Construction Environmental Management Plan Willow Marina Project

LIONGATE CONSTRUCTION

AUGUST 2025

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1. PROJECT INFORMATION

A. Introduction

This Construction Environmental Management Plan (CEMP) provides project-specific management measures and outlines responsibilities for compliance with legislation.

This document intends to provide the necessary information to demonstrate that principal contractor is fully understood the requirements and conditions placed on them regarding the works at Willow Marina, Willow Lane, Wargrave, Berkshire, RG10 8LH

B. CEMP Reference

This Construction Environmental Management Plan (CEMP) has been prepared in response for planning application reference 251040.

Condition

No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas. It will detail the works to be carried out showing how the environment will be protected during construction works. Such a scheme shall include details of the following:

- *The measures to be used during construction to minimise any environmental impacts of the works, including potential disturbance.*
- *A map or plan showing habitat areas to be specifically protected during the works.*
- *Any necessary mitigation for protected species.*
- *Construction methods.*
- *Pollution prevention methods.*

The works shall be carried out in accordance with the approved method statement.

Reason

This condition is necessary to ensure the protection of wildlife and supporting habitat, in line with paragraphs 187 and 193 of the NPPF.

C. Site address

The site address is: Willow Marina, Willow Lane, Wargrave, Berkshire, RG10 8LH.

Figure 1: Project Location view

D. Project Details and Overview

The project involves refurbishment and improvement works at Willow Marina. The scope includes resurfacing existing areas, replacing asbestos roofs and wall cladding, upgrading doors and windows, and installing solar panels on the roofs. Additional works include installing a filtration system for boat cleaning, ensuring full water recycling with no discharge.

2. SITE MANAGEMENT

A. Site personnel Responsibilities

The principal contractor would have overall responsibility for the project for the development and implementation of the CEMP. Other members of the project team would also be assigned specific roles and would be responsible for the correct application of the CEMP. Individual specialists may also be appointed to provide expert advice.

The selected contractors would be responsible for coordinating and managing all the environmental activities during the construction phase. The Construction Manager would carry out the following duties:

- Develop and review the CEMP and specialist procedures.
- Update the CEMP and inform the council if required.
- Lead the appointment of construction staff and environmental specialists.
- Ensure delivery of environmental training to personnel within the project team.
- Monitor construction activities and performance to ensure compliance with the CEMP and that identified and appropriate control measures are being effective; and,
- Act as a main point of contact between the regulatory authorities and the project on environmental issues.

B. Site personnel and visitors' traffic

The Principal Contractor will instruct and train the team, subcontractors, and visitors to give minimum impact to the neighbourhood traffic. The Contractor also will facilitate parking spaces at the site.

All personnel will be inducted prior to commencing work on the site. The site induction is the primary means of communicating the project travel plan and supporting info. The site induction is carried out by the Construction Manager or the Site Manager.

C. Managing materials, site storage, and good housekeeping

Site storage is within the site area. All plant and materials will be stored on site away from pedestrian, and vehicular access routes.

For the **housekeeping** the Contractor will follow the below:

- Keep the site boundary fence in good repair.
- Check it regularly to make sure it is in good condition; it isn't falling, and it hasn't been damaged.
- Only allow authorized people on site – and keep the gate closed between deliveries. Keep vehicles and pedestrians apart while they are moving around the site. Use barriers if necessary.
- Make sure footpaths and traffic routes are firm, level, stoned up if necessary, and gritted if icy.
- Keep walkways, stairs, and work areas clear and free from obstructions such as trailing cables, rubbish, and unused materials. Tidy up as you go.
- Make sure there are: - toilets with hot water, paper, and soap; - somewhere for workers to change, store and dry their clothing, and somewhere to sit and eat.
- Keep all the welfare facilities clean, tidy, well-lit, and warm.

- Put skips where they can be filled easily and collected safely.
- Make sure timber is stacked flat rather than upright and pallets used to stack materials are in good condition, on firm ground and not leaning.
- Explain to everyone on site the importance of keeping their work area clear and enforce it.

D. Site security

All worksites will be completely fenced from public ingress. A range of allowable variations are as follows:

- Existing Fencing
- Hoarding
- Site Gate
- Temporary Heras Fencing

The provisions of the Health and Safety at Work Act 1974 will be followed in all cases. Gates in the fencing should, as far as is practicable be positioned and constructed to minimize the noise transmitted to nearby noise sensitive buildings from the worksite or from plant entering or leaving the site. Fencing will be provided and maintained, by the Contractor. Adequate security will be exercised by the Contractor to prevent unauthorized entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security provisions will be set in motion. Provision of alarms will follow HSE requirements.

3.COMMUNITY LIAISON AND COMMUNICATION

A. Site Contacts

The site contact information and emergency contact information and complaint contact information will be clearly presented on the fencing in a format similar to the following:

Contact Name & Surname	Company	Role	Mobile Number	Email
Richard Snowball	Val Wyatt	Marina HSE Responsible	07941 980803	richard@valwyatt.co.uk
Paul Eccles	Tey Farm Systems	Main Contractor Site Responsible	07985 925391	paul_eccles@teyfarmsystems.co.uk
Ashdon	Berkshire Asphalt	Lead for resurfacing	07553 211239	info@berkshireasphalt.co.uk
Rob Davey	FittaBund	Lead for filtration system	07447 405005	rob@filtabund.co.uk

B. Complaints Procedure

The principal contractor will clearly display contact details in prominent locations, at various points around the site boundary.

The principal contractor will keep accurate records of any complaints received.

C. Documentation

The principal contractor may hold appropriate documentation that may include vibration and dust monitoring results, complaint logs and action taken record.

D. Community Liaison

The site management team will liaise with residents continuously and place all necessary notice before hand including relevant contact details of related people.

4.ECOLOGICAL METHOD STATEMENT

This Consturction Enviromental Management Plan has been prepared with reference to the *Preliminary Ecological Appraisal (PEA) for Willow Marina, Reading*, undertaken by Eco 360 Ltd (Survey Date: 18th March 2025). The findings and recommendations contained within the PEA have been incorporated into this CEMP to ensure that construction activities proceed in compliance with ecological best practice and relevant legislation. Where applicable, precautionary measures outlined in the PEA are adopted within this document to safeguard protected and priority species and to minimise potential ecological impacts arising from the proposed works.

A. Site Context

The site is located in the village of Wargrave in Berkshire and is situated in a semi-rural setting adjacent to the River Thames. The surveyed area comprises developed land including sealed surfaces such as hardstanding and pathways, as well as areas of modified grassland maintained as amenity lawn. The marina itself features moorings and associated infrastructure, with the grassland forming narrow verges and embankments along internal access routes. Scattered ornamental trees and shrubs are present across parts of the site, contributing limited ecological value.

In the wider landscape, the site is bordered to the west by the River Thames and associated riparian habitat, with wet woodland, reedbeds and open water nearby. The surrounding area includes a mosaic of pasture fields, hedgerows, scattered trees, residential dwellings and gardens. The river corridor provides a high-quality commuting and foraging route for bats and birds, and the wider habitat network supports connectivity for a variety of local wildlife species.

B. Protected/ Priority Species

Birds

The site survey confirmed that there are no bird nests present within the buildings or along the marina banks. The hardstanding areas and high levels of human activity reduce the potential for nesting or breeding habitats, meaning birds are unlikely to be present in significant numbers within the development footprint. As such, the likelihood of birds being directly impacted by the proposed works is minimal.

Although no direct risks to nesting birds were identified, standard precautionary measures should still be observed. Should any nests be discovered, work in the immediate vicinity must be delayed until the chicks have fledged.

Badgers

No evidence of badger activity, such as setts, latrines, or foraging pathways, was recorded within or near the site. The extensive hardstanding and built environment provide unsuitable conditions for badger habitation or sett construction. Therefore, it is considered highly unlikely that badgers are present or will be affected by the development.

Given the absence of badgers, no specific mitigation measures are required. However, as a general safeguard, any excavations left open overnight should include a means of escape (e.g., a gently sloping ramp) to prevent accidental entrapment of terrestrial mammals, including badgers moving through the wider landscape.

Amphibians

The survey confirmed that the marina waters and adjacent hardstanding areas do not provide suitable habitat for amphibians. Regular boat activity, fish presence, and human disturbance make breeding unlikely, and no suitable terrestrial refuges or ponds are present within the construction footprint. As such, the likelihood of encountering amphibians, including great crested newts, is very low.

No specific protection measures for amphibians are required given the lack of suitable habitat. Nonetheless, as a precaution, any stored materials, waste, or spoil heaps should be kept off the ground where possible to avoid creating temporary refuges that amphibians could exploit.

Bats

Buildings within the site were assessed as having negligible potential to support roosting bats, with no evidence of bat activity found. Hardstanding areas and existing structures offer poor roosting or foraging opportunities, and no trees or vegetation suitable for bats will be affected. Accordingly, the development is unlikely to impact bats through roost loss or disturbance.

To ensure best practice, any new external lighting installed during or after construction should be designed to be wildlife-sensitive. This includes using downward-facing, low-level, and motion-activated lights to minimise light spill into the wider environment and avoid potential disturbance to commuting or foraging bats.

Hazel Dormouse

The site does not support habitat suitable for hazel dormice, with very limited vegetation cover and no suitable connectivity to wider woodland or hedgerow networks. As such, the species is considered absent from the site and will not be affected by the proposed works.

No direct mitigation measures for hazel dormice are necessary. Standard site management practices to limit unnecessary vegetation clearance should nonetheless be followed, ensuring compliance with wider ecological good practice.

Invertebrates

Habitat diversity on site is low, with minimal floral resources available to support invertebrate species. The predominance of hardstanding and modified grassland reduces the site's overall ecological value, making it of limited importance to invertebrates. No rare or notable species were recorded during the survey.

Given the low suitability of the site, no mitigation measures are required for invertebrates. However, where feasible, the incorporation of pollinator-friendly planting in landscaping schemes could enhance biodiversity and provide long-term ecological gains.

Reptiles

The site consists of short-mown modified grassland and extensive hardstanding, which provide little structural diversity or cover for reptiles. Disturbance levels are high, further reducing the likelihood of reptiles being present. As a result, the potential for supporting reptile populations is negligible.

No protection measures for reptiles are considered necessary. As a precautionary approach, however, any vegetation strimming should be carried out gradually and in a directional manner, allowing any unexpected reptiles to disperse naturally.

Water Voles

The survey confirmed that no evidence of water vole activity was recorded along the marina banks, and the proposed works are set back from the water's edge. Since no excavation or direct intervention into riparian habitats will occur, the likelihood of disturbing or displacing water voles is negligible.

To ensure best practice, construction activities should maintain a buffer zone from the water's edge, and no storage of machinery, materials, or waste should occur near bankside habitats. This will prevent any accidental pollution or degradation of riparian environments.

White-clawed Crayfish

All works are confined to terrestrial areas, with no disturbance or alteration of aquatic environments. Consequently, the likelihood of affecting white-clawed crayfish populations is negligible, and the species is not considered at risk from the development.

No mitigation measures are required for this species. However, construction teams should implement standard pollution-prevention measures, such as safe storage of fuels and chemicals, to avoid accidental run-off into nearby waterbodies, which could indirectly affect aquatic species.

5. SITE OPERATIONS

A. Construction Programme

The construction is expected to start in September 2025.

CONSTRUCTION PROGRAMME	
Phase 1 • Shed 2 – Replace roof, repair and reclad the frontage to tenant units 1 and 2 • Resurfacing – Resurface main driveway and inside shed 1 • Personnel/fire doors – Replace all personnel/fire doors to all three sheds • Filtration System – Install FiltaBund filtration system (fully enclosed system that recycles the captured water, so no run-off)	September 2025 - October 2025
Phase 2 • Shed 1 - Replace roof, reclad, replace all windows • Shed 2 – Reclad, replace double-leaf door to unit 3 with electric operated roller shutter • Shed 3 – Reclad, replace sliding doors with electric operated roller shutter, cut new opening and install fire exit door • Solar – Install solar panels to south facing aspect of roofs to sheds 1 and 2	March 2026 – April 2026

B. Working Hours

Construction works which will be audible at the site boundary will be restricted to the following hours: 08:00 to 18:00 Monday to Friday, 08:00 to 13:00 on Saturdays and no working on Sundays and / or public holidays.

C. Deliveries and Transport of Materials, Plant, and Equipment to Site

All deliveries will be from site through the Henley Rd and met on site by a competent site worker. Please refer to the Appendix B for the shown access/egress route.

Deliveries will not be unloaded adjacent to working areas without prior agreement from the Site Manager.

Deliveries will be arranged in accordance with Manual Handling Operations Regulations 1992, as amended in 2002, in order to carry the materials by manual handling. Main frame and associated members will be manufactured off site and delivered in small pieces for manual handling.

D. Air Quality & Dust Control

A range of approaches to mitigate the impact on air quality will be used to meet best practice:

- Use of low-emission vehicles;
- Removal of materials that have potential to produce dust, where possible;
- Enclosure of material stockpiles at all times and damping down of dusty materials during dry weather;
- Provision of appropriate hoarding and / or fencing to reduce dust dispersion and restrict public access;
- Maintenance of Site fencing, barriers and scaffolding clean using wet methods;
- Control of cutting or grinding of materials on the Site and avoidance of scabbling;
- Dust generating machinery e.g., disk cutters to be fitted with vacuums;
- Appropriate handling and storage of materials, especially stockpiled materials;
- Restricting drop heights onto lorries and other equipment;
- Fitting equipment with dust control measures such as water sprays, wherever possible;
- Using a wheel wash, avoiding of unnecessary idling of engines and routing of Site vehicles as far from sensitive properties as possible;
- Ensuring bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- Using gas powered generators rather than diesel if possible and ensuring that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits;
- Switching off all plant when not in use
- No fires would be allowed on the Site

E. Lighting Control and Management

Use of external construction lighting is not expected or shall be minimal. Where used, any such lighting will be minimised to avoid negative impacts on bats, which are highly sensitive to artificial light, and a construction lighting plan implemented as outlined in the ILP Guidance Note 08/18. Key measures would include:

- Directional and low-intensity lighting to avoid light spill on bat habitats such as treelines and hedgerows.
- Use of warm white LED lighting (<2700K) to reduce blue light (which is more disruptive to bats).
- Use of shields and hoods to focus light only where needed, minimising glare and upward light spill.
- Dark buffer zones around key bat commuting and foraging routes, ensuring light levels remain below 0.5 lux in these areas.
- Motion sensors and timers to avoid continuous lighting near sensitive habitats.

F. Mud control and management

The principal contractor will take strict measurements to prevent deposition of mud on the highways. This will be included but necessarily be limited to:

- There will be clean hard standings for vehicle entering, parking, and leaving the site.
- Wheel cleaning facility will be deployed within the site hoarding.
- Road sweepers will be readily available to clean site hard standing, and any mud or debris deposited on the road.

- Complete sheeting of each lorry load of spoil removed to prevent spoil falling off during its journey to the tip.

Wheel Cleaning

During the ground works operations vehicles exiting the site may carry deposits of clay or wet concrete, trapped on their tires, out on to the street. To prevent this occurring, a wheel cleaning regime will be implemented.

To reduce the pollution risk, make sure that you consider all relevant measures, including:

- plant and wheel washing is carried out in a designated area of hard standing at least 10 metres from any watercourse or surface water drain, rock outcrop (hard rock at surface)
- run-off is collected in an impermeable sump
- settled solids are removed regularly and appropriately disposed of

All construction vehicles accessing and egressing the site will pass through the wheel cleaning area. As noted on our Plan, Appendix 1, an area has been set aside for wheel washing facilities. Where necessary a mobile Jet wash will be placed and used to remove any mud from construction vehicles. Strict traffic management on site should minimize the risk of vehicles tracking debris from the site

- Wheel cleaning will consist of two simple operations carried out by designated operative, suitably attired for this work.
- Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers or the like.
- Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tires are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

On completion wheels will be inspected and confirmed that the vehicle is fit to leave site. The site operatives will ensure that water used during wheel washing operations does not migrate out onto the main highway.

G. Noise control and management

Noise pollution and vibration has the potential to create a statutory nuisance, disturbing local residents and wildlife. The principal contractor will assess the risks to employees & neighbourhood from noise at work; take action to reduce the noise exposure that produces risks. The principal contractor will also make sure that the legal limits on noise exposure are not exceeded and provide employees with information, instruction and training and carry out health surveillance where there is a risk to health.

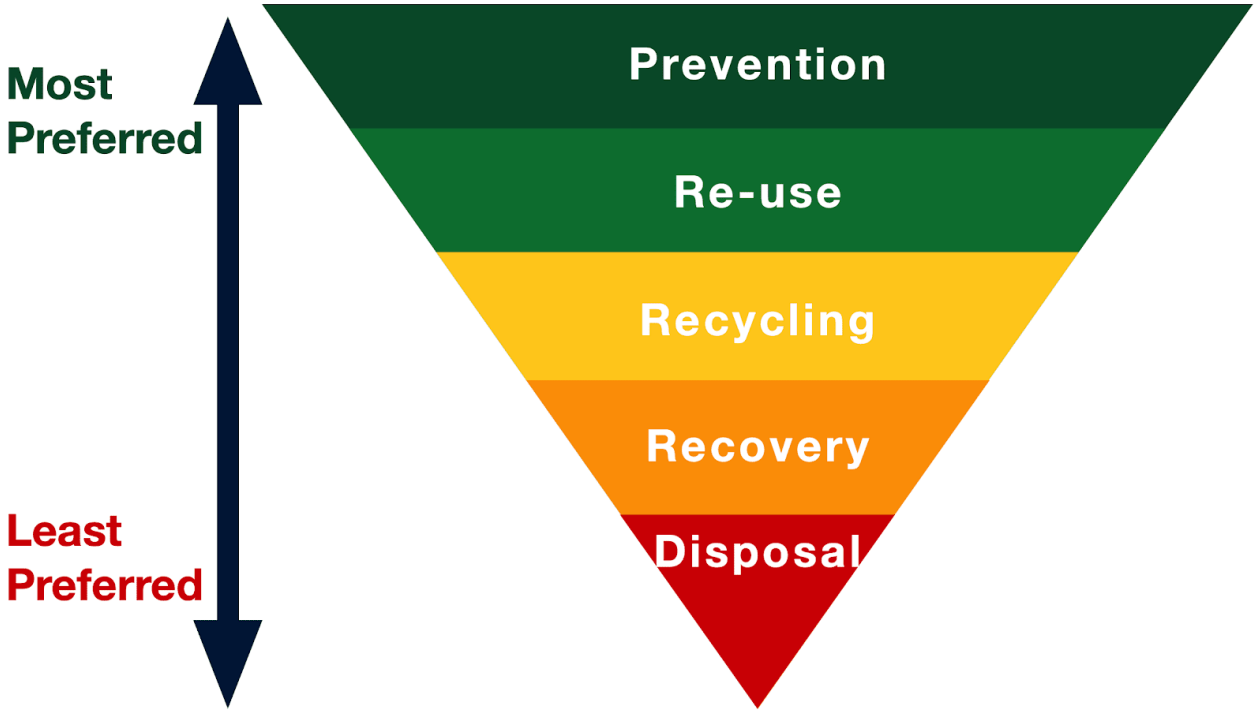
Where relevant, the principal contractor will make sure that all contractors should make available for inspection a method statement (in accordance with the principle described in BS 5228: 2009: Part 2: Code of practice for noise and vibration control on construction and open site) stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with other relevant provisions of the Control of Pollution Act 1974.

The principal contractor will also comply with the recommendations set out in BS 5228:1997 AMD 1 Code of practice for noise control on construction and demolition sites.

6.WASTE MANAGEMENT

The Principal Contractor will comply with the related Site Waste Management regulations and will also follow the below site waste management hierarchy.

The site waste management preference is described as below.



The Principal Subcontractor to follow the below steps.

Waste Management on Site

Surplus or waste materials arise from either the materials imported to site or from those generated on-site. Imported materials are those, which are brought to the project for inclusion into the permanent works. Generated materials considerations to waste management such as waste reduction, segregation of waste, disposal of waste, financial impacts of waste disposal and recording, monitoring, education and reviewing. This section outlines the procedures that have been put into place and demonstrate how they benefit the environment, how the principal contractor can measure the effects and how these procedures and practices are sustainable.

7. FUEL AND OIL STORAGE, BUNDING, DELIVERY, AND USE MANAGEMENT SCHEME

This section outlines the management approach for the storage, bunding, delivery, and use of fuel and oil on the construction site to ensure compliance with the current guidelines. It aims to minimize environmental risks, ensure safety, and promote efficient fuel usage.

Fuel and oil used on site will be stored and handled in accordance with best environmental practices and the Control of Pollution (Oil Storage) (England) Regulations 2001. The following measures will be implemented:

- **Designated Storage Area:** Fuel and oil will be stored in a secure, designated area situated away from watercourses, surface drains, and flood-prone zones. This area will be clearly marked and access restricted to authorised personnel only. (Please see Appendix A)
- **Bunded Containers:** All fuel storage containers will be placed within a bund capable of holding at least 110% of the volume of the largest container. The bund will be impermeable to water and oil and regularly inspected for leaks or damage.
- **Refuelling Procedures:** Refuelling will only take place in a designated area on impermeable hardstanding. Drip trays will be used at all times, and surface water drainage points near refuelling zones will be temporarily sealed during fuel transfer operations.
- **Spill Response Measures:** Spill kits containing absorbent pads, granules, and booms will be located in all fuel storage and refuelling areas. All site operatives will be trained in spill response procedures and instructions will be posted clearly in designated locations. Minor spills will be contained immediately using spill kits, and larger incidents will be escalated to the Site Manager and reported to the Environment Agency where required.
- **Use of COSHH Cabinets:** Any hazardous substances including oils, fuels and lubricants will be stored in COSHH-compliant cabinets with appropriate drip trays to prevent ground contamination.
- Maintenance and Inspection: Fuel storage areas and equipment will be visually inspected weekly. A logbook will be maintained to record inspection results, incidents, and any remedial actions taken.
- **Site Induction and Training:** All workers will receive pollution prevention training as part of their induction, which includes handling and storage of fuel, emergency response, and environmental awareness. Toolbox talks on this subject will be conducted regularly.

These measures are intended to prevent any pollutants from entering the ground or drainage systems, safeguard nearby watercourses, and ensure compliance with Environment Agency guidance throughout the construction phase. The detailed information is given in the below subsections.

A. Fuel and Oil Storage

Storage Location

- Fuel and oil will be stored in **designated, secure, and well-ventilated areas**, away from ignition sources, drains, and watercourses.
- Storage areas will be **clearly marked with hazard warning signs** such as "*PETROL – HIGHLY FLAMMABLE*".
- Storage tanks will be located on **impermeable ground** with adequate drainage and containment.
- **Storage Containers**
- Only approved fuel storage containers complying with the PCR and ADR regulations will be used.
- Plastic containers (≤10L) will be made of high-density polyethylene (HDPE) with UV protection.
- Metal containers (≤20L) will be UN-certified for the carriage and storage of petrol.
- Containers will be color-coded:
    - Green for unleaded petrol
    - Black for diesel
- All containers will have spill-proof lids and secure closures to prevent leaks and vapors.

B. Bunding and Spill Prevention

Secondary Containment (Bunding)

- All fuel storage tanks exceeding 200L will be bunded to contain 110% of the largest tank's capacity.
- Bunds will be constructed from impermeable materials and inspected regularly for cracks, leaks, or deterioration.
- Portable containers will be stored in bunded trays or spill pallets when not in immediate use.

Spill Response Plan

- Spill kits (absorbent pads, granules, and containment booms) will be placed at key locations.
- In case of a minor spill, trained personnel will use spill kits to absorb and contain the spill.
- In case of a major spill, emergency procedures will be activated, and relevant authorities will be notified.
- Regular spill response drills will be conducted to ensure staff preparedness.
- Please refer section for section 7. Spillages / Polluted Runoff Control for detailed information.

C. Fuel Delivery and Handling

Fuel Delivery Protocol

- Fuel deliveries will be scheduled during off-peak hours to minimize risk and site congestion.
- Deliveries will be supervised by a competent person trained in fuel handling and spill response.
- Before delivery, the bund capacity and tank integrity will be checked.
- Delivery vehicles will be parked on level, hard-standing ground with spill containment measures in place.
- Fuel transfer will be conducted using anti-spill nozzles and automatic shut-off systems.

Handling Procedures

- Operators will wear appropriate PPE, including gloves, eye protection, and flame-resistant clothing.
- Fuel containers will be transported and handled using approved methods to avoid spills.
- Containers will be kept upright and secured during transport and storage.

D. Fire Safety Measures

- No smoking and no open flames policies will be strictly enforced in fuel storage and handling areas.
- Fire extinguishers (foam, CO2, and dry powder) will be strategically placed near storage and dispensing areas.
- A fire suppression system will be installed where bulk fuel storage is located.
- Emergency shut-off valves will be fitted to all fuel storage tanks.

E. Training and Compliance

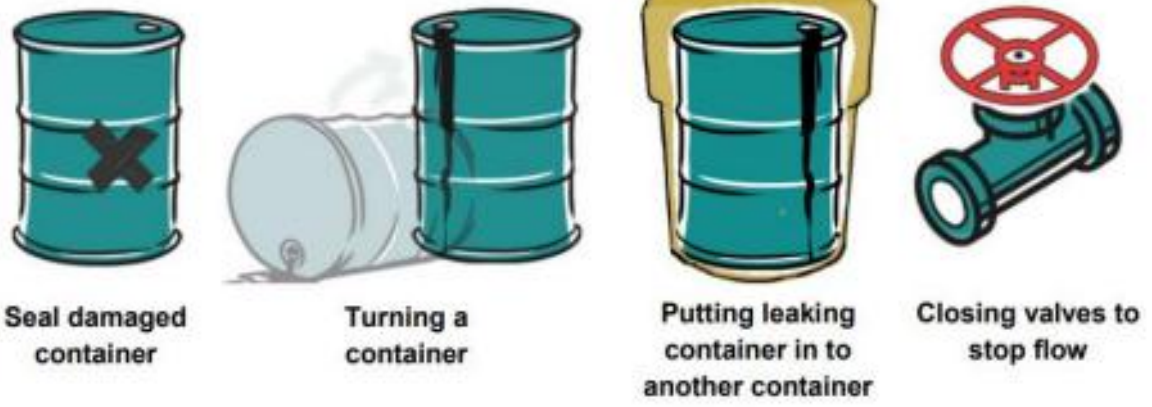
- All personnel involved in fuel handling will receive training on safe storage, delivery, use, and spill response.
- Regular safety audits and compliance checks will be conducted.
- All procedures will comply with:
    - The Petroleum (Consolidation) Regulations 2014
    - Control of Pollution (Oil Storage) Regulations 2001
    - Environmental Protection Act 1990
    - Health and Safety at Work Act 1974

8. SPILLAGES / POLLUTED RUNOFF CONTROL

The principal contractor to follow The Environmental Damage (Prevention and Remediation) Regulations 2009 which can be found in the below link:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/221095/pb13895-indepth-guide-regs09.pdf

The Contractor also follow the below list to control the spillages and pollution.

- Understand the environmental (spillages & pollution) risks
- Assess the risks
- Prepare a Pollution incident response plan to do in the event of a spill
- Take safety precautions to prevent the events
    - Contain at source
        - Sealing damaged container or pipework
        - Turning a container
        - Putting a leaking container into another secure container
        - Close any valves on pipework to stop material flow -
    - Contain close to source
        - Transferring the leaking material into an undamaged container
        - Use sorbent products to soak up the spill
        - Use small portable containers to collect the spill
    - Contain on the surface
        - Use booms to prevent the material spreading
        - Use drain mats to cover surface drain openings and manhole covers
        - Use temporary storage containers, portable tanks
    - Contain in the drainage system
    - Contain on or in the watercourse



Seal damaged container | Turning a container | Putting leaking container in to another container | Closing valves to stop flow

Figure showing Examples of how to control a spill at the source

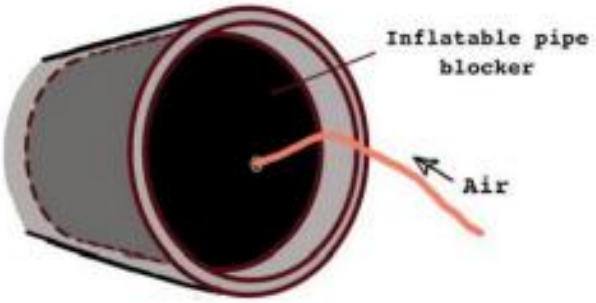
Transfer leaking material into another container | Use sorbents to soak up the spill | Use portable containers to collect the spill

Examples of how to control a spill close to the source

Use booms to prevent material spreading | Use drain mats | Use temporary storage containers

Examples of how to contain a spill on the surface

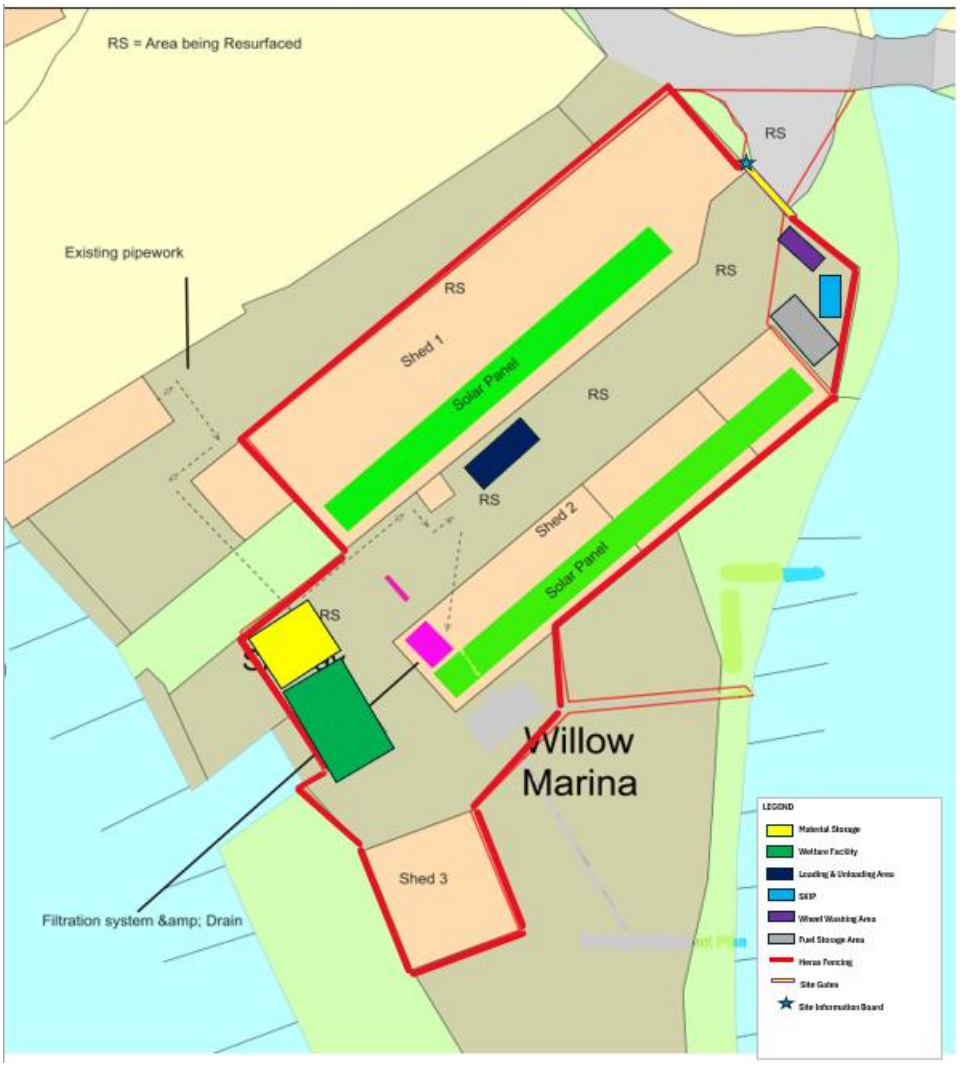
Close valves to contain the spill in the drainage system / oil separator

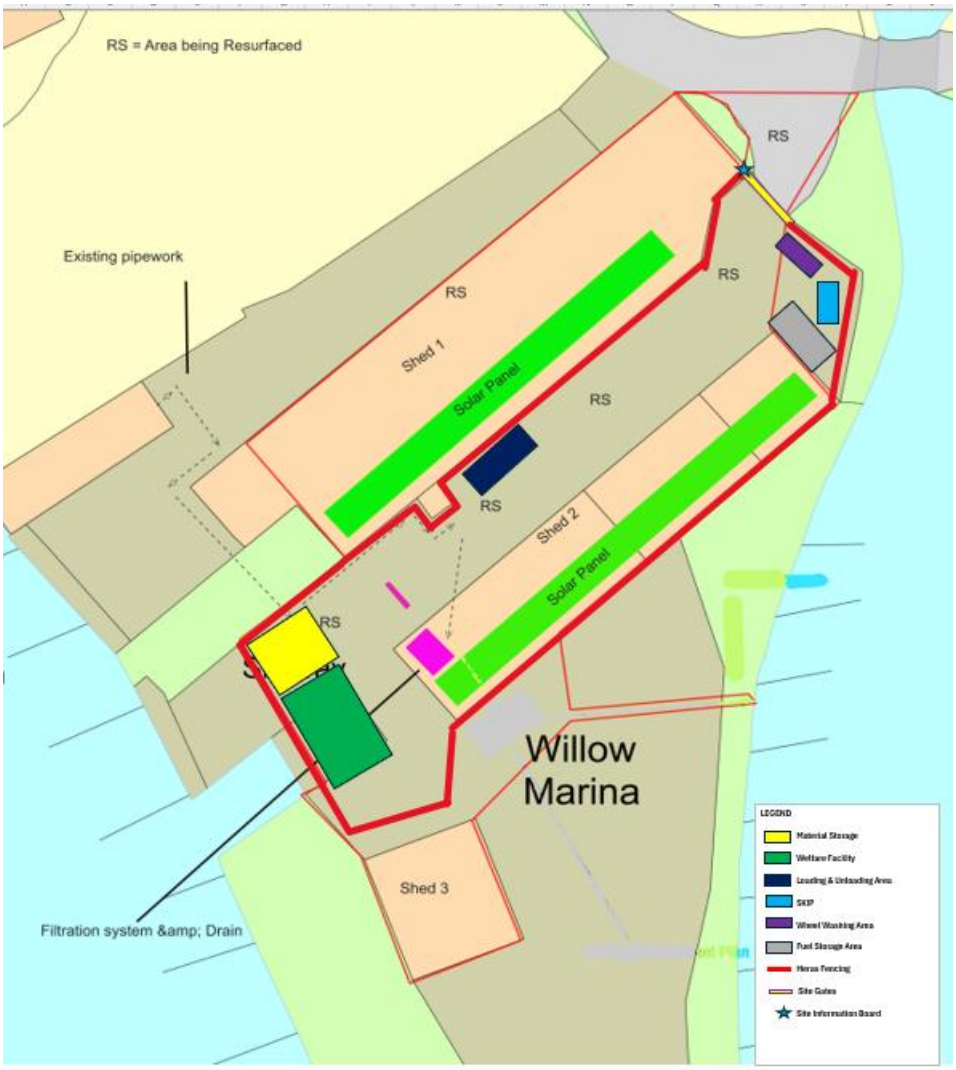


Use pipe blockers

Examples of how to contain a spill in the drainage system

APPENDIX A: SITE ARRANGEMENT PLANS


RS = Area being Resurfaced
RS
Existing pipework
RS
RS
Shed 1
Solar Panel
RS
RS
Shed 2
Solar Panel
RS
Willow
Marina
Shed 3
Filtration system & Drain
LEGEND
Material Storage
Welfare Facility
Loading & Unloading Area
SKIP
Wheel Washing Area
Fuel Storage Area
Heras Fencing
Site Gates
Site Information Board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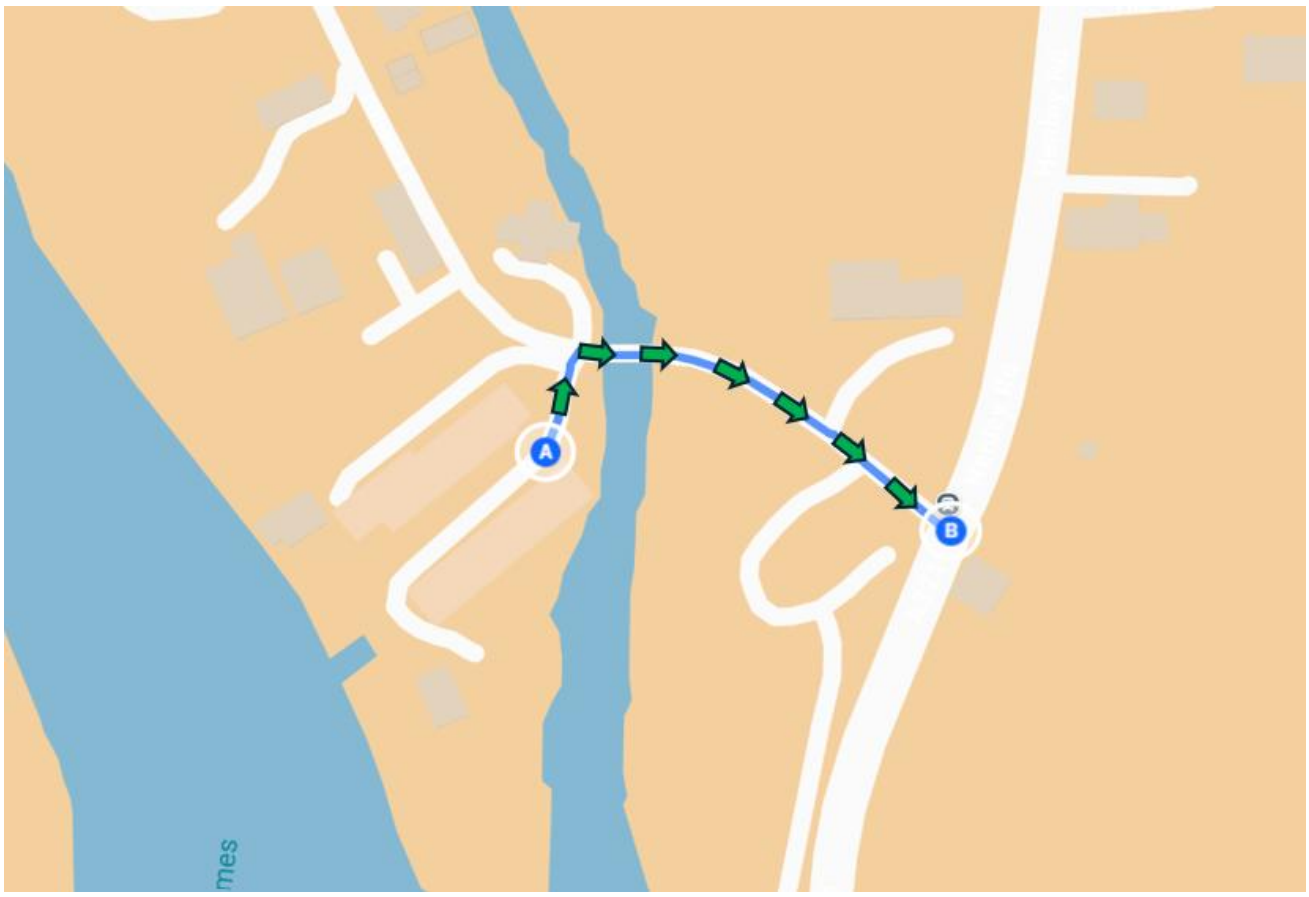
Material Storage
Welfare Facility
Loading & Unloading Area
SKIP
Wheel Washing Area
Fuel Storage Area
Heras Fencing
Site Gates
Site Information Board

APPENDIX B: SITE INGRESS AND EGRESS ROUTES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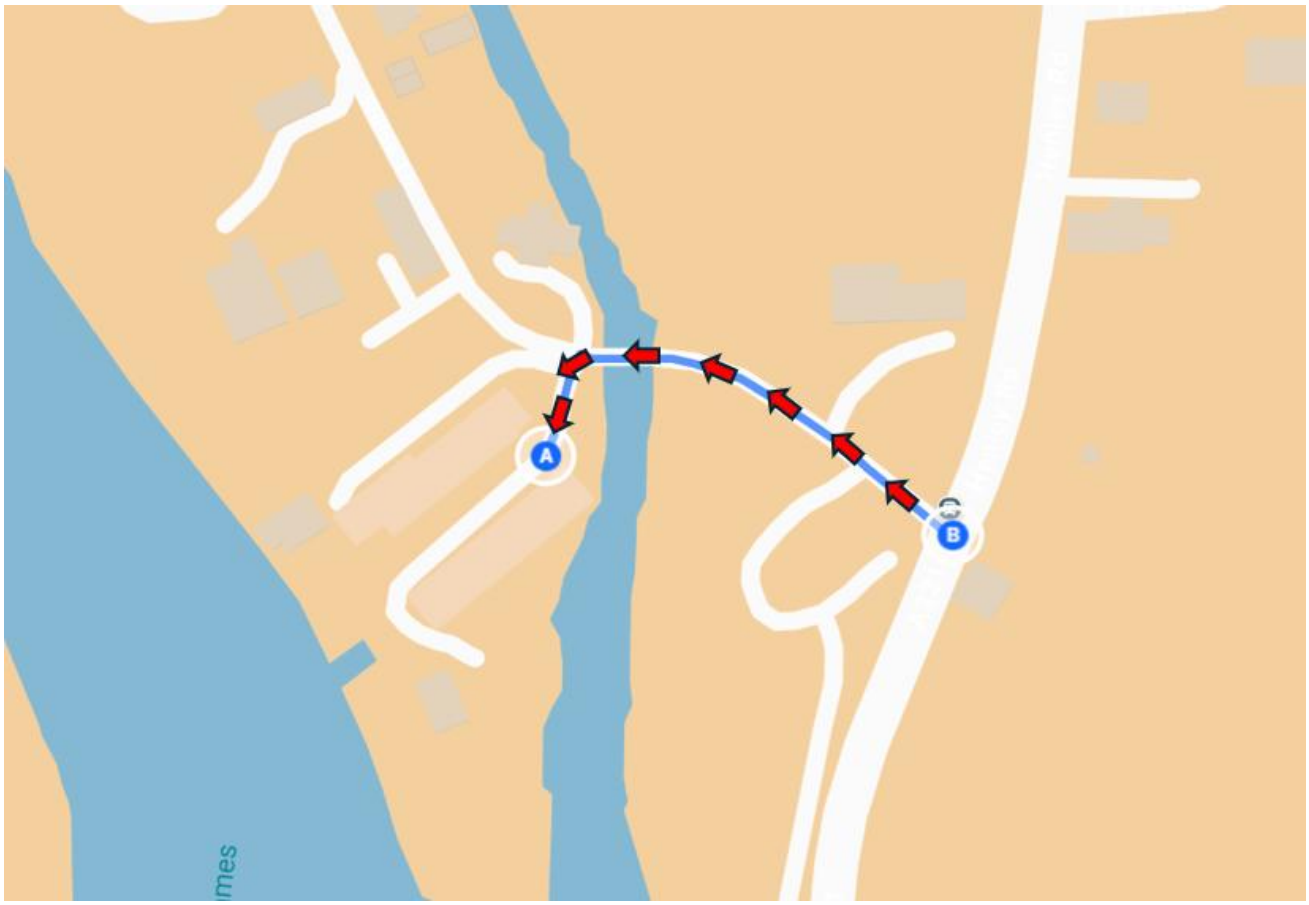
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REPORT INFORMATION

REPORT NAME	REV	DATE	PREPARED BY	PREPARED FOR	CHECKED AND APPROVED BY
Construction Environmental Management Plan (CEMP) for Willow Marina Project	0	21/08/2025	Liongate Construction LTD	Val Wyatt	
Construction Environmental Management Plan (CEMP) for Willow Marina Project	1	22/08/2025	Liongate Construction LTD	Val Wyatt	