MDL MARINAS

Construction And Environmental Management Plan

Title:	Construction of a single storey extension to Marina building		
Job:	Northney Marina, Northney road, PO11 ONH		
Client:	MDL Marinas		
Date:	26/09/2023	Revision:	002

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INTRODUCTION

This Construction Environmental Management Plan (CEMP) has been prepared to address the method of construction, environmental, construction set up, hours of work and general health and safety.

The CEMP outlines and mitigates any potential impacts of the construction process on the receptors surrounding the development site, the environment within and around the site.

It is the intention of MDL Marinas Limited that all work will be carried out in accordance with all relevant statutory provisions, and that all reasonably practicable measures will be taken to avoid any risk to its employees or others who may be associated or affected thereby.

GENERAL

MDL Marinas Limited will ensure that the development of site logistics is an integral part of ensuring. the site operations are delivered in accordance with a pre-planned strategy.

Site logistics involves the controlled provision of labour, plant and material resources and their optimum use in a safe productive environment whilst acknowledging the site constraints and needs of the project and local environment.

Site logistical requirements will be further developed by means of future detailed method studies with the selected principal/main contractor.

Such studies will further cover security, accommodation, welfare, temporary mechanical and electrical services, access, and egress, unloading and storage, horizontal and vertical movement of labour and materials, fire prevention and waste removal.

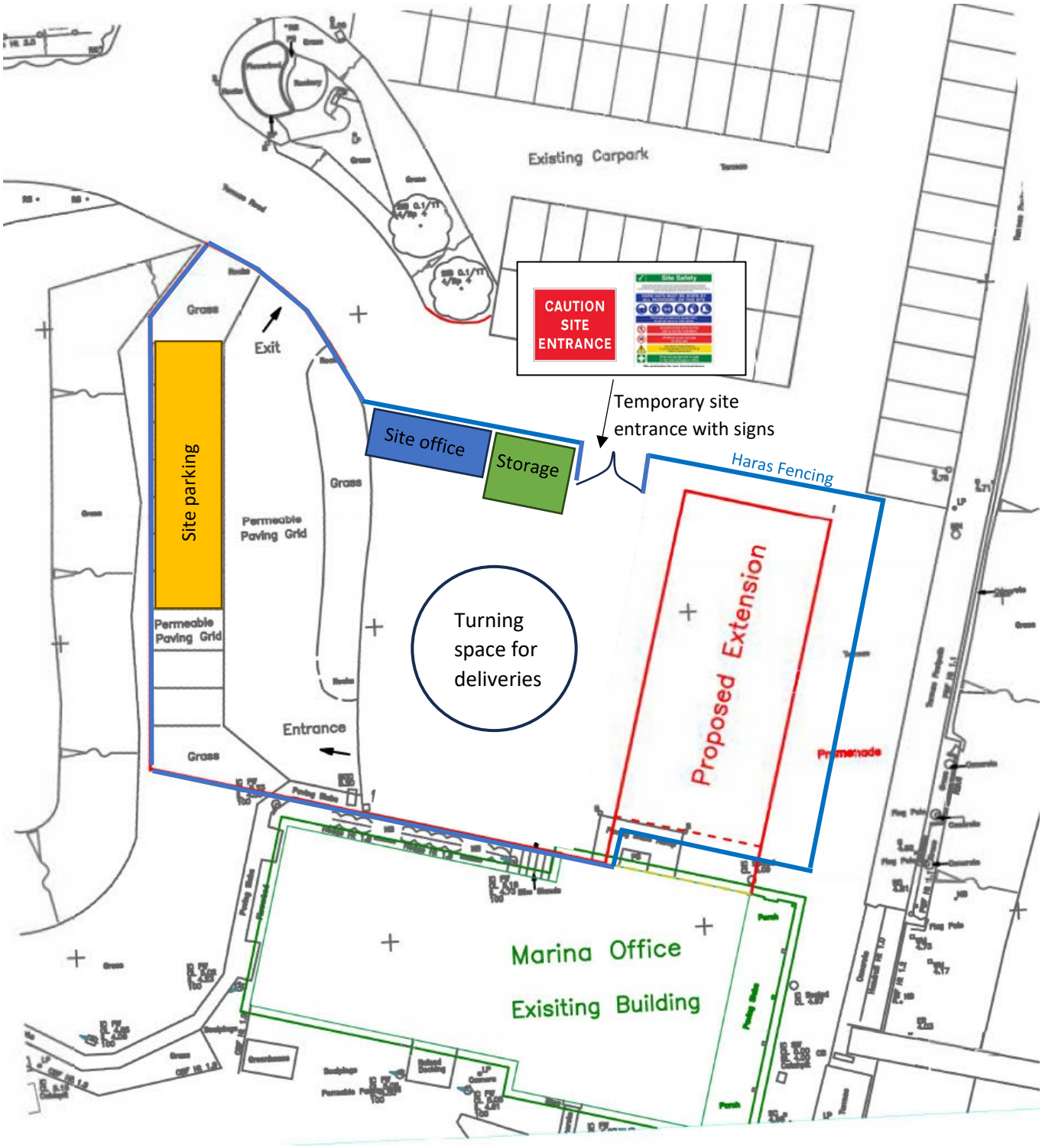
MDL Marinas Limited will ensure that high levels of safety and organisation are maintained at all times throughout the project.

The logistics strategy will be formulated with due regard to the local constraints of the site, the design of the building and the proposed construction methodology, we enclose an indicative site establishment layout, to be read in conjunction with the section's hereafter.

CONTEXT & SCOPE

The principal aim of this CEMP is to provide further evidence that MDL Marinas Limited intentions are that all works will be organised and delivered in a manner that safeguards the highway impact, highway safety and the receptors of the area surrounding the construction site, whilst protecting the environment.

SITE LAYOUT


Existing Carpark
CAUTION
SITE
ENTRANCE
Temporary site
entrance with signs
Site office
Storage
Haras Fencing
Site parking
Exit
Grass
Permeable
Paving Grid
Permeable
Paving Grid
Grass
Entrance
Grass
Turning
space for
deliveries
Proposed Extension
Promenade
Marina Office
Exisiting Building

CONTRACT DETAIL

The Project: Construction of a single storey extension to Marina building

Site Address: Northney Marina, Northney road, Hayling Island PO11 ONH

Client: MDL Marinas Limited

T: 023 8045 7155

Start Date: October 2023 Provisional

Completion Date: March 2024 Provisional

Principle Contractor: MDL Marinas Limited

Office Address: The Yacht Club, 1 Channel Way, Southampton SO14 3QF

LOCATION

The site is located at the central part of Northney Marina.

The site is currently used as parking and car park circulation. It is expected that the area shown on the site layout drawing will be cleared for use as various work areas.

PROPOSED DEVELOPMENT WORKS

The overall sequence of the works is likely to include the following.

- Site set up: Heras fencing around perimeter of site.
- Installation pad foundations
- Installation of 3 offsite fabricated modular units
- Construction of roof over modular units
- Installation of new hard landscaping
- Demobilisation from site

INTRODUCTION

This section outlines the proposed development schedule, construction methodology and the way in which deliveries will be controlled with regards to the local highway network.

MDL Marinas Limited site management and supervising staff have responsibility for implementing the Company's Health and Safety Policy and will ensure that Health and Safety considerations are always given priority when planning and during the day-to-day supervision of the work.

All Employees and Sub Contractors are expected to co-operate with MDL Marinas Limited in carrying out their duties, and will ensure that their work, so far as is reasonably practicable, is carried out without risk to themselves or others.

It is our objective to ensure that accidents and ill health arising from work activities are minimised and that due consideration is given to adjoining properties/residents and members of the public. MDL Marinas Limited will appoint a firm of external safety advisers to visit the project if required to give advice on the requirements of the relevant statutory provisions and safety matters generally.

DEVELOPMENT SCHEDULE

The proposed works are expected to start as soon as possible to the proposed commencement date and are expected to last for approximately 22 weeks from commencement, however, the construction programme may be subject to change for unexpected circumstances such as weather conditions. Prior to any construction works being carried, a local area condition survey will be carried out and recorded by means of dated photographs, these records will be kept and stored for future reference. Once all construction work has been completed, a further survey will be carried out and comparisons made with the original survey. Any damage or change to the area condition caused by the construction of the development, will be notified to the clients for further discussion.

DEVELOPMENT CONTACTS:

CLIENT

MDL Marinas
Marina Developments Limited,
The Yacht Club,
1 Channel Way,
Ocean Village,
Southampton,
Hampshire,
United Kingdom,
SO14 3QF

PARTY RESPONSIBLE FOR PREPARING THE CEMP

MDL Marinas Limited
The Yacht Club, 1 Channel Way, Ocean Village, Southampton, SO14 3QF
T: 023 9246 3558
E: a.ozelton@mdlmarinas.co.uk

MAIN CONTRACTOR RESPONSIBLE FOR UNDERTAKING THE WORKS.

Name: MDL Marinas Limited
Contact: Zander Ozelton - Details as before

SITE AND PROJECT MANAGER RESPONSIBLE FOR DAY-TO-DAY MANAGEMENT OF THE WORKS

Name: TBC

FULL CONTACT DETAILS OF THE PERSON RESPONSIBLE FOR DEALING WITH ANY COMPLAINTS FROM LOCAL RESIDENTS AND BUSINESSES, ETC.

Name: Zander Ozelton - Details as before

MEASURES, MANAGEMENT & CONTROL PROCESSES

INTRODUCTION

MDL Marinas Limited will ensure that the measures, management, and control processes of the CEMP are efficiently communicated and implemented.

TRANSPORTATION CO-ORDINATION

The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the CEMP
- Vehicle scheduling
- Informing the Police and local residents of any major deliveries associated with construction of the site to avoid / minimise disruption
- Checking for scheduled road works on http://roadworks.org
- Checking for scheduled refuse collections with the Local Authority
- Acting as a point of contact for employees, contractors, general public, and other local stakeholders.

BOOKING SYSTEM

On a weekly basis the Site Manager will evaluate the deliveries proposed for the upcoming week.

Hauliers will be required to contact the site to arrange their delivery schedules, so as to minimise the potential for delivery conflict / congestion etc.

This will minimise the potential for “holding areas” or “stacking” of vehicles in neighbouring roads.

COMMUNICATION STRATEGY

Prior to any works starting we will contact local stakeholders and occupiers of the properties which may be potentially affected the construction works.

Relevant updates will be communicated as appropriate.

COMPLAINTS PROCEDURE

Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction works and associated impacts, it is possible that complaints may be raised by local persons/business.

The Site Manager will therefore be available to meet and explore issues with concerned residents directly, via appointment.

Any complaints are taken seriously and will be addressed immediately by the construction team.

PROJECT GENERAL ARRANGEMENTS

The works include the initial set up phase which will consist of installing haras fencing and suitable gates to the entrance. Setting up the site car park and welfare area.

The main construction stage comprises the pad foundation works and the installation of services and drainage.

Then the 3 x offsite fabricated modular units will be placed into position.

The roof will be installed over the 3 units and connect to the existing building.

Hard & soft landscaping to relocate parking spaces.

Followed by the site clearance.

SITE FACILITIES (GENERAL)

MDL Marinas Limited philosophy in respect of the provision of site facilities and site services will be based on the premise that where a common user facility is required for the benefit of a number of trades, such as welfare/compound areas, security, temporary power, services etc.

The above will be provided and controlled by MDL Marinas Limited.

In general terms, the following items (but not limited to) would be provided by MDL Marinas Limited: -

1. Unloading, handling and storage of materials.
2. Provisions of craneage by use of excavators.
3. Scaffolding and access equipment.
4. 20ft welfare unit
5. Protection.
6. Sub-Contractors storage accommodation.
7. Adverse weather aids.
8. Normal Contractors plant and equipment.
9. Site toilet and washing facilities.

HOURS OF WORKING

Any audible construction work shall not take place on any Sunday or Bank/Public Holiday nor on any other day except between the following times: Monday to Friday: 8.00-18.00 and Saturday 08.00 - 13.00. This is to protect the occupants of nearby residential properties from noise and vibration nuisance.

We are extremely aware of the traffic, restricted width of the access, the adjacent properties and business's also avoidance of the busy times during the day will be planned as part of the management of the project.

Due to the proximity of surrounding buildings and business premises we will seek to restrict material deliveries and collections to and from the site between the hours of 08.00 and 18.00 and between 8.00 am and 1.00pm on Saturdays and not at all on Sundays, Public and Bank Holidays

In addition, no HGVs associated with the development will be parked up or waiting, in the close

surrounding areas during these times.

These conditions will be conveyed to all relevant parties when placing material and subcontract orders.

SITE ACCESS AND TRAFFIC MANAGEMENT

Incoming traffic Outgoing Traffic

Turning area for all vehicles will be within the car park

Access for concrete deliveries, muck away lorries and any large deliveries will be via the route shown above. Due to that the majority of the project would be fabricated offsite, congestion due to site deliveries will be minimised.

Access routes for construction personnel, visitors and delivery vehicles will be developed to suit acknowledged constraints and conditions.

Construction vehicles will be managed and prevented from causing obstructions to the highway.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians.

The traffic management plan will be controlled by the Site Manager and reviewed regularly.

The material deliveries and waste away will be within a controlled zone at the site entrance.

Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

The Site Manager will manage the traffic.

All deliveries will be booked in advance to ensure single delivery accommodation and coordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time' where possible.

All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details.

A lifting plan will be implemented in relation to all lifting operations involving lifting equipment.

All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

- Muck away Lorry 9m x 2.5m (Dwell time 30min per load)
- Concrete Lorry 9m x 2.5m (Dwell time 40min per delivery)

We have reviewed the traffic route and are not aware of any other known developments occurring within our construction phase.

CONSTRUCTION PARKING

Construction parking will be limited to onsite only.

A designated parking area as shown on the site plan will be utilised.

NOISE

Noise generated by the construction process will be considered and its impact on the neighbouring SPA and properties mitigated.

A Modular method of construction off site has been selected in order to minimise noise to an absolute minimise, with the units being delivered in 3 single deliveries.

Suitable mitigation measures to be used include:

- Standard 'daytime' construction hours
- The use of quieter alternative methods or mechanical plant, where reasonably practical
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use.
- The use of site hoardings or portable acoustic enclosures/screens to prevent noise travel.
- Maintaining and operating all vehicles, plant, and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

EMISSIONS FROM SITE

- All temporary site lighting will be faced into the site, and not directed outwards towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery, high pressure hoses will be used to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal, machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site to assist with reducing the visual impact and provide protection for both the construction workers and public, this will also act as a barrier for dust and waste originating from within the site.
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- It will be our policy to adopt a procedure where vehicles carrying mud and excavated materials. will be washed as close as possible to ensure that all vehicles leaving the site are adequately. cleaned and will not contaminate the surrounding roads or sensitive protected habitats.
- The area around the site including will be regularly inspected and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted at any time in order to prevent smoke emissions.

LOADING AND UNLOADING OF MATERIALS

Loading and unloading of materials will take place within the compound to the site as designated within this plan.

We will erect signboards to direct construction traffic to the construction area.

Any vehicles which cannot turn within our site to exit the site in a forward gear will be reversed. out of the site with a banksman in attendance.

REMOVAL OF EXCAVATED MATERIAL

Excavated material will be loaded directly into muck away trucks onsite. Material will not be stockpiled onsite.

DELIVERY OF PLANT & MATERIALS

All materials associated with the development process will be stored within the site boundaries.

Skips and other plant will also be stored within the curtilage of the site.

A dedicated loading and unloading area for plant and materials will be provided.

MDL Marinas Limited will ensure that the section of outside of the site will be kept clear at all times.

We will work closely with neighbouring properties regarding deliveries, and vehicular holding areas, thereby minimising disruption to the public.

There will be a qualified Banksman whose duties will involve the management of delivery vehicles when required.

The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site.

The majority of material deliveries will be off-loaded by the vehicle hiab/crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided on site when this is not possible.

Lorry standing-times will be kept to a minimum wherever possible.

Large vehicular deliveries to the site will be pre-booked wherever possible, to avoid congestion/

All deliveries will then be met by our Banksman who will assist vehicles entering, exiting and manoeuvring into and out of the site.

We will adopt a procedure to maintain the cleanliness of the roads and carriageway.

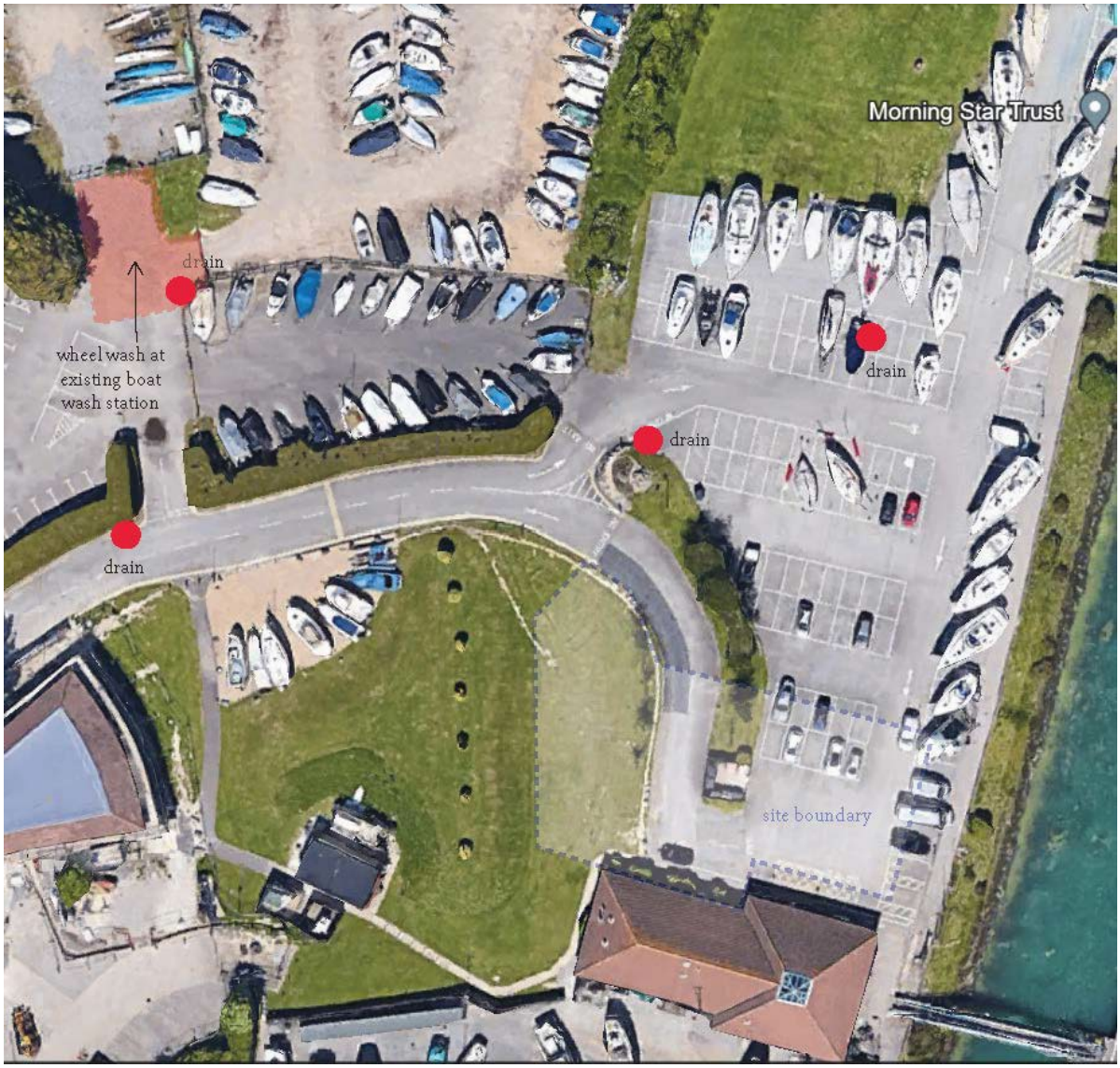
STORAGE OF PLANT AND MATERIALS

An area on site has been allocated for the storage of plant and materials during the construction. period.

It will be our Site Managers responsibility to coordinate the delivery of materials in a just in time basis in order to utilise the area designated.

VEHICLE WHEEL WASHING FACILITY

A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised, the wheel washing facilities will be in the form of a hose down point located adjacent to the current boat wash station which is connected to the main drainage system to protect nearby sensitive habitats. This is the nearest position to the site which will still allow vehicle circulation around the marina. Within the site, we will have a large hardstanding area for vehicles to park on, the demolished materials and excavation will be loaded directly into the lorry. We anticipate that the wheel washing requirement is minimised due to our concrete hardstanding at the site and the off-site modular build we are employing. Any overspill will be washed off the road surface into the main drainage system.



PROJECT TEAM ACCOMMODATION

The project team offices are to be located at the rear of the site, the welfare facilities will consist of a dedicated toilet and a dedicated 20ft welfare unit, the site office will be located within the adjacent site cabin.

We will have a storage container outside the site cabin.

The location of the site set up will allow for security of access to the site and monitoring materials. deliveries and safe personnel access.

SITE WELFARE FACILITIES

The adequate provision and appropriate location of welfare facilities is a significant factor in the creation of a productive site environment our facilities will comply with the CDM 2015 Regulatory requirements.

It is also important to recognise, that the provision of “good” welfare facilities will contribute to making the project an attractive project to a prospective workforce.

The location of site accommodation considerably influences the amount of productive time that is lost travelling to and from the site accommodation to the work sites.

Initially facilities will be located at the rear of the site and eventually supplemented by welfare facilities on other areas of the site, we will enable this from our mobile site welfare units.

REMOVAL AND DISPOSAL OF WASTE

In the interest of Health and Safety / general welfare / efficiency and image, maintaining clean and tidy site will be given an appropriate high level of recognition.

Whilst responsibility for maintaining a clean and tidy site remains clearly with us, the developed strategy will ensure that all parties including the sub-contractors contribute practically to maintaining a clean and tidy site within a framework of clearly defined responsibilities coupled with appropriate penalties for non-compliance.

In this regard we will ensure clear and precise requirements are defined within any subcontractor’s tender enquiry documents.

Within the overall strategy, MDL Marinas Limited will be responsible for: -

- Ensuring appropriate; defined exits for the removal of rubbish and waste materials
- Establishing appropriate collection points for Contractors use
- Provision of appropriate skips in relation to the waste being generated
- Skip removal; waste disposal; skip replacement
- Provision of adequate plant; temporary works (as required) and operatives, to support the overall strategy
- Provision of necessary resources to undertake additional cleaning at required stages of construction, and at completion, via:
  - directly employed operative
  - specialist cleaning

Through the health and safety regime, positive attitudes will be developed in relation to cleanliness and tidiness, both with employed organisations and individual employees.

We will ensure compliance with all statutory regulations and promote best practice in relation to maintaining a clean and tidy site; waste removal and disposal.

TEMPORARY FENCING, BARRIERS, PUBLIC PROTECTION & SECURITY

Site security is of particular importance to this project, the level of security will increase as the project develops.

All personnel working on site will be required sign in and will be wearing full PPE.

The perimeter hoarding being the first line of defence is expected to be left in place throughout the project.

SCAFFOLDING & HOARDING

The entire site boundary will be hoarded throughout the development process, and will be in a presentable and professional style, the hoarding will be erected prior to any works.

The hoarding will increase site security, and protect members of the public, particularly during the construction stage of the development.

Mandatory safety signage will be displayed around the perimeter for the general public and visiting vehicles.

Mandatory safety signage will be displayed on the access gates for construction staff entering the site.

The external hoarding will be kept clean and tidy at all times.

TEMPORARY SIGNAGE

The general temporary site signage is provided to enhance site control, safety and security.

A Project Signboard/Main Information Sign of approved design will be positioned at the site entrance to advise all personnel.

In addition, strict access limits to certain areas will be enforced within the programme with appropriate signage and physical measures located throughout the project.

HANDLING AND STORAGE OF MATERIALS

The logistics of supplying the right materials to the right place at the right time is of prime importance.

Avoiding over congestion on site will require an effective regime in terms of handling and storage of materials.

This will largely depend upon deliveries being carefully planned, co-ordinated and delivered to suit the needs of the programme.

To achieve this, the following will be instigated: -

- Adequate hoisting/off loading/handling facilities
- Delivery schedules
- Palletised loads
- Pre-planned storage areas
- Just-in-time deliveries

Materials will, wherever possible, be brought to site for delivery straight to the work face.

The timing of deliveries will avoid peak times, particularly at the start and end of the working day.

Our site entrance area is of a suitable size to accommodate this facility.

TEMPORARY SITE SERVICES

ELECTRICITY

A temporary generator will be used for power supply, complying with all current regulations (exact location to be determined). This will be until the permanent supply is established.

Within the construction area, power distribution at 110v and safety lighting will be installed to connect tools, and task lighting.

WATER

The water supply will be established before work commences onsite. This will be provided by MDL

WASTE WATER AND SURFACE WATER

Waste and surface water will be dealt with by connecting, and using, the existing drainage systems which are suitable to deal with the additional load.

CONTROL OF NOISE & DUST

NOISE

Noise generated by the construction process will be considered and its impact on neighbouring persons/business/properties mitigated. Again, as a Modular method of construction off site will be used, the reduced impact of noise and dust on the surrounding area has been considered.

Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Hoarding will be erected around the site to with reducing the visual impact and provide protection for the construction workers and public, this will also act as a barrier for transferred noise originating from within the site.

We will endeavour to ensure that the noise and vibration produced by work equipment is with a view to lowering the risk when equipment is used.

We have purchased equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

The mitigation measures, emanating from the risk assessment, will be delivered on site via toolbox talk communication, a dust management plan, site management, piling, waste management and monitoring and measures specific to earthworks, construction and track-out.

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

We will ensure that our sub-contractors meet all statutory requirements, and are fully competent to carry out these types of work.

The correct training will be in place to cover all aspects expected of this standard, vibration monitoring will be carried out during the sheet piling works.

CONTROL OF DUST EMISSIONS

The principal construction activities that will generate dust are typically excavation, foundations and external works.

The materials disturbed by excavation activities are inert materials and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment.

We will also add shielding to cutting equipment.

When activities are being carried out that risk generating large volumes of airborne dust, MDL Marinas Limited will employ dust suppression measures.

This will normally take the form of damping down and dust screens.

Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

There will be a fully trained Site Manager on site throughout the construction period.
We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

We will employ a road sweeper as required to maintain a clean road surface.

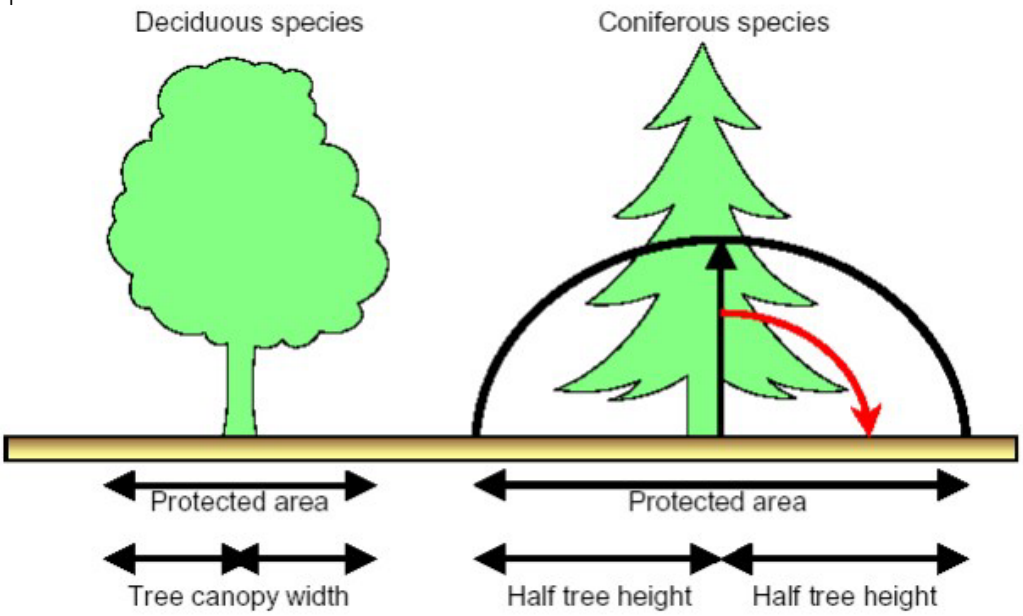
The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc, this will be minimal and we will monitor this carefully.

IMPACTS ON WILDLIFE

Due to the nature of the site being predominantly hardstanding with little tress or vegetation on the site most of the section is not relevant and there is no real chance of protected species being present.

PROTECTION OF TREES

Checks will be conducted whether any trees posses TPO's on site. This can be conducted by requesting the information from contacting the Local Authority's tree officer. Damage to trees can be caused either by physical injury to branches, trunk or roots and even by changing the chemical composition and soil characteristics around the roots.



If it is essential to dig within the protected area, efforts must be made not to damage or cut any root greater than 25mm diameter.

PROTECTED SPECIES AND MANAGEMENT REQUIREMENTS

Where protected species are found on site the Safety and Environment Services Department must be contacted immediately in order to ensure that appropriate measures are employed to manage the situation prior to site mobilisation. Where species are found to be resident on site that were not notified or identified prior to project commencement, work must be stopped in the locality likely to affect the species, and an assessment must be conducted to determine the best available approach to the situation.

BATS

All native bat species have full protection, even known summer roost are protected when the bats are hibernating in their alternative winter roosts. It is an offence to kill, injure, catch or disturb bats while they are roosting or to damage, destroy or obstruct and even enter bat roosts themselves. Prosecution of offences may carry a fine of £5.000 per animal injured or killed.

If bats are identified or likely to be disturbed then a bat survey will be required to be conducted by a recognised bat consultant. Advice must be sought from Safety and Environmental Services Department and statutory consultees. Contact should be made with the local bat group via the relevant nature conservation body who will be able to inform site management of the known presence of bats on site.

In circumstance where bat roosts are located on site within buildings that will undergo structural alterations or demolition, mitigation measures will be imposed by the nature conservation body stating that an identical bat habitat must be afforded within the new design. Confirmation of the remedial works must be passed onto the design and build team or the relevant architect in order for the roost to be accommodated into the building layout.

BADGERS

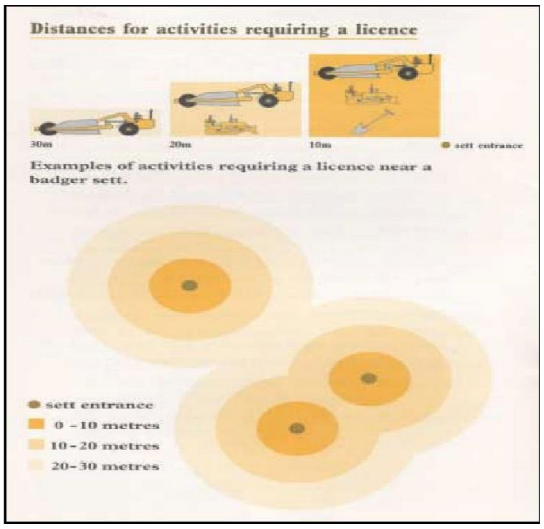
When badgers are identified as being present on site it is expected that disturbance will be kept to minimum. Specific guidelines exist in Planning Policy Guidance notes (PPG9): Nature Conservation. It is the planning authorities responsibility, in conjunction with the relevant nature conservation body, to determine the most appropriate course of action. Local development plans devised by the Local Authority have a commitment to protecting badgers and their setts. Therefore, developments rarely occur without mitigation measures or relocation requirements being stipulated within the planning consent.

Identical protection is awarded to all badgers and setts, similar to bats. It is a criminal offence under the Protection of Badgers Act 1992 to: wilfully kill, injure or ill-treat a badger; to interfere with a sett by damaging or destroying it; to obstruct access or exits of badger sett and to disturb a badger when it is occupying a sett. Penalties for infringement of the act may result in £5.000 plus 6 months imprisonment.

Work that disturbs badgers resident on site within the site boundary is illegal without a licence. Disturbance would be classed as work that is significantly close to affect the dally routines of badger, so work conducted 30m away by heavy machinery would be classed as disturbing. The nature conservation bodies have produced guidelines referring to specific types of activities, which must be licensed prior to commencement; licences can not be issued retrospectively. Any applications must be made at least 1 month prior to the earthworks contractor starting on site. The diagram below illustrates this principle, heavy machinery (earthwork plant etc.) permitted to operate within 30 metres; light machinery (small dozers and JCB's) within 20 metres; and light work such as hand digging or scrub clearance within 10 metres.

A second form of licence may be required which a different environmental body issues. If badgers are known to use any part of the site as a territory marker or a thoroughfare from one sett to another, then a licence must be applied for to fence off the area in question from the ministry of Agriculture, Fisheries and Food (MAFF) in England and Wales and Scottish Office Agriculture Environment and

The below illustration shows how areas around the sett entrances may overlap.



AMPHIBIANS AND REPTILES

All of the UK's amphibians and the rare species are protected under the WaCA. This includes frogs; toads, newts, snakes and lizards as contained within this said Act. Similar protection and prosecution charges can be brought as detailed within the bat and badger sections (see above).

Newts are particularly difficult to identify on site as they: -

- Only emerge from ponds during summer months – April to August;
- Only leave the ponds to find new habitats at the end of the breeding season;
- Are nocturnal, therefore investigations conducted in daylight hours will not provide realistic data hibernate from October through until late February.

Bearing the above factors in mind, extreme caution should be taken prior to acknowledging and confirming that NO newts are present on site. During the migration period, August to October, newts will readily move 500m from their original habitat, therefore caution, must be given to preventing harm from traffic movements and site activities.

In all of the above cases, protection of rare species is of paramount importance when considering environmental factors. Information gained during or after tender stage must be passed onto all contractors working on site. Specific reference must be made to the individual species and the management practices employed to protect them must be conveyed to all personnel on site, preferably during site inductions.

SPA SITE

The site is approximately 150m away from the Chichester and Langstone Harbours SPA site. The large, sheltered estuarine basins comprise of extensive sandflats and mudflats exposed at low tide, with a stretch of water that separates Hayling Island from the mainland. Tidal channels drain the basin and penetrate far inland. The mudflats are rich in invertebrates and also support extensive beds of algae, especially, eelgrasse.

Following the guidance set out in the section on control of noise, dust and emissions from the site the impact on area will be kept to an absolute minimum.

The highest noise will be generated while the preparing the pad foundations and installing the roof structure, however, this will be kept to a minimum due to the machinery used. Waders tend to stick to mud lands the nearest of which is over 350m away. From about 30m the noise from the machinery has dispatched dramatically. Once the piling is complete there will be minimal noise generated from the site.

RODENTS

The area has the possibility for rodents to be present therefore site inspections have been carried out regarding rodent removal.

A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site preventing them from moving to the work sites or other surrounding areas.

SITE INITIATIVES

Other site initiatives we will implement are as follows:

- No waste build up on site
- No eating or drinking on site other than canteen area
- Capping of drains when exposed
- Traps installed as required

We confirm that all of the aforementioned conditions will be met prior to start on site or will be on-going throughout the project.

SUMMARY

This Construction Environmental Management Plan (CEMP) has been prepared by MDL Marinas Limited and is site specific.

The CEMP provides information to ensure that the development works are organised and delivered in a professional and responsible manner.

It mitigates the risk of adverse impact and promotes the safeguard of the area surrounding the development site.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required.