
Construction & Environmental Management Plan

01st November 2021

Streets Court

East Street, Havant

Planning references

5/7 East Street (APP/21/00814);

9 East Street (APP/21/00827);

Rear of 11 East Street (APP/21/00875)

The Pallant (APP/20/00913).

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Project: 5-11 East Street and 10A The Pallant, Havant
Report: Construction & Environmental Management Plan
Issue Date: 25th March 2022

DOCUMENT ISSUE SHEET

Version	Issue Date	Issued By	Approved By	Comments on Version
Draft	23/09/20	JH	JB	Draft – For Comment
Revision 1	15/10/21	JB	JH	Amended for project specifics
Revision 2	03/11/21	JB	JH	Minor amendments for issue
Revision 3	25/03/22	JH		Amended following Highways Comments

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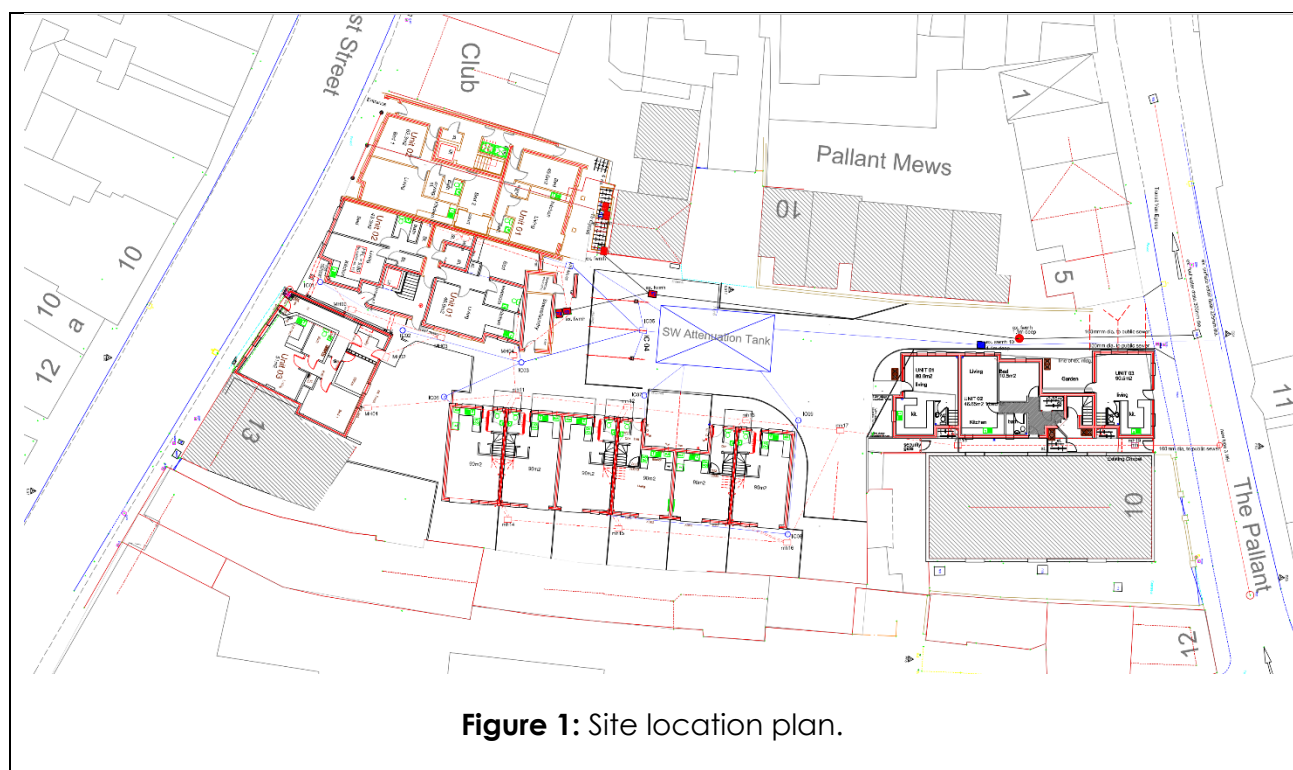
1.0 Introduction

This document has been prepared as part of the Environmental Impact Assessment (EIA) to be submitted to Havant Borough Council (RBC) with regards to the proposed development at 5-11 East Street and 10A The Pallant, Havant.

Section 1 outlines the location of the site and the scope of the project. Section 2 outlines the Principal Contractor's responsibilities, Section 3 describes procedures for managing the site, and section 4 contains the traffic management plan. Sections 5 and 6 describe the demolition and construction phases, and finally section 7 outlines the programme.

1.1 The Site Location

The site (see figure 1) is predominantly a brown field site with two single and one two storey vacant commercial/retail properties. The site location is in the centre of Havant and covers an area of approximately 1 acre. The site fronts directly onto East Street whilst the Rear fronts onto The Pallant.



Figures 2 to 7 below show the front and rear elevations of the site respectively, whilst figure 8 shows the cleared site behind 13 East Street.



Figure 2: Front elevation of 9&11 East Street.



Figure 3: Rear elevation of 9 & 11 East Street.



Figure 4: Front elevation of 5 & 7 East Street.



Figure 5: Rear elevation of 5 & 7 East Street.



Figure 6: Front elevation of 10A The Pallant.



Figure 7: Front elevation of 10A The Pallant.



Figure 8: Rear of 13 East Street

1.2 Scope of works

1.2.1 Number 11 East Street

This three storey building has been converted into three 2-bedroom apartments, one property is now occupied

1.2.2 Number 9 East Street & Land to the Rear

Demolish the existing single storey retail unit fronting East Street and construct a new 4 storey building containing ten 1-bedroom supported living flats.

1.2.3 Number 13 East Street Land to the rear

Currently a vacant site, which will be developed into six three storey 3-bedroom town houses.

1.2.4 Number 5 & 7 East Street

Currently a vacant site, which will be developed into a four-storey building consisting of seven 2-bedroom and one 1-bedroom apartments.

1.2.5 Number 10a The Pallant

Demolish two existing buildings and build three storey two 3-bedroom Town houses, one 2 bedroom maisonette and one 1 bedroom flat. In summary, the project consists of the following phases:

- Demolition & Site Clearance
- Substructure & Drainage
- Piled Foundations
- Reinforced concrete ground slab
- Erection of timber "SIPS" Frame
- Construction of single skin brick structures
- Form new timber pitch roofs
- Roof coverings
- External Finishes
- External double-glazed windows and doors
- Common parts service risers and primary distribution
- Dry lined walls, ceilings and partitions
- Soundproofing and insulation
- Passenger Lift install
- Domestic plumbing, ventilation and electrical services
- Plastering
- Internal Finishes
- Final fix kitchens, bathrooms and typical apartment finishes and decorations
- Finishes to common areas
- Decorations
- Commissioning
- External Works
- External hard landscaping

2.0 Responsibilities

The Principal Contractor will:

- Be responsible for the site environment and adhere to the obligations and recommendations set out in this Plan whilst also placing the same responsibility on all sub-contractors through pre-start meetings and the approval of their detailed method statements and risk assessments. The Principal Contractor's site-based construction manager will be the key person contactable on-site related issues.
- Ensure management systems comply with this Plan.
- Ensure that they, and their sub-contractors, provide and maintain tools, plant and equipment that are fit for purpose and without risks to health, safety and the environment.
- Obtain all necessary permits and licences from regulatory bodies. Based on the Master Development Programme attached, information on the nature and timing of all key site activities will be provided by the Principal Contractor to Local Planning Authorities, the emergency services and other Statutory bodies as required.
- Ensure a safe place of work at all times with safe means of access and egress from the place of work.
- Ensure safe handling, transporting and storage of articles and substances that will be incorporated into the works, or used on the project.
- Only utilise competent employees and sub-contractors who are trained and deemed competent in the safe working practices for the work they undertake, appropriate levels of supervision will also be maintained.
- Provide adequate resources to ensure the health, safety and environmental objectives for the project are met in full.
- Provide all persons on the project with information on the risks to health, safety and environment and the safe working practices to be implemented, to eliminate or reduce those risks to acceptable levels.
- Ensure the health and safety of operatives, members of the public and others who come onto site or come into contact with the Principal Contractor's work activities.
- Carry out all works without undue inconvenience and nuisance to members of the public and surrounding residents.
- Ensure adequate welfare facilities are available throughout the project in compliance with CDM.
- Co-operate with the Principal Designer, and sub-contractors to ensure the appropriate standards of health and safety are achieved.
- Comply fully with all duties under the Construction Design and Management Regulations (2015) and other relevant health and safety and environmental legislation.

3.0 Management Procedures and Controls

3.1 Good Housekeeping

The Principal Contractor will ensure that the site is kept in good order at all times. Including the maintenance and management of all entrances and hoardings

3.1.1 Pedestrian Access

Pedestrian access will be via the entrance on The Pallant.

Pedestrian routes within the site will be identified on the site traffic plan and explained during the site induction process. Notwithstanding, we will be looking at the possibility of a pavement closure on East Street to use as a laydown area as method of protection of pedestrian routes during construction. Signage will be erected on The Pallant and East Street advising pedestrians of alternative routes.

Vehicle movements will be carefully monitored and a site banksman will be employed to assist with planned site deliveries. All purchase orders will notify the haulier that no deliveries will be permitted before 9.00 in the morning and after 3.00 in the afternoon to avoid the worse of the traffic. Scaffold adjacent to pavement areas will be fully debris netted and a fully boarded fly lift installed at 1st floor level to ensure site materials do not hit the pavement level

3.1.2 Project administration and Welfare Facilities

The Workplace (HS&W) Regulations 1992 specify the requirements for temporary facilities for the Works normally comprising of suitably sized canteen, changing and drying room and toilets. The location of the welfare accommodation and storage compounds will be located fully within the site boundary.

It is anticipated that the workforce numbers on site will peak at approximately 20 personnel per day as both the fitout and envelope works will be in progress. The site accommodation will be selected to provide suitable changing, welfare and dining facilities to cater for this number of site personnel.

3.1.3 Site Security

The site will be made secure via the erection of a hoarding around the perimeter. All access gates will be securely locked out of hours (see section 3.1.5).

In addition, it will be recommended that valuable items and power tools should be securely stored in site strong boxes or storage containers. Site boundaries will be secured when not in use and potentially hazardous materials will be safely secured e.g. plant and equipment will be immobilised overnight.

3.1.4 General Good Housekeeping Measures

Measures to ensure the site is safe, secure and presentable at all times will include but will not be limited to the following:

- Clear access routes
- Segregation and regular removal of waste including food stuffs;
- Keeping the site tidy and clear.
- Inspecting hoardings frequently, repair and repaint as necessary;
- Visual inspections of plant, equipment and material storage areas for leaks and spills;
- Toilet, changing and drying facilities will be kept clean;
- Open fires will be prohibited at all times;
- Mud will be minimised on access routes by installing wheel washing facilities close to the site exit;
- If and when required, a road sweeper shall be deployed to clear any debris that may spread onto the wider highway network;
- Construction traffic temporary signs will be erected when unloading on the highway to warn other vehicles of potential obstructions in the road

3.1.5 Hoarding and Fencing

The extent and height of hoarding or fencing at a particular location will be selected to maintain effective security and achieve visual screening in line with the hoarding line. The hoarding will display relevant health and safety notices and directional signage.

Hoarding will be maintained in good condition at all times and any unofficial advertising / graffiti will be removed as soon as possible.

Lockable gates will be located on the entrances / exits from the site access road and will remain closed.

3.2 Transport

A Traffic Management Plan has been developed setting out the methods of control, application and monitoring of construction site traffic. This can be found in section 4.

3.3 Noise

3.3.1 General measures

Suitable plant and machinery shall be used at all times.

3.3.2 Working hours

Operations and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- **Mondays to Fridays 07.30 – 18.00**
- **Saturdays 08.00 – 13.00**
- **And at no time Sundays and Bank Holidays.**

When unforeseen circumstances result in noisy works (audible beyond the boundary of the site) extending beyond normal working hours, the Principal Contractor will notify and seek

approval from Havant Borough Council and records will be kept of such events by the Principal Contractor.

3.4 Dust

Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

1. Prevention
2. Suppression
3. Containment

These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

Method statements shall identify all the dusty operations and establish the best available techniques that are required to control dust emissions.

The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

3.5 The arrangements for deliveries

The majority of the materials will be delivered via The Pallant where this is impracticable due to vehicle size we will have to park larger vehicles on East Street and unload with the tower crane. Vehicle movement will use a banksman to mitigate traffic issues, we will approach highways for a pavement closure. Furthermore, construction traffic temporary signs will be erected when unloading on the highway to warn other vehicles of potential obstructions in the road.

3.6 Rodent Control

The Principal Contractor shall take the necessary measures to ensure proper control of rodents.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). Existing and new drainage will be sealed during the construction process to prevent rodent ingress.

3.7 Waste

3.7.1 Plan

In order to minimise the generation of waste and waste disposed to landfill, all spoil, construction arisings and wastes will be managed in accordance with the waste hierarchy and relevant regulatory controls.

Measures to reduce excessive quantities of material storage on site will include adopting a just in time approach to material deliveries.

A Site Waste Management Plan (SWMP) will be produced as part of the Construction Phase Plan adopting best practice procedures in as many areas as possible. The SWMP will be updated as the project progresses capturing any changes that may result in differing waste streams and quantities. The SWMP provides a structure for waste disposal at all stages of the construction project. It helps to identify:

- Who will be responsible?
- What type of waste will be generated?
- How will the waste be managed, reduced, re-used or recycled?
- How will the quantity of waste generated from the project will be measured?

3.7.2 Material selection

During procurement buying schemes will be sought to minimise packaging and waste wrapping of products. The buyer shall ensure accurate scheduling and ordering of materials in order to minimise waste through over ordering.

Materials such as timber will be selected from certified sustainable sources.

3.7.3 Waste Management

Compliance with all aspects of the Duty of Care (Environmental Protection Act 1990) will be achieved during construction in order to protect the interests and safety of others from the potential effects of handling, storing, transporting and disposing of materials and wastes arising from the works.

Disposal of waste from site will be carried out by a licensed waste carrier.

All non-hazardous waste leaving site will be accompanied by a waste transfer note.

Where concrete crushing is to be undertaken, the crushing plant will have a relevant local authorisation issued under the Environmental Permitting Regulations (2007).

3.7.4 Storage of soil, materials and waste

Waste will be segregated on site.

Measures will be taken to ensure that wastes cannot blow away.

Should soils require disposal, the Principal Contractor will undertake Waste Acceptance Criteria (WAC) testing prior to disposal.

Housekeeping measures will be followed for the storage of materials to ensure that materials are protected as much as possible.

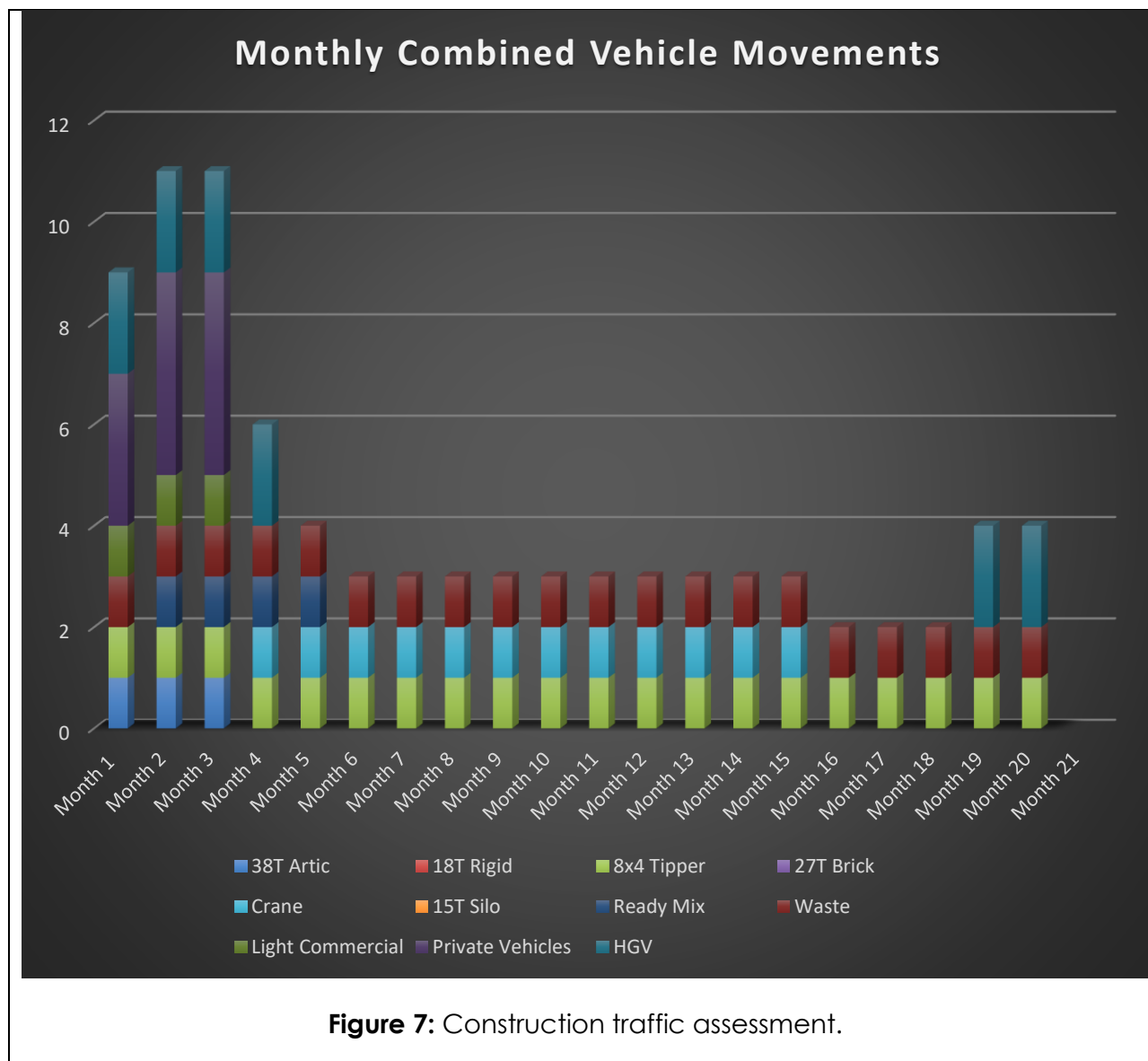
The burning of waste on site will not be permitted.

Site management will ensure that materials are not delivered to site too early and are not exposed to damage from weather or poor storage. Off cuts will be reused where possible (i.e. timber off cuts greater than 300mm in length could be used as noggins or packers).

4.0 Transport Management Plan

4.1 Construction Traffic Assessment

The following graphic (figure 7) provides our current assessment of the total number of vehicle movements each day, broken down into categories (note that a 'trip' is made up of two journeys, both to and from site).



From preliminary material and component estimates we have assessed both the vehicle type and numbers required for each element of the build. Our construction programme provides an indication as to the timing of each building element thus providing start and finish dates for the assessment.

4.2 Construction Traffic Routing

4.2.1 Regional Routing

Site delivery vehicles will be instructed to approach the using the following prescribed major routes (figure 8 and 9):

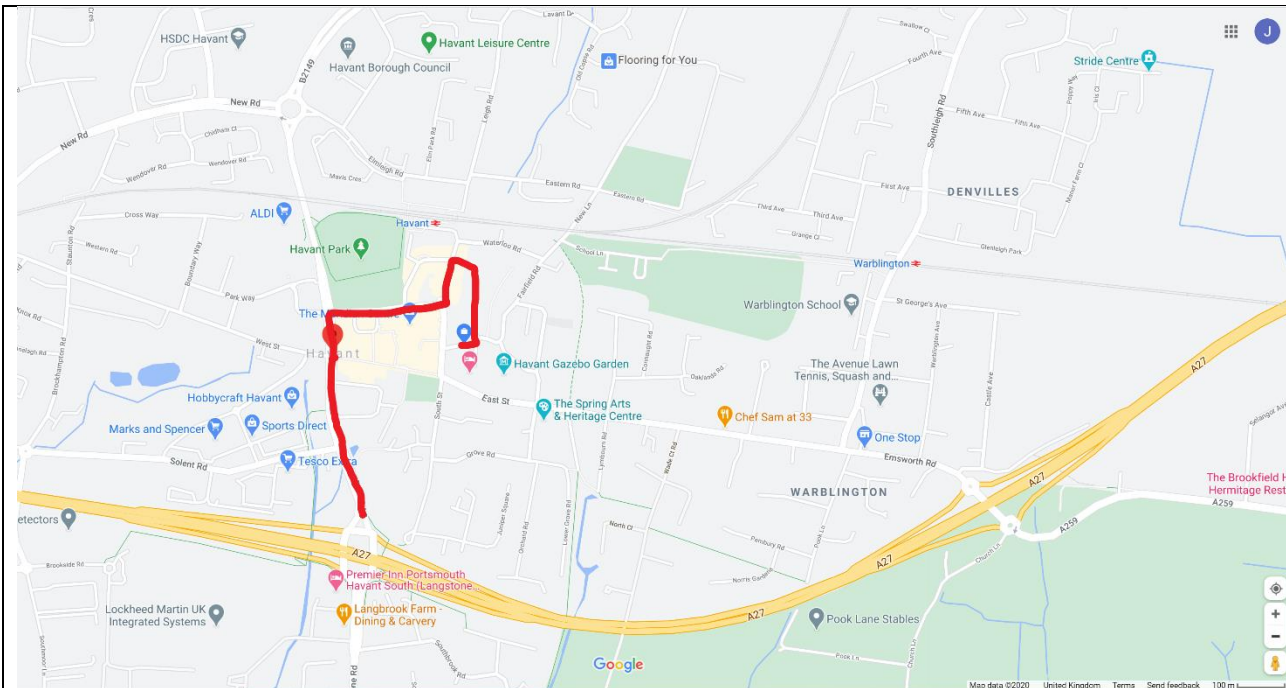


Figure 8: Regional routing from the south and west.

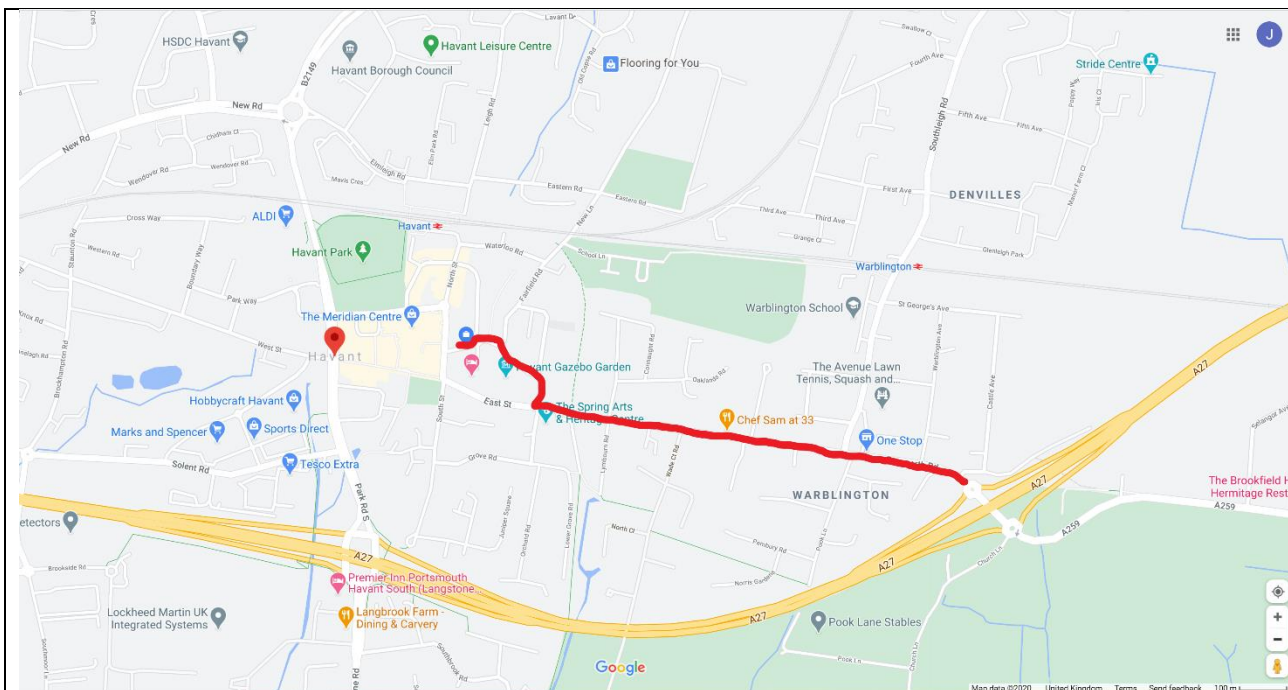


Figure 9: Regional routing from the east.

4.3 Construction Vehicle Parking

Due to the central location and constrained location, parking will be limited on site for private vehicles and contractors will be encouraged to car share. Please see section 6.2 indicating area allocated for construction vehicle parking.

All construction workers will undergo a formal induction process before setting to work on site. During the induction process the local parking controls and enforcement will be clearly explained with the explicit purpose of discouraging attempts by construction workers to travel to site in private vehicles.

Workers will be encouraged to use public transport to get to the site. The site is quarter of mile from Havant railway station and there are numerous bus stops nearby.

5.0 Demolition Phase Management

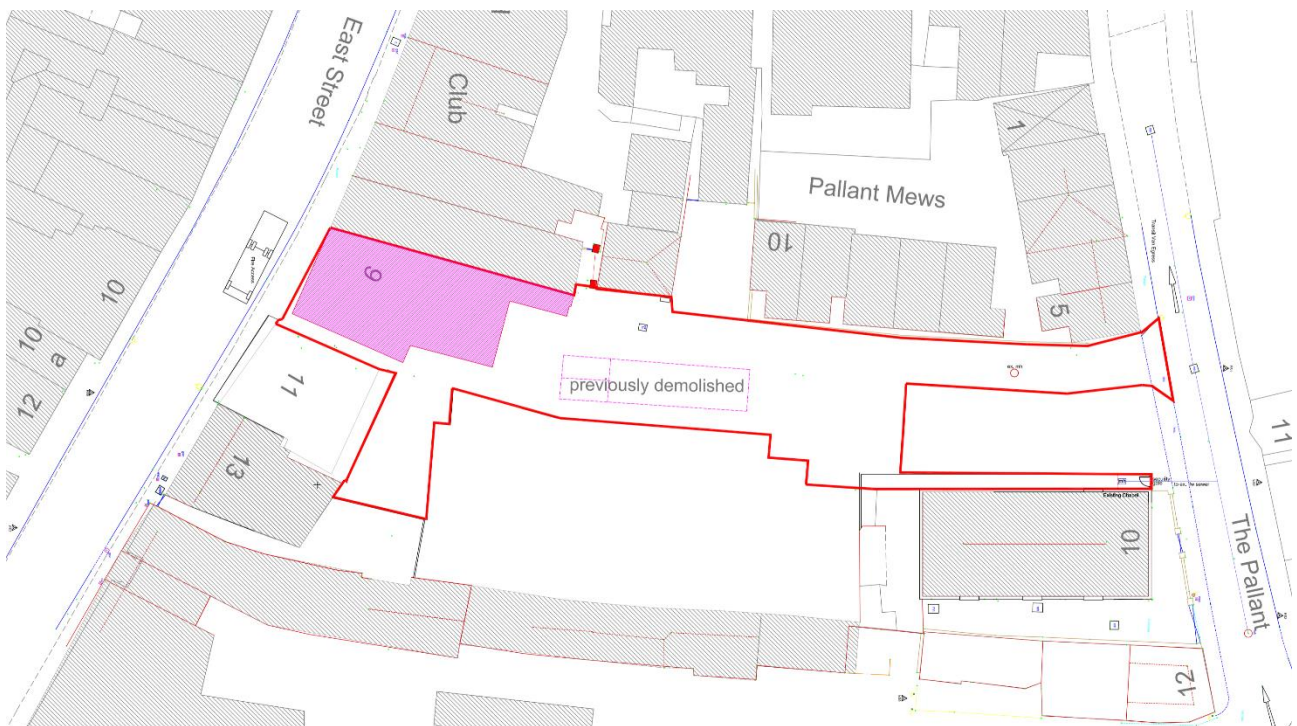
5.1 Demolition Notice

As required by Section 80 of the Building Act 1984, the Principal Contractor will notify the Council via a Demolition Notice no later than six weeks before demolition commences. Copies of the notice will also be issued to the occupiers of the adjacent buildings and utilities companies.

5.2 Scope

The existing buildings highlighted in the two images below will be demolished.

9 East Street



10A The Pallant



The Principal Contractor will be required to fully assess the risks associated with the demolition prior to commencement and prepare appropriate written statements stating the method of demolition and measures to be implemented to protect the public and the site workforce.

No demolition works (except for the soft strip) shall commence until Party Wall Agreements are in place with the adjoining buildings.

All demolition works will be carried out in accordance with the ICE Demolition Protocol 2008.

A Redevelopment and Demolition asbestos survey will be carried out to identify hazardous material which will be removed by a fully licensed contractor once results are known. This work will take place prior to any demolition works. The approach for demolishing the building is set out below:

- Asbestos removal;
- Soft strip;
- Demolition of redundant structures;
- Grubbing up of ground floor slab and foundations;
- Crushing of demolition arisings to produce secondary aggregate;
- Segregation and removal of other demolition waste;
- Backfilling voids with site produced secondary aggregate

5.3 Programme and Phasing of Demolition

A demolition construction phase programme is shown in Appendix B. In summary, works will begin in December for a period of 3 weeks.

5.4 Site Set Up

The logistics plan during the demolition phase is shown in Appendix B. The key points are:

- Erection of full height demolition scaffold on the front and rear elevations;
- Hoarding to prevent public access to site at the front and rear of the site;
- An access gate to site in the rear hoarding;

5.5 Sequence of Works

The sequence of works can be summarised as:

- Fencing, barriers and signage will be placed around the perimeter of the site;
- All site operatives will be inducted and made aware of the site-specific hazards;
- Access and egress routes will be identified and demarcated by barriers to separate vehicular traffic from pedestrians;
- Access to and from the site will be detailed in the contractor's method statement and plan of work;
- Once access is permitted hand tool soft strip operations will commence to remove all non-structural fixtures and fittings such as doors, carpets etc. The materials arising from the soft strip will be segregated and removed from site;
- Using a top down method, hand machinery will be used to pulverise the external façade after which a crunching pulveriser attachment will be used to break up the floor slabs;
- Prior to breaking the ground floor slab structure, a CAT scan of the area will be undertaken
- The slab will be broken into sections using a hydraulic breaker fitted to 360° excavator;
- The foundations will then be grubbed using an excavator with bucket attached;
- Any voids to be back filled will be done so using the site produced crush material compacted in layers.

Dust suppression measures will be implemented using suitable screens, water to damp down and remove the waste from site.

Noise will be monitored against background levels and kept to a minimum using specific tools designed for the task which are modern, maintained in good order.

It is planned to reuse as much of the demolition material by way of crushed concrete, this will be crushed on site and reused to form the piling mat in the first instance. The crushing plant will be delivered using an articulated low loader lorry, it will then be driven off and tracked to the waste management area where processing works are to be carried out. Only suitably trained and experienced operators will be permitted to operate and maintain the machine. All safety controls, barriers and ladders will be checked before each

operation of the machine. The machine log book will be maintained daily recording the condition of the plant. The operative will ensure that dust suppression by means of mains pressure water is adequate for the conditions and in in operation when the machine is in use. A permit will be sought from the Local Authority under the Pollution Prevention and Control Regulations 2000. And as material is to be recycled a permit from the Environment Agency will also be sought.

5.6 Method Statements

Specific project method statements and risk assessments will be created for the demolition of the buildings by the demolition contractor. Particularly for the asbestos removal, breaking of slabs and foundations, crushing of concrete and backfilling of voids.

The project health and safety plan will capture the R&D asbestos survey data and its recommendations.

5.7 Site Management

The works will be supervised always by a competent person with appropriate experience and training. The site supervisor for the demolition works will carry out toolbox talks on a weekly basis and a record kept of the attendees and topics in the site office.

Exclusion zones will be established within the site boundaries using Heras type fencing or similar to keep operatives segregated from machinery operations and areas where there is a risk of falling debris.

6.0 Construction Phase Management

Upon completion of the demolition works, the construction phase will begin.

6.1 General Sequence of Works

The method of construction phasing will be as the construction phase programme in Appendix A and working drawings. In summary, the general sequence of works will be:

- Piled Foundations;
- Substructure and drainage;
- Superstructure;
- Envelope (SIPS, roof, windows & brickwork skin);
- Internal fitout;
- External works.

6.2 Site Set Up

The logistics plan during the construction phase is shown in the figure below. The key points are:

- Hoarding to prevent public access to site at the front and rear of the site;
- An access gate to site in the rear hoarding;
- Site welfare facilities and offices will be situated on site
- Location of a crane within the site;
- Designated area for contractor parking



6.3 Anticipated Plant & Equipment

Consideration has been given to the type of plant that is likely to be used during the demolition and construction works. The anticipated vehicle type and use, as well as the anticipated plant and equipment associated with the construction process are set out in the tables below.

6.4 Access and egress for plant and machinery;

Larger demolition plant will access and egress site at completion via East Street. Demolition of the art shop will allow the majority of plant and materials to access site via The Pallant. We will instruct deliveries to use smaller vehicles wherever possible. Larger vehicles will be off loaded using the tower crane with vehicles parked on East Street. Site management to liaise with Highways Department to agree pavement closure to be used as a lay down area. Furthermore, construction traffic temporary signs will be erected when unloading on the highway to warn other vehicles of potential obstructions in the road.

Table 1: SUMMARY OF VEHICLE TYPE, USE AND DISTRIBUTION FOR THE CONSTRUCTION PHASE		
Vehicle Type	Use	Distribution
Rigid Heavy Goods Vehicle	Excavated material Removal, Plant	Strategic road network
Vans	Small plant, Plant service, materials, other Suppliers.	Distributed to local and strategic network
Cars	Occasional deliveries, Couriers etc.	Distributed to local and strategic network

Table 2: ANTICIPATED TYPES OF PLANT AND EQUIPMENT FOR THE CONSTRUCTION PHASE

Plant	Site Set Up	Demolition	Foundations	Structure	Fit-Out
Delivery vehicles fitted with crane off-load (Hi-Ab).	✓		✓	✓	
Compressor with pneumatic tools		✓	✓		
System scaffolding/System Propping		✓		✓	
Lightweight Aluminium Towers	✓	✓		✓	✓
Mobile lightweight lifting equipment	✓			✓	
Small tools and 110v power tools	✓	✓	✓	✓	✓
Dumper			✓		
360 Excavator		✓	✓		
Crushing Plant		✓			
Piling Rig			✓		

6.5 Site Cleanliness

Mud will be minimised on access routes by installing wheel washing facilities close to the site exit. If required, a road sweeper shall be deployed to clear any debris that may spread onto the wider highway network.

7.0 Programme

See attached programme in Appendix A. It is anticipated that demolition will commence in winter 2021

As per section 3.3.2, the hours of operations and ancillary works which are audible at the site boundary shall normally be carried out between the following hours:

- **Mondays to Fridays 07.30 – 18.00**
- **Saturdays 08.00 – 13.00**
- **And at no time Sundays and Bank Holidays.**

Appendix A – Master Programme

Appendix B – Demolition Construction Phase Plan