Construction Environmental Management Plan

Langstone Sailing Club

Name:	Langstone Sailing Club
Address:	Langstone Sailing Club Langstone Road Havant
Postcode:	PO9 1RD

1. Introduction

This CEMP details the construction operation in accordance with relevant legislative requirements and construction industry best practice. This document will form part of the Construction Phase Plan which will be developed and agreed with the client, the specialist consultant team and the Local Authority prior to commencement of any construction activity.

The development comprises of:

Construction Start Date	October 2019
Construction Programme	3 Months

All Contractors and Sub-Contractors working on site are required to comply with the measures specified in this Management Plan. Failure to comply with these measures may result in stopping of construction work on site.

2. Description of the Site

The proposed site is situated on the main road on to Hayling Island, Hampshire, adjacent to the bridge.
The Sailing Club is used all year round, with boat storage in the winter months for cruisers and sailing dinghy's.

3. Site Organisation

Access to the site is via secure barriers with prevents access to the public unless authorised.

Visitor parking spaces are available outside the secure barriers.

Access to the main building is via an intercom system, there are also security cameras located Around the site.

Working Hours

Working hours will be restricted to the hours below and agreed prior to any works commencing on site.

Monday to Friday	0800hrs and 1800hrs
Saturday	0800hrs and 1300hrs

There will be no continuous 24 hour activities except in an emergency or on any Sunday or Bank Holiday working, unless agreed in advance with Havant Borough Council.

4. Environmental Hazards

4.1 Noise and Vibration

No construction operations and deliveries are permitted to take place outside 8am – 6pm (Monday – Friday) and 8am – 1pm (Saturday). Concerned stakeholders and neighbours shall be informed by the site management team of any periods of excessive or unusual noise outside operational hours.

All contractors will be required to control and limit noise and vibration levels so that current legislative standards are not exceeded.

All materials will be handled, stored and used in a manner that minimises noise.

Plant and equipment utilised during construction will conform to current legislation on noise and vibration levels. Silencers and vibration dampers will be utilised wherever possible. Plant will be examined on a regular basis for defects prior to start of works. Under no circumstances will defective plant be used.

Any complaints received about noise or vibration will be investigated immediately and where necessary, work practices will be modified.

All machines in intermittent use shall be shut down in the intervening periods between the proposed works. Engine compartments will be closed when equipment is in use.

Subjective noise and vibration monitoring shall be undertaken as part of the weekly site audits and inspections. More detailed monitoring shall be undertaken shall it be considered necessary by risk assessment.

Lorries and construction vehicles shall enter and exit the development in a forward direction, via the main gates, respectively, to reduce the pollution of noise from reversing vehicles. Entry and exit conditions shall be approved with Local Highways Authority prior to their implementation.

4.2 Traffic Management and Public Access

All suppliers will be notified on their orders regarding delivery times, with peak and school hours being avoided.

Local suppliers will be used where possible to keep travel distances to a minimum.

Car parking for construction workers, management staff and visitors will be provided within the designated area, as shown on the attached Construction Phase Plan. No parking will be permitted within the surrounding residential areas to the site.

A safe pedestrian access route will be provided to the working area. Pedestrian routes will be segregated from traffic routes via the use of the Heras fencing.

Site traffic limit of 5mph to be adhered to by all delivery vehicles, visitor and contractor vehicles and plant.

4.3 Movement, Storage and Treatment of Bulk Materials and Spoil

A dedicated material storage area has been identified on the attached plan. Any retained materials for subsequent re-use will be stored in accordance with temporary works requirements, and covered within hessian to minimise the impacts of runoff and dust creation.

Dust and Odour Control

In accordance with the 'The Control of Dust and Emissions from Construction and Demolition (London Authorities, 2006) and Guidance on the Assessment of Dust from Demolition and Construction' (Institute of Air Quality Management, 2014).

Activity	Dust Emission Magnitude
Demolition	Low
Construction	Low

Areas of hard standing will be maintained and kept free of materials likely to cause Dust and Odours.

Water suppression will be used with all materials that are likely to cause dust.

All plant and equipment will be checked prior to use to ensure that it is in good working order and repair and conforms to manufactures or statutory emissions standards. Any defective items of plant shall not be used.

Mortar for masonry works will be mixed on site. This will be within a secure area which will be bunded to prevent any spillages.

A spill response kit will be provided to reduce the risk of and accidents / pollution.

No materials will be burnt on site.

4.4 Mud on Roads

As works are only for the first-floor extension the risk of mud on the road will be a low.
If required a road sweeper will be used to clean any mud which encroaches onto the main road.

4.5 Storage of Fuels and Oils and other Hazardous Materials

Special care will be taken during deliveries, particularly when fuels and hazardous materials are involved. Deliveries will be supervised at all times, tanks and containers will be labelled with the nature and volume of their contents and the content levels will be checked prior to delivery to prevent overfilling.

Vandalism and theft are frequent causes of pollution. Lockable valves are fitted on all storage tanks/containers, fences will remain secured and gates kept locked. Where possible, materials will be stored under cover and potential pollutants will be transferred into safe storage without delay.

Any oil storage tank and oil stored in drums will continue to be sited on an impervious base within an oil-tight bund with no drainage outlet. All fill pipes, draw pipes and sight gauges will continue to be enclosed within the bund and the tank vent pipe will be directed downwards into it. The base and bund walls will as at present be impermeable to the material stored and be 110% of the capacity of the largest tank in the bund.

Storage of oil tanks/drums above ground level will not be permitted.

Any damaged or empty oil drums will be removed from the site immediately and disposed of via a licensed waste disposal contractor.

Correct facilities will be provided for storage and disposal of paint and liquid wastes.

A register of hazardous material with associated handling and disposal methods (i.e. beyond the COSHH mandatory register for health and safety) will be kept on site at all times.

The quantity of hazardous materials on-site will be minimised. All hazardous materials will be stored on site in accordance with a health and safety plan.

4.6 Water and Ground Conditions

The sailing club is situated on the banks Langstone Harbour, which access via a slipway.

Due to the significant ecological value of Langstone harbour preventative measures to minimise the impacts of surface water and ground water pollution from silt runoff, diesel and oil spillages, waste residues and chemical spillages will be implemented. These include the following:

All waste will be stored in designated areas, isolated from surface drains and watercourses. Where used, rubbish compactors will be covered to prevent the build-up of contaminated rain water and drained to a tank/the foul sewer to prevent pollution liquid entering the ground/surface water drains or watercourses.

All static plant, left over night and at weekends, will be sited with a drip tray/plant nappy underneath to ensure no diesel/oil spillages enter ground/surface water drains & watercourses.

Washout of concrete mixers on site will be undertaken within a lined skip. The concrete will be allowed to cure prior to removal from site as inert waste. Any water will be drawn off and removed from site by a licenced waste carrier.

Good housekeeping shall be practiced on site at all times.

Regular inspections of discharges, drainage systems, collection ditches, interceptors and watercourses will be undertaken by a competent person, to ensure that they are in good order and not being polluted by site.

4.7 Disposal of waste

Any waste arising from the construction process will be stored within skip containers and removed from site by a registered waste carrier. While storing waste materials on site, care will be taken to ensure there is no contamination and the waste is stored securely so is not blown out of the site to the surrounding areas.

Where necessary, skips will be covered to prevent dust and litter being blown about and rainwater accumulation. They will be regularly inspected.

No waste will be burnt on site.

In order to comply with the Duty of Care Regulations, the contactor(s) appointed to remove waste from the site will be registered with the Environmental Agency. A written description of the waste will be given to the contractor(s). Where there is hazardous waste for disposal, a more rigorous consignment note system will be followed.

All contractors will comply with all relevant waste regulations including: carrier's registration of waste contractors, disposal of licensed facilities, Duty of Care waste transfer notes, waste exemption registration (if applicable) and waste consignment notes (if applicable).

4.8 Ecology

To reduce the potential impacts of the proposed development on the common bird species, any vegetation clearance required will be undertaken outside of the main breeding bird season from late March to August, inclusive. Where this is not possible, an ecologist will be present prior to removal of vegetation and the existing roof will be checked for breeding birds prior to works commencing on site.

5. Dealing with Emergencies

A site incident response/emergency plan will define the procedures for dealing with events such as spillages of oil/chemicals, leaking containers or silt runoff. All staff and contractors working on site will be made aware of the local designations, the site incident response/emergency plan and will know how to deal with an incident. An up to date drainage and watercourse plan will be maintained within the site office.

A variety of products/materials will be kept on site for use in the event of a spillage/leakage (e.g. Sand and/or earth bags, proprietary absorbents in the form if granules, sheets pillows or loose powder, leak sealing devices such as a pad, clamp or putty and drain seals). The materials will be well maintained, strategically placed at accessible locations and clearly marked with durable notices explaining their use.

In the event of a major spillage the Environmental Agency would be notified.

Any ground contaminated by spillage/leakage if fuel oils/hydraulic oils during construction will be excavated and removed to an appropriately licensed waste disposal site.

Any items used for the clear up of spillage will be disposed of in a similarly appropriate manner. Controls will be established in accordance with relevant health and safety procedures including arrangements for the possibility that unforeseen contamination/pollution may be encountered.

Personal protective equipment (PPE) will be worn by all construction personnel including, where necessary, hard hats, high visibility clothing and protective foot wear.

6. Communication with Local Authority and Local Residents

Concerned stakeholders and neighbours shall be informed by the Langstone sailing Club site management team of any construction activity that may pose an nuisance or impact on local resident or members of the public. This will be through newsletter on hoarding, letter drop or consultation.

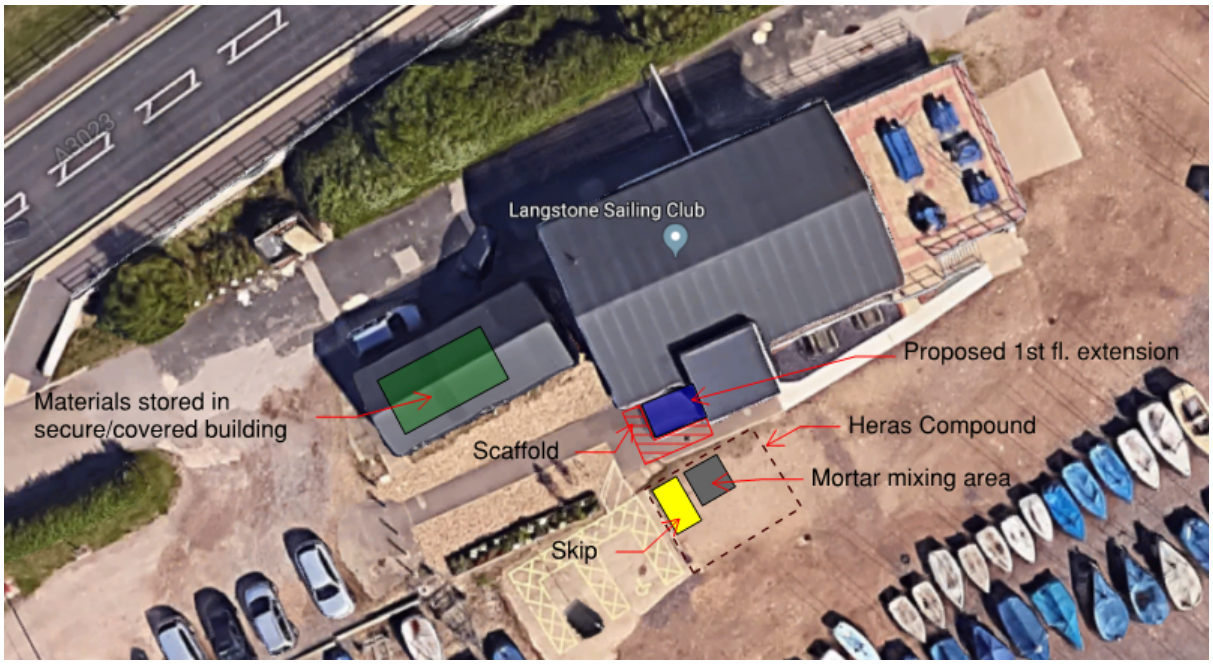
7. General

Construction work will be carried out so that, as far as reasonably practicable, disturbance to the environment is contained within defined limits and site restoration proposals are implemented in a timely fashion.

8. Appendices

8.1 Site Layout

8.2 Site Compound



8.3 Solent SPA map

Solent Waders & Brent Goose Strategy Map

Current Use Mapping 2018 Key:

- Core Areas
- Primary Support Areas
- Secondary Support Areas
- Low Use
- Candidate
- SPA site