

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP)

Hayling Island Lifeboat Station – Installation of New Double Gates

Project Description

The existing foreshore car park and launch area are used exclusively by the RNLI for the parking of crew vehicles when responding to a tasking, and for the launch of the Atlantic 85 lifeboat. In the past, inconsiderate parking by the general public has hindered and obstructed the operation of the lifeboat and so, a rudimentary barrier consisting of a pole and concrete posts were placed at the entrance to dissuade unauthorised parking. However, the barrier is not fit for purpose and has recently caused a significant hand injury to a volunteer.

Under planning reference APP/22/00078, planning consent was granted for the installation of purpose made, galvanised steel double manual gates, gate posts and hold-open posts. The posts will all be set into the ground and secured with concrete foundations.

The site is located close to but, outside of the Chichester Harbour Sites of Special Scientific Interest.

Project Roles & Responsibilities

The galvanised steel gates and posts have been fabricated off-site by a specialist third party fabricator and will be delivered to site by lorry, ready for installation.

All parties involved in the project have environmental responsibilities which vary according to their roles. However, everyone has a Duty of Care to prevent environmental harm as described in the Environmental Protection Act 1986.

Role	Responsibilities	Name	Organisation
Client/Project Manager	Managing the project and coordinating with all parties involved.	Andrew Harris, Coastal Estates Manager	RNLI
Principal Contractor	Organising all aspects of the work and overall responsibility for the site and compliance	Nick Drew, Contracts Manager	Leaves Building & Maintenance Contractors Ltd
Site Foreman	Managing the site and tradesmen	TBC	Leaves Building & Maintenance Contractors Ltd

Training, Awareness and Competency

All works on site will be undertaken by trained and competent tradesmen. Leaves have been independently vetted and approved to undertake construction work on RNLI sites.

Upon commencement of the works, site induction will be undertaken by RNLI personnel. This will include a site specific environmental induction outlining the site constraints and environmental precautions and measures to be taken during the works, as outlined in this Construction Environmental Management Plan.

Environment Risk Management

The potential impacts as a result of the works include:

- Contamination/pollution arising from materials and plant brought to site;
- Contamination/pollution arising from the excavations and associated spoil/waste materials/surface water run-off;
- Impact of construction activities on site including noise, dust and debris;
- Impact of uncontrolled works on the surrounding area including, important species and habitat.

These will be controlled and mitigated using the following measures.

Measures taken to avoid or mitigate damage and disturbance to important species and habitats will include the timing of the works to avoid the sensitive over-wintering period between October and March inclusive.

There will be no percussive piling or works involving heavy machinery. Excavation works will be undertaken by a mini-digger. Works to break up the existing concrete blocks will be undertaken using mechanical tools and will be kept to a minimum, such that it will be broken down into manageable sections that can be loaded by the mini-digger into a skip.

Noise will be kept to a minimum. There will be no radios or loud music permitted on site at any time.

The gates and posts have already been fabricated and are ready for delivery to site. Therefore, works will commence as soon as Condition 4 of the planning permission has been discharged. It is currently anticipated that the works will be undertaken during May 2022. Working hours will be from 0800 – 1700hrs Monday to Friday. The works are expected to take no more than one week to complete.

The works are located some 34m from the Mean High Water Mark. The works are confined to a specific area, are relatively minor in nature and of short duration.

Works are confined to the foreshore car park area which is already regularly used by vehicles for parking and by the lifeboat for launching. The working area itself is therefore confined to disturbed/made-up ground and is considered to be of low ecological value.

All storage/setting down of plant and materials will be on the hard standing around the lifeboat station. Contractor's vehicles will be parked on the hard standing at the rear of the lifeboat station. The machinery and operatives will use a direct route from the lifeboat station to the working area.

To ensure Biosecurity, the contractor will ask that the mini-digger hire company ensure it washes down the mini-digger tracks before delivering to site, to ensure that it does not bring any contaminants such as invasive species onto the site.

The working area will be fully segregated and enclosed with 1.8m high, non-climbable Heras fencing, primarily to exclude unauthorised access. The Heras fencing will also be clad with debris netting to contain dust and debris within the working area.

The working area and any associated storage will be confined to those areas already heavily used by pedestrians and vehicles. The mini-digger will work from the concrete road side or within the existing foreshore car park to minimize any impact on any surrounding vegetation/undisturbed shingle. The working area will not stray onto the vegetated/undisturbed shingle.

Banker boards will be laid adjacent to each excavation to ensure that any sediment/concrete/other debris is captured and collected for disposal into the skip and to prevent any such material entering the water.

A skip will be hired from a licenced waste disposal company and placed adjacent to the working area for the storage and disposal of waste on site. All waste material and arisings from the works will be placed in the skip and removed from site upon completion.

New gate post holes will be excavated to a maximum of approx. 1m³ each and all spoil will be set aside within the segregated working area on banker boards to avoid contamination/pollution.

The concrete required for the setting of posts will be delivered to site ready mixed. Therefore, there will be no site mixing required, minimising the risk of pollution from the storage of foreign materials (aggregate), Portland Cement or surface run off from the water used in mixing.

Backfill around the new concreted-in gate posts will be with spoil set aside and will be raked over to make good.

As the work is of short duration, it is not envisaged that the mini-digger will need re-fuelling on site. However, in the unlikely event that it does, this will be carried out on the hard-standing to the rear of the lifeboat station. A drip tray will be used and a spill kit will be to hand.

Andrew Harris BSc (Hons), MRICS
RNLI Coastal Estates Manager – Area 5
5th April 2022