

Construction Environmental Management Plan

For

Replacement Dwelling

At

26 The Kench  
Ferry Road  
Hayling Island  
Hampshire  
PO11 0DF

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## INTRODUCTION

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**The Construction Environmental Management Plan (CEMP)** is designed to help minimise the impact of construction on the surrounding area, both for the construction on site and the transport arrangements serving 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 will depend on the scale and kind of development.

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## NOTE TO SITE MANAGERS

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

It should be noted by Site Managers that any agreed CEMP does not prejudice or override the need to obtain separate consents or approvals such as road closures or hoarding licences.

If the scheme involves any demolition, an application to the Council's Building Control Service is likely to be required. In this instance 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

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

|                                 |                                                            |
|---------------------------------|------------------------------------------------------------|
| Site Address:                   | 26 The Kench, Ferry Road Hayling Island Hampshire PO11 0DG |
| Planning application reference: | Planning App: APP16/01079                                  |
| Type of CEMP:                   | Condition discharge                                        |

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

|          |                                                                              |
|----------|------------------------------------------------------------------------------|
| Name:    | John Pardey Architects                                                       |
| Address: | Beck Farm Studio, St Leonard's Road, East End, Lymington, Hampshire SO41 5SR |
| Tel:     | 01590 626465                                                                 |
| Email:   | mail@johnpardeyarchitects.com                                                |

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

|          |     |
|----------|-----|
| Name:    | TBC |
| Address: |     |
| Tel:     |     |
| Email:   |     |

### 4. Contact details of the manager responsible for day-to-day management of the works.

|          |     |
|----------|-----|
| Name:    | TBC |
| Address: |     |
| Tel:     |     |
| Email:   |     |

## SECTION 2 – SITE ARRANGEMENTS

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### **1. Site location plan and a brief description of the site, surrounding area, nearest potential receptors and development proposals:**

Please see site location plan and associated construction site layout proposals in the appendix

The site has an area of 173m<sup>2</sup> and lies in a private gated community of holiday chalets and houseboats on land owned by and leased from the Hayling Health Society Ltd (HHS) to the west of an intertidal lagoon in an area known as The Kench. The Kench is situated close to Ferry Point on the south west tip of Hayling Island with Langstone Harbour to the north, Ferry Road, Sinah Common and the golf links to the south. The application site is towards the western end of a dense cluster of small similar chalets with harbour frontage arranged in a strip along the northern part of the Kench site behind a concrete sea wall.

The site is accessed from Ferry Road via entry-control gates and a private road. Shared site facilities include large grassed amenity spaces, beach access, slipways, boat and car parking.

A little to the west is a row of large detached houses also with water frontage and the distinctive Langstone Harbour Board facility which provides a range of services to harbour users.

To the north is Langstone harbour, a site of special scientific interest (SSSI). It is also part of the Chichester and Langstone Harbours Ramsar and Special Protection Area (SPA), within the Solent Maritime Special Area of Conservation (SAC) and rich in wildlife and home to many important species including the little tern, brent goose and harbour seal.

The development comprises of the removal a single storey dwelling followed the construction of a new single storey dwelling, including landscaping and improvement of the sea wall.

### **2. Standard working hours for this site:**

08:00 to 18:00 Monday to Friday

08:00 to 13:00 Saturdays

No working on Sundays or Public Holidays

### **3. Site and location considerations**

The site and surrounding area is relatively flat and low, the current site level being just over 3.0M above ordnance survey datum level. There is a >1% chance of annual fluvial flooding and 0.5% chance of tidal flooding, with low wave energy frontage.

Wind exposure is also a consideration.

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.**

It is envisaged that all materials will be loaded and unloaded within or adjacent to the site boundary, thereby minimising congestion on Ferry Road and surrounding areas.

The private access road serving the site has two connections with Ferry Road making it possible for vehicles to enter and leave in forward gear. There is also an area for turning.

The size of delivery vehicles will be limited to those that can pass through the gated entrance into the access road.

The main building is of a prefabricated design, therefore the number of deliveries will be minimised

The attached Construction Site Layout drawing indicates loading and unloading areas within the site boundary.

Site management will control deliveries of material to site through a booking system, on a 'just in time basis', requiring 48 hours notice of any delivery. No unauthorised deliveries will be accepted.

In the event of a delivery vehicle missing a time slot the vehicle will not be permitted to enter the site or allowed to wait in neighbouring roads. Any deliveries that cannot be accommodated will have to be rebooked.

#### **5. Storage of plant, materials and operatives vehicles.**

Provision will be made within the private land for some essential onsite parking for site management, contractors and visitors. There is a public car park close by that can be used should the need arise.

All staff, visitors and workforce will be encouraged to use public transport, or share vehicles.

Plant and materials will be procured on a 'just in time basis' and sequenced to suit the build programme. This will minimise the space required for storage.

Inert materials will be stored on or close to the ground level. Items with the potential to impact on the local environment will be stored in suitable containers and in the minimal quantities considered necessary. Where possible they will be stored in a location to minimise damage from flood risk or be capable of removal from site in the event of advanced flood warning.

#### **6. Temporary site access.**

Pedestrian and vehicle access to site is planned via the existing service road as indicated on attached Construction Site Layout drawing.

The access road is concrete so mud or debris will not be carried onto 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 to sign in with Site Management on arrival at site.

A supervisor will monitor the entrance / exit point to direct vehicles entering and leaving the site and for the protection of pedestrians and traffic using Ferry Road.

Where possible vehicle movements will be managed to give priority to other road users and pedestrians.

## **8. Measures for the laying of dust, suppression of noise and abatement of other nuisance arising from development works.**

The demolition and construction works will include various site clearance and construction activities, which will have the potential to generate particulate emissions arising from dust. All mitigation measures will be in line with the best practice guidance 'the control of dust and emissions from construction and demolition'.

The building to be demolished is of lightweight 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. 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. All arisings will be removed from site by covered lorries. Crushing or recycling on site will not be undertaken.

It is intended that the new building is to have traditional concrete foundations. Percussive or driven piles will not be used.

The superstructure is prefabricated timber, glazing and steel member. It is anticipated that the on-site assembly period will be two weeks.

Some mechanical lifting will be required, which is anticipated to be within the constraints of the site boundary and private area.

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 dust produced during construction. These include the following:

- Vehicles carrying loose aggregate and workings to be sheeted at all times;
- Implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for 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;
- 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 Ferry Road.
- The 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 a road sweeping machine will be on call to respond swiftly.
- Vehicles leaving site with material e.g. excavations and waste will be sheeted.
- All delivery vehicles will be informed of requirements.
- Burning of any material is prohibited anywhere on-site.
- Construction vehicle access arrangements shall be designed to avoid sensitive streets or narrow, congested roads;
- Materials deliveries and vehicle access to the Site will be timed to avoid the need to queue outside the site prior to opening or whilst other deliveries are completed;
- Deliveries will be timed to avoid times of peak local activity;

#### **9. Location of all ancillary site buildings.**

The requirements for temporary accommodation will be minimal given the estimated short construction period for this pre-fabricated timber framed construction  
All ancillary site buildings will be located within the site boundary, or other areas agreed with the landlord

Attached Construction Site Layout drawing indicates the possible locations to be used .

#### **10. Measures to protect any tree, shrubbery and other landscape features to be retained on site during the course of development.**

There are no retained arboricultural features. New planting will be undertaken following completion of construction.

The sea wall will be retained and enhanced in accordance with the approved drawings.  
During these works it will be necessary to erect a traditional scaffold on the foreshore, providing a working platform and safe environment to repair and extend the wall.

The working platform will comprise of two layers of boards with a polyethylene sheet in between and sealed against the wall. This will prevent migration of particles to the area below. If necessary sandbags or similar will be used adjacent the sea wall to prevent spillage of materials.

During the construction works (other than the wall works noted above) a barrier will be erected across the site parallel to and about 2M away from the foreshore boundary. This will prevent staff entering this area or using it for storage. The barrier will include a raising of the ground level to prevent run off (prior to the raising of the sea wall).

The above works will be undertaken to suit weather and tidal conditions.

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.**

Security fencing will be erected along the site boundary to enclose the site.  
Existing fencing along two side boundary lines has been reviewed and deemed to provide adequate security.  
Further information on means of enclosure of the site is shown on attached Construction Site Layout drawing.

#### **12. Wheel washing equipment.**

Wheel washing facilities are not considered necessary as vehicles will not go on the site, but remain on the concrete access road.  
In the event that circumstances change they will be established at Site access / egress point to minimise the transfer of dust and particulate matter onto surrounding highways.  
Due to the timing and sequencing of the works the risk of transferring materials on to the highway is considered to be low.  
The supervisor will be charged with the responsibility of checking the cleanliness of vehicles leaving the site.

#### **13. Visitor and contractor parking**

Due to the limited space on site visitors will be asked to use the public car park.  
The frequency and numbers of visitors is expected to be very low.  
All staff, visitors and workforce will be encouraged to use public transport.

#### **14. The erection and maintenance of security fencing or hoarding**

Secure fencing with lockable gates will be maintained along the boundary of the site.  
It is noted that the site is within a private area and public access is not permitted.  
Health and safety signage to be fixed to the fence.  
Daily visual inspections of the boundaries 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, with the exception of the foreshore scaffolding noted in section 10.

## SECTION 3 – MONITORING, COMPLIANCE, REPORTING AND CONSULTATION

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

#### Permissible levels.

- Noise levels from plant, machinery and construction works are not to exceed 96dbA (measured at the closest receptor) during the bird overwintering period of October through to March.
- Release of pollutants will be kept at or close to zero utilising best practice and all reasonable precautions.

#### 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 the liaison/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:

- 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 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 be 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, risk 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.
- Operatives will receive site induction prior to starting on site; to include details of environmental restrictions and protection requirement for the Chichester and Langstone Harbours SSSI.

## SECTION 4 - AGREEMENT

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**The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with the local Council. The Project Manager shall work with the Council and/or local Residents to review this Construction Management Plan if problems arise in relation to the construction of the development.**

**It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences. , or updates to address changes in circumstances.**

**Signed:**

**Date:**

**Print Name:**

**Position:**

## APPENDIX

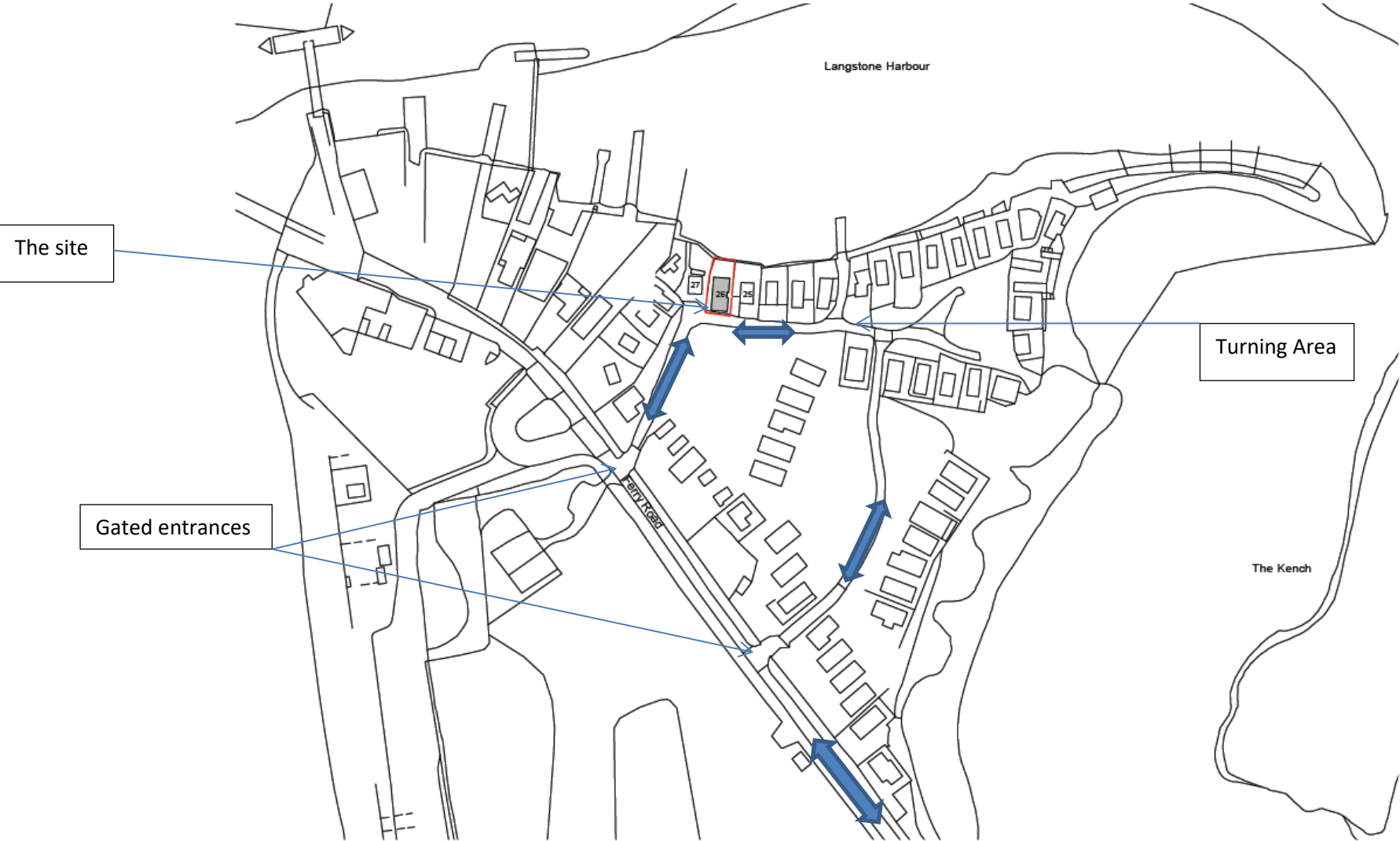
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The general arrangement drawing for the building being constructed are as the planning drawings

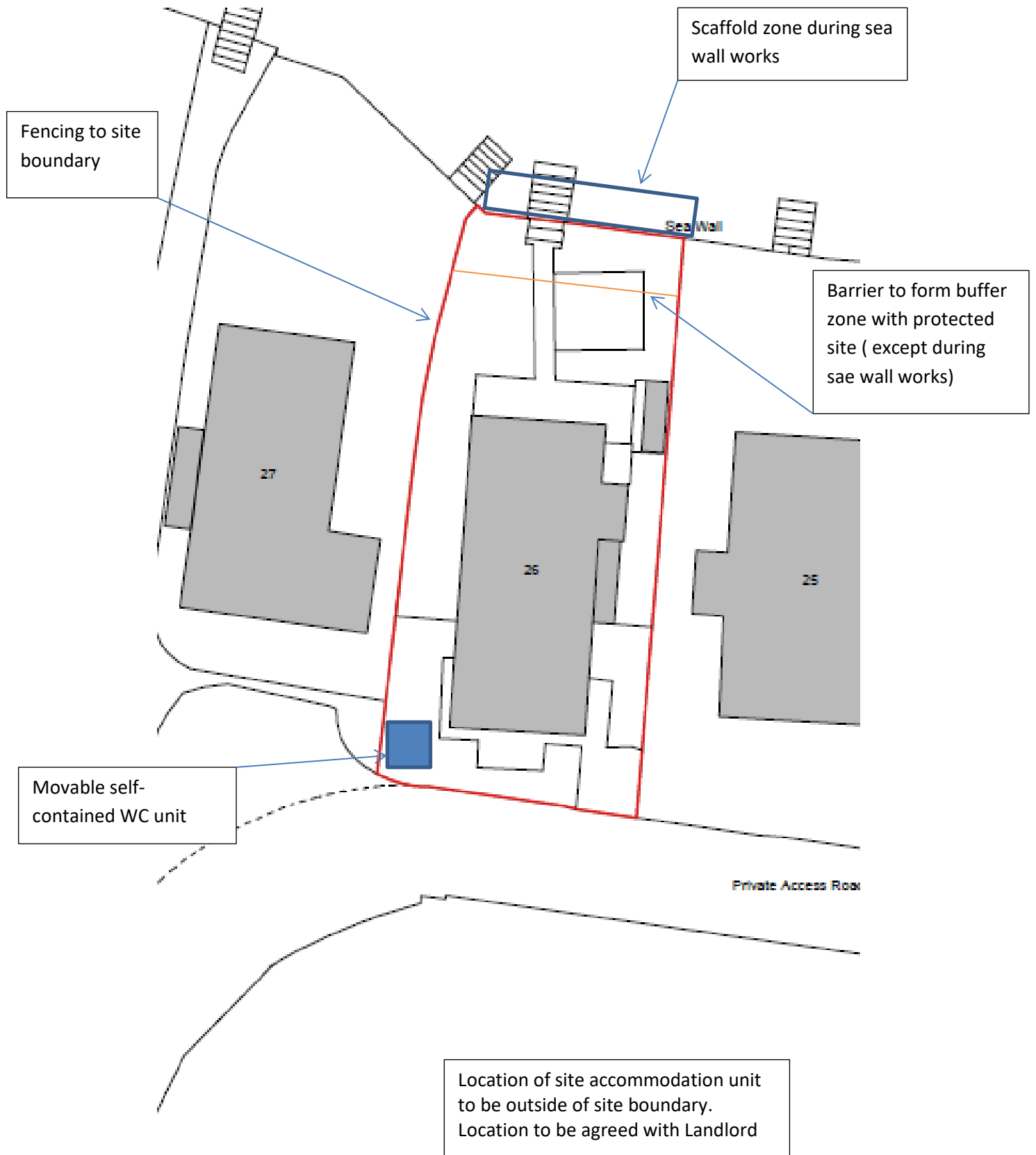
Temporary arrangements for the construction process are detailed overleaf.

SSI Map appended.

SITE ACCESS ROUTES



## SITE PLAN



The area of special interest and protection starts at the sea wall.  
 This is a no access zone (except for controlled operations during sea wall works).

