirm that dewatering treatment plants will be located in the materials storage area and contractor parking area near Gnoll Nursery Lodge. We require clarification on the following points:
 - ☐ How will the water treatment systems be supervised and managed?
 - ☐ Where will these dewatering treatment plants discharge to?
 - a. Updated Pages 5 & 6 of 350 – Notes added regarding ASL supervision/management of dewatering treatment plant. Must be in line with RPS 261 as noted. Discharge will be to existing surface water system.
3. We note that road sweepers will clean the highway on a weekly basis. We would advise consulting with your Highways Team as to whether this frequency is sufficient during certain construction activities and weather conditions. We also recommend that the contractor consider deploying additional pollution prevention control measures such as drain filters in each road gully, sometimes referred to as a witch's hats.
 - a. Updated Page 9 of 350 – Frequency of road sweeping would be a minimum of 1 per week, and frequency to be agreed with local Highways Authority.
 - b. Updated Pages 6 of 350 – Note regarding drain filters to be added to high-risk gullies.
4. Page 88 and 349 – The NRW contact details are incorrect. The correct number is 0300 065 3000.
 - a. Phone number amended on this form – Now Page 89 of 350. This same error has also been addressed on Pages 122 & 131 of 350.
5. We would also recommend that the developer reference the Guidance for Pollution Prevention in their documents which are available via the following link - <https://www.netregs.org.uk/environmental-topics/guidance-for-pollution-prevention-gpp-documents/>
 - a. Added to page 5 of 350.

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Highways Comments (VC & PC)

1. Due to the access route to access 'Site Setup B' further information will be required on how deliveries will be managed, as there are no passing bays along the route (Pond Cottage Only)
 - a. **Note:** The highways team made this comment during a site visit for SAB, but it was previously not raised in relation to the planning application.
 - b. Updated Page 317 of 350 – Revised the Traffic Management Plan to include notes on this.
2. No drawing showing surface water management has been provided.
 - a. Pages 311, 313 & 315 of 350 show the Site Logistics plans which highlight the use of silt fences and dewatering treatment plant. These are unchanged in this revision.
 - b. Section 2 (Pages 5 & 6 of 350) has been updated to address the other comments received on the previous revision of the CEMP. This highlights further information on surface water management.
 - c. The key reference document 'Surface and Groundwater Protection Procedure' (Pages 111 to 122 of 350) also include information on surface water. This also remains unchanged in this revision, with the exception of the revised NRW contact number as noted above.
3. Wheel washing facilities have been included, the discharge point of these facilities will be required to be provided (All Areas). The location of the wheel-wash should also be reconsidered as this area of footpath is to be extended as part of these works (Visitors Centre Only).
 - a. Dry wheel wash systems are proposed, these would be cleared of debris on a regular basis as required. Should a 'concrete hard standing' type washdown area be required, this would be emptied by a licensed waste receptor, as noted on Page 5 of 350.
 - b. The locations of the wheel washing facilities are indicative. Wheel washing and dewatering treatment facilities will be carefully positioned to ensure they provide maximum benefit at each stage of the construction process. As such, they may need to be repositioned within each work 'zone' to facilitate their most efficient use.
4. Are vehicular movement to occur between the two site setups? Pedestrian safety will need to be managed throughout the park with additional signage, and marshals during these movements.
 - a. This had previously been addressed within the traffic management plan, however, additional notes have now been added regarding signage. Updated Pages 317 & 318 of 350.