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Campsfield Outline Environmental Management Plan

9 March 2026

Campsfield Outline Environmental Management Plan.1

CAMPSFIELD IMMIGRATION REMOVAL CENTRE EXPANSION OUTLINE ENVIRONMENTAL MANAGEMENT PLAN

Notice

This document and its contents have been prepared and are intended solely as information for and use in relation to an outline CEMP (OCEMP or OEMP) which provides a framework well in advance of construction on how environmental impacts will be managed.

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This document has 31 pages including the cover.

Document history

Document title: Campsfield Outline Environmental Management Plan

Document reference: Campsfield Outline Environmental Management Plan.1

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft report for Planning Application	GM	CC	CC	JB	18/2/26
2.0	Final version for Planning Application	GM	CC	CC		2/3/26
3.0	Updated version for Planning Application	GM	CC	CC		9/3/26

Client signoff

Client	
Project	Campsfield Outline Environmental Management Plan
Job number	
Client signature/date	

Contents

1. Purpose and Scope

This Outline Environmental Management Plan (OEMP) has been prepared as part of the Outline Planning Application submission to set out the overarching approach for managing and minimising environmental impacts during the construction of the Campsfield Immigration Removal Centre extension. It provides an outline framework for how environmental risks identified at the design stage will be addressed and controlled throughout the construction stage. The OEMP ensures that environmental considerations are embedded into project planning and delivery well in advance of construction.

The document establishes principles and preliminary measures that will guide the appointed contractor in producing a detailed Construction Environmental Management Plan (CEMP). The CEMP will translate these principles into site-specific procedures and controls, ensuring compliance with all relevant legislation, planning conditions, and best practice standards. It will also incorporate any additional requirements arising from consultation with key stakeholders, including the Home Office, Oxfordshire County Council, and Cherwell District Council. Prior to commencement of works, the completed CEMP must be submitted to the planning authority for review and approval.

The measures outlined in this OEMP represent the baseline commitments at this stage. Further measures may be required to address conditions attached to planning consent, environmental permits, or other statutory approvals obtained before construction begins.

This OEMP document has been structured as follows:

- Introduction – describes the project, and the proposed works.
- Site Access – summarises the existing and proposed site access.
- Ecology – outlines the ecological issues relevant to the site and the surrounding area, including the new access route.
- Transport – summarises the information available on traffic and transport.
- Waste Management – details the waste management measures to be implemented. These will form part of the Environmental Management Controls described in Section 8.
- Construction Procedures – sets out the construction process for the development.
- Environmental Management Controls – describes the out the environmental issues that may be realised during the construction stages and the controls in place to mitigate them.
- Incident Response Plan – presents the measures to manage pollution incidents on site, should they occur.

2. Introduction

The Campsfield Immigration Removal Centre (IRC) expansion forms part of the Home Office's wider detention accommodation programme. The site, located at Evenlode Crescent in Kidlington, Oxfordshire, has a long history of custodial and institutional use. It previously operated as a youth offenders' facility, before being converted to an Immigration Removal Centre in November 1993 and remaining in use until it was decommissioned by the Home Office in 2018.

Figure 1. Site location of Campsfield IRC – Extract from Google Earth

Following its closure, the existing IRC estate underwent a comprehensive refurbishment and reconfiguration programme and re-opened in December 2025. The refurbished facility now provides accommodation for up to 160 residents, with fewer beds per room, together with upgraded internal layouts, improved building fabric performance, and enhanced welfare, safety, and operational efficiency measures. Ancillary facilities including the faith building, sports hall, and multi-use games area (MUGA) have also been modernised and are now fully operational.

The estate is enclosed by high security perimeter fencing, with access taken from Langford Lane via Evenlode Crescent, and sits within a semirural environment bordered by agricultural fields, the National Tactical Response Group compound, and a new business and technology park to the east.

This application proposes the expansion of the IRC onto adjacent Ministry of Justice land, designed to increase the operational capacity and provide modern purpose-built facilities that meet current Home Office requirements. The expansion will deliver a new IRC building accommodating up to 240 additional residents, bringing the total site capacity to approximately 400 residents when combined with the existing refurbished estate.

The proposed expansion includes four three-storey accommodation wings linked to a central hub containing shared healthcare, catering, education, recreation, and multi-faith spaces. A dedicated Care and Separation Unit, which will be constructed within the expansion zone providing specialist accommodation for vulnerable residents. Additional buildings forming part of the expansion also include a new two-storey gatehouse with vehicle lock forming the secure entry point, a visitor reception building, and an Escorts' Rest facility situated within the upgraded staff and visitor parking area. New internal roads, enhanced car parking provision including extensive EV charging, cycle storage, and improved pedestrian routes will support the expanded operational estate. Security infrastructure will likewise align with Phase 1 development including perimeter fences and internal zonal fencing, controlled gate access and upgrade CCTV and intruder detection systems, ensuring a consistent and established security standard across the site.

Sustainability measures have been embedded throughout the design, with the intention to achieve BREEAM Excellent for the new buildings. High-performance building fabric, all-electric heating strategies using air-source heat pumps where feasible, high-efficiency LED lighting and extensive photovoltaic (PV) arrays across roofs and car-park canopies will contribute to reduced carbon emissions. The landscape strategy includes biodiversity enhancements across the site contributing to measurable biodiversity net gain, alongside a sustainable drainage strategy that incorporates attenuation and water-management features.

Overall, the proposed expansion will further enhance the Campsfield IRC by providing modern, secure, and welfare-led facilities, delivering new purpose-built accommodation, specialist support buildings and upgraded operational infrastructure. The development will provide long-term, sustainable capacity aligned with current Home Office standards and operational requirements.

3. Site Access

The existing Campsfield IRC is accessed via Evenlode Crescent, which connects directly to Langford Lane. This entrance is located at the northeast corner of the site, with an internal access road running along the eastern boundary to the main facility. Under the proposed development, this primary access route will remain unchanged and will continue to serve as the principal operational access to the site.

[redacted]

[redacted]

[redacted]

Security across the site will be further enhanced through the installation of a new gatehouse and vehicle lock at the secure perimeter, alongside a vehicle barrier at the Langford Lane entry point and the provision of dedicated pedestrian and cycle routes.

4. Ecology

Ecological assessments undertaken for the Campsfield IRC site, including the Ecological Impact Assessment (EcIA), Habitats Regulations Assessment (HRA) and Biodiversity Net Gain (BNG) assessment, confirm that the site contains a range of habitats and species of ecological relevance. Although the findings do not indicate any significant effects that would prevent the development from proceeding, there are clear ecological constraints that must be carefully managed throughout the construction phase. A summary of the information from the Ecology Reports is provided here for information and awareness at the construction stage. Full technical details and survey results are presented within the Ecology Report(s):

- EcIA – Ecological Impact Assessment (ref. 65207763-SWE-XX-XX-T-J-0010)
- HRA – Shadow Habitats Regulations Assessment (ref. 65207763-SWE-XX-XX-T-J-0004)
- BNG - Biodiversity Net Gain Assessment (ref. 65207763-SWE-XX-XX-T-J-0009)

The site supports a combination of semi-natural and modified habitats. These include areas of other neutral grassland in the [redacted] and a number of scattered trees of varying maturity. The grassland habitats contain common and widespread plant species but provide suitable conditions for fauna such as amphibians, reptiles, hedgehog, rabbits and brown hare. The native hedgerow along the access road comprises over eighty percent native woody species across a continuous length exceeding twenty metres, meaning it qualifies as a priority habitat. [redacted] with most found to have negligible suitability, however, several trees showed low to moderate potential and were therefore subject to further emergence and re-entry surveys. While no bat roosts were identified, [redacted]

[redacted]

[redacted]

[redacted]

The HRA confirms that the site lies within the 10 km Impact Risk Zone of the Oxford Meadows SAC, located approximately four kilometres to the south. However, the development area does not support the qualifying lowland hay meadow habitat or creeping marshwort, and there are no hydrological linkages, meaning that changes to water levels, nutrient inputs or contamination pathways cannot occur as a result of the works. Air quality impacts are also not considered significant due to separation distance and the low sensitivity of the SAC's qualifying features. Similarly, Rushy Meadows SSSI and four non-statutory designated wildlife sites within two kilometres have no ecological connectivity to the development site. On this basis, designated sites do not require further mitigation through the CEMP.

The BNG assessment confirms a substantial reduction in habitat value post-development, with a notable deficit in both area-based and linear biodiversity units. While the delivery of compensatory habitat creation is addressed outside the CEMP, the construction process must ensure no unnecessary additional loss of habitat and must protect those features identified for retention, including the priority hedgerow and selected mature trees.

In the context of the CEMP, these ecological findings mean that construction activities must be carefully planned and controlled through a series of ecological mitigation and management measures. [redacted]

[redacted]

Overall, ecology represents an important consideration during construction, and while it does not pose a barrier to development, the ecological constraints identified must be managed in accordance with the submitted EcIA, HRA and BNG recommendations. The CEMP should therefore secure and enforce all relevant ecological mitigation measures to ensure compliance with legislation and to prevent avoidable harm to protected habitats and species.

5. Transport

The Transport Assessment undertaken for the Campsfield IRC site provides an overview of the existing transport environment around the site. A summary of the items relevant to the construction stage are presented below. The network surrounding the site, including the A44 and A4260, is shown to operate effectively with adequate capacity, and a review of STATS19 collision data (2018–2022) identifies no safety issues or patterns of concern that would indicate deficiencies in the local road layout. The area is also well-served by sustainable transport options, with footways, lighting and dropped kerbs providing connections to nearby bus stops approximately 250 m from the site, offering links to Kidlington, Oxford Parkway and Oxford City Centre. The site is also accessible via proximity to National Cycle Network Routes 5 and 51.

Access during construction will rely on Evenlode Crescent and Langford Lane, both of which operate currently without capacity or safety constraints. It will therefore be important that construction traffic does not introduce new problems or result in disruption to local residents or road users. The cul-de-sac nature of Evenlode Crescent means that site traffic movements will need careful planning to ensure vehicles can enter and exit safely and without causing obstruction. Consideration should also be given to the timing of construction vehicle movements, with efforts made to avoid peak-hour periods where practicable to minimise additional traffic during busier times on the local network.

Pedestrian and cyclist safety is an important consideration, particularly as Evenlode Crescent and Langford Lane provide access to nearby bus stops and connect to the wider cycle network. Footways should remain unobstructed throughout construction, and any potential impacts on pedestrian routes, such as temporary closures, diversions, or works within the footway, should be minimised and clearly communicated. In locations where construction activity could affect visibility or narrow the available carriageway, temporary traffic management or signage may be required to maintain safe conditions for all users.

Construction-related parking and deliveries should also be managed to avoid overspill onto Evenlode Crescent or surrounding streets. Deliveries should be coordinated to prevent queuing or congestion at the site entrance, and any temporary access arrangements must ensure that emergency vehicles, refuse vehicles and local residents can continue to use the road safely and without obstruction.

In summary, there are no inherent transport constraints that would prevent construction from taking place. However, findings from the transport assessment highlight the importance of managing construction traffic effectively to maintain the current safe and efficient operation of the local road network. During the construction phase, careful planning of vehicle routing, timing, site access, pedestrian safety and traffic management will be required to prevent unnecessary disruption and to ensure that existing transport infrastructure continues to operate safely.

6. Waste Management

The Waste Strategy for the Campsfield IRC sets out the approach to managing waste during both construction and operation, with the aim of maximising reuse and recycling, ensuring compliance with waste legislation, and applying the waste hierarchy throughout the project. The strategy emphasises waste prevention, reuse, recycling and recovery as key principles, supported by clear communication and defined responsibilities for the Home Office, the design team and the Principal Contractor.

For the construction phase, the strategy notes that no information has been provided on demolition or excavated materials, meaning these streams are not assessed further at this stage. Construction waste arisings have been estimated at approximately 1,257 tonnes using BRE Smart Waste benchmarks, covering typical materials such as bricks, concrete, metals, timber, plasterboard, plastics, packaging and inert waste, as well as approximately five tonnes of hazardous waste. The strategy confirms that a Site Waste Management Plan (SWMP) must be prepared by the Principal Contractor before works begin. This plan will set project responsibilities, waste targets, forecast arisings, arrangements for waste segregation and storage, details of waste carriers and disposal sites, and records of waste movements and compliance. Segregation measures include the provision of secure storage areas, separate containers for hazardous and non-hazardous waste, pest and odour controls, regular collections and measures to prevent environmental harm.

Operational waste will continue to be managed through existing arrangements at the IRC, operated by Mitie Waste and Environmental Services.

The Waste Strategy sets out the principal requirements for managing waste during the construction phase and confirms the need for a fully developed SWMP prior to the commencement of works. The SWMP will guide the handling, segregation, storage and disposal of construction waste in line with the waste hierarchy and legal obligations. Throughout construction, waste must be minimised where practicable and stored within secure, clearly segregated facilities to prevent contamination, accidental mixing, environmental harm or risks to site operatives. Although only small quantities of hazardous waste are anticipated, any such materials will require controlled handling and dedicated storage in accordance with the strategy.

The strategy also outlines the legal requirements applicable to waste. These include ensuring environmental permits or exemptions are in place where needed, classifying waste in accordance with WM3 guidance before it leaves the site, using only licensed waste carriers and permitted facilities, and keeping all records for the required statutory periods. Regular monitoring and review of waste data is required during construction and operation, including a final review of the SWMP at the end of the construction phase.

Consideration will also need to be given to preventing waste from accumulating on site, arranging regular collections to avoid obstruction or nuisance, and ensuring that waste operations do not impede site access or compromise safety. Hazardous materials must be managed carefully to avoid pollution or health risks, and all waste transfers must be fully documented. Waste may only be transported by licensed carriers and taken to facilities that hold the appropriate permits.

These requirements will help ensure that construction activities are undertaken efficiently and safely, and that waste is managed in accordance with the Waste Strategy, relevant legislation and good environmental practice.

7. Construction Procedures

It is anticipated that the extension of Campsfield IRC will proceed through a structured sequence of demolition, site preparation and construction activities, based on the scope of works described in the Design and Access Statement (DAS).

7.1 Demolition and Site Preparation

Prior to the construction of the new permanent facilities, demolition will be undertaken within the expansion area. In accordance with the DAS, the expansion includes:

- Demolition of existing modular buildings
- Demolition of the cold store
- [redacted]
- Removal of temporary buildings installed during earlier refurbishment works

Site preparation activities will likely include:

- Isolation of utilities
- Internal and external soft strip of structures to be removed
- Dismantling and removal of temporary accommodation/support units
- Clearance of hardstanding or vegetation where required for new buildings, roads, or fencing

7.2 Construction of the Expansion

Following demolition and site preparation, construction will begin on the expansion. The main construction components are as follows:

New IRC Building

- Four three-storey accommodation wings
- A central hub including:
  - healthcare facilities
  - catering and dining
  - education and leisure rooms
  - multi-faith facilities
  - Outdoor recreation courtyards

CASU

- New single-storey CASU in the northeast of the expansion site
- [redacted]

Security and Access Infrastructure

- New two-storey Gatehouse with a vehicle lock
- Replacement [redacted] fencing
- Internal zonal fencing
- [redacted]
- [redacted]
- [redacted]

Ancillary Buildings

- Visitor Reception building
- Escorts' Rest building
- Additional small operational/facilities-management units
- All located outside the secure fence line within the parking zone

Internal Roads, Parking and External Works

- Construction of new internal roads
- Reconfigured staff and visitor parking including extensive EV charging
- Cycle storage for minimum 32 spaces
- Dedicated pedestrian and cycle routes
- Hardscaping around new buildings
- Landscaping and biodiversity enhancements

Sustainability and Renewable Energy Measures

- Photovoltaic (PV) panels on building roofs and car-park canopy structures
- Air-source heat pumps where feasible
- Enhanced thermal-performance building fabric
- High-efficiency LED lighting
- Sustainable drainage strategy

7.3 Working Hours

Construction activities, including demolition, are expected to adhere to standard working hours previously applied:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00

No works are anticipated on Sundays or overnight, except for emergencies or minor internal tasks.

8. Environmental Management Controls

This section of the OEMP sets out the environmental issues that may be realised during the construction stages and the controls in place to mitigate them.

Environmental Issue	Controls
Air Quality	Emissions ▪ Switch off all vehicle and plant engines when not in use. ▪ Time works to minimise congestion and the idling of traffic wherever possible. ▪ Use water-based dust suppression and Monarflex sheeting during demolition to control particulate emissions. ▪ Provide wheel washing facilities and road sweeping to prevent dust/ debris migration on Langford Lane and Evenlode Cresent. ▪ Burning on site is prohibited. ▪ Schedule deliveries to avoid peak hours (08:00–09:00 and 16:30–18:00) to reduce emissions/idling. ▪ Use ultra-low sulphur diesel fuel. ▪ Compliance with the EU Stage IIIB emission standards for non-road mobile machinery (EC Directive 97/68/EC). ▪ Ensure construction plant and machinery is regularly maintained in accordance with manufacturer's instructions to reduce the risk of elevated emissions due to poor engine efficiency and ensuring any malfunctions are swiftly repaired. ▪ Avoid the use of diesel or petrol-powered generators and use mains electricity or battery-powered equipment where practicable.

Environmental Issue	Controls
	▪ Implement a Travel Plan (for workers) that supports and encourages sustainable travel (public transport, cycling, walking, and carsharing).
Archaeology and Cultural Heritage	Noted that no project specific archaeological requirements have been included in previous documentation for this project (namely the Demolition Method Statement (May 2023) and the Design Statement (September 2025)). No buried archaeology is expected within the boundaries of developed site. However, buried archaeology could be present in the undeveloped land to the west. If finds are encountered, follow the reporting and protection steps below. ▪ Report to LPA Archaeologist all potential finds of archaeological and/or cultural artefacts or remains. ▪ Contact LPA if archaeology uncovered during excavation works. ▪ Protect any potential finds of archaeological and/or cultural artefacts or remains until forward actions have been agreed with the LPA Archaeologist.
Contaminated Land	▪ Minimise disturbance of known contaminated land and avoid the introduction of pollution sources and pathways. ▪ Remediate/remove contamination where necessary. Landfill shall only be used if other remediation options (e.g. on-site treatment, off site treatment) are not reasonably practicable. In the event of discovery of unexpected, contaminated land the Contractor shall inform the Overseeing Organisation. ▪ Implement the Incident Response Plan for spill/incident management. ▪ Store fuels/oils/chemicals in bunded, secure areas; provide spill kits and drip trays; refuelling in specified locations. ▪ Manage hazardous materials per DMS (asbestos, lead, mercury, silica, PCBs) and maintain COSHH register; stop work if suspect asbestos encountered. ▪ Segregate excavated spoil that must be disposed until fully characterised and then dispose of at appropriately licensed facility.

Environmental Issue	Controls
	▪ Any excavated material identified as contaminated or as hazardous waste must be isolated from inert spoil, covered, and bunded to prevent possible contamination of adjacent water courses or drainage systems. ▪ Appropriately licensed contractor to be used for all transport, treatment, and disposal of contaminated soils/hazardous waste. ▪ All treatment and disposal facilities must be appropriately licensed. ▪ Records of contaminated material sent for treatment/disposal will be maintained as per the procedures outlined in the SWMP.
Ecology	▪ [redacted] ▪ A pre-construction ecological walkover should be undertaken to confirm whether habitats, species use and site conditions remain consistent with the EcIA findings. The EcIA notes that conditions may change between survey and construction and therefore an updated check is necessary. ▪ Vegetation clearance within grassland and scrub should follow the reptile-sensitive method detailed in the EcIA. The site supports a very low population of common lizard, and clearance must begin with a two-stage cut to around ten centimetres to allow reptiles to move away safely. Works during the reptile hibernation period should be supervised by an ecologist. ▪ Works affecting trees, scrub or hedgerows should be undertaken outside the bird nesting season where practicable. Where this cannot be achieved, the EcIA requires that a nesting bird check is undertaken by a suitably qualified ecologist no more than twenty-four hours prior to works and that active nests are retained in situ until fledging.

Environmental Issue	Controls
	▪ [redacted] ▪ Wall cotoneaster, recorded in three stands on the northern hardstanding, must be managed in accordance with legislative requirements for Schedule 9 invasive species, ensuring that contaminated soils or arisings are handled to avoid spread. ▪ The stonecrop present on hardstanding in the northern area is to be treated as the nationally scarce *Sedum forsterianum* on a precautionary basis. Ground disturbance in this area must follow the EcIA recommendations to avoid adverse impacts. ▪ Bat activity surveys recorded regular use of boundary vegetation by several species, although no roosts were identified. Construction lighting should therefore be designed to avoid illumination of hedgerows, scrub and other boundary habitats used by foraging and commuting bats, following the EcIA guidance. ▪ The EcIA identifies grassland, scrub, priority hedgerow, and scattered trees as habitats of ecological value within the site. Habitat loss should be minimised where practicable and retained boundary habitats should be protected from accidental damage using fenced buffers or other suitable protection measures. ▪ Debris and log piles should be cleared by hand between April and October. Clearance during the reptile hibernation period (November to March) must only proceed under supervision by an ecologist. ▪ Vegetation clearance during the reptile activity season (April to September) should follow a staged approach beginning with an initial cut to c.10 cm, allowing reptiles and other fauna to disperse unharmed before further clearance. ▪ Tree felling, hedgerow removal, and vegetation clearance should be kept to a minimum and undertaken outside the main bird nesting season (1 March to 31 August). If unavoidable, an ecologist must inspect vegetation within twenty-four hours before works commence, and any active nests must be retained with an appropriate exclusion zone.

Environmental Issue	Controls
	▪ Cleared vegetation should be rendered unsuitable for nesting birds (e.g., chipping, covering) or removed from the works area. ▪ If any other invasive non-native species are discovered during works, advice should be sought from a qualified ecologist on appropriate management and control. ▪ All site personnel will receive toolbox talks covering identification of invasive species, protected species, and relevant ecological constraints. ▪ All works shall adhere to Pollution Prevention for Business Guidance and CIRIA C715 environmental good practice on construction sites. ▪ Excavations should be covered or fenced overnight, and escape ramps provided where open pits cannot be closed, to prevent mammals becoming trapped. ▪ Contractors shall ensure the regular removal of waste, litter, and construction materials to prevent fauna injury or entrapment. ▪ Construction lighting must be designed in line with Bat Conservation Trust guidance, avoiding light spill onto sensitive habitats such as hedgerows, tree lines, scrub, and features used by nocturnal mammals. ▪ The Ecological Clerk of Works should undertake periodic site checks for evidence of protected species or invasive species and advise the environmental lead on any required management response. ▪ Landscape planting should use native flowering and fruiting species of local provenance that support birds and invertebrates. ▪ Diverse native grass and wildflower mixes may be used in suitable areas, with cutting regimes adapted to allow flowering where safety permits. ▪ All recommendations of the Ecological Impact Assessment must be implemented in full. The scheme is required to achieve a minimum ten percent Biodiversity Net Gain, with areas to the west and north identified for habitat creation and enhancement to support BNG delivery. Light spill onto sensitive

Environmental Issue	Controls
	ecological receptors should be avoided by coordinating ecological requirements with the construction lighting strategy.
Energy	▪ Ensure plant, vehicles and equipment are serviced in line with manufacturer's instructions to prevent inefficiency. ▪ Minimise fuel usage through pooled travel to work sites where practicable. ▪ Use local suppliers of materials to minimise delivery footprint where practicable. ▪ Investigate use of recycled materials, e.g. coarse aggregate, to minimise energy during processing, e.g. concrete and implement where practicable. ▪ Install photovoltaic panels on new pitched roofs and car-park canopies; maximise roof PV on existing buildings. ▪ Use air-source heat pumps (ASHPs) and aim for all-electric/low-carbon operation where practicable. ▪ Specify high-efficiency LED lighting throughout. ▪ Target BREEAM Good/Very Good (refurbishment) and Excellent (expansion) principles.
Landscape	▪ Vegetation / hedgerow removal per approved drawings and ecological advice. ▪ Provide landscaped gardens to the north of the new IRC building and biodiversity areas near Evenlode Cresent, potential bunds up to 2m, using excavated materials. ▪ Landscape strategy to be developed to support a minimum of 10% BNG.
Lighting	▪ Direct lights away from residential receptors, patches of woodland and watercourses with shrouds or louvers. ▪ Lights will be shielded and lux levels minimised as much as possible, without compromising Health and Safety (H&S) and security of staff. ▪ The duration of the use of lighting will be minimised, and lighting will be dimmed or switched off when not in use, provided that there are no adverse H&S implications.

Environmental Issue	Controls
	▪ Where lighting is required for any prolonged period in proximity to local residents (e.g. overnight), a letter-drop will be operated through TBC. ▪ As referenced in the ecology section above, Bat Conservation Trust guidance[1] must be followed in construction lighting design, as well as avoiding lighting of sensitive ecological corridors such as woodland edges where practicable. ▪ Notification will also be made to the EHOs of TBC detailing the addresses of those properties contacted. ▪ Lighting will be designed to comply with the provisions of BS5489, Code of Practice for the Design of Road Lighting, where applicable. ▪ Temporary construction lighting: minimum luminosity for safety; use motion sensors where appropriate; position to avoid glare and nuisance (including Oxford Airport sensitivity). ▪ Operational external lighting: building-mounted luminaires ≥4 m; column luminaires at 6 m; 0% upward light ratio; backlight shields where needed to prevent trespass. ▪ Emergency bulkheads at final exits; position lighting to minimise trespass beyond secure fence and into rooms.
Materials	▪ Return all unused materials to contractor compound for use elsewhere on the project or for onward use on other projects. ▪ Provide justification for use of any high-VOC paints or coatings and minimise their usage. ▪ Where practical, use suppliers who can demonstrate 'responsible sourcing' of materials through ISO14001 certification or similar. ▪ All materials to be stored with appropriate containment and security.

[1] Collins, J. (ed.) (2016) Bat Surveys for Professional Ecologists: Good Practice guidelines (3rd edn). The Bat Conservation Trust, London.

Environmental Issue	Controls
	▪ Source timber/timber products via FSC®/PEFC-certified supply chain; promote FORS/CLOCS compliance in logistics. ▪ Adopt robust materials palettes for new buildings (e.g., brick/render, pressed metal/zinc roofs) per design to reduce maintenance and environmental impacts.
Noise and vibration	The contractor will discuss the scope of works further with the EHOs at TBC when greater understanding of the timings of activities are developed to determine whether they will require Section 61 prior consent[2] for the works and which measures from BS 5228:2009+A1:2014 they require to see utilised on site to manage noise and vibration. Notwithstanding the future discussions with the TBC EHOs, the following mitigation measures must also be enforced on site: • Community engagement both before and during work on site is required with the clear display of contact details for those responsible for noise issues on site. • The Contractor shall maintain a record of all noise complaints received and any action taken for inspection by TBC. Should a noise complaint be received, the Contractor shall demonstrate to the complainant that all practicable efforts have been made to ensure noise levels are reduced as much as possible. The Contractor shall, if practical, revise the method of working or utilise alternative plant to further reduce noise levels. ▪ Where works are to take place in close proximity to residential areas (for example the northern side of Northway), letter drops will be arranged through TBC.

[2] https://www.legislation.gov.uk/ukpga/1974/40/section/61 , Section 61 Prior Consent, Control of Pollution Act, 1974

Environmental Issue	Controls
	▪ Locate plant and equipment away from sensitive receptors. ▪ All plant; equipment, vehicles and noise control measures applied to plant and equipment will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practical. ▪ As far as reasonably practical, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired. ▪ Where reasonably practical, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven. ▪ Vehicles and mechanical plant employed for any activity associated with the construction works will, were reasonably practical, be fitted with effective exhaust silencers. ▪ Switch off all vehicle and plant engines when not in use to prevent idling. ▪ Not allowing un-sociable construction noise. Working hours: 08:00–18:00 Monday–Friday; 08:00–13:00 Saturday; no Sunday/night works except emergencies/minor internal works. ▪ Comply with BS 5228; daily/weekly noise monitoring; standard trigger levels Noise 75 dB(A), Vibration 0.015 m/s²; orient plant away from sensitive receptors; use acoustic enclosures/silencers; avoid impact noise.
Public Highways	The Site is to be managed in accordance with the working hours in the table below to minimise disruption caused by the construction works and further implications on noise and air quality: ▪ Working hours: 08:00–18:00 Monday–Friday; 08:00–13:00 Saturday; no Sunday/night works except emergencies/minor internal works. Additionally, the following controls may be implemented. ▪ Primary access/egress via A44 to Langford Lane and Evenlode Crescent; main gate controlled by security; pedestrian gate/turnstile for operatives.

Environmental Issue	Controls
	▪ Deliveries avoided in peak hours (08:00–09:00 and 16:30–18:00); traffic marshals to manage vehicle movements; site speed limit 5 mph; wheel washing at egress; maintain clean highways. ▪ Temporary Traffic Orders (TTRO) to be sought if crane or road impact is required; no parking suspension anticipated on Langford Lane. ▪ Remove project-specific lane/signal restrictions from other schemes; adopt Campsfield access controls above.
Waste	▪ Materials should be procured in appropriate quantities to reduce waste generation, in accordance with the Waste Strategy objective to prioritise waste prevention. ▪ Materials with minimal or reduced packaging should be selected wherever practicable to reduce packaging waste. ▪ All waste types shall be segregated and stored in clearly labelled, secure and suitable containers or storage areas, as required to ensure opportunities for reuse, recycling and recovery are maximised and to comply with correct storage practices outlined in the Waste Strategy. ▪ Waste metals, including construction metals, redundant equipment and recyclable metal items, should be segregated for recycling in accordance with the Waste Strategy emphasis on material recovery. ▪ Materials suitable for reuse, either on site or elsewhere, should be reused where practicable and in line with the reuse principles described within the Waste Strategy and required content of the SWMP. ▪ All construction and operational waste must be transferred only to permitted waste management facilities and transported by registered waste carriers, in accordance with waste Duty of Care requirements and the Environmental Protection Act responsibilities described in the Waste Strategy. ▪ Records of all waste transfers, including waste transfer notes and hazardous waste consignment notes, must be maintained for the required legal timeframe (two years for non-hazardous, three years for hazardous), as specified in the Waste Strategy.

Environmental Issue	Controls
	▪ Waste carriers and receiving waste facilities should be audited and verified as appropriately registered or permitted prior to use, with their certification recorded in the SWMP. All transfer documentation must be retained for the legally required period. ▪ Hazardous waste must be stored separately in secure, well-maintained containers that prevent escape of waste, with appropriate labelling and secondary containment where required. The Waste Strategy confirms hazardous waste will arise (approx. five tonnes forecast), requiring classification and consignment in accordance with WM3. ▪ Segregation of non-hazardous construction waste streams, including metals, inert materials, packaging, plasterboard, WEEE, timber and mixed construction waste, is required to maximise opportunities for recycling and recovery as described in the Waste Strategy. ▪ Waste storage areas must be kept tidy, secure, and free from leaks, and containers must be kept closed to prevent windblown waste, pests, or pollution. Waste must not be stored for more than twelve months, as stated in the Waste Strategy. ▪ Waste must be collected frequently enough to avoid odour, pests, fire risk, and accumulation, as specified in the Waste Strategy. ▪ Construction and operational waste must be monitored regularly by the Principal Contractor and FM team, with findings reported in site meetings. A post-construction review of the SWMP is required to compare forecast and actual arisings, consistent with the Waste Strategy. ▪ Records of waste disposal, recycling and recovery will be maintained.
Water	▪ All refuelling, oiling, and greasing will take place above drip trays, plant nappies or on an impermeable surface which provides protection to underground strata and watercourses and away from drains as far as reasonably practical. Vehicles will not be left unattended during refuelling.

Environmental Issue	Controls
	▪ Only construction plant, equipment, and vehicles free of oil/fuel leaks will be permitted on site, if equipment with a leak is identified, it should be placed in a bunded area until fixed and or removed from site. ▪ Wastewater generated from vehicle washing on site to a public sewer must be by a proper connection and undertaken in line with Pollution Prevention for Businesses Guidance[3]. It is the responsibility of the Contractor to make application for and obtain consent discharging such flows. ▪ Earthwork surfaces will be seeded as soon as work on them is completed to prevent excess silt-laden water runoff. ▪ Silt laden run-off must be prevented from entering local watercourses and drainage ditches. ▪ All oils, lubricants and chemicals will be stored with appropriate containment[4]. ▪ Waste generated from vegetation clearance should be collected and prevented from running off into watercourses and drainage ditches. ▪ Implement Incident Response Plan (live document) to manage spills, sensitive receptors (drainage/watercourses), and response procedures; train staff; notify EA/authority if significant incident. ▪ Provide bunded tanks; drip trays; spill kits; wheel washing; protect drainage from silt/pollution; record incidents.

[3] https://www.gov.uk/guidance/pollution-prevention-for-businesses
[4] https://www.gov.uk/guidance/pollution-prevention-for-businesses

9. Incident Response Plan

The Incident Response Plan is in place to ensure pollution prevention, precaution and response procedures are planned and implemented and that they are appropriate to the site and project. Complaints from local residents related to issues of noise and dust emissions from site will be dealt with through a separate complaints management process. The following considerations should be considered:

- Accidental contamination of land from spillage of fuels or lubricants.
- Accidental contamination of watercourses from spillage of fuels or lubricant.
- Surface water pollution arising from site run-off.
- Accidental damage to materials during transit, notably for any high VOC compounds.
- Accidental damage or injury to a European Protected Species on site.

9.1 Incident Controls

Incident	Controls
General Incident Prevention	• Spill kits available, as applicable and at each worksite where fuel, lubricant or other potentially pollutant materials could be spilled. • All plant, equipment and machinery operatives, as applicable and site personnel receive training in the use of spill kits, in addition to awareness training during inductions and through subsequent Toolbox talks. • Avoid refuelling plant and equipment on site as far as reasonably practical. • Use of drip-trays or spill nappies during any essential refuelling of plant or equipment. • Minimise the storage of construction materials at site. • Suitable cover and protection of any essential stored material to avoid run-off. • Carry out regular inspections/audits of hazardous materials usage, handling and storage areas and regular/thorough maintenance of vehicles and hydraulic systems and inspections of sanitary facilities and disposal. • Personnel handling hazardous materials will keep appropriate spill clean-up material adjacent to storage and maintenance areas. • Minimise the amount of diesel, oil, paint, thinners, and other chemicals stored on site that pose potential spillage environmental hazards and use materials that minimize environmental impact such as low VOC paints, and CFC free aerosols.

	• Oil storage will be undertaken in storage areas in-line with the Oil Storage Regulations (OSR) for Businesses[5]. • Where practicable, storage areas will be located away from drains/trenches/wastewater collection devices in an impervious bund area (volume of the storage bund >110% of the storage tank contained within the bund, in line with the Oil Storage Regulations). Drums and smaller containers should also be stored within an impervious bund area. • All spillages of hazardous materials will be reported immediately to the Overseeing organisation. • The area shall be inspected, and this shall form part of the incident report. • Contaminated soil, rags and other clean up material shall be kept in appropriate containers before being disposed of in accordance with the OEMP and SWMP. • All staff will be trained in the procedures for handling spills and shall be provided with appropriate personal protective equipment. • Avoid impacting adjacent sites by ensuring all contractors' activities, equipment and waste storage is confined to the allocated site boundary.
Incident Response – spills/loss of containment	• In the event of a spill, immediate action will be taken to contain or clean up the spill using the spill kit, sand, or a suitable absorbent material. • Spillage source is to be identified and isolated/stopped up if practical and safe to do. • Spill kit to be deployed around immediate spillage to prevent it spreading. • Secondary kits to be deployed if there is a risk of the spillage spreading. • Open drains or grills into enclosed drains to be stopped up. • Additional spill kits will be available from central stores to supplement site facilities in the unlikely event of a major spillage.

9.2 Reporting

9.2.1 External Reporting

All incidents will be reported to the Overseeing Organisation by the Site Manager, after which it will be decided whether or not it is necessary to inform the Environment Agency (EA). In most instances, it is anticipated that the degree of possible spillage or pollution

[5] https://www.gov.uk/guidance/storing-oil-at-a-home-or-business#:~:text=The%20secondary%20containment%20for%20a,the%20drums%20it%20can%20hold.

event will be relatively insignificant. However, if pollutants have entered a watercourse, or are likely to do so, or have the potential to impact groundwater if pollutants soak into the ground, then this is considered sufficient to warrant direct notification of the EA.

If there is any risk of pollutants entering the local sewer system in built-up areas, then the local water authority company will also be notified.

Any adverse impacts on protected species will be reported to Natural England after review by the ECoW.

9.2.2 Internal Reporting

The Contractor shall report all environment incidents to the Overseeing Organisation. The Contractor shall report all environment incidents for which their sub-contractors are responsible.

The Overseeing organisation shall be notified at the time of occurrence and in writing within 12 hours of any significant environmental incidents.

The Employer's Representative shall be notified at the time of occurrence and in writing within 48 hours of occurrence of all other environment incidents.

For each incident, the Contractor shall record and report the:

- name of Employer's Representative,
- description of the incident,
- location of incident,
- time of incident,
- material involved,
- quantity involved in event of spill/leak,
- source of incident,
- sensitive receptors affected,
- control measures implemented,
- cause of the incident and any photographs taken,
- timescales for follow up reporting and incident close out,
- Incident classification.

Written details of the incident will be provided by the Site Manager to GCoC, within 12 hours of any significant incidents. Form of notification for minor incidents will be agreed with the Employer's Representative.

9.2.3 Incident Investigation

In the event of any environmental incidents, the Contractor will assess and undertake investigations to determine the root cause and seek to prevent recurrence. This learning will then be shared with the Overseeing Organisation and TBC.

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