



Construction Environmental Management Plan

Construction of 66 Bed Care Home

Havant Road, Bedhampton, PO9 3LW

1.0 Introduction

Planning permission (APP/18/00450) was granted with conditions.

Condition No 8 of the planning permissions states:

No development shall take place, including any works or demolition, until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- i) A programme and phasing of the site clearance and construction work, including roads, footpaths, landscaping and open space;*
- ii) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;*
- iii) Arrangements for the routing/ turning of lorries and details for construction traffic access to the site;*
- iv) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway;*
- v) Measures to minimise creation and impact of dust,*
- vi) Consideration of how certain activities will be limited in time, location or noise level to minimise the risk of disturbance to SPA birds (i.e. October to March inclusive). This shall include details of noise monitoring of the construction and demolition work at sensitive locations,*
- vii) Any percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax - or a noise level otherwise agreed in writing by the Local Planning Authority, measured at the sensitive receptor which is the nearest point of the SPA or SPA supporting habitat - high tide roost sites) shall not be undertaken during the bird overwintering period (i.e. October to March inclusive).*
- viii) Measures to prevent mud and dust on the highway during development;*
- ix) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- x) Temporary lighting;*
- xi) Protection of pedestrian routes during construction;*
- xii) No burning on-site;*
- xiii) Scheme of work detailing the extent and type of piling proposed;*
- xiv) A construction-phase drainage system which ensure all surface water passes through three stages of filtration to prevent pollutants from leaving the site;*
- xv) Safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site.*

2.0 The Proposed Development

2.1 Site Location

The application site is a piece of land, which is part of an overall development of Former Forty Acre Farm, Havant Road, Havant PO9 3LW. The site is located off the newly formed Chalk Cock Ave and St Agnes Close.

The application site comprises a rectangular shaped site, with a single access point off St Agnes Close, which is an adopted estate road leading from Havant Road, off Chalk Dock Ave.

2.2 Construction Phasing

The site is vacant and there are no demolition works. To manage the construction works the project will be phased, substructure and superstructure, but the site setup as per drawing attached will be established from the commencement of the project.

Site Clearance & Substructures	1 Month
Construction - Superstructure	Week 5 to week 40
- Internal Fit Out	Week 41 to Week 66
- M & E	Week 54 to Week 72
- External Works	Week 56 to Week 76
- Final Commissioning	Week 72 to Week 78

2.3 Approved Development

The approved development comprises a 66-bedroom residential care home, split over three storeys with associated communal facilities, patio and landscaped gardens. The proposed care home will operate 24 hours a day. The majority of staff at the care home will work shift patterns of 10pm to 7am, 7am to 3pm and 3pm to 10pm.

A total of 30 car parking spaces, which includes 2 disabled, will be provided. In addition, the proposal will offer 10 cycle parking spaces.

3.0 Construction Traffic Management

3.1 Introduction

The Traffic Management Strategy for the project is one of minimising the interface whenever possible between Public and Site traffic. This is achieved by reducing the number of deliveries where practicable, staging of deliveries, avoiding peak traffic times and controlling vehicular movements on the project.

The site setup drawing provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points to be actioned by the contractor.

Avoiding Hazards and controlling the risks arising from the use of the vehicles in construction work is essential. The HSE expect to see Traffic Management Plans that include:

- Planning and managing both vehicles and pedestrian routes
- The elimination of reversing where possible
- Safe driving and working practices
- Protection of the public
- Adequate vision and lines of sight
- The provision of signs and barriers
- Adequate parking and off-loading/storage areas

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3.2 Principal Areas of Investigation

The principal areas that the Construction Traffic Management will cover may be summarised as follows:

- Management and phasing for the development of the site including all highway works;
- Methods for accessing the site, including construction vehicle numbers and routing;
- Location and details of wheel washing facilities; and
- Parking areas and materials storage areas clear of the public highway.

3.3 General Site Establishment Requirements

The total construction and highway works phase is likely to take approximately 78 weeks.

Once the site has been established all traffic will enter and leave in a forward direction. Delivery vehicles pull right into the site for off-loading.

Gates will remain open during working hours to allow vehicles unrestricted access on to the site without the need for any waiting on the public highways, and delivery vehicles will exit the site in forward gear.

All vehicle movements out of the site will be controlled by a banksman wearing a high visibility jacket.

Site base car parking will be established at commencement of works for key staff and visitors to the site.

During the construction and highway works phase there are likely to be between 20-30 personnel on site, peaking at approximately 40 personnel.

Anticipated 3 to 4 rigid lorry movements per day for removal of skips and deliveries, and up to 20 van/car movements per day for operative drop off and pickup, plus 2 to 3 articulated lorries per week to deliver large materials.

Company name boards will be erected to identify the site clearly.

Immediately upon commencement all deliveries, operatives and visitors to the project will report to the security gate/site office. This will be communicated to all early works contractors at their pre-start meeting.

They will be inducted by company staff, and be informed of emergency procedures, assembly points, first aid, site rules, location of welfare facilities, etc. at this time. They will be instructed to sign in and out at the security/site office each day, until such time as the full access control system is in operation. PPE appropriate to the tasks being undertaken will be checked upon signing in.

The Traffic Management and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.

Responsibility for Construction Traffic movement is that of the Contractor who together with the site staff will:

- Ensure that subcontractors and suppliers adhere to procedures set out in the pre-start conditions by booking in deliveries giving the required notices. All deliveries will be planned, and drivers will be required to call prior to reaching the site to ensure free access is available.
- Prevent unauthorised contractors parking and the congestion of traffic. All personnel in the team will be in contact with each other and site management who in turn will have mobile and telephone contact with the subcontractors
- Maintain roads in a clean and safe condition
- Large vehicle movements including deliveries will be restricted to avoid peak time road use
- The gates on site will remain open during working hours to allow vehicles to pull into the site holding area / offloading area as indicated on the site plan
- All suppliers will be advised with their order that their delivery drivers will not be allowed to park on the surrounding residential roads and that the drivers will be expected to call ahead for access.
- There will be no more than two delivery vehicles on site at any one time due to space constraints. Unexpected deliveries will be turned away.

It is recognised that not all deliveries are notified to the contractor, such deliveries are usually smaller, by third parties or on occasions simply not booked in. Deliveries from overseas often have difficulty in providing accurate arrival times. The Contractor will then manage the delivery situation with the priority to get the vehicle off the road system and within the site. Other options open to the team are to send deliveries away or temporarily send deliveries to a lorry park with a return time. It is reiterated that wagons will not be allowed to lay-up along or adjacent to public roads.

Muck away lorries and concrete delivery wagons will not be booked in but these generally occur early on in the project when other deliveries are less numerous.

3.4 Site establishment phase

The site will be established in accordance with the site setup layout plan depicted earlier in this report. Herras Fencing will be erected to all boundaries, incorporating vehicle and pedestrian gates, where required.

Pedestrian and vehicle gates will be locked outside of normal working hours.

Access from the site compound into the site working area will be via a controlled access gate.

The vehicle off load area, materials storage area and car park will all be formed as hard standing areas to minimise risk of muck being carried outside site confines.

Local residents will be provided with an information letter prior to work commencing on site

This will provide details of the work, contact details etc.

3.5 Phase 1 – Site Preparation & Sub-structure

The site will be cleared and movement around the site is unrestricted. During this part of the works all vehicles will be able to pull into the site and leave in a forward gear. This phase of the works is where the majority of larger deliveries will be received with piling rigs, crane and material deliveries.

3.6 Phase 2 - Superstructure

Upon completion of the substructure and drainage vehicle entry onto the site will be restricted to the 'Vehicle unloading zone' which:

- Allows vehicles to enter the site in a forward gear
- Leave the site in a forward gear exiting onto the main highway as identified on figure 1
- No requirement for additional traffic measures along the residential roads
- No reversing onto the public highways

5.0 Reducing Disruption

5.1 General Items

During the construction phase works will be carried out to the best of our ability to prevent nuisance and disruption to the surrounding area and environment.

Some of the areas (but not limited to) are detailed below

- Working hours – 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays
- Secured site to prevent unwanted access onto site
- Single point of entry into the site during working hours
- Systems of work and plant using dust suppression where possible
- Use of experienced and competent supply chain
- Wheel washing facilities (high pressure hose system) on the site to control dirt on roads
- Road sweeping activities during the course of the project
- Noise suppression plant/equipment where possible
- Temporary power to the site to reduce requirement for generators in operation
- Construction vehicle access onto the site to prevent congestion on the surrounding roads
- Waste facilities to be emptied regularly
- Where appropriate regular updates will be given to the surrounding neighbourhood affected by the works
- Access to the site management team at all times
- Lockable fireproof welfare facilities to be used
- W/C facilities to be connected into foul drainage system

5.1 Dust and Noise control measures

Site will be equipped with a pressure washer to clean vehicle wheels as and when required. An operative will be employed full time to carry-out “house-keeping” duties. This will include wheel cleaning, general road sweeping, damping down dust etc.

A road sweeping contractor will also be employed to visit site when required to provide extra level of cleaning to the road, pavement, kerbs etc. and at thereasonable request of the Local Highway Authority.

All rubbish disposal will be to skips with dust controlled by controlled damping or covers.

All loading and unloading areas will be hard standing (concrete/tarmac) to prevent further dust movement.

Measures to control the emission of dust are set out in the Dust Management Plan appended to the Sitewide CEMP, as are measures to monitor and report any issues. There are not anticipated to be any further phase-specific measures required.

Measures to mitigate, monitor and report noise and vibration impacts are set out in the Site-wide CEMP. There are not anticipated to be any further phase-specific measures required

5.2 Mud control measures

Vehicles will be checked before leaving site to ensure that mud and debris have been removed from the wheels before entering the highway. Bins and a high pressure-washer will always be available for this purpose during the earth moving activities.

A road sweeping contractor will also be employed to visit site when required to provide an extra level of cleaning to the main road, pavements, kerbs etc.

5.3 Parking areas and materials storage areas clear of the public highway

5.3.1 Parking arrangements

Site car parking will be established at commencement of the works for key staff and visitors to the site, with approx. space for 15 vehicles as demonstrated on the Site Layout Plans.

5.3.2 Material storage arrangements

A holding area has been designated within the site area to allow for delivery vehicles to enter and exit the site from the haul road without entering the live site area. The vehicle off load area, materials storage area and car park will all be located clear of the public highway and formed as hard standing areas to minimise risk of muck being carried outside site confines.

5.4 Foundations

Due to ground conditions the foundations proposed are to be a piled solution and to mitigate any potential noise we have opted for a CFA piled solution.

5.5 Fence and Hoarding (Refer to Drawing (H213-SS01))

Erection and maintenance of Heras Fencing prior to any meaningful works commencing. This provides a system for controlled access. Turnstiles, security gates and guards will be used to ensure only authorized personnel can enter. In addition, hoarding will be used to create a barrier between traffic routes and pedestrians. Hoardings or fences will be a minimum height of 2.4m and will not help climbers by offering hand and foot holds.

5.6 External Lighting

We are not expecting there to be any works carried out in the dark. The only external lighting would be to the compound and parking areas and this would only be in the winter months.

5.7 Burning on Site

Under no circumstances will there be any burning on site allowed.

5.8 Measures to Control Surface Water Run-off

Measures to control the surface water run-off are set out in the to Sitewide CEMP, as are measures to monitor and report any issues. We note there are no works required for the Care Home Site

5.9 Measures to Prevent Ground and Water Pollution from Contaminants

Typical prevention measures are described in the Site-wide CEMP. However, an Emergency Preparedness Plan (EPP) is set out in Appendix D. The Control of Substances Hazardous to Health (COSHH) system will be monitored and controlled, and written records and workforce briefings will be kept in the COSHH file held on the site. Any remediation activities undertaken on site as a result of construction activities must be undertaken in accordance with the approved Remediation Strategy prepared by RPS, May 2016

5.10 Construction and Demolition Working and Delivery Hours

The standard working hours for all construction activities will be:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturdays.

No continuous 24-hour activities are envisaged for works and any working on Sundays or Bank Holidays will be subject to reasonable notice. Any change to working hours will be agreed in advance with BFC. These hours will be strictly adhered to unless or in the event of:

- An emergency demands continuation of works on the grounds of safety;
- Minor internal works are being carried out within the confines of the building envelope;
- Completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.

Heavy Goods Vehicle (HGV) movements will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (i.e. from 08h00-09h00 and 17h00-18h00)

5.11 Details of Wheel Washing Facilities

Wheel washing facilities will comprise general wheel wash at the site entrance and egress with further measures at the particular construction compound, if necessary to maintain haul roads

A high-pressure spray system comprises of either the manual washing of the vehicle, by site staff member, in a designated wash area; or the installation of an automated drive through wheel washing facility that sprays water over the tyres of the vehicle as it drives through or stand on a raised platform

5.12 Measures to Minimize, Re-use and Recycle Construction Waste

A Site Waste Management Plan (SWMP) and Material Management Plan (MMP) have been prepared as part of the Site-wide CEMP. These set out measures by which the waste hierarchy will be applied.

5.13 Measures to Mitigate Construction Impacts upon Ecology

Please see the Ecological Construction Method Statement (ECMS) in Appendix E of the Site-wide CEMP for all information and control measures to be implemented during the development of the TRL site.

5.12 Details of a Monitoring Regime to Demonstrate Compliance with the CEMP

The monitoring regime proposed under this CEMP includes daily/weekly, event and monthly based inspections.

Daily/Weekly Inspections

Routine daily/weekly visual inspections will be carried out on all construction activities and work areas in order to check compliance with this CEMP and regulatory conditions. The results of these inspections shall be recorded on a Weekly Site Environmental Form (WSEF). An example of such a form has been provided in Appendix E of this CEMP.

Event Based Inspections

Event based checks shall be conducted by the Project Manager/Construction Manager and Environmental Manager/Representative following any significant event such as rainfall of sufficient quantity to generate run off, high winds, the receipt of an environmental complaint, issue of a non-compliance report or any exceedance in monitoring results. Event based checks should be recorded on a separate inspection form detailing the reasons, observations, findings and outcomes of the inspection which should then be attached to the WSEF.

Monthly Reporting

A monthly environmental monitoring report shall be prepared and submitted for review to the Client, and Project Team. The report shall include a summary of environmental issues and actions during the period to ensure compliance with the CEMP, including details of any action item requests, complaints received, incidents and associated investigations and corrective actions, and environmental inductions and awareness training provided during the period.

Reporting to the LPA

Monthly environmental monitoring reports should be submitted to the BFC within 7 working days of completion for review.

5.14 CEMP Review, Incident Reporting and Corrective Actions

As described in the Site-wide CEMP, the Client, Principal Designer and Principal Contractor will ensure that controls outlined in this CEMP are properly implemented and regularly monitored to ensure their effectiveness. Changes to the controls will be instigated if they are not achieving their objectives. The CEMP shall be revised and refined in consultation with the BFC, as required, to ensure it remains consistent with environmental regulatory requirements and conditions of planning approval. Any incidents including actual or potential (near miss) for injury, or damage to equipment, property or the environment will be reported to the Project Manager or Construction Manager as soon as practicable after the occurrence. Regardless of how minor the incident appears; it should be reported. An "Incident Investigation Report" will be completed within 18 hours of the incident. Prompt reporting will allow an immediate investigation to take place and prevent similar situations occurring. The reporting of hazards is the responsibility of all staff and if a hazard or a safety problem is identified, it will be brought to the attention of the Construction Manager immediately who will investigate and rectify the situation as soon as practicable.

6.0 Site Waste Management

6.1 Substructure Works

These provide detailed information on materials that can be reclaimed and recycled, so reducing the cost and environmental impact of waste disposal, bringing savings from re-using existing materials and earnings from selling those that aren't needed.

Work Audits:

- Identify volumes of wastes so that plans to re-use, recycle and recover can be drafted prior to work starting
- Assist in the identification of markets for recycled or recovered material
- Identify reclamation and re-use potential both on-site and off-site
- Influence local and national material valuation
- Increase material and labour efficiency, reduce waste and maximise profit
- Assist in waste segregation including segregation into key waste groups*
- Environmental quantification.

If applicable, audits should be filed in this section.

6.2 Key Waste Groups

The non-hazardous waste will be separated into key waste groups identified in the European Waste Catalogue (EWC)*

Note: The EWC is a hierarchical list of waste descriptions established by Commission Decision 2000/532/EC. It is divided into twenty main chapters each of which has a two-digit code between 01 and 20 (E.g. 170102 Bricks and 170604 Insulation). Most of the chapters relate to industry but some are based on materials and processes.

Individual wastes within each chapter are assigned a six-figure code. The descriptions and codes within the EWC are a suitable part of the description of your waste to comply with your duty of care. More detail can be obtained from: <http://www.environment-agency.gov.uk/business/topics/waste/31873.aspx>