

Construction Environmental Management Plan

For

Replacement Dwelling

At

Tamarisk
Ferry Road
Hayling Island
Hampshire
PO11 0DG

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INTRODUCTION

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 is relevant to the scale and kind of development.

NOTE TO SITE MANAGEMENT

The contents of this CEMP must be complied with unless otherwise agreed with the Local Authority. 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

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

Site Address:	Tamarisk, Ferry Road Hayling Island Hampshire PO11 0DG
Planning application reference:	Appeal Ref: APP/X1375/W/16/3158213 Planning App: APP15/01355
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

1. Site location 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 lies on Ferry Point at the western end of Ferry Road sandwiched between the road and Harbour. The site is the westernmost of a row of five detached houses with harbour frontage.

To the west lies the Langstone Harbour Board boatyard and offices.

To the west and south lies the Ferry Boat Inn, public toilets and car park with Sinah Common and the golf course beyond.

To the east is a residential property. A little further east lies a development of holiday chalets and houseboats on the fringes of a small intertidal inlet and local nature reserve known as the Kench.

To the north is Langstone harbour, all of which is 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 by the construction of a new two 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 the site boundary, as far as possible, thereby minimising congestion on Ferry Road and surrounding areas.

Prefabricated or very large components are not inveighed, thus vehicle sizes can be minimised.

Parking in the road will not be permitted.

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 48hours 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 site boundary for some essential onsite parking

There is a public car park opposite the site 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 gates entrance from the road as indicated on attached Construction Site Layout drawing.

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 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. 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 a combination of 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;
- 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 it will be removed swiftly.
- All delivery vehicles will be informed of 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 the need to queue outside the site prior to opening or whilst other deliveries are completed

9. Location of all ancillary site buildings.

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

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 slipway and 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 on the slipway or 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 rising of the ground level to prevent run off.

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 hoarding or fencing will be erected along the southern site boundary immediately adjacent to Ferry Road.

Existing fencing along two side boundary lines will be retained to provide adequate security.

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.

Due to the timing and sequencing of the works the risk of transferring materials on to the highway is considered to be low.

Location of the wheel washing facilities are indicated on attached Construction Site Layout drawing.

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 line adjacent to Ferry Road.
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.

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 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.

SECTION 4 - AGREEMENT

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:

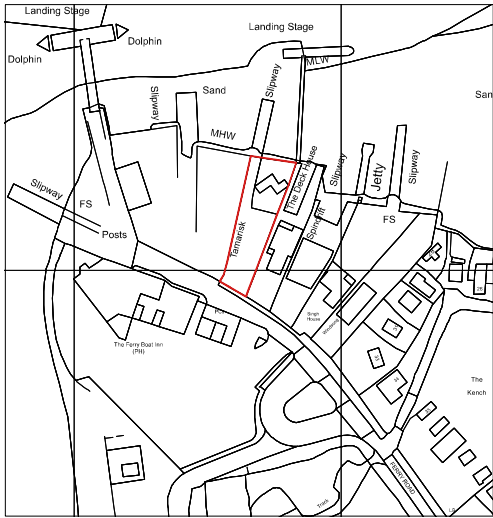
Print Name:

Position:

APPENDIX

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

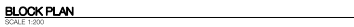
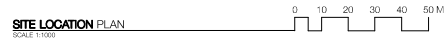
Temporary arrangements for the construction process are detailed overleaf.



Licence & Data Information

Data provider : Ordnance Survey
 Licence Number : 100031961
 Licence Start Date : 25/05/2015
 Licence End Date : 24/05/2016
 Order ID : 1570459
 Vendor : Xencord
 Customer Organisation : John Pardey Architects
 Extract extent coordinates : min x, min y (468770.73,99900.07) to max x, max y (468970.73,100100.07)
 Area Licensed : 4.0 ha
 Supplied Data Format : DWG
 Products : Mastermap
 Map units : Metres
 Approximate last update of dataset : April 2015
 Approximate update frequency of dataset : 5-8 weeks
 Coordinate reference system : British National Grid (OSGB36/E)

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KEY

APPLICATION SITE BOUNDARY



STATUS: PLANNING
 SCALE: 1:1000 @ A1 & 1:200 @ A1
 DATE: NOVEMBER 2015

DRAWING NO: 1505-PP-100-RevA
 TITLE: SITE LOCATION PLAN & BLOCK PLAN
 PROJECT: TAMARISK, FERRY ROAD, HAYLING ISLAND PO11 0DG

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CONSTRUCTION SITE LOGISTICS
Tamarisk
(Not to scale)

