



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

270A LONDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Residential Development

2025-11-18-6837-CEMP01

November 2025

Prepared on Behalf of Peter Earnest Homes



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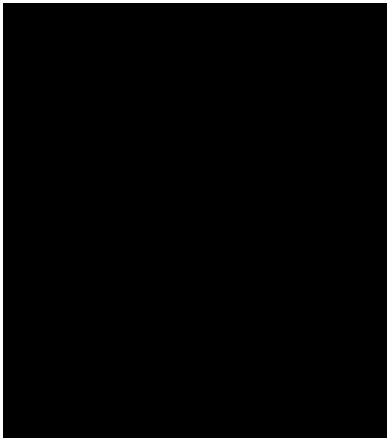
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1 INTRODUCTION

- 1.1.1 This Construction Environment Management Plan (CEMP) has been prepared on behalf of Peter Ernest Homes Ltd to identify the construction logistics and management strategy associated with construction works at 270A London Road, Waterlooville. The works pertain to the change of use from a gymnasium to a 10 bedroom House of Multiple Occupancy (HMO) and 4 studio flats. The site location and proposed development plans are shown in **Figure 1.1** and **Appendix A**.

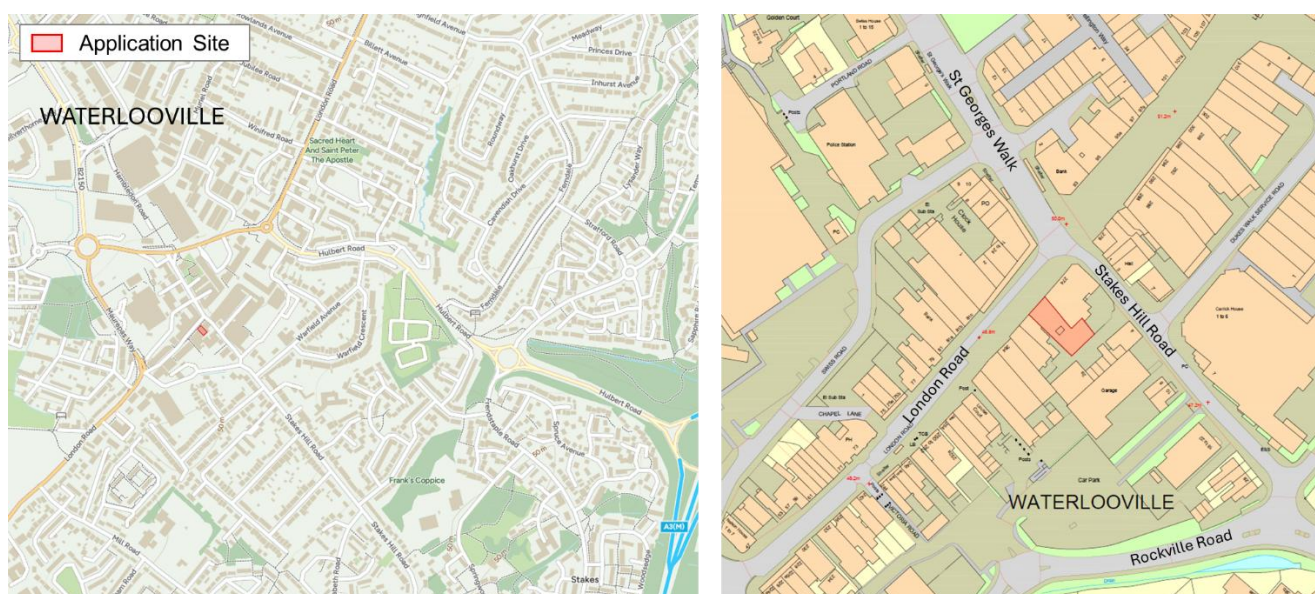


Figure 1.1: Site Location

1.2 Site Details

Site Name and Address:	Back to Fitness, 270 London Road, Waterlooville, Hants, PO7 7HG
Site Contact Name and Role:	Paul Harvey, Managing Director
Contact Email:	paul@peterernesthomes.co.uk
Contact Number:	07740 873943
Emergency Contact (24hr):	07740 873943
Contractor Company and Office Contact Details:	Peter Ernest Homes Ltd - paul@peterernesthomes.co.uk
Direct Telephone number for site enquiries by the public:	07740 873943
Details of Construction Operation:	Conversion and new build to form 4 studio flats & 10-person co-living accommodation
Date Works Commence:	TBC
Works Duration:	32 Weeks
Site Hours:	Mon-Fri 0800 - 1800, Saturdays only if required 0900 - 1300, No Sundays or Bank Holidays. Deliveries would be restricted to the hours between 09:30 - 16:00 to avoid network peak hours

1.3 Site Context

- 1.3.1 The site is located on the first to second of no. 270A London Road, located in the centre of Waterlooville, an area characterised by high street shopping and associated services. London Road is restricted to bus only traffic and has a one-way operation in the vicinity of the site with a 3.0m carriageway width.
- 1.3.2 There are double yellow lines in the vicinity of the site and double yellow markings on the kerb edge indicating no loading at any time. with The site is fronted by a c.10.0m wide footway. A service area is located to the rear of the site which is shared with adjacent commercial premises. The existing site context is demonstrated in **Figure 2.1**.

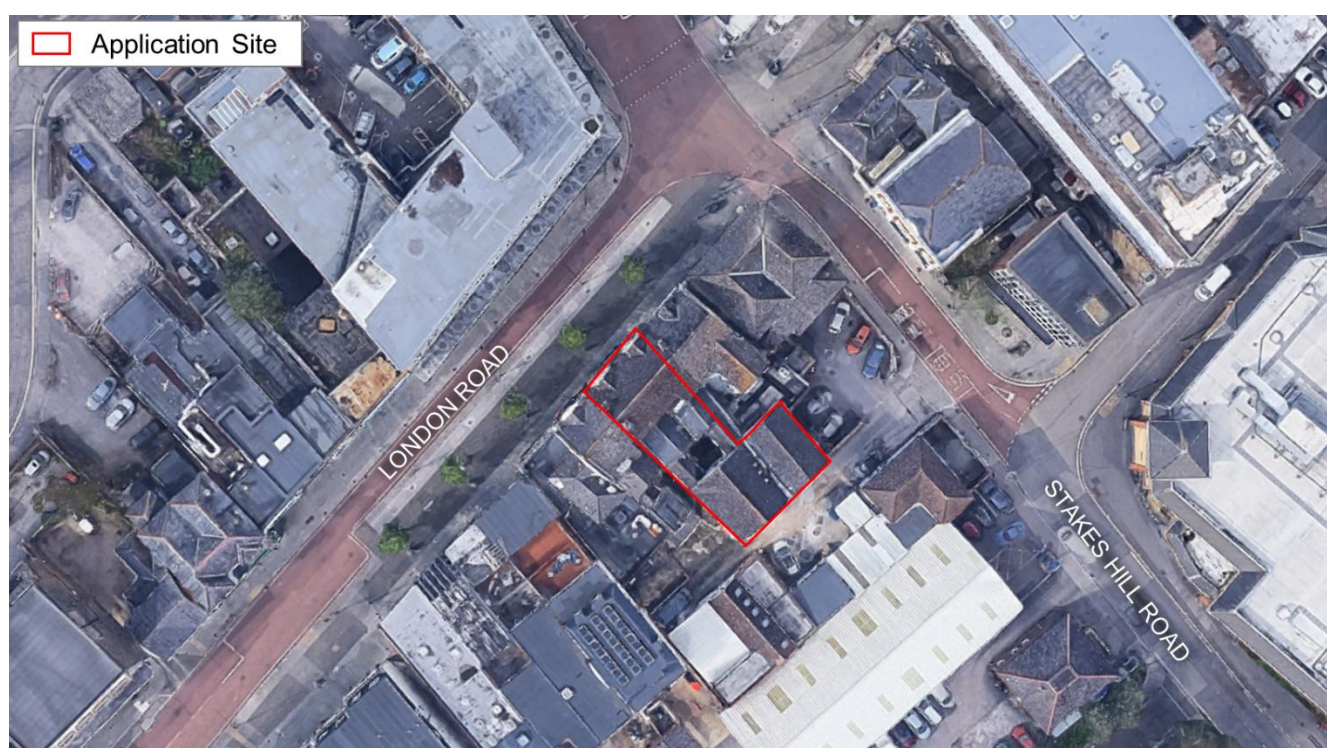


Figure 2.1: Existing Site Context

- 1.3.3 There are commercial premises either side of no 270A and the existing gymnasium at ground floor level would remain open during the build. The access requirements for the gym and adjacent properties are accordingly accounted for within this CEMP.

1.4 Report Structure

- 1.4.1 The remainder of this report is comprised of the following: -
- i. **Section 2** reviews the sites phasing, general arrangement and setting out, and the access strategy;
 - ii. **Section 3** identifies the site's HGV routing strategy;



- iii. **Section 4** considers the impact and management of the site's logistics strategy on the local road network;
- iv. **Section 5** identifies a scheme for protecting nearby premises occupiers from environmental effects of the construction operation.



2 CONSTRUCTION PHASING & GENERAL ARRANGEMENT

2.1 Overview

2.1.1 From a logistics perspective, the construction operation can be broken into two arrangements, which are as follows: -

i. **Main Works Programme General Arrangement**

Internal fit out of the site. This will be the arrangement in place for the vast majority of the build.

ii. **HGV Access General Arrangement**

Revised arrangements to serve access to the site by HGV's bringing steel and concrete to the site

2.2 General Arrangement

Main Works Programme General Arrangement

2.2.1 The site's primary compound would be located on a carriageway stub served from Stakes Hill Road, which formerly served as access to the Rockville Drive car park. The compound would be segregated from the public realm using timber hoarding with a gate at its east end. Temporary welfare, a site office, material and waste storage would be set up within the compound.

2.2.2 Small vehicle deliveries up to the size of 10.1m flatbed lorry would take place in the Stakes Road compound. The shape of the compound is such that vehicles would be required to reverse out of the compound. A traffic marshall would facilitate reversing manoeuvres out on to the network ensuring the safety of pedestrians and halting traffic if needed whilst the manoeuvre is completed.

2.2.3 After unloading, building materials would be subsequently moved to the site via telehandler or pallet truck. Traffic marshalls would facilitate reversing manoeuvres out on to the network by the telehandler ensuring the safety of pedestrians and halting traffic if needed whilst manoeuvring is completed.

2.2.4 At the site frontage a hoarding line would build out 7.0m into the wide 10.0m footway fronting the site, leaving a 3.0m carriageway width for pedestrians. The hoarding line is arranged such that the access to the gymnasium is unaffected. The hoarded area fronting the site would principally be used as a temporary setting down area for materials. A 1.5m scaffold easement has been allowed for within the setting down area which would be abridged to maintain access to the gym.

2.2.5 Telehandlers and pallet trucks approaching the site, would use an existing dropped kerb access adjacent to Lloyds Bank and then traverse the footway to reach the site and setting down area. Pedestrian barriers would be positioned to the east of the frontage so that when Telehandlers or pallet trucks approach the site, concertina barriers can be used to close off the section of footway used to access the site setting down area and off-load.

2.2.6 A qualified traffic marshal would also assist telehandler manoeuvres to and from the setting down area ensuring the safety of pedestrians and briefly halting traffic if required (ableit this would be avoided as far as possible). The site compound and site setting down area is shown in **Drawing 2025-6961-001** and **Figure 2.1**.

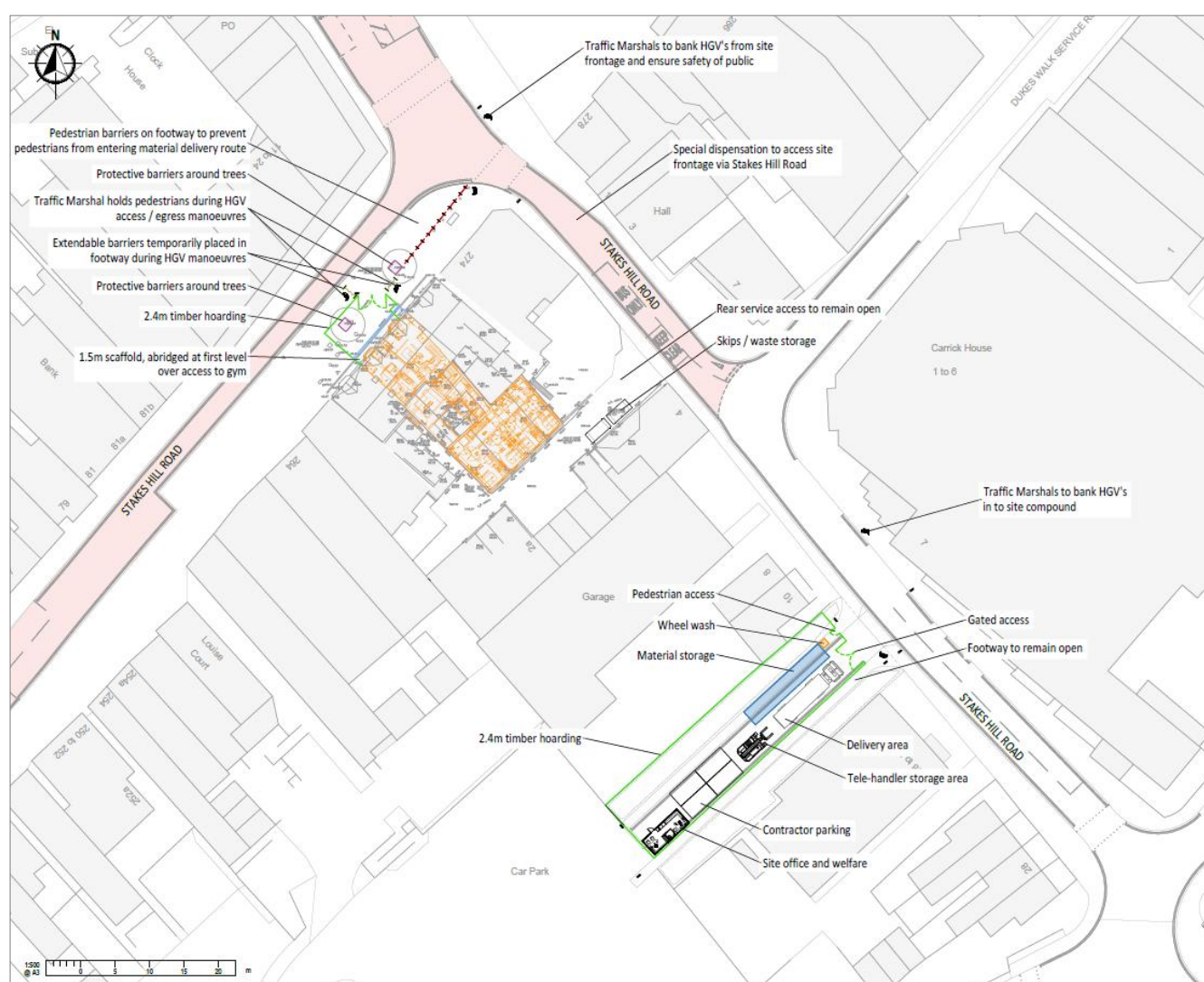


Figure 2.1: General Arrangement



- 2.2.7 The applicant has permission to locate skips adjacent to no 4 Stakes hill road on entry to the rear service area. Waste would be moved by hand from the rear of the site to the skips. The service area and adjacent access to Lloyds Bank would not be compromised by the positioning of the skips (see subsequent vehicle swept path analysis).
- 2.2.8 Operatives would be encouraged to use public transport to access the site, such is the immediate proximity of the town centres bus stops. When parking is needed, contractors parking would predominantly take place in the Rockville Car park to the rear of the site. There are additionally 4 car parking spaces located within the site.

HGV Access General Arrangement

- 2.2.9 When heavy goods vehicles are required to make deliveries of goods such as steel and concrete, an alternative arrangement will be applied to ensure efficient and safe delivery procedures. This alternative arrangement would be of a short duration and is anticipated to last less than 1 week.
- 2.2.10 The HGV delivery procedures require HGV's to reverse on to the pavement of London Road via the existing crossover facilitated by traffic marshals. The duration of the delivery is such that barriers would be placed around the vehicle, to fully segregate the delivery area and vehicle from the public realm. Temporary barriers would also be drawn across the footway preventing its use for the duration of the delivery.
- 2.2.11 The duration of the footway closure would require a Pedestrian Diversion to be put in place. The diversion would require pedestrians to use the extant signalised and uncontrolled crossing facilities either side of the footway closure. The proposed pedestrian diversion is shown in **Drawing 2025-6837-007** and **Figure 2.2**.

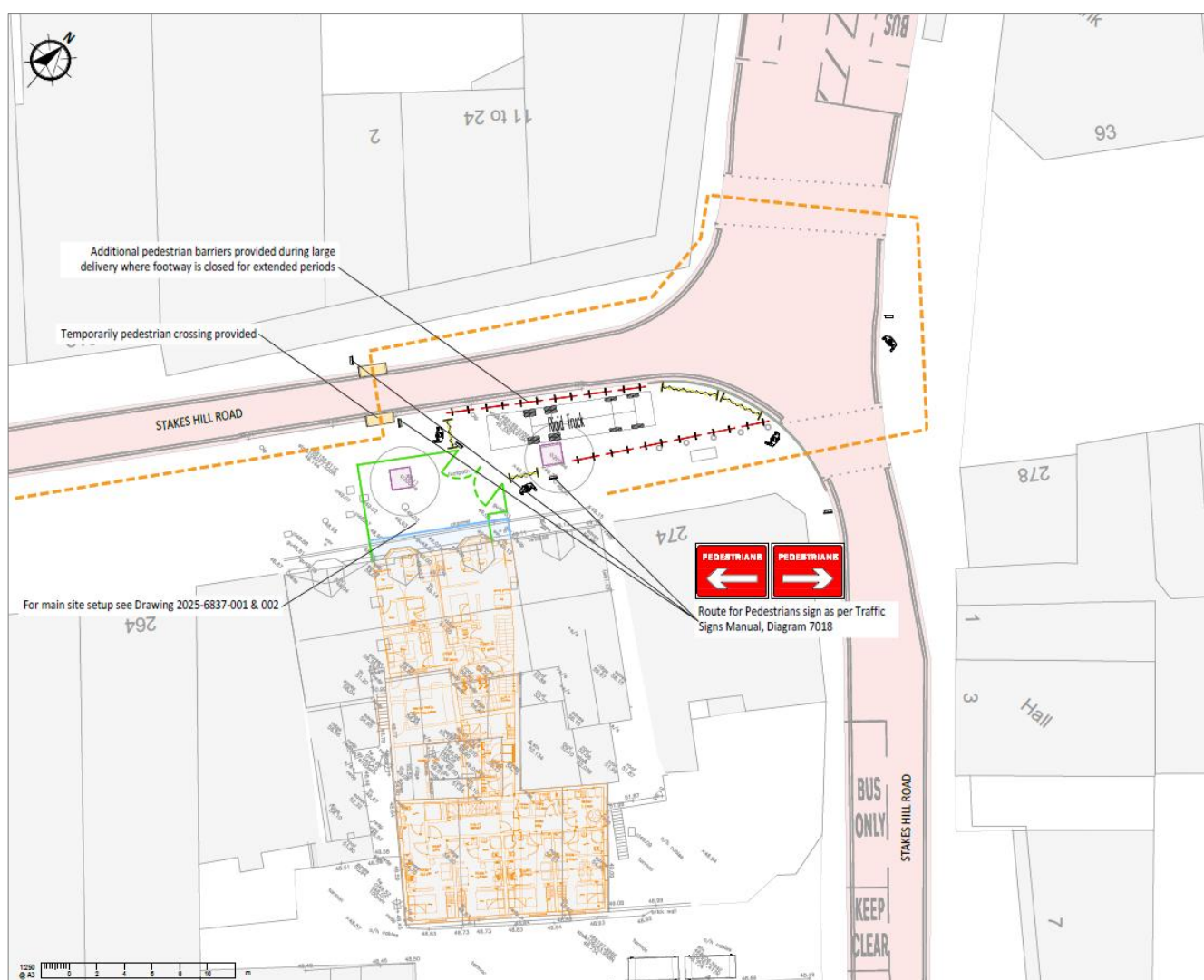


Figure 2.2 General Arrangement

Vehicle Swept Path Analysis

2.2.12 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network during the build. The vehicle swept paths include: -

- i. Access and egress to the site's compound by a long wheelbase van, 7.5t panel van (8.0m) and small rigid flatbed lorry (10.1m) in **Drawing 2025-6837-003, 004, 005**.
- ii. Access and egress to the setting down area compound by a JCB telehandler in **Drawing 2025-6837-006**
- iii. Access and egress to the setting down area by a maximum legal length Rigid Lorry (12.0m) and Concrete Mixer in **Drawing 2025-6961-008 and 009**
- iv. Access and egress to the rear service area and Lloyds Bank access, with the proposed skips present by a long wheelbase van in **Drawing 2025-6861-010**.



Street Works

2.2.13 The street works arrangements have been reviewed in accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013). The signage has been set out for the main works general arrangement and separately for the HGV access arrangement

i. Main Works Programme: -

- 'WORKS ACCESS' (TSM ref. 7303) sign located in advance of the compound access on Stakes Road.
- 'FOOTWAY CLOSED' sign (TSM ref. 7010.1) situated on footways Stakes Hill Road and the Car Park
- 'PEDESTRIAN DIVERSION' arrow sign (TSM ref. 2702) situated on along route of vehicle and pedestrian diversion
- 'CAUTION LORRIES TURNING' sign (TSM ref. 7010.1) situated on Stakes Hill road opposite the site compound and the dropped kerb within the bus lane.

ii. Heavy Goods Vehicle General Arrangement

- 'FOOTWAY CLOSED' sign (TSM ref. 7010.1) situated on footways on London Road where cessation points occur.
- 'DIVERSION' arrow sign (TSM ref. 2702) situated on along route of vehicle and pedestrian diversion (see Figure 2.3)

2.2.14 The site's signage arrangement is shown in **Drawing 2025-6837-002** and in **Figure 2.3**.



Figure 2.3: Proposed Signage



3 CONSTRUCTION VEHICLE ROUTING

3.1 HGV Routing

3.1.1 Arrival and departure routes for HGVs have been considered to and from the Strategic Road Network from all potential approach directions. The routings take account of road geometry, carriageway restrictions, route efficiency and any major road works that may affect access. The identified routes are appropriate for vehicles up to the size of a 12.0m Maximum Legal Length Rigid HGV. A summary of the HGV routing is identified in **Figure 3.1**. An overview of the local routing strategy is provided in **Figures 3.2** and **3.3**. Larger scale routing plans are attached at **Appendix B**.

Origin		Routing
South	Approach Route	From A3(M)(northbound): - A3(M)(northbound), B2150 Hulbert Road, A3 Maurepas Way, Rockville Drive, Stakes Hill Road, Site Compound or London Road
	Depart Route	To A3(M)(Southbound): - Site Compound , Stakes Hill Road, Rockville Drive, A3 Maurepas Way, B2150 Hulbert Road A3(M)(Southbound) Or London Road , St Geroge Walk, A3 Maurepas Way, B2150 Hulbert Road A3(M)(Southbound)
North	Approach Route	From A3(M)(Southbound): - A3(M)(Southbound), B2150 Hulbert Road, A3 Maurepas Way, Rockville Drive, Stakes Hill Road, Site Compound or London Road
	Depart Route	To A3(M)(Northbound): - Site Compound or London Road , Stakes Hill Road, Rockville Drive, A3 Maurepas Way, B2150 Hulbert Road A3(M)(Northbound), Or London Road , St Geroge Walk, A3 Maurepas Way, B2150 Hulbert Road A3(M)(Northbound)

Figure 3.1: Strategic Routing Summary

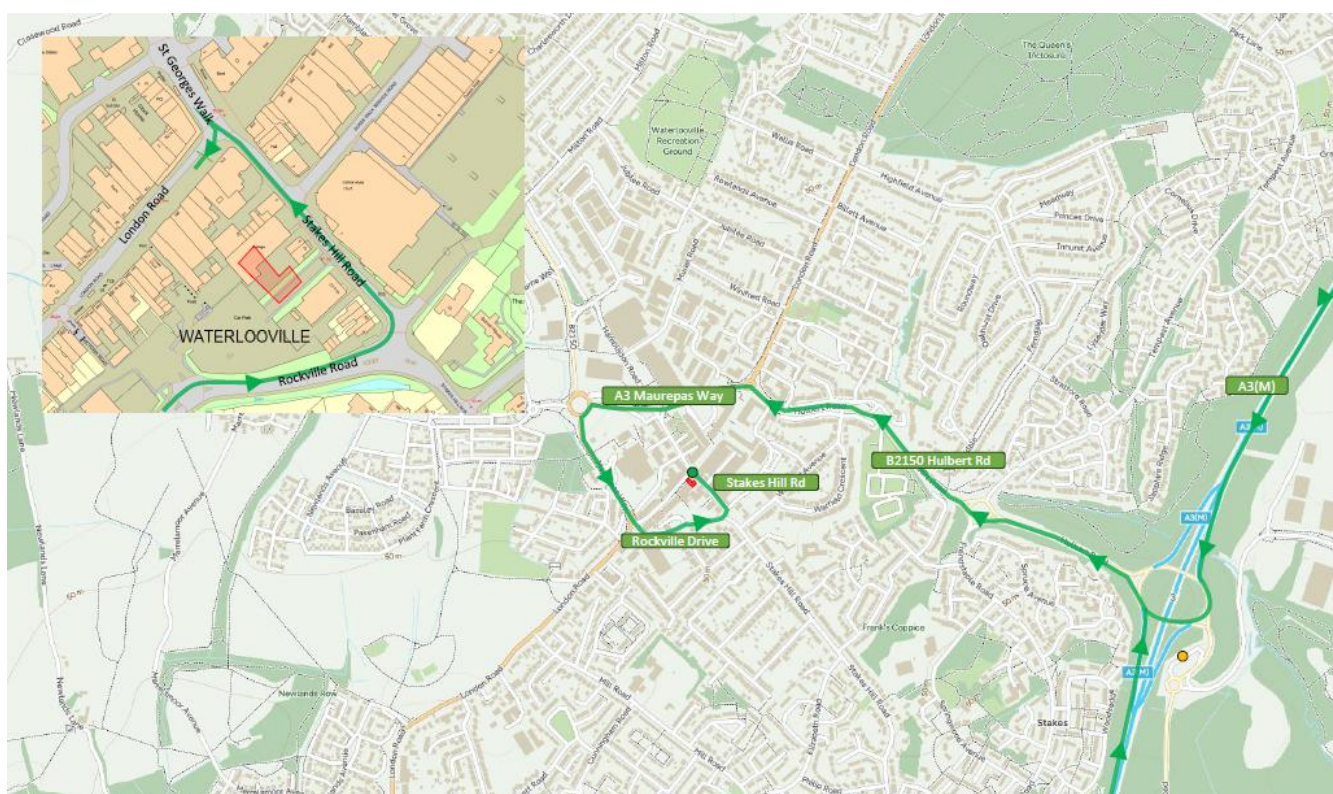


Figure 3.2: Strategic Routing Overview – Arrivals

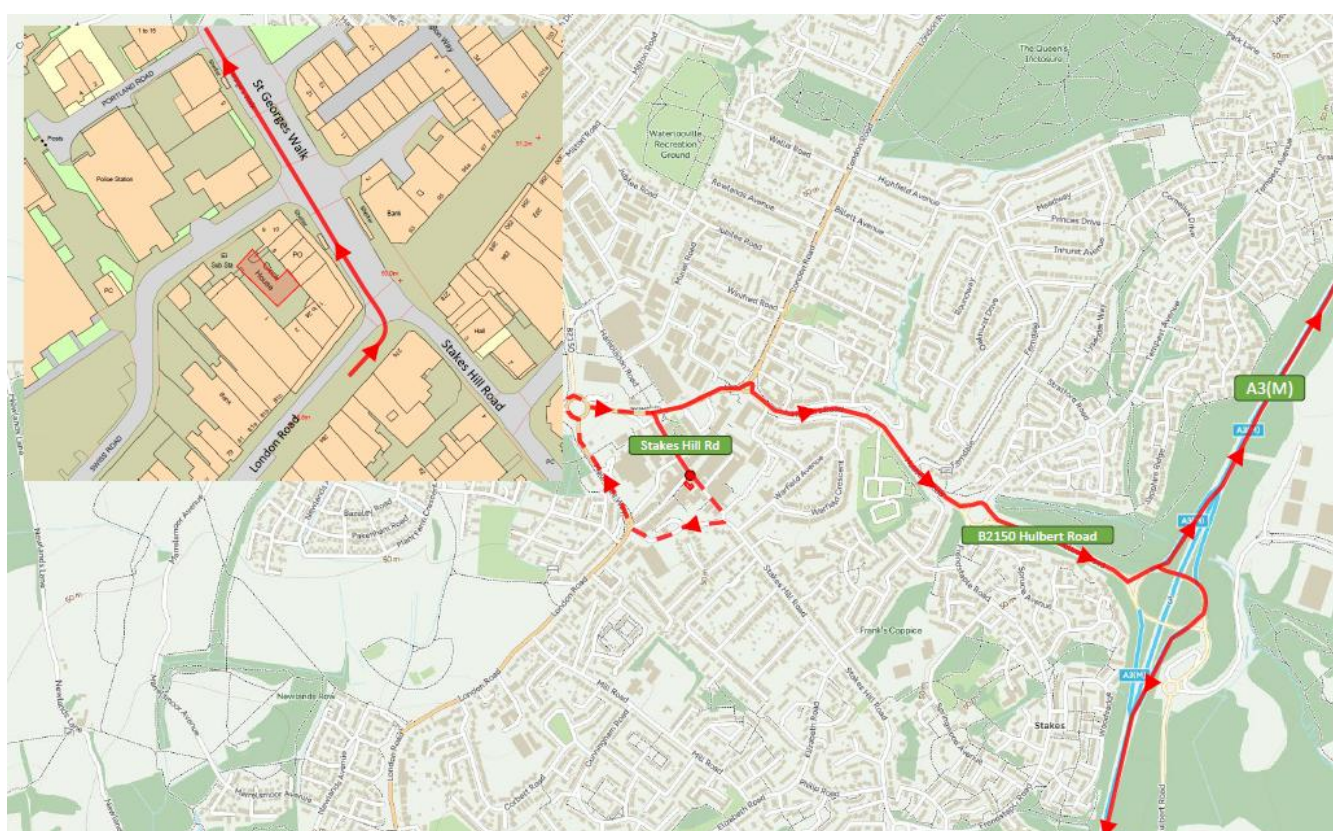


Figure 3.3: Strategic Routing Overview – Departures



4 HIGHWAYS IMPACT

4.1 Local Road Network, Operation & Safety

4.1.1 The potential effects of the construction activities on the local road network's operation and safety have been considered in this section of the CEMP. The anticipated impact of the construction process and associated mitigation is set out below in **Figure 4.1**: -

Feature	Impact	Mitigation / Comment
Footways on London Road	Footway Safety may be compromised by the transition of materials from the site compound to the site frontage	Segregation is in place to prevent pedestrians entering the footways when goods are being transported by pallet truck or telehandler. Traffic marshals will be present to ensure that no pedestrians enter the footway during its negotiation.
Access and Egress from Site Compound	Release of vehicles may cause additional hazard on the local road network	Qualified traffic marshals will be in place to control the release of vehicles from the compound and ensure they are released when it is clear to do so. Traffic marshals will also ensure the safety of pedestrians during these manoeuvres.
Rockville Car Park pedestrian access	Pedestrian access routes between Rockville car park and Stakes Hill Road may be compromised by the works compound.	Pedestrian routes adjacent to the compound would be segregated and retained throughout the build as shown in Drawing 2025-6837-007
Rear Service Area	Access to rear service area may be compromised by waste skip positioning in the access	Access and egress to the rear service area and Lloyds Bank access has been assessed with an allowance made for the geometry of 2 x skips. The vehicle swept path analysis demonstrates a long wheelbase van negotiating the access' in Drawing 2025-6837-010
Access to adjacent shops	Construction operation may hinder access to adjacent shops and services	Care has been taken to ensure all existing access points are retained and that the footway along Lond Road is open for the majority of the time. The only prolonged closures would occur during the delivery of steel and concrete to the site which is estimated to take less than 1 week and an appropriate diversion will be put in place during this time.
Street Furniture and Trees on London Road	Street Furniture and Trees on London Road may be damaged by vehicles traversing the footway	The topographical survey identifies all street furniture and that the vehicles would not come into conflict with any of the existing features. Additional protections would be offered to trees in the form of protective timber barriers.
Emergency Vehicle Access to adjacent premises on London Road	The works area and proposed segregation may compromise the ability for emergency vehicles to access the existing building.	The proposed hoarding and pedestrian barriers on London Road would not affect the ability for a fire tender to reach premises adjacent to the site. The segregation adjacent to no. 270A would use light weight pedestrian barriers that can be moved quickly in the event of an emergency.



Local Road Network	Increased traffic and HGVs may cause delay on the local road network.	<p>The scale of the build is such that traffic associated with the site would be relatively low with a maximum of 30 movements across the day anticipated, of which up to 3 would be HGV deliveries (6 movements). This level of trips would not be material to local road network capacity or operation.</p> <p>HGV movements would be restricted to times outside of peak traffic hours (09:30 – 16:00), further mitigating the potential impacts of site related traffic.</p> <p>Roads local to the site can appropriately support the required HGV construction traffic, as substantiated by the vehicle swept path analysis.</p>
Local Road Network	Potential for deliveries to coincide resulting in waiting on the local road network causing and compromise of the network.	a 'Just in Time' delivery strategy would be used, ensuring vehicles should not arrive outside of scheduled delivery slots, thereby mitigating against multiple vehicles arriving on site at one time causing delay on the local road network.

Figure 4.1: Local Road Network Impact Assessment

4.2 Emergency Access Arrangements

- 4.2.1 In the event of an emergency, if access were required to the site or compound, access would be duly granted to emergency services or statutory undertakers. The proposed hoarding and pedestrian barriers on London Road would not affect the ability for a fire tender to reach premises adjacent to the site. The segregation adjacent to no. 270A would use light weight pedestrian barriers that can be moved quickly in the event of an emergency.
- 4.2.2 The bins for adjacent properties are stored in the rear service area. The position of the skips are such that this arrangement need not be changed. Refuse collection arrangements are demonstrated in **Drawing 2025-6961-001** and **101**.

4.3 Construction Trip Generation & Impact

- 4.3.1 The site's contractor identified that the peak vehicle trip generation would equate to 20 movements per day (10 journeys) associated with an anticipated peak of 5 deliveries per day.
- 4.3.2 It is anticipated that the following range of vehicles would be utilised during site construction: -
- i. 7.5T Panel vans (8.0)
 - ii. Skip Lorries (6.3)
 - iii. Ready Mix Lorry (8.4m)



- iv. Large Muck Away Lorry (10.2m)
- v. Large Ridged Flat Bed Lorry (12.0m) (maximum legal length)

4.3.3 The lead contractor has identified an HGV vehicle trip generation of up to 6 movements per day (3 deliveries per day) during its busiest phases.

4.4 Car Parking

4.4.1 Operatives would be encouraged to use public transport to access the site such is its immediate proximity to the town centres bus stops. When parking is needed, contractor parking would predominantly take place in the Rockville Car park to the rear of the site. There will additionally be 4 contractor parking spaces within the site compound.

4.5 Delivery Arrangements

4.5.1 Delivery scheduling will require vehicles to arrive at the site during specific time windows to avoid multiple vehicles arriving which could necessitate undesirable manoeuvring / waiting on the local road network. The site could accommodate 1 HGV or 2 long wheel based vans within the compound. Deliveries are scheduled to account for this capacity. Deliveries would be restricted between 09:30, and 16:00 to avoid network peak traffic hours.

4.5.2 If vehicles were to arrive outside of their allotted delivery window, HGVs would be sent back out to holding areas until such time that the delivery could be made. The holding areas are located in a parking layby at Junction 3 of the A3(M) identified in **Appendix B**.

4.6 Temporary Traffic Order & Street License Requirements

4.6.1 The following Temporary Traffic Orders (TTO), highway licensing and indemnities required to deliver the build.

- i. Dispensations would be required for constructions vehicles to be able to enter the bus gate.
- ii. No loading restriction would need to be revoked for HGV's to load unload on the footway on London Road.
- iii. A license to occupy footway space would be required

5 ENVIRONMENTAL IMPACT & MANAGEMENT

5.1 Introduction

5.1.1 This section of the CEMP considers the impact of the works on the adjacent premises and the local environment and identifies how these are mitigated. The CEMP will be shared with all parties working on the project and regularly reviewed to ensure it is effective and reflects the works being undertaken.

5.2 Community Consultation & Liaison

5.2.1 The site's community and liaison strategy will include: -

- i. Prior consultation and approval from Havant Borough Council and HCC regarding the CEMP;
- ii. Communication with the following affected residential, and commercial properties: -
 - a) Premises 274, 272, 268 266, 264, 262 and 260 on London Road;
 - b) Premises 2a – 4, 8, 10 and 18 – 22 Stakes Hill Road;

5.2.2 The properties contacted are identified in **Figure 5.1**.



Figure 5.1: Community Liaison Extent



5.2.3 The following liaison strategy will be applied: -

- i. **Initial Consultation** - prior to the Main Programme works the site manager will liaise with local residents to give a briefing of the works. Briefings will include details of this CEMP in a readily understandable form. The consultation will be undertaken through a notification letter or in-person liaison where necessary.
- ii. **On-Going Communication** – Monthly communication with neighbours and interested parties will be undertaken via an email newsletter, in order to keep neighbours informed about the progress of the planned works. The newsletter would be timed to allow neighbours time to plan around the works if necessary. The Newsletter would contain: -
 - a) The location of the planned works;
 - b) The type of planned works which are anticipated to give rise to effects on adjacent residents;
 - c) The duration of the planned works and the periods within which works will be undertaken (i.e. whether during normal working hours, during the evening or overnight);
 - d) The anticipated effects of the planned works;
 - e) The measures to be implemented in line with the CEMP to mitigate the impact of the planned works;
 - f) Contact details for enquiries;
 - g) Details of the complaints procedure;
 - h) The contact details of the HBC's Environmental Health Officers (EHO).

5.2.4 Neighbours and interested parties will have the opportunity to feedback throughout the project via details within newsletters, in order to allow modification of activities to reduce impact where warranted. In addition to the monthly newsletter, a display board will be erected outside the site, which will identify key personnel, contact addresses, web site and telephone numbers, including complaint contact numbers as well as the latest fortnightly newsletter.

- i. **Other Consultation:** - Excluding planned communication, the following communication and liaison would take place: -
 - a) The Senior Site Manager will be contactable by HBC Ward Members, neighbours and interested parties in order to keep them informed of progress and address any potential complaints. A 24-hour call out emergency number is also provided for out of hours matters;
 - b) The Site Manager will notify / alert neighbours in advance of additional unplanned noisy works, where applicable;
 - c) Contact will be made with water utilities providers regarding wastewater generated from site activities;



5.3 Complaints Procedure

5.3.1 The building contractor will implement the following procedure for dealing with enquiries and complaints from the public: -

- i. Contact information including the site managers details, contact numbers (site office and 24hr emergency no), email and postal addresses for the enquiries and complaints will be available from the following: -
 - o Displayed on the site notice board
 - o Advised in the initial notification letter
 - o published in monthly newsletters.
- ii. Where complaints are made, the Contractor will respond, investigating the complaint quickly and sympathetically, taking action to resolve where the complaint is justified.
- iii. If no resolution can be found the complaint will be referred to HBC EHO's for further consultation.
- iv. A designated complaints / incidents logbook and electronic register will be maintained covering:
 - o the nature of the complaint;
 - o the cause;
 - o the remedial action taken (where appropriate);
 - o complainant details

5.3.2 The complaints/incidents logbook will be available to HBC EHOs at any time.

5.4 Staff & Training

5.4.1 Dust and noise suppression training requirements will be evaluated on a trade-by-trade basis. To advise and mitigate against possible risks, trades and service providers are required to adhere to the building contractors training procedures which include: -

- i. Preliminary due diligence process and risk assessment for all contracted staff
- ii. Detailed method statements
- iii. Toolbox talks
- iv. Daily site briefings



5.4.2 The building contractor's site management staff are responsible for on-site air quality, noise and vibration training. The training schedule requires an induction to advise of the construction methods, core policies (including environmental policy) and a series of introductory toolbox talks. This is followed by weekly toolbox talks and reinforcement of previous talks relating to the environmental impact (air quality, noise and vibration). A toolbox talk record is kept advising on attendees and who delivered the talk.

5.5 Noise & Vibration Control Measures

5.5.1 Mitigation of noise through "best practical means" will be employed at all times in accordance with Section 72 of the Control of Pollution Act 1974. BS5228:2009 will also be followed, both parts 1, 2 and A12014 'Code of practice and noise vibration control on construction and open sites' as guidance and recommendations for methods and vibration control relating to construction works. Examples general means include: -

- i. The appropriate selection of the 'quietest' available plant and working methodologies (including the avoidance of percussive working methods, where practicable;
- ii. Controlling site operating hours (see **Section 1.2**), including the use of more restrictive hours for high impact working methods;
- iii. The implementation of engineering controls (e.g. the location/screening or plant, use of acoustic enclosures, etc.) to minimise sound propagation; and
- iv. The implementation of a noise/vibration monitoring regime to assist in identifying activities that may have an unexpectedly high impact on neighbouring noise sensitive uses, to enable additional mitigation to be considered.

5.5.1 Examples of specific methods employed to reduce the noise and vibration impact of the works will be:

- i. Designated site-based staff will be appointed to have the authority to take the necessary steps on behalf of the contractor to ensure that noise and vibration is adequately control and managed;
- ii. The contractor shall, at all times have regard to the practical guidance set out in BS 5228-1: 2009+A1: 2014 and BS 5228-2: 2009+A1: 2014.;
- iii. All plant shall be selected to be as quiet as possible when operating;
- iv. The use of electrically operated plant (which avoids the use of temporary power generation) shall be used, where practicable;
- v. All plant and machinery shall be properly silenced and maintained in accordance with the manufacturers' instructions. It is strongly recommended that plant and equipment is less than three years old in order to promote conformity with noise certification recommendations and the use of the most efficient and well-maintained machinery;



- vi. Any hire equipment shall be hired from a reputable hire company who are capable of supplying new, well-maintained plant;
- vii. Prior to the commencement of the works, an appropriate electricity supply shall be available at the site, to avoid the use of temporary diesel/petrol powered electricity generation;
- viii. Plant shall be operated at the lowest speed possible and incorporate automatic low speed idling;
- ix. All plant and equipment shall be switched off when not in use;
- x. All noise-generating fixed plant shall be located as far away as practicable from neighbouring noise sensitive premises;
- xi. All compressors, percussion tools and vehicles will be fitted with effective silencers.
- xii. Ensure that each potential noise generating activity is carried out with appropriate noise reduction equipment, and that baffles and silencers are used.
- xiii. If the use of generators is unavoidable, such plant shall be (a) selected with appropriate silencing, (b) be positioned as far as practicable from neighbouring noise sensitive receptors, and (c) make use of acoustic screening, as necessary, to minimise the noise impact on off-site receptors.
- xiv. Any unnecessary revving of engines and/or motor driven power tools or equipment shall be avoided; and
- xv. All plant shall be properly maintained (greased, blown silencers replaced, saw kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

Acoustic Barriers

- i. Consideration shall be given to the use acoustic sheds, enclosures and/or screens to minimise noise, in accordance with the principles set out in Appendix B of BS 5228: 2009+A1:2014. As noted above, the part retention of the existing building may offer opportunities for locating plant/equipment in locations that help provide inherent acoustic screening.
- ii. Where acoustic sheds are not practical, consideration should be given to the use of existing non-sensitive structures as shields and acoustic blankets;
- iii. Cutting of transmission pathways for vibration.

Steelworks

- i. Where practicable, all fabrication and cutting of steelwork will take place off-site;
- ii. Steelwork will be assembled / dis-assembled using handheld tools only. Where impact wrenches are necessary (e.g. to free ceased nuts) these will be electrically operated and used for the minimum amount of time necessary prior to completing the works with hand tools.



- iii. If in-situ steelwork requires cutting, this shall be deemed a “high impact” working methodology. In addition to restricting the hours of such works, the contractor shall consider the practical implementation of additional forms of mitigation (if practicable) to minimise noise generation.

Breaking Out

- i. Wherever possible, the removal/breaking up of concrete shall be undertaken using non-percussive methods;
- ii. Where percussive breakers need to be used, such “high impact” works shall only be undertaken between the “high impact” work hours;
- iii. In order to reduce the duration of breaking works, consideration shall be given to the use of multiple breakers. (Whilst this will increase the magnitude of noise generated, it can substantially reduce that actual duration of the works. Due regard to the general need for noise mitigation during such works (e.g. the location of plant, the use of acoustic screens, etc.) shall be had to minimise noise levels to the lowest practicable level.
- iv. Neighbouring noise and vibration sensitive receptors should be advised of the timing and duration of any proposed breaking out works using percussive tools.

Concreting Operations

- i. Concrete pours shall be designed and programmed to ensure that the required volume of concrete can be poured within permitted hours, making sufficient contingency to avoid overruns.

Staff

- i. All site staff shall receive appropriate induction training to ensure they are appropriately apprised of the sensitivities of the site and need to minimise noise from their work activities (“quiet practices” training);
- ii. The use of radios (or other amplified equipment) on the site shall be prohibited (other than for communication purposes).

Vehicles

- i. The movement of plant and vehicles onto and around a site, and the delivery or collection of any materials, are within the permitted working hours of the site.
- ii. All vehicle drivers to be advised of agreed routes selected to minimise any noise impact arising from additional lorry movements.
- iii. Where practicable, all site vehicles (including third-party delivery vehicles supplying the site or muck-away, skip or other waste management vehicles servicing the site) shall be fitted with broad band (“white noise”) reversing alarms.
- iv. Vehicles shall be loaded or unloaded, and materials moved considerately to minimise noise impacts.



- v. All deliveries and other transport related activities shall be undertaken in accordance with any Transport Management Plans.

Control of Airborne Noise

- i. Given the low risk of the site, it is not considered necessary for automated noise monitoring to be undertaken.
- ii. It is, however, recommended that periodic site inspection are made by the contractor to monitor the works. Observations shall include:
 - o Hours of working;
 - o Presence of mitigation measures, equipment and use of screening;
 - o Number and type of plant; and
 - o Method of Construction.

Vibration

- 5.5.2 The potential significance of vibration experienced by occupants of buildings and the potential for structural damage can be assessed in line with guidance set out in Annex B of BS 5228-2, which indicates a value of around 15-20mm/s and vibration level of 12.5mm/s can therefore be taken as a reasonable and precautionary threshold for considering the potential for any building damage.
- 5.5.3 The threshold values potentially indicating cosmetic damage are significantly higher than those that would invoke an adverse human reaction to vibration. It is recommended that vibration from demolition and construction activities should not exceed a threshold trigger level of 1 mm/s (PPV).
- 5.5.4 The nature of the fitout works is such that it is highly unlikely that the proposed works will have an adverse effect on human comfort and risk breaching the suggested trigger threshold value and it is also unlikely that works will present a risk in terms of potential structural or cosmetic damage to other neighbouring buildings.
- 5.5.5 It is therefore unnecessary for continuous vibration monitoring to be undertaken and any adverse vibration effects can be appropriately mitigation through the general requirement for works to be undertaken implementing best practicable means, e.g. the selection of plant and processes which generate least vibration, such as non-percussive / low impact working methodologies.

5.6 Air Quality Control Measures

- 5.6.1 Based on the risk of impacts, the dust control measures detailed below will be implemented to minimise airborne pollutants; these will include: -



- i. Carefully selecting methods and plant to minimise creation of dust and emissions which affect air quality.
- ii. Ideally, cutting, grinding and sawing should not be conducted on site and prefabricated material should be brought in where possible.
- iii. Where products are site cut, dust suppression / extraction must be used.
- iv. Use of netting or monarflex on the elevation scaffolding facing sensitive receptors.
- v. Use of hoarding and timber, plywood, and polythene screens.
- vi. Considering wind direction before undertaking activities and dampening material down in dry weather.
- vii. No engines left idle when plant is not in use
- viii. Enclosing stockpiles or keeping them securely sheeted
- ix. Covering / sheeting all loads entering or leaving the site
- x. Water will be used to minimise dust during demolition and cutting of masonry.
- xi. Dust extraction will be utilised where possible (e.g., wall chasing, cutting etc.)
- xii. At no time will the burning of any demolition materials be allowed on site
- xiii. Demolition work areas generating dust will be liberally damped down
- xiv. All demolition debris prior to being loaded on to conveyors or waste lorries will be damped down by the controlled use of fine water sprays.
- xv. Mechanical ventilation will be used to prevent build-up of dust within the site.

5.6.2 Generally, dust will be controlled using dust suppressant tools during construction. The site and surrounding premises will be kept tidy, materials will be properly stacked and rubbish will be removed promptly.

5.7 Waste Management

5.7.1 The site's waste is monitored and recorded using the SmartWaste online environmental reporting tool to help monitor and report on areas such as waste generation and management, site waste management plans, energy and water use, sustainable timber and material supply and carbon impacts from transport.

5.7.2 The principles of the waste management strategy are as follows: -

- i. The application of the waste hierarchy to eliminate waste, recycle and reuse



- Design out waste through off-site design solutions.
- Plan to reuse where practically possible.
- commit to recycle 90%+ of waste generated through the project.
- ii. Ensure removal according to Duty of Care.
- iii. Prevent waste accidental escape such as lids on bins.
- iv. Regular waste disposal.
- v. Ensure skips are labelled.
- vi. Furniture to be donated for reuse at end of project.
- vii. Site materials stored to reduce wastage.
- viii. Waste Transfer Note and Waste Consignment Note (hazardous waste) kept on site.
- ix. Only approved waste management companies used and confirm they have valid waste carriers licence.
- x. Containers should be sited away from drains and un-surfaced areas.
- xi. Storage containers should be fit for purpose, regularly inspected and maintained.
- xii. Keep SWMP up to date.
- xiii. Contents of drip trays, plant nappies and rags contaminated with fuel to be disposed of as hazardous waste.
- xiv. Waste management will be monitored through the use of 'Smart Waste' software.

5.8 Wheel Washing Facilities

- 5.8.1 An on-site wheel washing facility will be established at the compound access to ensure adjacent pavements are clean from construction waste and mud. Considerations will be made to avoid contaminating any storm drains or water bodies. The gatesman would be accountable for ensuring all vehicles are clean prior to leaving the confines of the project.

5.9 Pollution Emergencies

- 5.9.1 Pollution Emergency Plans, equipment and training are in place to address environmental incident / emergencies (e.g. a hazardous spillage). A summary of the plans is addressed in toolbox talks and induction process, are displayed around site, and understood by all workers.

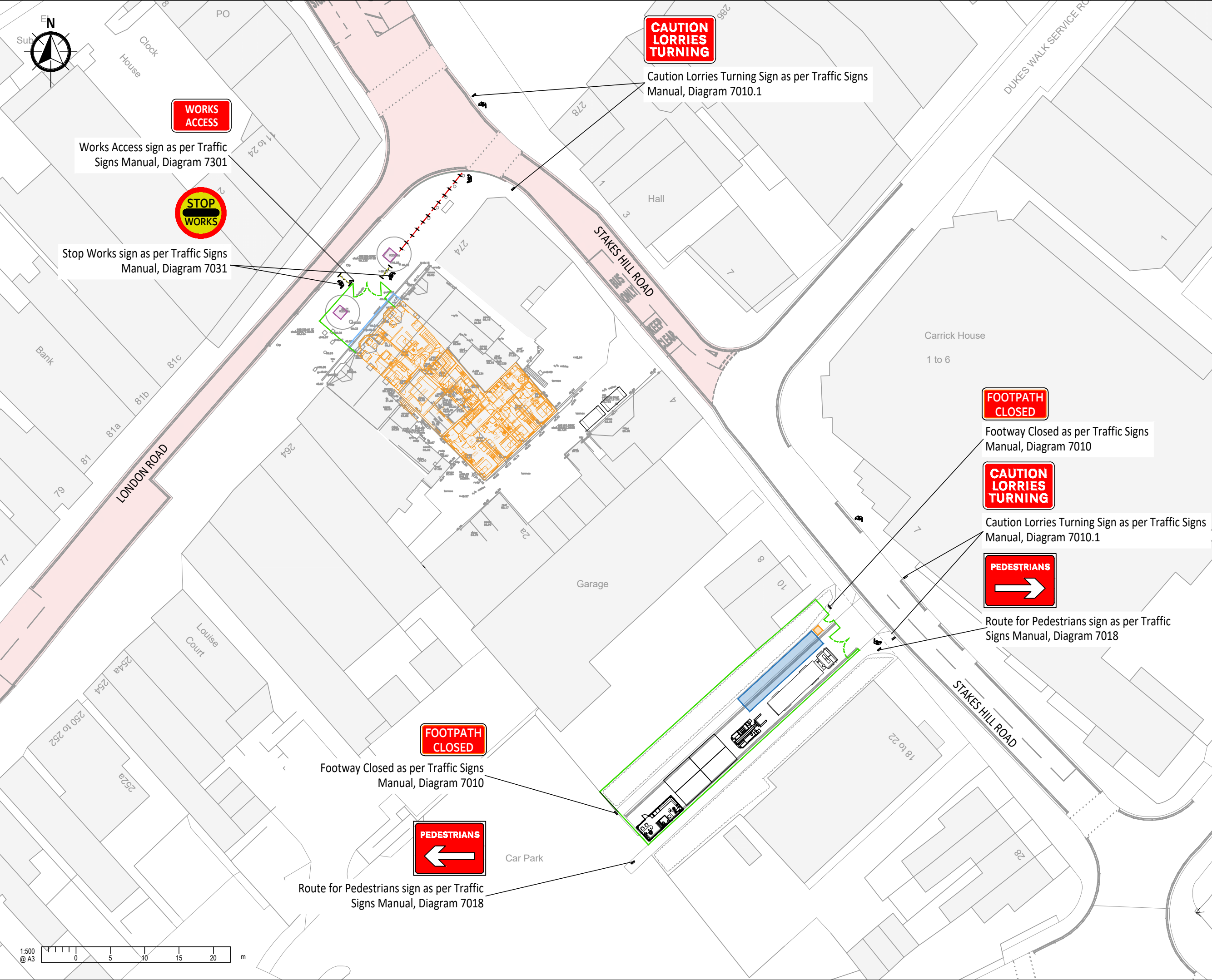


- 5.9.2 Full details of any such incident and remedial actions undertaken will be provided to HBC EHO's and other relevant authorities and recorded in the site complaints/incidents log.



DRAWINGS

2025-6837-001	Site Overview
2025-6837-002	Signage Overview
2025-6837-003	10.1m Rigid Access and Egress
2025-6837-004	7.5t Box Van Access and Egress
2025-6837-005	Panel Van Access and Egress
2025-6837-006	Telehandler, Transfer of Materials
2025-6837-007	Temporary HGV Access Arrangements Overview
2025-6837-008	12.0m Rigid Truck Access and Egress
2025-6837-009	Concrete Mixer Access and Egress
2025-6837-010	Existing Service Road Access and Egress
2025-6837-011	Existing Bin Collection Arrangements



- A3**
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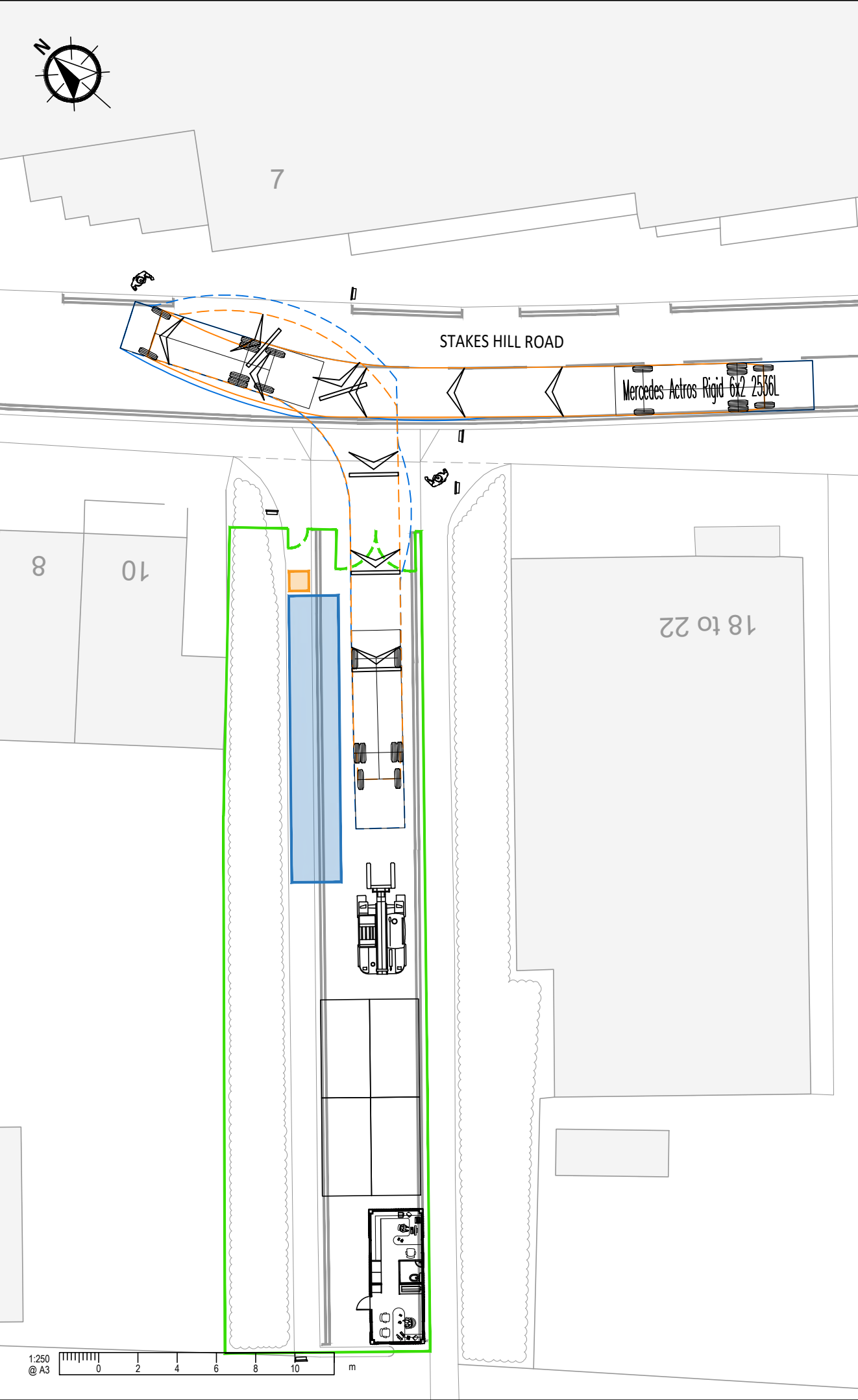
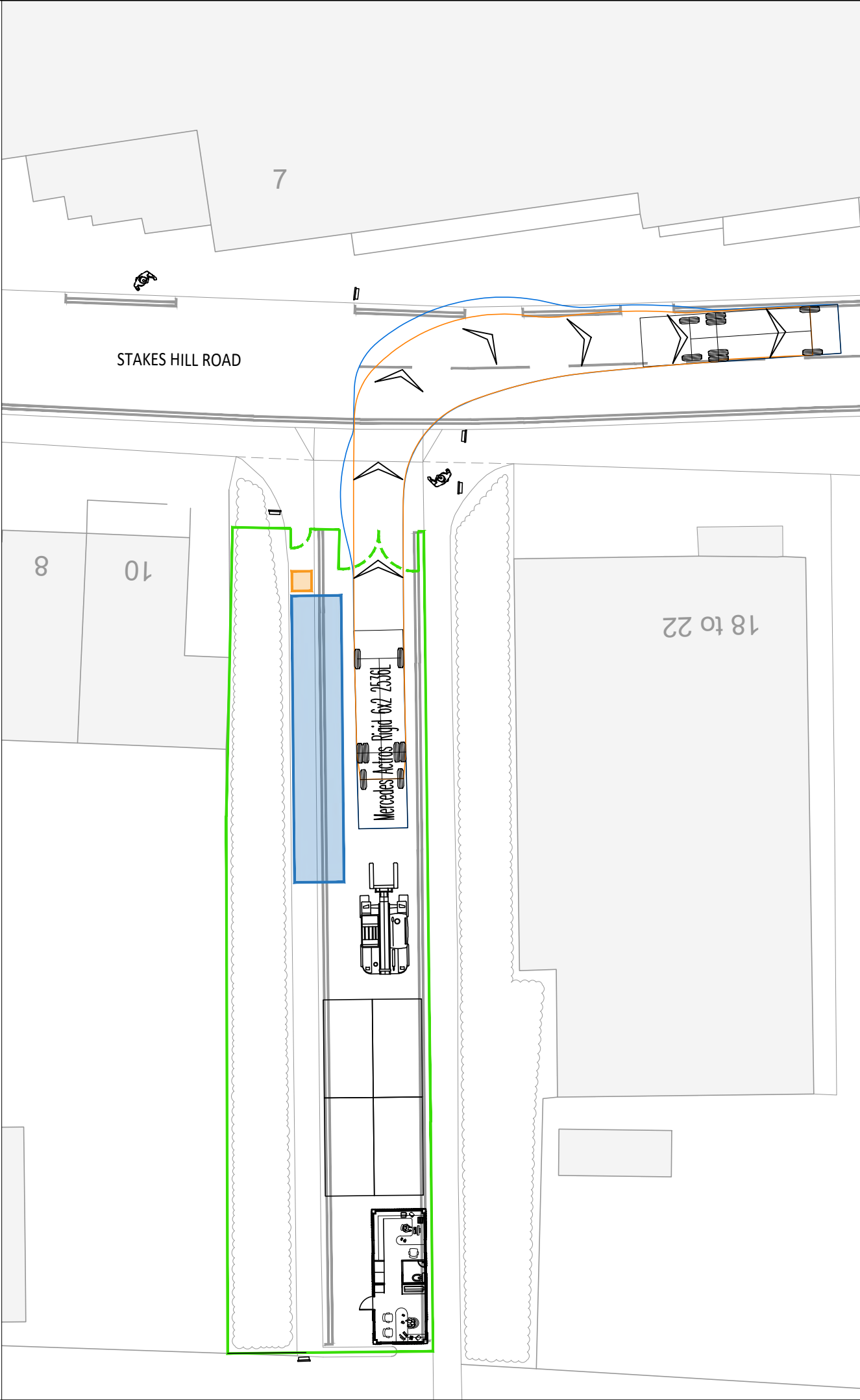
- Existing Road Markings
- Proposed Building
- Hoarding
- Sign
- Extendable Barrier
- Pedestrian Barrier
- Scaffolding

-	Original Issue	13/11/2025
Rev.	Amendments	Date



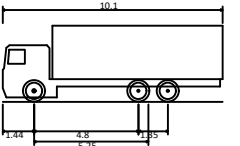
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Drawing Status	Construction		
Client	Peter Ernest Homes		
Project	270a London Road, Waterlooille		
Drawing Title	Signage Overview		
Scale	1:500	Date	Nov 25
Drawn by	SMO	Checked by	ALB
Drawing No.	2025-6837-002		Rev.
		-	



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- Existing Road Markings
- Proposed Building
- Hoarding
- Sign
- Swept Path-
- Wheel Track
- Body Overswing



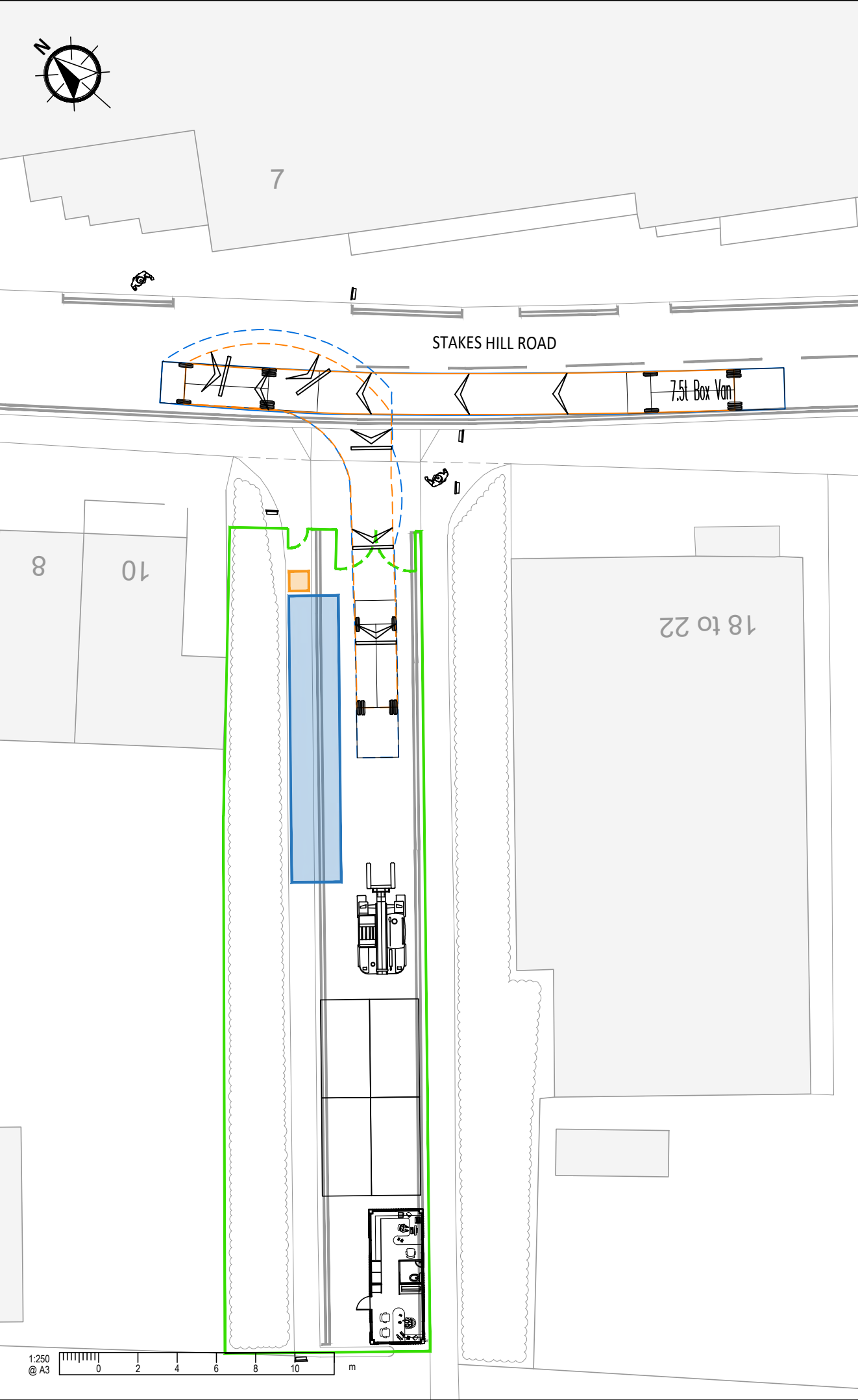
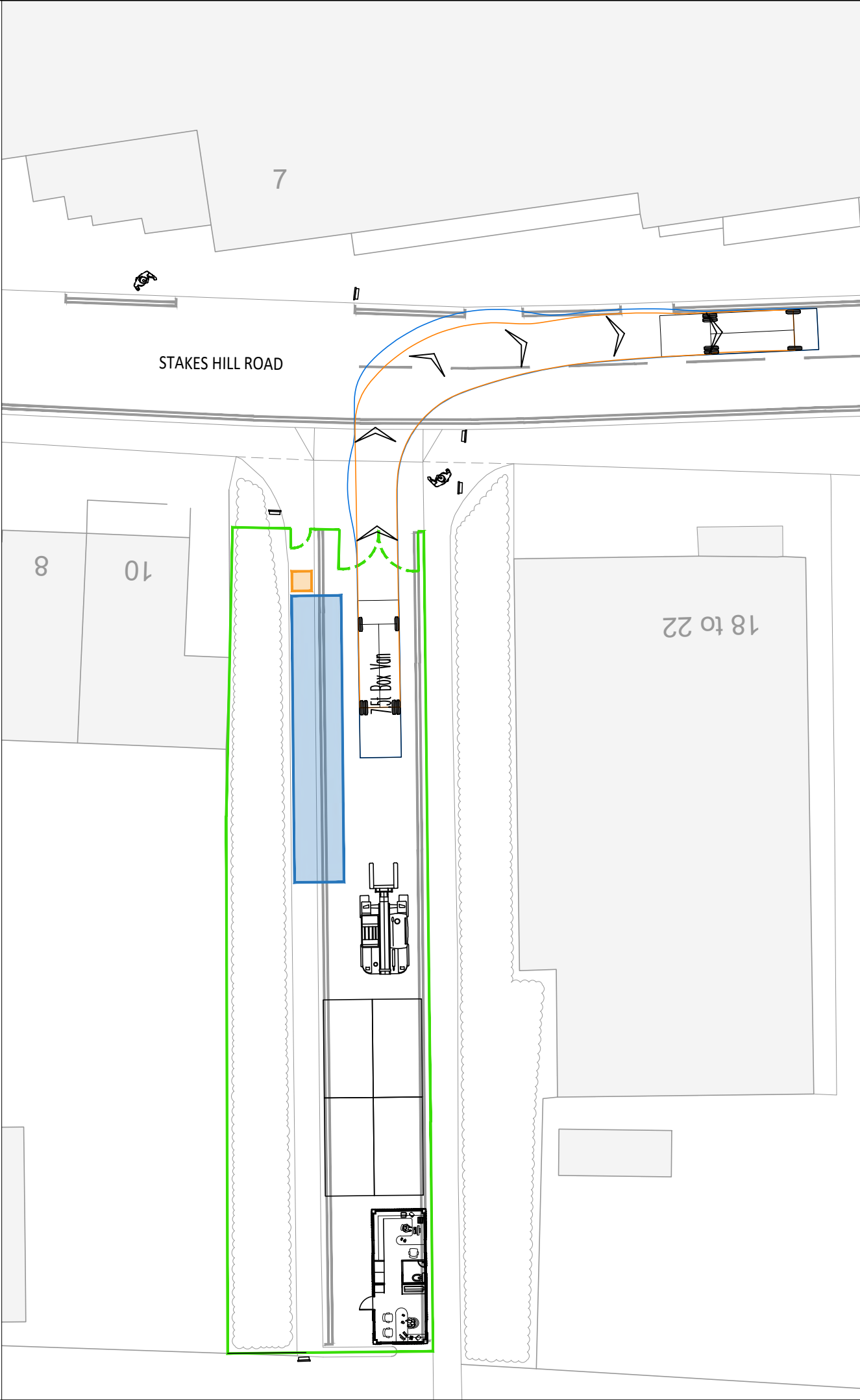
Mercedes Actros Rigid 6x2 2536L
Overall Length 10.100m
Overall Width 2.494m
Overall Body Height 3.495m
Min Body Ground Clearance 0.200m
Max Track Width 2.494m
Lock to lock time 5.00s
Wall to Wall Turning Radius 10.100m

-	Original Issue	13/11/2025
Rev.	Amendments	Date



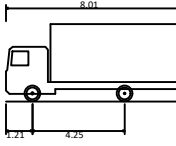
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Drawing Status	Construction		
Client	Peter Ernest Homes		
Project	270a London Road, Waterlooville		
Drawing Title	10.1m Rigid Access and Egress		
Scale	1:250	Date	Nov 25
Drawn by	SMO	Checked by	ALB
Drawing No.	2025-6837-003		Rev.
		-	



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- Existing Road Markings
- Proposed Building
- Hoarding
- Sign
- Swept Path-
- Wheel Track
- Body Overswing



7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.55m
Min Body Ground Clearance 0.35m
Track Width 2.06m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.40m

-	Original Issue	13/11/2025
Rev.	Amendments	Date



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Drawing Status **Construction**

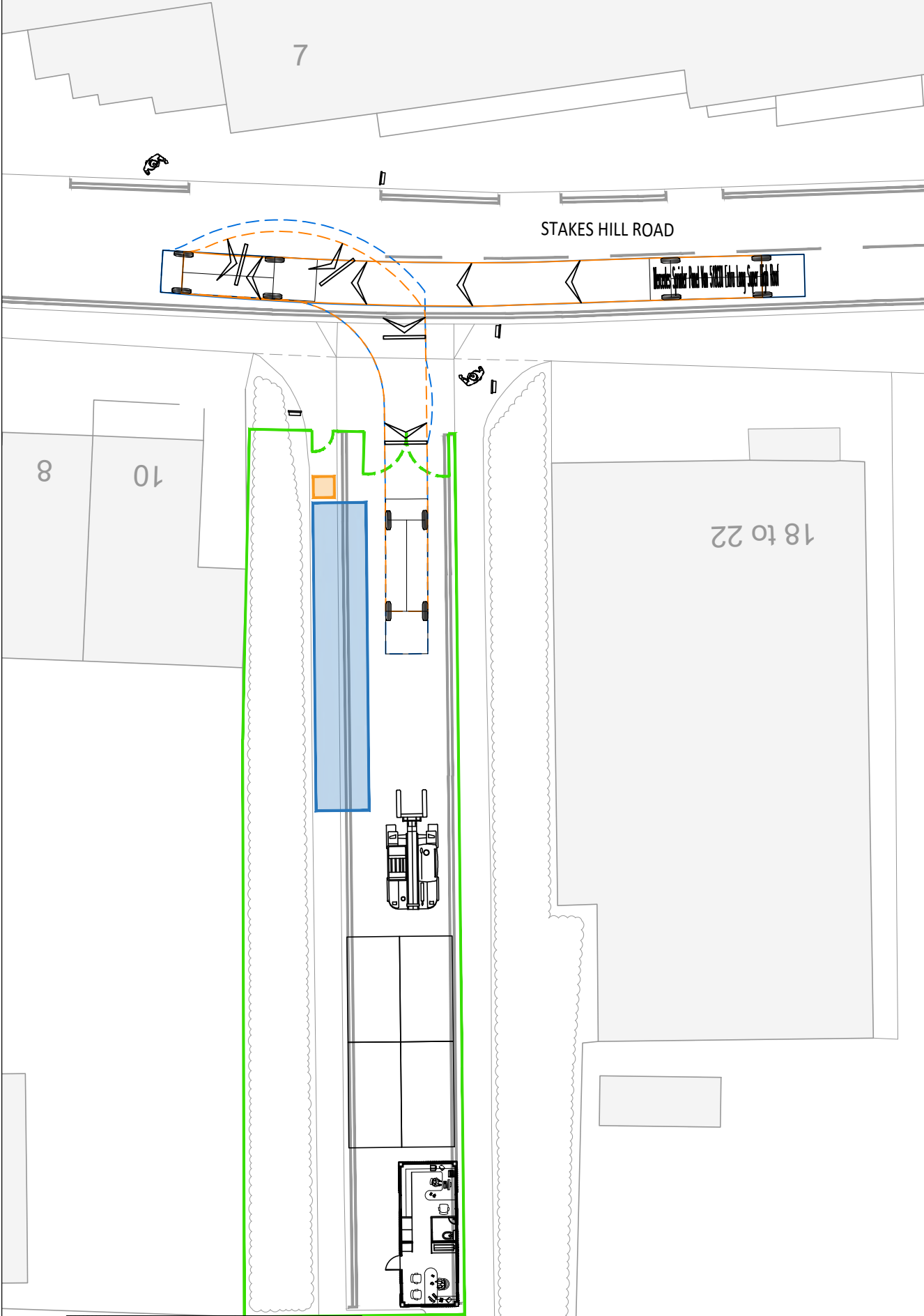
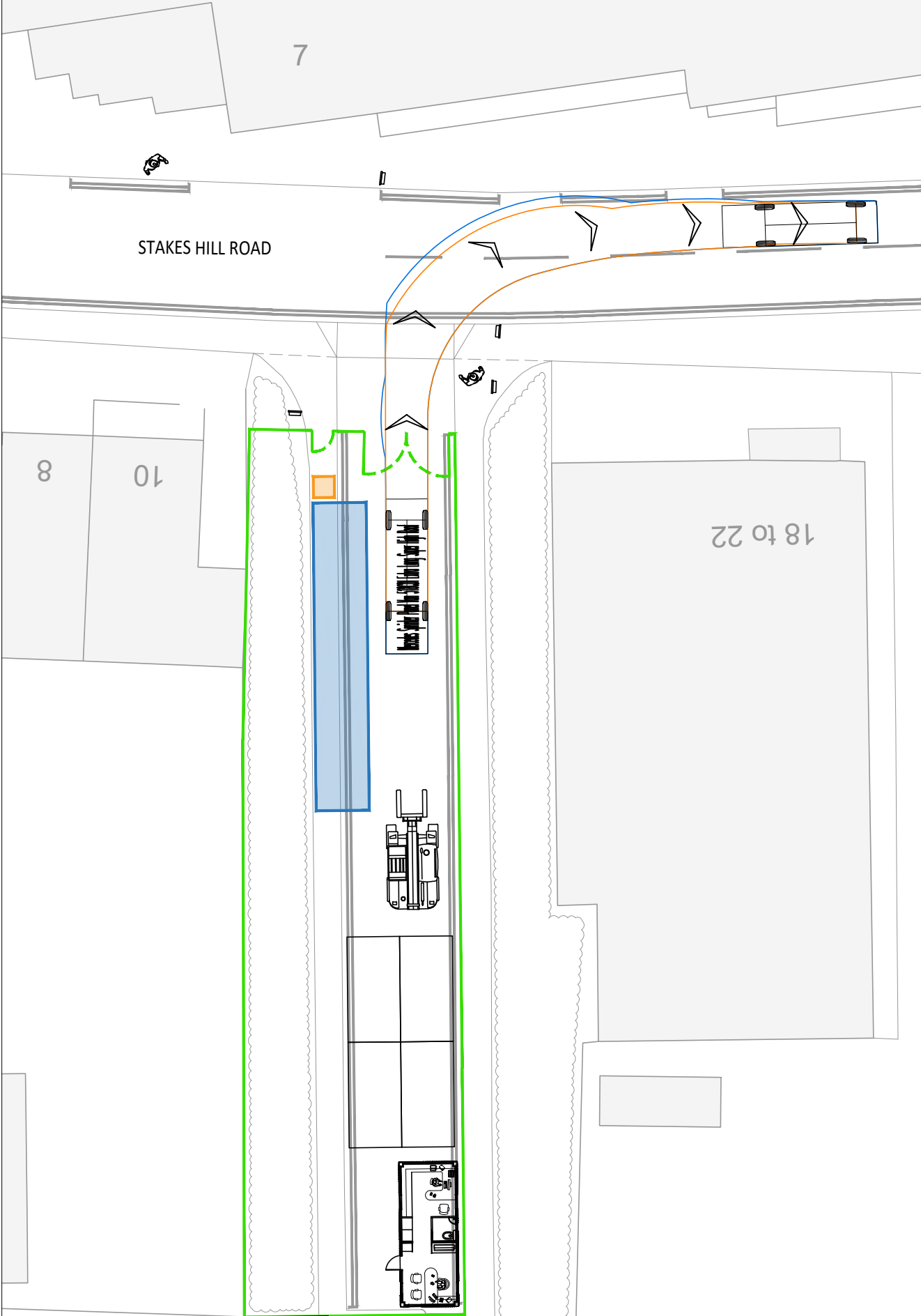
Client
Peter Ernest Homes

Project
270a London Road, Waterlooville

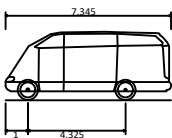
Drawing Title
**7.5t Box Van
Access and Egress**

Scale 1:250	Date Nov 25	Drawn by SMO	Checked by ALB
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Drawing No. 2025-6837-004	Rev. -
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-  Existing Road Markings
- Proposed Building
-  Hoarding
-  Sign
-  Swept Path
-  Wheel Track
- Body Overswing



Mercedes Sprinter Panel Van 518CDI	
Extra Long Super High Roof	
Overall Length	7.345m
Overall Width	1.993m
Overall Body Height	3.030m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

-	Original Issue	13/11/2025
Rev.	Amendments	Date

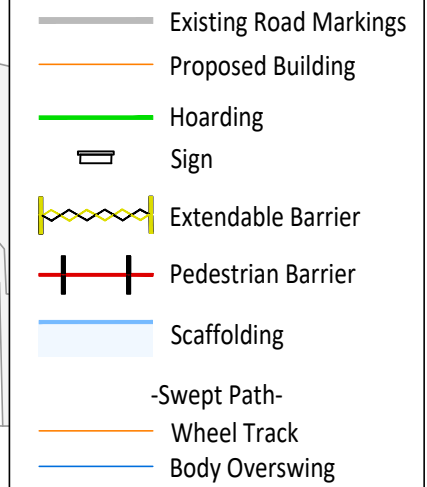
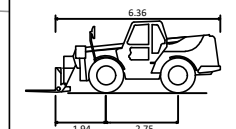


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Drawing Status		Construction	
Client			
Peter Ernest Homes			
Project			
270a London Road, Waterloooville			
Drawing Title			
Panel Van Access and Egress			
Scale	Date	Drawn by	Checked by
1:250	Nov 25	SMO	ALB
Drawing No.			Rev.
2025-6837-005			-



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|----|--|-----------|
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| 5. | <p>Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.</p> | |



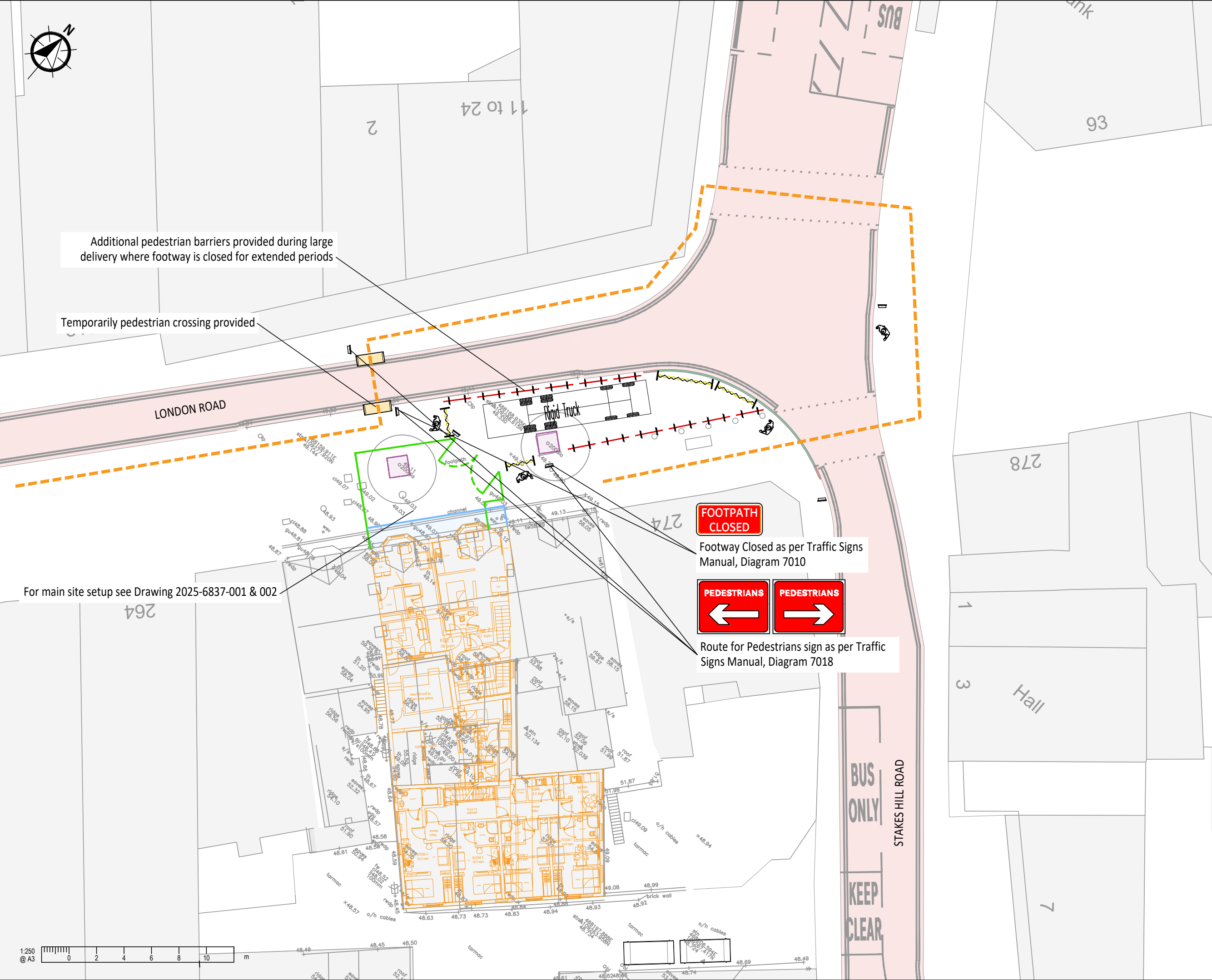
JCB 540-170 Telehandler	
Overall Length	6.360m
Overall Width	2.440m
Overall Body Height	2.690m
Min Body Ground Clearance	0.358m
Track Width	1.900m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.100m

-	Original Issue	13/11/2025
Rev.	Amendments	Date



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Drawing Status			
Construction			
Client			
Peter Ernest Homes			
Project			
270a London Road, Waterlooville			
Drawing Title			
Telehandler Transfer of Materials			
Scale	Date	Drawn by	Checked by
1:500	Nov 25	SMO	ALB
Drawing No.			Rev.
2025-6837-006			-



Additional pedestrian barriers provided during large delivery where footway is closed for extended periods

Temporarily pedestrian crossing provided

For main site setup see Drawing 2025-6837-001 & 002

FOOTPATH CLOSED

Footway Closed as per Traffic Signs Manual, Diagram 7010



Route for Pedestrians sign as per Traffic Signs Manual, Diagram 7018

- A3**
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- Existing Road Markings
- Proposed Building
- Hoarding
- Sign
- Extendable Barrier
- Pedestrian Barrier
- Scaffolding
- Pedestrian Diversion

-	Original Issue	13/11/2025
Rev.	Amendments	Date



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Drawing Status: Construction

Client: Peter Ernest Homes

Project: 270a London Road, Waterlooville

Drawing Title: Temporary HGV Access Arrangements Overview

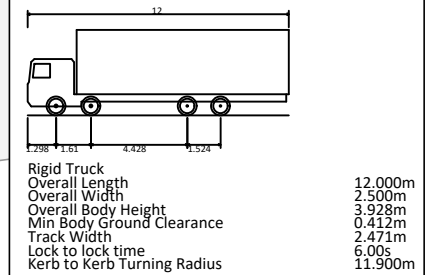
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Drawing No.: 2025-6837-007	Rev.: -
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-
- Legend:
- Existing Road Markings (Grey line)
 - Proposed Building (Orange line)
 - Hoarding (Green line)
 - Sign (Icon of a signpost)
 - Extendable Barrier (Yellow zigzag line with vertical posts)
 - Pedestrian Barrier (Red line with vertical posts)
 - Scaffolding (Blue shaded area)
 - Swept Path-
 - Wheel Track (Orange line)
 - Body Overswing (Blue line)



-	Original Issue	13/11/2025
Rev.	Amendments	Date

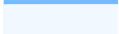


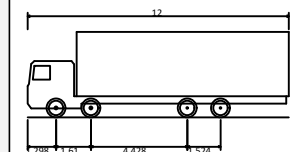
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Drawing Status			
Construction			
Client			
Peter Ernest Homes			
Project			
270a London Road, Waterloooville			
Drawing Title			
12.0m Rigid Truck Access and Egress			
Scale	Date	Drawn by	Checked by
1:500	Nov 25	SMO	ALB
Drawing No.			Rev.
2025-6837-008			-



- | | | |
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-  Existing Road Markings
-  Proposed Building
-  Hoarding
-  Sign
-  Extendable Barrier
-  Pedestrian Barrier
-  Scaffolding
-  -Swept Path-
-  Wheel Track
-  Body Overswing



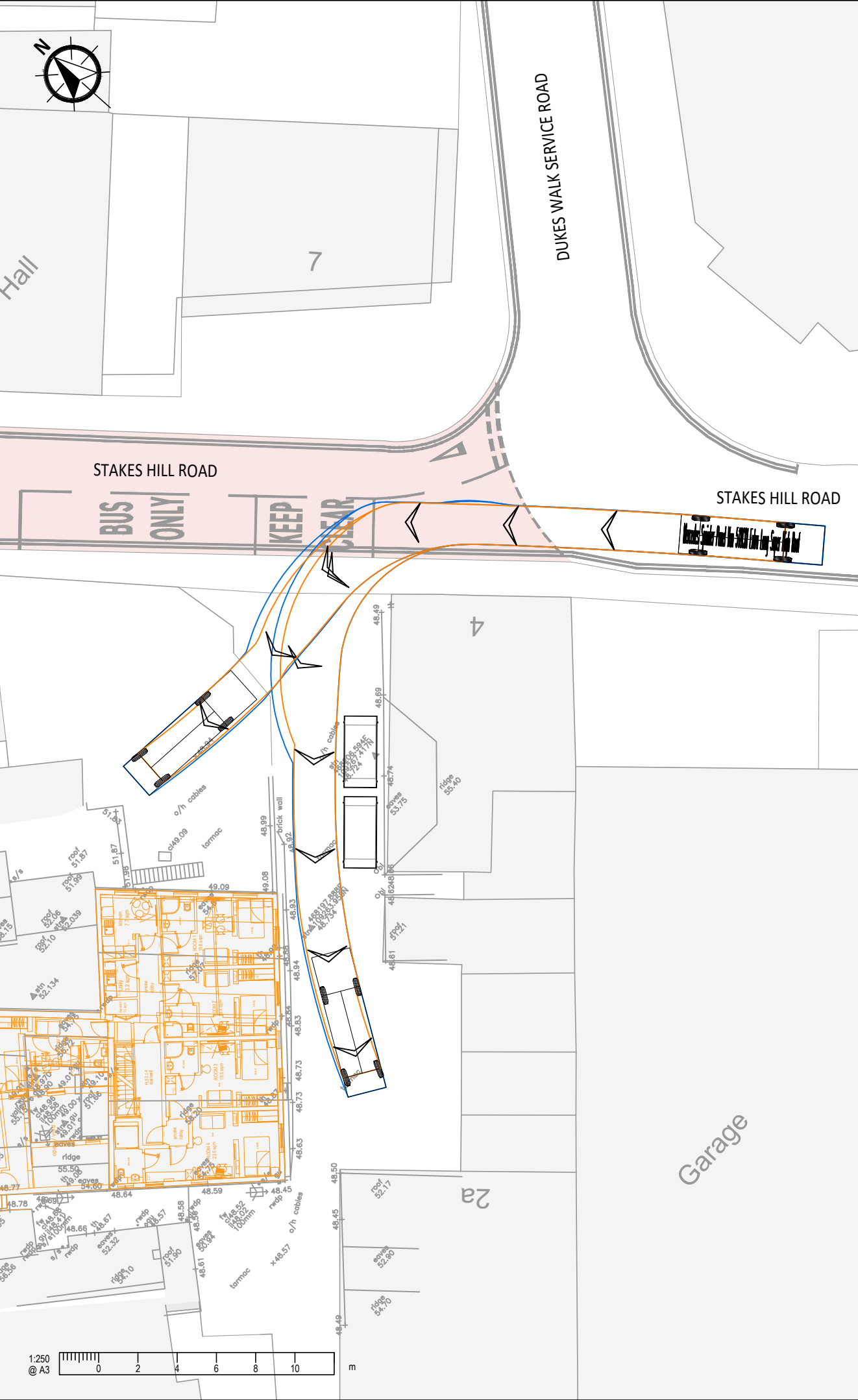
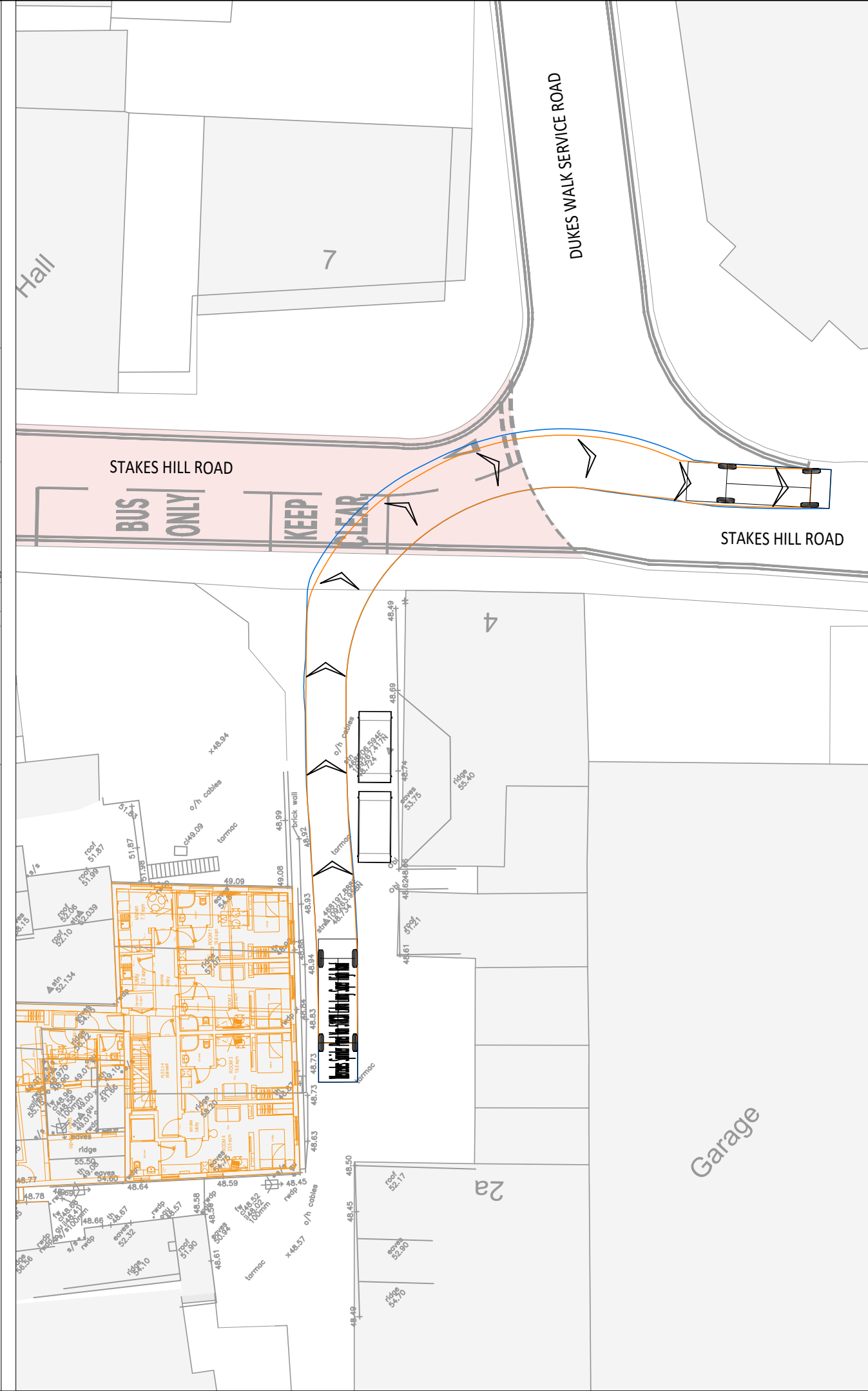
Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

-	Original Issue	13/11/2025
Rev.	Amendments	Date



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Drawing Status				Construction			
Client							
Peter Ernest Homes							
Project							
270a London Road, Waterloooville							
Drawing Title							
Concrete Mixer Access and Egress							
Scale		Date		Drawn by		Checked by	
1:500		Nov 25		SMO		ALB	
Drawing No.						Rev.	
2025-6837-009						-	



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Existing Road Markings

Proposed Building

-Swept Path-

Wheel Track

Body Overswing

7.345

4.325

1

Mercedes Sprinter Panel Van 518CDI
Extra Long Super High Roof

Overall Length7.345m

Overall Width1.993m

Overall Body Height3.030m

Track Width1.993m

Min Body Ground Clearance5.00s

Lock to lock time5.00s

Wall to Wall Turning Radius7.800m

-	Original Issue	13/11/2025
Rev.	Amendments	Date

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Drawing Status

Construction

Client

Peter Ernest Homes

Project

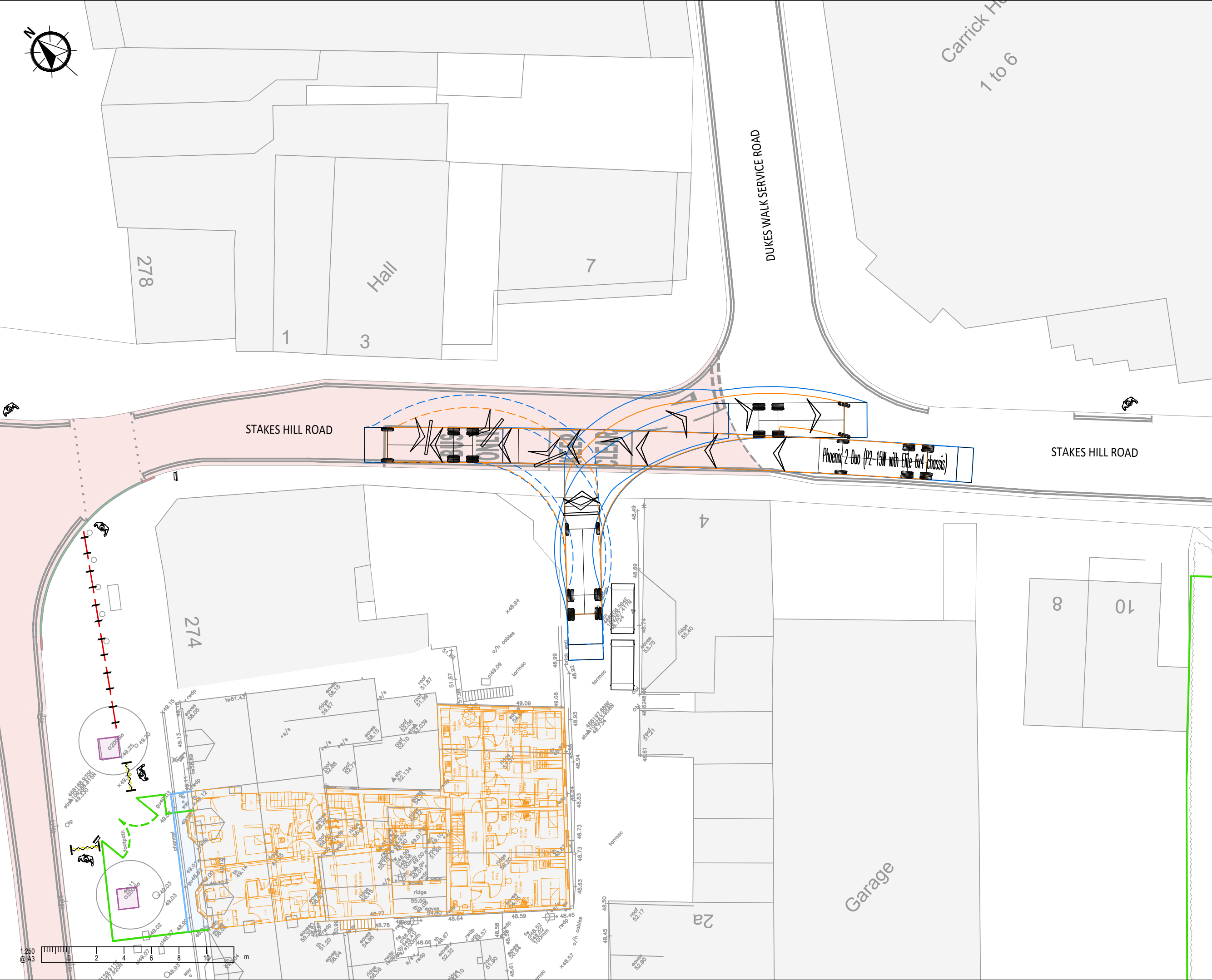
270a London Road, Waterlooville

Drawing Title

Existing Service Road
Access and Egress

Scale	Date	Drawn by	Checked by
1:250	Nov 25	SMO	ALB

Drawing No.	Rev.
2025-6837-010	-



- A3**
1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
 2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings
Proposed Building
-Swept Path-
Wheel Track
Body Overswing

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

-	Original Issue	13/11/2025
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status		Construction	
Client			
Peter Ernest Homes			
Project			
270a London Road, Waterloooville			
Drawing Title			
Existing Bin Collection Arrangements			
Scale	Date	Drawn by	Checked by
1:250	Nov 25	SMO	ALB
Drawing No.			Rev.
2025-6837-011			-



APPENDICES



Appendix A Site Plan

PROPOSED
ACCOMMODATION

BACK TO FITNESS
Proposed GIA = 177 sqm
177 sqm on ground floor

Reconfigured Boxing and Exercise Gym on ground floor. Main entrance via the pedestrian London Road / High Street
Emergency exits are rear.
Dedicated bin area.

CO LIVING UNIT
Proposed GIA = 345 sqm
55 sqm ground floor communal areas
145 sqm first floor
145 sqm second floor

New Co Living unit on 3 levels at the back. This will create 10 number 20 sqm private rooms and generous and flexible communal open plan kitchen / living spaces with utility and storage areas and redesigned internal courtyard.
Dedicated bin and bike stores.

FLATS
Proposed GIA = 193 sqm
5.5 sqm ground floor lobby
95 sqm first floor stair core
92.5 sqm second floor flat

4 number studio flats (37 or 38 sqm) to be accommodated on first and second floor with an improved internal stairwell.
Bike storage adjacent to each flat with a dedicated bin store at the back.

FIRST FLOOR
AS PROPOSED - 1:150



NOTES:
This drawing has been prepared for PLANNING APPLICATION and is not to be used for any other purpose. Dimensions are indicative and should be referenced against measured surveys only.
This drawing is the property of LUNDI ARCHITECTS and must not be reproduced, in part or whole, or deviated from, without their permission.

AMENDMENTS	DATE
CLIENT	
PETER ERNEST HOMES LTD	
PROJECT	
REDEVELOPMENT OF 270 LONDON ROAD WATERLOOVILLE	
DRAWING TITLE	
FIRST FLOOR PLAN AS PROPOSED	
DATE	
OCTOBER 2024	
SCALE	
1:150 @ A3	
DRAWING No.	REVISION
LA2408 011	.

LUNDI
ARCHITECTS

Lundi Architects Ltd
THE STUDIO
12A FIVE HEADS ROAD
HORNDEN
HANTS, PO8 9NW

www.lundi-architects.co.uk
Julia 07889 515860
studio@lundi-architects.co.uk
Olaf 07801 279046

PROPOSED ACCOMMODATION

BACK TO FITNESS

Proposed GIA = 177 sqm
177 sqm on ground floor

Reconfigured Boxing and Exercise Gym on ground floor. Main entrance via the pedestrian London Road / High Street
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SECOND FLOOR AS PROPOSED - 1:150



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AMENDMENTS

DATE

CLIENT

PETER ERNEST HOMES LTD

PROJECT

REDEVELOPMENT OF
270 LONDON ROAD
WATERLOOVILLE

DRAWING TITLE

SECOND FLOOR PLAN
AS PROPOSED

DATE

OCTOBER 2024

SCALE

1:150 @ A3

DRAWING No.

LA2408 012

REVISION

LUNDI ARCHITECTS

Lundi Architects Ltd
THE STUDIO
12A FIVE HEADS ROAD
HORNDEN
HANTS, PO8 9NW

www.lundi-architects.co.uk
Julia 07889 515860

studio@lundi-architects.co.uk
Olaf 07801 279046

ROOF PLAN
AS PROPOSED - 1:150



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AMENDMENTS	DATE

CLIENT

PETER ERNEST HOMES LTD

PROJECT

REDEVELOPMENT OF
270 LONDON ROAD
WATERLOOVILLE

DRAWING TITLE

ROOF PLAN
AS PROPOSED

DATE

OCTOBER 2024

SCALE

1:150 @ A3

DRAWING No.

LA2408 013

REVISION

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Lundi Architects Ltd
THE STUDIO
12A FIVE HEADS ROAD
HORNDEN
HANTS, PO8 9NW

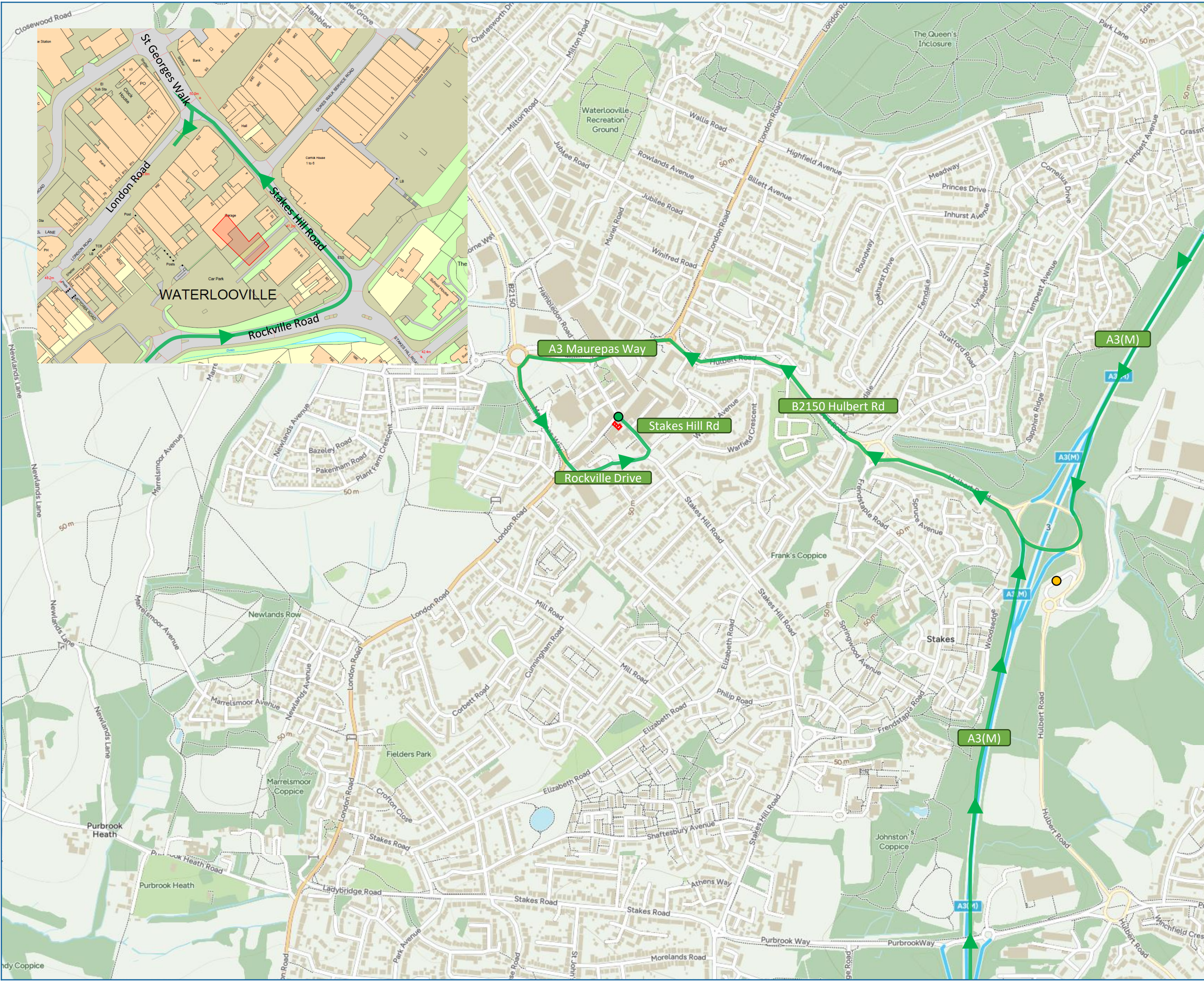
www.lundi-architects.co.uk
Julia 07889 515860

studio@lundi-architects.co.uk
Olaf 07801 279046



Appendix B

HGV Routing Plans



Legend

 Site Compound

 Arrival Route

 HGV Holding Area



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
www.bpcivils.co.uk

Title:

HGV Arrival Route

Project:

London Road, Waterloooville

Client:

Peter Ernest Homes

Job No:

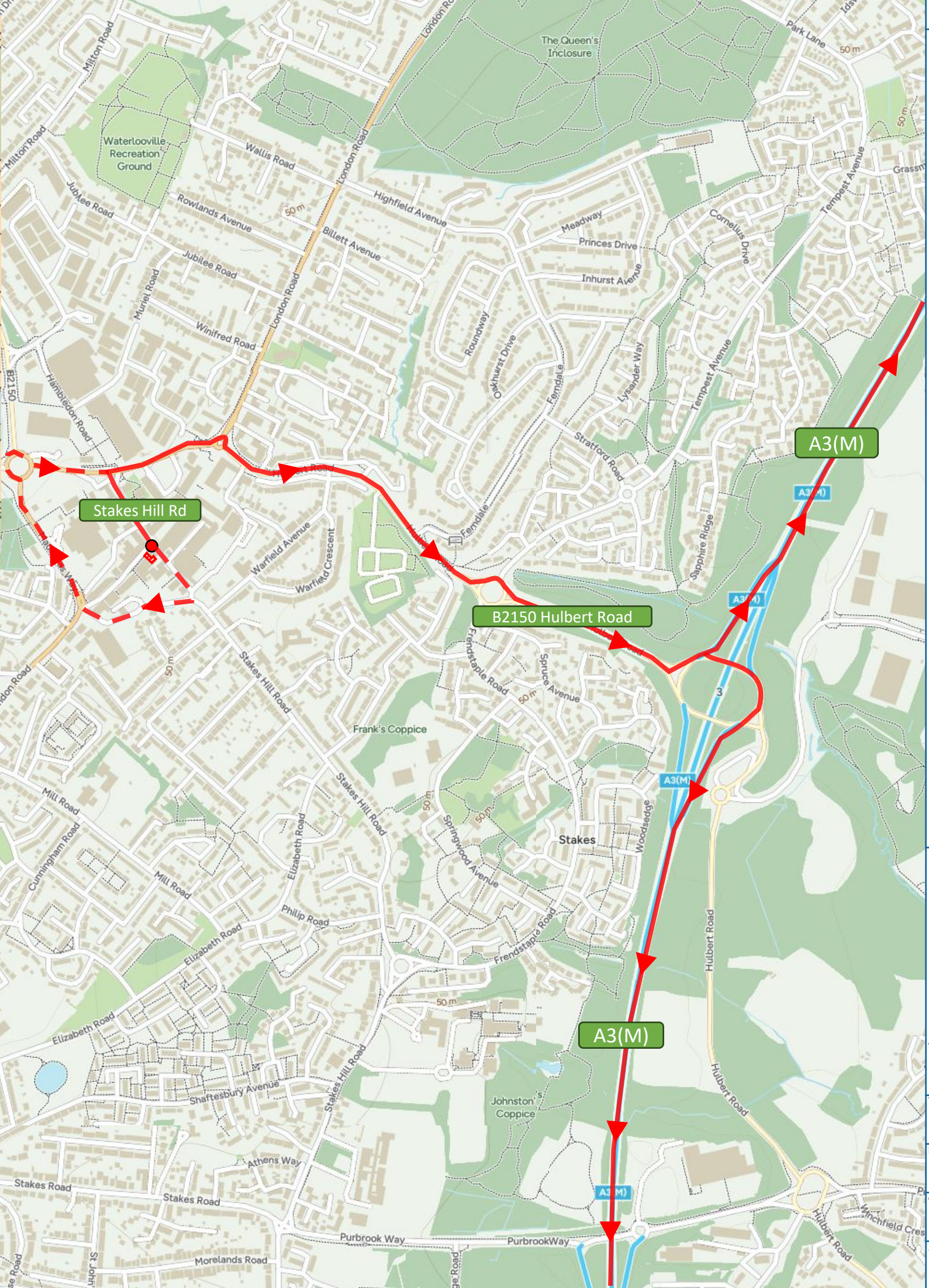
6837

Plan No:

Plan 01

Rev:

-



- Legend
-  Site Compound
 -  Departure Route
 -  Alternative Departure Route



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Transport Planning and Civil Engineering Consultants
65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
www.bpcivils.co.uk

Title: HGV Departure Route		
Project: London Road, Waterlooville		
Client: Peter Ernest Homes		
Job No: 6837	Plan No: Plan 02	Rev: -



BRIGHT PLAN

Bright Plan Ltd – Transport Planning | Civil Engineering | Landscape Design

65 Chichester Enterprise Centre, Terminus Road, Chichester PO19 8FY

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T: 0333 3583270
www.bpcivils.co.uk

