

Construction Environmental Management Plan

for

Replacement Dwelling and Outbuildings with Associated Landscaping

at

Northshore, 40 Sinah Lane, Hayling Island, Hampshire PO11 0HH



CONTENTS

Introduction
Note to Site Management
Section 1 – Site Contacts
Section 2 – Site Arrangements
Section 3 – Monitoring, Compliance, Reporting and Consultation
Section 4 – Agreement
Appendix A – Site Location Plan
Appendix B – Construction Site Layout Plan

INTRODUCTION

The Construction Environmental Management Plan (CEMP) is designed to help minimise the impact on the surrounding area (which includes an ecologically designated site of international importance) of construction activities on site and associated transport to and from site. The completed CEMP addresses how works associated with the proposed development will be managed to mitigate the impacts of the construction in the vicinity of the site. The level of detail included in the CEMP is relevant to the scale and kind of development.

NOTE TO SITE MANAGEMENT

The Construction Project Manager shall ensure that all persons on site or travelling to and from site in connection with construction work are aware of and uphold this CEMP. The Construction Project Manager shall further ensure that all persons on site or travelling to or from site are aware of and uphold any relevant provisions set out in the Arboricultural and Ecology reports.

The contents of this CEMP must be complied with unless otherwise agreed with the Local Authority. The Construction Project Manager shall work with the Council to review this CEMP if problems arise in relation to the construction of the development.

This CEMP does not prejudice or override the need to obtain separate consents or approvals such as road closures or hoarding licences.

An application to the Council's Building Control Service is likely to be required in respect of demolitions and a demolition notice will need to be completed.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

SECTION 1 – SITE CONTACTS

1. Full postal address of the site and the planning reference relating to the Construction works.

Site Address:	Northshore, 40 Sinah Lane, Hayling Island, Hampshire
Planning application reference:	PO11 0HH TBC
Type of CEMP:	Planning Stage

2. Contact details for the person responsible for submitting CEMP.

Name:	Cirrus Projects Limited
Role:	Construction Project Manager
Address:	Red Lion House, 600 London Road, High Wycombe Bucks, HP11 1EX
Tel:	07908 538090
Email:	cirrusprojects@gmail.com

3. Registered contact address details for the main contractor responsible for the works.

Name:	TBC
Address:	
Tel:	
Email:	

4. Contact details of the person responsible for day-to-day site management.

Name:	TBC
Address:	
Tel:	
Email:	

The site and surrounding area is relatively flat and low lying with a slight fall from the road down to the shore. The FFL of the existing house and annexe is approximately 5.0M above ordnance survey datum level. The FFL of the existing summer house is approximately 4.5m above ordnance survey datum level. The primary flood risk is tidal and tidal storm surge from Langstone Harbour. Whilst there is no historic record of flood on any part of the site the beach house is deemed to be in Flood Zone 3 with a high flood risk. The rest of the site lies in Flood Zone 1 with low probability of flooding. The Construction Project Manager will ensure that Contractors are fully aware of the provisions set out in the Flood Risk Assessment and that the appropriate mitigation is in place. The northern part of the site is exposed to northerly winds. Site Management will register to receive advanced weather warning from BBC Weather, The Metrological Service or similar. They will also sign up to the Environment Agency flood warning service. Mitigation measures are detailed further in the following sections.

4. Provision for loading/unloading materials.

The site entrance is generous and suitable for large vehicles. It is envisaged that all materials will be loaded and unloaded within the site boundary and that vehicles will turn on site and leave in forward gear. Vehicle sizes will be minimised where appropriate and parking in the road will not be permitted. Site management will control the timing of deliveries of material to site and any deliveries that cannot be accommodated will not be permitted to enter the site or to wait in neighbouring roads and will have to be rebooked. The attached Construction Site Layout Plan indicates loading and unloading areas within the site boundary.

5. Storage of plant, materials and operatives vehicles.

Provision will be made within the site boundary for essential onsite parking for construction staff and visitors. Plant and materials stored on site will be kept to a minimum and will be procured on a 'just in time' basis and sequenced to suit the build programme. Any item with the potential to impact on the SSSI will be stored in suitable containers to prevent migration.

6. Temporary site access.

Pedestrian and vehicle access to site will be via the existing entrance from Sinah Lane. The entrance/drive surface will be retained initially to provide a suitable access during demolition work and to minimise transfer of mud or dust to the highway. The development access / egress procedures will be continually monitored and reviewed so that any potential issues are proactively prevented.

7. Signing system for works traffic.

All visitors, vehicles and deliveries will be required to sign in with Site Management on arrival at site. Where necessary for the welfare of drivers, pedestrians and traffic using Sinah Lane, a supervisor will monitor the entrance / exit point to direct vehicles entering and leaving the site. Vehicle movements will be managed to give priority to other road users and pedestrians wherever possible.

8. Measures for suppression of dust, noise and other nuisance arising from development works.

Demolition and construction activities likely to generate dust, noise or other nuisance will be assessed and the appropriate protocols adopted, including mitigation measures and on site monitoring, in order to minimise adverse affects. The buildings to be demolished are of traditional masonry construction. Excessive noise, vibration or dust is not anticipated during this element of works. The existing concrete slabs and foundations will require breaking to facilitate removal. Concrete will be undermined or partly lifted to minimise contact with the ground, thus reducing vibration. Where necessary, water suppression will be used to control dust. This operation will be timed to minimise the disturbance caused by noise. It is estimated that concrete breaking will equate to less than a one day operation. Crushing or recycling on site will not be undertaken. It is intended that the new building is to have concrete piled foundations. CFA piles will be designed and used on the project. Percussive or driven piles have been ruled out because of the noise generated. The

superstructures of the new buildings will be a combination of concrete frame, masonry, timber, glazing and steel members. Given the scale of the building the number of large individual components will be minimal. Some mechanical lifting will be required, which is anticipated to be within the constraints of the site boundary. The main sources of particulate emissions during construction activities include:

- Construction traffic and equipment usage;
- Materials handling, storage, stockpiling, spillage and disposal;
- Site preparation and restoration after completion;
- Construction and fabrication processes; and
- Internal and external finishing and refurbishment.

A number of mitigation methods will be implemented to minimise the nuisance and impact arising from construction. These include the following:

- Vehicles carrying loose aggregate and workings to be sheeted at all times;
- Use of appropriately designed vehicles for efficient materials handling;
- Suitable wetting of soil surfaces shall be carried out during the earth moving activities to minimise soil loss through airborne dust, this may be done through the use of a water bowser, or static sprinklers;
- Regular inspection and, if necessary, cleaning of local highways and along the Site boundaries to check for dust deposits (and removal if necessary);
- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
- A spill kit will be maintained on site should it be required;

- Wheel washing facilities will be established at Site access / egress point to minimise the transfer of dust and particulate matter onto surrounding highways;
- Where necessary, a supervisor will be at the entrance / exit points to direct vehicles entering and leaving the site and for the protection of pedestrians and traffic using Sinah Lane;
- A supervisor will be charged with the responsibility of checking the cleanliness of vehicles leaving the site. Furthermore, should any mud be deposited on the public roads it will be removed swiftly;
- All delivery vehicles will be informed of site requirements;
- Burning of any material is prohibited anywhere on-site;
- Vehicle access routes shall be designed to avoid sensitive streets or narrow, congested roads;
- Materials deliveries and vehicle access to the Site will be timed to avoid peak times; and
- Vehicles will not be permitted to wait or park in Sinah Lane.
- Construction staff, vehicles and materials will be kept well away from the shore except when carrying out specific work in that area.

9. Location of all ancillary site buildings.

All ancillary site buildings will be located within the site boundary. The attached Construction Site Layout Plan indicates the location of the site office, canteen/drying room and WCs.

10. Measures to protect trees during the course of development.

The site contains a number of retained mature trees, some of which are subject to TPO. The Construction Project Manager will ensure that provisions set out in the Arboricultural Report are followed and that the appropriate tree protection measures

are implemented to ensure the trees are not harmed during construction. Protection measures will be regularly reviewed to ensure they are functioning as intended. Any additional or remedial protection measures will be carried out with immediate effect.

11. Means of enclosure of the site.

A temporary, lockable site entrance gate will be installed on the existing driveway to secure the site and control access. The boundary wall between the site and 40A Sinah Lane will be retained and fencing to the east and west boundaries will be maintained and enhanced where necessary to provide adequate site security during the construction works.

The existing north boundary is open to the shore. To secure this boundary a temporary barrier (Heras Fencing or similar) will be erected across the site parallel to the shore. This will also prevent staff entering this area or using it for storage. Works carried out close to the foreshore boundary will be undertaken to suit weather and tidal conditions and to prevent disturbance of the designated site.

12. Wheel washing equipment.

Wheel washing facilities will be established at Site access / egress point to minimise the transfer of dust and particulate matter onto surrounding highways. The supervisor will be charged with the responsibility of checking the cleanliness of vehicles leaving the site. Due to the timing and sequencing of the works the risk of transferring materials on to the highway is considered to be low. The location of the wheel washing facilities are indicated on the attached Construction Site Layout Plan.

13. Visitor and contractor parking.

Space will be provided on site for visitor and contractor parking. The frequency and numbers of visitors is expected to be very low, all staff, visitors and workforce will be

encouraged to use public transport where possible and it is not envisaged that any off site parking will be necessary

14. The erection and maintenance of security fencing or hoarding

The temporary lockable entrance gates to Sinah Lane will be maintained for the duration of the construction works. Health and safety signage to be fixed to the fence. Daily visual inspections of the boundaries and protective hoardings (including that protecting the adjacent designated harbour site) will be carried out by the Site Manager to ensure it is maintained in a suitable condition.

15. Details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.

None envisaged at this stage. All temporary structures will fall within the curtilage of the site.

SECTION 3 – MONITORING, COMPLIANCE, REPORTING AND CONSULTATION

1. Details of monitoring, compliance, reporting and community liaison.

Identification of sensitive receptors:

- Local receptors to noise and vibration nuisance will be identified; and
- Interested parties will be pre-notified of noise and vibration levels associated with activities on Site through liaison and consultation.

Plant maintenance:

- All plant will be maintained in accordance with the manufacturers' or suppliers' instructions;
- All machines in intermittent use will be shut down when not in use; and
- Where possible all plant will be placed away from the site boundaries to reduce the effect on the local community.

Noise and vibration abatement measures:

- Noise to be kept to a minimum especially loud, percussive noise within 40m of the shore from October to March to avoid disturbance to overwintering birds on the adjacent designated harbour site.
- Working hours will be limited to those detailed in section 2, to minimise disruption to neighbours;
- All vehicles, plant and other equipment will be fitted with the appropriate silencers, mufflers or acoustic covers as applicable;

- Neighbours will be kept informed in advance of the times and dates of any potential noise nuisances.

2. Standards for Construction.

- Construction management plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risks assessed and communicated to all contractors and drivers.
- Control of site traffic, particularly at peak hours: other options will be considered to plan and control traffic, to reduce traffic at peak hours.
- Supply chain compliance: contractors and subcontractors throughout the supply chain should comply with requirements of the Principal Contractor.

SECTION 4 – AGREEMENT

The agreed contents of this Construction Environmental Management Plan must be complied with unless otherwise agreed with local Council. The Construction Project Manager shall work with the Council and/or local Residents to review this Construction Environmental Management Plan if problems arise in relation to the construction of the development. It should be noted that any agreed Construction Environmental Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licenses, or updates to address changes in circumstances.

Signed:

Date:

Print Name:

Role:

APPENDIX A – SITE LOCATION PLAN



Site Location Plan



[illegible]