

METIS HOMES

Modern Homes. Traditional Values.



The Old Barn, Vicarage Farm Business Park
Winchester Road, Fair Oak, Hampshire
SO50 7HD

Residential Development at Long Copse Lane, Emsworth

**Construction & Environmental Management Plan
For 9 No. Houses
November 2022**

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1. Introduction

Client: Metis Homes Ltd

Contractor Metis Homes Ltd

Principle Designer: Metis Homes (pre-construction) Metis Homes (construction phase)

Address: Land adjacent to No. 54 Long Copse Lane, Emsworth

The current site consists primarily of grassland with boundaries of native hedge and deciduous trees for the new houses. Access to the residences will be off Long Copse Lane with all parking to the residences provided within the site confines.

Redevelopment of the site will be by Metis Homes Limited, undertaken by the Metis Homes Management Team. Site Manager Andy Cherry 07500 010916

Site locations - The site is located adjacent to No. 54. See site location plan in Appendix 01

2. Programme

The development is planned in one phase:

- I. Site clearance phase: 1 Month
- II. Construction phase: 10 months

3. Local Liaison

Metis will engage with the local community so that our neighbors have a level of understanding of our activities and to gain feedback to inform our activities on site.

- A notice board will be placed at the site boundary providing contact information and scheme details. This will include programme information, contact details (office and Site) and security arrangements etc.
- All parties will be encouraged to communicate with Metis either directly with the site team or via the head office. Any feedback or complaints received will be addressed and managed by the Site Manager or the Contracts Manager / Construction Director with a log held on site detailing any actions required and the outcome.

4. Welfare Facilities

The main site setup will be positioned with direct pedestrian access off Long Copse Lane.

There will be a temporary, segregated pedestrian path linking the welfare facilities to the site access.

There will be one 21' x 8' canteen / drying room unit with one 21' x 8' office unit stacked above. There will also be a twin toilet block on a raised waste-water collection tank later connected to the foul drains when available. A signing in book will be located within the site office and a smoking shelter will be located by the site set up.

The temporary site set up is indicated in Appendix 2.

5. Site Boundary and Security

The boundary of the site will be secured with a combination of site hoarding and Heras fence together with the existing boundary which will be retained (see temporary site set up plan).

A pair of metal framed mesh gates will be provided to the vehicular access and a pedestrian gate leading directly to the site accommodation.

6. Working Hours

Permitted site working hours will be as follows:

Monday – Friday	07.30 – 18:00
Saturday	08:00 – 13:00
Sunday & Bank Holidays	No working

Deliveries

To reduce congestion on the wider road network, deliveries to site **will not take place** in the morning peak hours of 08.00 – 09.00, afternoon peak hours of 17.00 – 18.00 and Saturday peak hours of 12.00 – 13.00 unless otherwise unavoidable.

Where possible, deliveries will be scheduled to not turn up at the same time. In practice this can be applied to lorries from the same company such as concrete and muck-away but it is not achievable with other suppliers over whom we have no control or influence other than agreeing the date of a delivery.

All delivery vehicles will be asked to park up in Southleigh Road or Hollybank Lane and telephone the site manager or groundworks supervisor to seek confirmation to proceed onwards to the site. There are no waiting restrictions in either road however Instructions will be issued that no vehicle is to park up and wait before 09.00 and that no third-party access / driveway is obstructed. Contact numbers will be issued with all material orders and consideration will be given to providing a suitable sign at an appropriate holding area if available.

All construction vehicles & deliveries will be routed from the west of the site via. Southleigh Road, Hollybank Lane into Long Copse Lane and exit in the same direction. The exception to this will be a small number of low loader lorries (required for excavator and piling rig deliveries and collections) where transit via. North Street, Westbourne will be required (as transport route included at Appendix 3) as turning will not be possible. For such movements, a banksman with 2-way radio / phone will be stationed at the end of the road preventing other vehicles entering the lane whilst the lorry completes its transit of the lane.

There are no restrictions on vehicle size applicable to the adjoining road network and it is understood that the refuse collection vehicles follow a similar one-way route as they are unable to turn around within Long Copse Lane at the West Sussex boundary.

7. Turning & Vehicle Movements

The existing field access will be utilised as a temporary construction access during the groundworks stage and in advance of the site road construction. Thereafter the site road will be used for deliveries. The access road and parking areas will be set up as a hard-running surface during the groundworks stage.

The temporary access will continue to be used to allow for on-site parking of vans adj. to the site office making best use of the available space. Nearing completion of the project when the site accommodation is removed and the parking for plots 3 & 4 laid out, the temp access will be removed, and the area topsoiled / reinstated.

The first operation on site will be the grassland translocation works required by the planning permission and the specialist construction plant required will access the site via a temporary haul road formed at the existing gate position. Due to the need to retain the existing frontage tree and hedge this will be at an angle (as existing) meaning that lorries can only reverse into the site and leave via North Street, Westbourne.

Following the translocation works, the first activity will be the construction of the site access road to basecourse level including the verge crossing which will be constructed under a s184 and s171 licenses from the County Council.

To allow for construction vehicle's (concrete, tipper, and merchant lorries) to access the site and turn, leaving via Long Copse Lane into Hollybank Lane, we will additionally widen the access and crossover by approx. 2.5m on a temporary basis for the duration of the construction phase. This will be removed, and the verge / hedge reinstated at completion.

All turning / reversing will be under appropriate banksman control. As all delivery lorries will have to call ahead to the site, we should be able to ensure that no lorries meet head on in the narrow section of Long Copse Lane.

As hard standings are formed at the start of the works it is not envisaged that soil will be deposited onto the public highways, this will be continually monitored, and any necessary actions will be taken. All vehicles will be assessed before leaving the site and if cleaning is required a jet wash facility will be available for cleaning down. The jetwash will be located adj. to the site gates.

Regular inspections of the approach roads and on-site road will be made and where deemed necessary mechanical road sweeping will take place. This is particularly relevant during the groundworks stage, and it is a requirement of our sub-contract order with a suitable cost allowance included therein.

There is insufficient room on site to enable lorries to turn around and all lorries will need to be reversed / turn into the site. This will require the direction of a Banksman for all movements. A tracking drawing depicting this manoeuvre is attached at Appendix 4.

Vehicle and pedestrian segregation will be in place for the duration of the works and continually monitored throughout the development. Deliveries will be made to site storage areas typically using Hiab offloading and then telehandler or craned into position.

8. Parking

The construction of parking for the properties to the front of the site is programmed within the initial phase of the construction works.

It is anticipated that parking for five vans will be available on site during the initial construction stage rising to a minimum of fifteen upon striking of the scaffolds. This is considered adequate for the project.

Throughout the contract the site management team will ensure that parking is monitored. Sharing of vans will be encouraged wherever possible. Should there be insufficient parking available on site at any given point vehicle will be parked away from the site in suitable locations such as the highways lay-by 300m towards the west along Long Copse Lane or within Hollybank lane where kerbside parking is available. The site manager will be responsible for monitoring all parking and managing any nuisance parking occurring on the highway.

9. Material Storage

Due to the restricted nature of the site the programming and management of material requirements will be conducted on a “Just-in-Time” approach to minimise the requirement of onsite storage. Offloading areas will be directly adjacent and parallel to the access road.

10. Material Distribution

A telehandler will be used for the day-to-day distribution of materials with a mobile crane brought to site for installation of roof trusses.

11. Health & Safety

The planning, organisation and implementation of the project will be in accordance with Metis Homes' Health and Safety Management System. The Principal Designer will be fully involved throughout the process so that the appropriate notices are issued in the required timescales.

12. Environmental Considerations

Noise:

All activities will be conducted in accordance with the Control of Noise at Work Regulations 2005 and best practice measures. During particularly noisy activities or late working, notice will be given to all neighbors who may be directly affected by the activity and the activity will be monitored by the Management team.

'Best Practicable Means' and the guidance provided within BS:5228 are to be employed to minimise construction impacts, including for example:

- No deliveries should occur outside of the hours identified above
- Careful selection of working methods and programme
- Where applicable, selection of quietest working equipment available
- Where practicable, positioning equipment behind physical barriers, i.e., existing features, hoarding etc.
- Ensuring that regularly maintained and appropriately silenced equipment is used
- Managing all materials in a manner which minimise noise, such as minimising drop heights
- Switching all audible warning systems to the minimum setting required by the Health & Safety Executive. Reverse warning alarms should be fitted with white noise (broadband) systems
- Where processes could give rise to significant levels of noise for extended periods of time, noise levels should be monitored regularly by a suitably qualified person with the survey results kept on file; and
- In terms of on-site employees, appropriate actions should be undertaken regarding the Noise at Work Regulations including the requirement for the use of ear defenders and appropriate warning notices.

Dust:

Dust will be controlled via the controls noted within the individual task method statements which will be assessed against the recommendations set out within the HSE Construction Information Sheet No 36.

To minimise the potential impact on air quality Metis Homes shall adhere to the measures outlined below. If any deviation to these measures is required for any reason Metis Homes will submit the amended requirements, along with the appropriate justification in writing to the Local Planning Authority to formally agree these changes.

To prevent dust nuisance to nearby residential properties, particularly during dry and windy weather, there should be adequate screening and damping down during all excavation works, clearance works and other site preparations (including storage of construction materials).

- Any waste stockpiles will be damped down by water sprays and sheeted if required
- All rubbish skips will be exchanged on a regular basis and sheeted when required
- Vehicles shall be sheeted to prevent loss of materials off site
- Storage locations for all materials that create dust, including soil, must be located away from the sensitive receptors adjacent to the site, except where impractical
- Stockpiles should be screened to prevent wind loss and damped down where practical when being managed
- All site vehicles should have vertical exhausts to limit surface dust resuspension
- Waste materials shall not be burnt on-site
- Waste must be placed in suitable containers prior to appropriate disposal
- Prolonged storage of materials on site prior to use and/or disposal is to be avoided
- Where possible site construction vehicles with low levels of emissions will be used to meet with the Air Quality Management criteria for the Borough.

Smoking:

Smoking will be prohibited across the site other than the designated smoking area.

Ecology:

The ecological recommendations of the White Young Green ecological impact assessment have been considered and incorporated into our site arrangements to comply with the relevant planning condition

Arboriculture:

Arboricultural works will be conducted in accordance with Eco Urban arboriculture impact assessment and will be followed immediately by tree protection works.

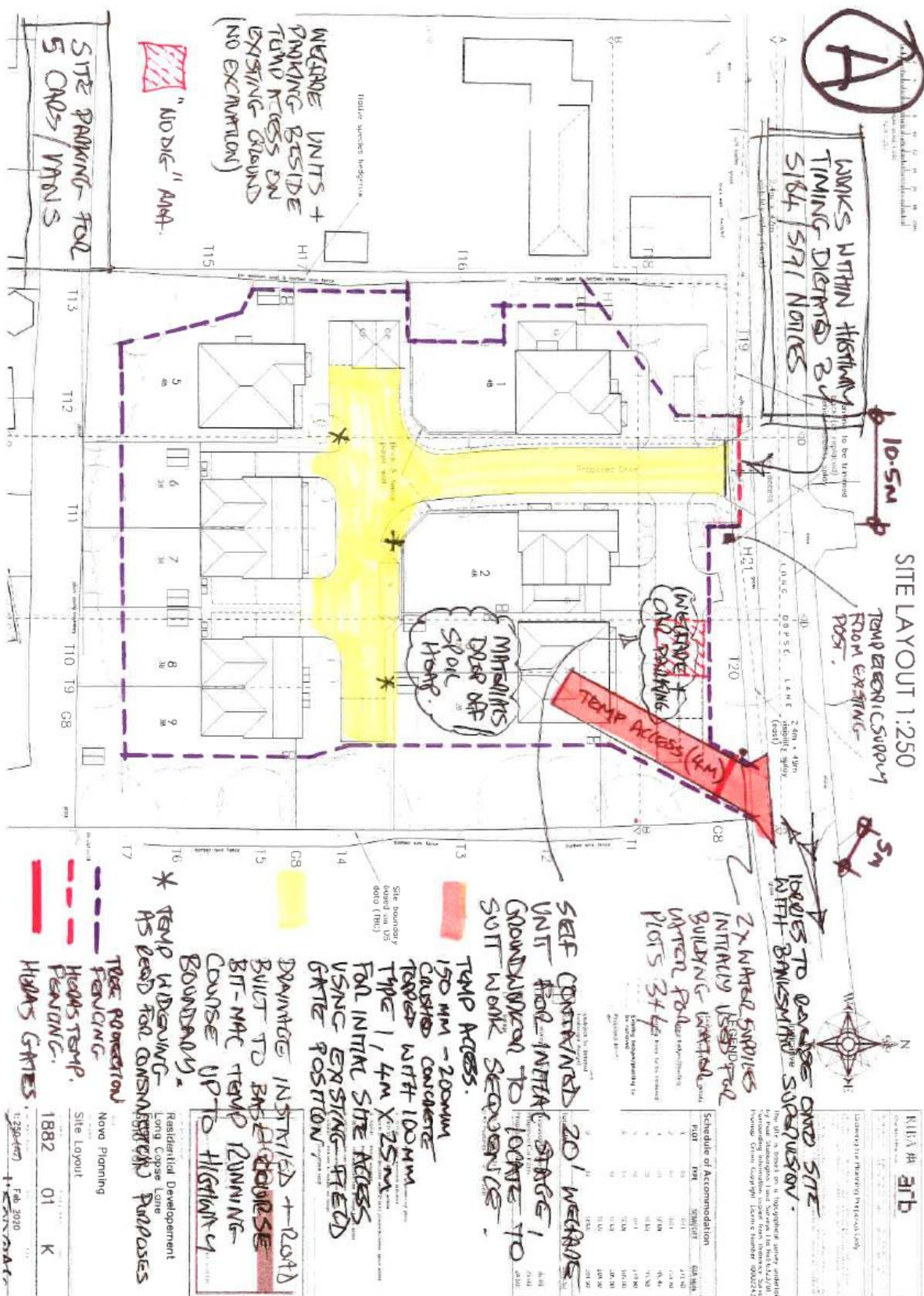
Lighting:

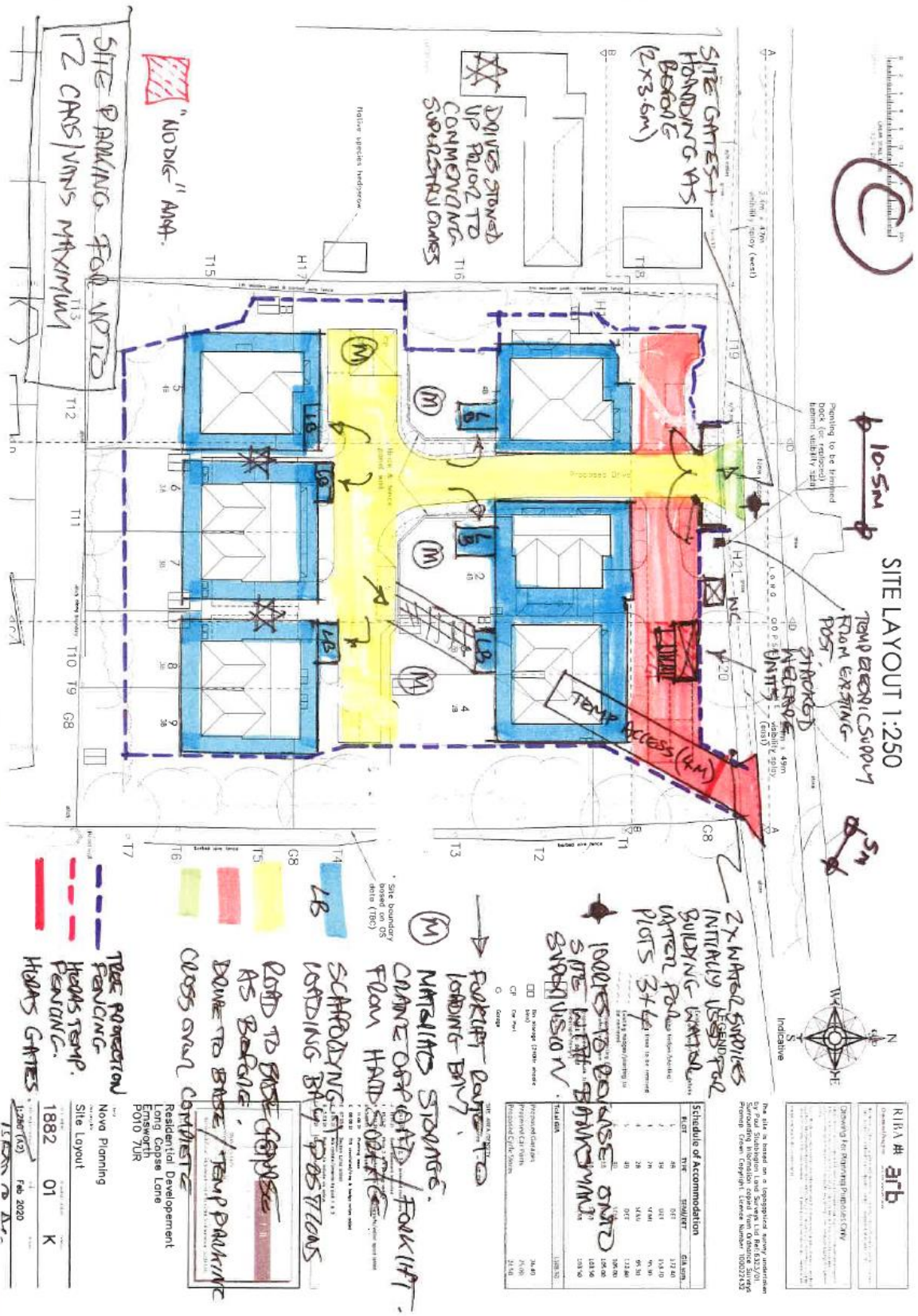
Security lighting will be movement controlled and limited in nature.

Appendix 1 – Location Plan



Blue – Area of site





[illegible]

The site is based on a topographical survey undertaken by Dean Subbington Land Surveys Ltd Ref: R322/01. Surrounding information copied from Ordnance Survey Mapping. Crown Copyright. Licence Number 1001022433.

Schedule of Accommodation				
Room	Room	Room	Room	Room
1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	100

FILE AREA/DENSITY
0.05 Meters @ 18.5m

Site boundary
based on OS
data (TBC)

DEPENDANT upon
EXTENDANT WORKS
SECURING
UP TO Zlp
ONSITE PARKING-
SPACES BUT
NOT 1635 TTHAN
15 AT ANYTIME



Residential Development
Long Copse Lane
Emsworth

Nova Planning

Site Layout

1882 01 K

~~1:250 (A2)~~ Feb 2020
1:500 (A2)

Appendix 4: Temporary access swept path analysis

