

WJCJ Ltd

Application Number: APP/25/00204

Site Address: Harbour Court, 15 Langstone Road, Havant

Proposal: Construction of detached 4 bedroom bungalow with associated refuse and cycle stores and on site parking.

Condition 5

Revision 2

Introduction

This Construction Environmental Management Plan (CEMP) has been prepared to address the Method of Demolition and Construction, Construction Set Up, Hours of Work and General Health and Safety.

The CEMP outlines and mitigates any potential impacts of the construction process on the receptors surrounding the development site, the environment within and around the site.

It is the intention of WJCJ Ltd that all work will be carried out in accordance with all relevant statutory provisions, and that all reasonable practicable measures will be taken to avoid any risk to its employees or others who may be associated or affected thereby.

General

WJCJ Ltd will ensure that the development of site logistics is an integral part of ensuring the site operations are delivered in accordance with a pre-planned strategy.

Site logistics involves the controlled provision of labour, plant and material resources and their optimum use in a safe productive environment whilst acknowledging the site constraints and needs of the project and local environment.

Site logistical requirements will be further developed by means of future detailed method studies with the selected Main Contractor.

Such studies will cover security, accommodation, welfare, temporary mechanical and electrical services, access and egress, unloading and storage, horizontal and vertical movement of labour and materials, fire prevention and waste removal.

WJCJ Ltd will ensure that high levels of safety and organisation are maintained at all times.

The logistics strategy will be formulated with due regard to the local constraints of the site, the design of the building and the proposed construction methodology and we enclose an indicative site establishment layout, to be read in conjunction with the sections hereafter.

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Context & Scope

The principal aim of this CEMP is to provide further evidence that WJCJ Ltd intends that all works are organised and delivered in a manner that safeguards the highway impact, highway safety and the receptors of the area surrounding the development site, whilst protecting the environment.

Existing Development

WJCJ Ltd site management and supervising staff have responsibility for implementing the Company's Health and Safety Policy and will ensure that Health and Safety considerations are always given priority when planning and during the day to day supervision of the work.

All Employees and Sub Contractors are expected to co-operate with WJCJ Ltd carrying out their duties, and will ensure that their work, so far as is reasonably practicable, is carried out without risk to themselves or others.

It is our objective to ensure that accidents and ill health arising from work activities are minimised and that due consideration is given to adjoining properties/residents and members of the public.

WJCJ Ltd has appointed a firm of external safety advisers to visit the project on a regular basis to give advice on the requirements of the relevant statutory provisions and safety matters generally.

Development Schedule

There will be four main phases of the development:

Phase 1 - Site clearance

Phase 2 - Main structure construction

Phase 3 - Internal fit out and finishes.

Phase 4 – External works and landscaping

The proposed development is expected to start as soon as possible, and is expected to last for approximately 12 months. However, the construction programme may be subject to change.

Prior to any demolition or construction works being carried, a local highway condition survey will be carried out and recorded by means of dated photographs. These records will be kept and stored for future reference.

Once all development work has been completed, a further survey will be carried out and comparisons made with the original survey.

Prior to any works starting WJCJ Ltd will contact local stakeholders and occupiers of the properties which may be potentially affected by the construction works. Relevant updates will be communicated as appropriate.

Our Site Manager will therefore be available to meet and explore issues with concerned residents directly, via appointment. Complaints are taken seriously and will be addressed immediately by the construction team.

Project General Arrangements

The works include the initial demolition and clearance phase which will consist of the removal of all buildings not to be retained.

Site Facilities (General)

The WJCJ Ltd philosophy in respect of the provision of site facilities and site services will be based on the premise that where a common user facility is required for the benefit of a number of trades, such as welfare/compound areas, security, temporary power, services etc.

The above will be provided and controlled by WJCJ Ltd.

In general terms, the following items (but not limited to) would be WJCJ Ltd management duties:

1. Unloading, handling and storage of materials
2. Provisions of craneage (supplementary to the common user tower crane if required)
3. Scaffolding and access equipment
4. Protection
5. Sub-Contractors storage accommodation
6. Adverse weather aids
7. Normal Contractors plant and equipment

Hours of Working

The Planning Conditions stipulate the maximum hours of working and they will form part of the obligations imposed on the working on site.

We are extremely aware of the traffic, restricted width of the access, the adjacent properties and business's also avoidance of the busy times during the day will be planned as part of the management of the project.

Due to the close proximity of surrounding buildings, business premises and the associated traffic congestion at the beginning and the end of the day WJCJ Ltd will seek to restrict material deliveries and collections to and from the site between the hours of 09.30 and 14.30 and between 8.00 am and 1.00pm on Saturdays and not at all on Sundays, Public and Bank Holidays

In addition, no HGVs associated with the development will be parked up or waiting, in the close surrounding areas during these times.

These conditions will be conveyed to all relevant parties when placing material and subcontract orders.

Site Access and Traffic Management

Access routes for construction personnel, visitors and delivery vehicles will be developed to suit acknowledged constraints and conditions.

To this end we will arrange deliveries outside the busy hours of when local residents are taking children to school and returning them in the late afternoon.

Access to the site will still be possible along the exiting road and this route will be maintained throughout the project.

Construction vehicles will be managed and prevented from causing obstructions to the highway.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians.

The traffic management plan will be controlled by our Site Manager and reviewed regularly.

The material deliveries and waste away will be within a controlled zone at the site entrance.

Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

Our Project Manager and Site Manager will manage the traffic.

All deliveries will be booked in advance to ensure single delivery accommodation and co-ordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time' where possible. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details.

All materials will be delivered and offloaded into the rear of the site by 'hiab' crane or forklift onto the hardstand ground via the ground floor hoarding entrance. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment.

All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

Demolition - There will be a maximum of 2 lorry movements per day. A 40 yard skip will be located at the rear of the site, to allow loading of waste and access for removal for a period of a month.

- ☐ Debris/ rubble/ waste 40 yarder skip
- ☐ Muck away Lorry 9m x 2.5m (Dwell time 30min per load)
- ☐ Concrete Lorry 9m x 2.5m (Dwell time 20min per delivery)

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- ☐ Delivery vehicle type 1 5m x 2.15m (Dwell time 20min to 1hour)
- ☐ Delivery vehicle type 2 7m x 2.15m (Dwell time 20min to 1hour)
- ☐ Delivery vehicle type 3 10m x 2.500m (Dwell time 20min to 1hour)
- ☐ Delivery vehicle type 4 14.154m x 2.520(Dwell time 20min to 30min)

We have reviewed the traffic route and are not aware of any other known developments occurring within our construction phase.

Existing Parking Restrictions. Parking in the local area is restricted. There are roads in the vicinity for contractors to park.

As part of our Corporate Social responsibility, and aim to reduce carbon footprint, we will be encouraging the use of car/van-share to our supply chain. This will be promoted via our tender documentation, and sub-contract appointment, this method has been adopted on previous schemes successfully.

Local Authority Waste and Recycling collections in the immediate area, will be monitored, and wherever possible, WJCJ Ltd will try and minimise any deliveries that occur to the site on waste collection days, in order to reduce the potential for congestion.

Noise

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated.

Suitable mitigation measures to be used include:

- ☐ Standard construction hours
 - ☐ The use of quieter alternative methods or mechanical plant, where reasonably practical
 - ☐ Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical
 - ☐ Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use
 - ☐ The use of site hoardings or portable acoustic enclosures/screens
 - ☐ Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum
- Emissions From Site
- ☐ All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
 - ☐ During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. High pressure hoses will be used to saturate all bulk materials with water during the process and whilst

loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.

- ☐ Hoarding will be erected around the site to with reducing the visual impact and provide protection for the construction workers and public, this will also act as a barrier for dust and waste originating from within the site.
- ☐ All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- ☐ A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance, we will have a large hardstanding area for vehicles to park on, the demolished materials and excavation will be loaded directly into the lorry, we anticipate that the wheel washing requirement is minimised due to our concrete hardstanding at the rear of the site, any overspill will be washed off the road surface.
- ☐ The area around the site including will be regularly and adequately swept to prevent any accumulation of dust and dirt.
- ☐ Burning of materials on site will not be permitted in order to prevent smoke emissions.

Loading and Unloading of Materials

Loading and unloading of materials will take place within the compound to the rear of the site as designated within this plan.

As noted our site will be accessed through St Stephens Road we will erect WJCJ Ltd signboards to direct traffic to the building plot.

Any vehicles which cannot turn within our site to exit the site in a forward gear will be reversed out of the site with a banksman in attendance.

Handling and Storage of Materials

All materials will be delivered in accordance with the agreed project programme and coordinated on a just-in-time basis to minimise on-site storage requirements. Deliveries will be scheduled to align with planned installation dates, as identified within the project Gantt programme, ensuring efficient handling and reducing double handling wherever possible.

Where immediate installation is not feasible, materials will be stored within the designated hardstanding area at the rear of the site, on suitable level ground, protected from damage and adverse weather. The Site Manager will monitor storage arrangements to ensure safe stacking, segregation of materials, and compliance with manufacturer recommendations.

Typical Delivery Sequence Logic

1. **Weeks 1–2:** Site establishment, demolition plant, wheel wash measures.
2. **Weeks 3–6:** Substructure & brick deliveries (Ibstock Leicester Autumn Multi + Cranborne Cills).
3. **Weeks 7–10:** Roofing materials (Redland Breckland Brown tiles).
4. **Weeks 11–14:** Windows & external doors.
5. **Weeks 13–16:** Rainwater goods, fascia & soffits.
6. **Weeks 15–20:** Landscaping (Bradstone Buff block paving, Kelkay Abbey paving).

The logistics of supplying the right materials to the right place at the right time is of prime importance.

Avoiding over congestion on site will require an effective regime in terms of handling and storage of materials.

This will largely depend upon deliveries being carefully planned, co-ordinated and delivered to suit the needs of the programme.

To achieve this, the following will be instigated:-

- Adequate hoisting/off loading/handling facilities
- Delivery schedules
- Palletised loads
- Pre-planned storage areas
- Just-in-time deliveries

It is of prime importance to ensure safe and efficient material movements to and from both the workface and compound areas.

Materials will, wherever possible, be brought to site for delivery straight to the work face or pre-fabrication area.

A designated lay down area will be provided forming the principle areas of the management, handling and storage of materials.

The timing of deliveries will avoid peak times, particularly at the start and end of the working day.

We also acknowledge that the deliveries may need to be held prior to entry into the site and therefore we will establish a marshalling area from where deliveries can be “called forward” in a timely and controlled manner.

Our site entrance area is of a suitable size to accommodate this facility.

Delivery of Plant & Materials

All materials associated with the development process will be stored within the site boundaries. Skips and other plant will also be stored within the curtilage of the site. A dedicated loading and unloading area for plant and materials will be provided. Johnson Developments Ltd will ensure that the section of road will be kept clear at all times.

We will work closely with neighbouring properties regarding deliveries, and vehicular holding-areas, thereby minimising disruption to the public.

There will be a qualified Banksman whose duties will involve the management of delivery vehicles.

The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site.

The majority of material deliveries will be off-loaded by the vehicle hiab/crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided on site when this is not possible.

Lorry standing-times will be kept to a minimum wherever possible.
An existing Hard standing at the rear of the public house will be utilised for storage areas, loading/unloading, traffic and pedestrian routes on-site.

This will provide a clean surface for manoeuvres, and will help to prevent vehicles from carrying mud and debris onto the public highway, this is of particular use during the demolition and excavation phase.

Large vehicular deliveries to the site will be pre-booked wherever possible, to avoid congestion on Langstone Road.

All deliveries will then be met by the WJCJ Ltd Banksman who will assist vehicles entering, exiting and manoeuvring into and out of the site.

WJCJ Ltd will adopt a procedure to maintain the cleanliness of the carriageway.

At the initial stages of the project when vehicles are entering site and are unlikely to be running on hard surfaces, wheel washing procedures will be implemented along with regular road cleaning if required.

This will continue until a more permanent surface is established. Regardless of this, the cleanliness of the highway will be maintained.

Storage of Plant and Materials

An area on site has been allocated for the storage of plant and materials during the construction period.

It will be our Site Managers responsibility to coordinate the delivery of materials in a just in time basis in order to utilise the area designated.

Vehicle Wheel Washing Facility

It will be our policy to adopt a procedure where vehicles carrying mud and excavated materials will be washed close to the exit point to ensure that all vehicles leaving the site are adequately cleaned and will not contaminate the surrounding public roads, we will hold on site a water fed pressure washing system.

Project Team Accommodation

The project team offices are to be located at the rear of the site.
The welfare facilities consist of a dedicated toilet within a dedicated unit and the site office is located within the adjacent site cabin.

We will have a storage container outside the existing site cabin.
The location of the site set up will allow for security of access to the site and monitoring materials deliveries and safe personnel access.

Site Welfare Facilities

The adequate provision and appropriate location of welfare facilities is a significant factor in the creation of a productive site environment our facilities will comply with the CDM 2015 Regulatory requirements.

It is also important to recognise, that the provision of “good” welfare facilities will contribute to making the project an attractive project to a prospective workforce.

The location of site accommodation considerably influences the amount of productive time that is lost travelling to and from the site accommodation to the work sites.
Initially facilities will be located at the rear of the site and eventually supplemented by welfare facilities on other areas of the site, we will enable this from our mobile site welfare units.

Removal and Disposal of Waste

In the interest of Health and Safety / general welfare / efficiency and image, maintaining clean and tidy site will be given an appropriate high level of recognition.

Whilst responsibility for maintaining a clean and tidy site remains clearly with Cordage Group the developed strategy will ensure that all parties including the Sub-Contractors contribute practically to maintaining a clean and tidy site within a framework of clearly defined responsibilities coupled with appropriate penalties for non-compliance.

In this regard we will ensure clear and precise requirements are defined within the Sub-Contractors tender enquiry documents.

Within the overall strategy, WJCJ Ltd will be responsible for:-

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- ☐ Ensuring appropriate; defined exits for the removal of rubbish and waste materials
- ☐ Establishing appropriate collection points for Contractors use
- ☐ Provision of appropriate skips in relation to the waste being generated
- ☐ Skip removal; waste disposal; skip replacement
- ☐ Provision of adequate plant; temporary works (as required) and operatives, to support the overall strategy
- ☐ Provision of necessary resources to undertake additional cleaning at required stages of construction, and at completion, via:
 - directly employed operatives
 - specialist cleaning

Through the health and safety regime, positive attitudes will be developed in relation to cleanliness and tidiness, both with employed organisations and individual employees.

We will ensure compliance with all statutory regulations and promote best practice in relation to maintaining a clean and tidy site; waste removal and disposal.

Temporary Fencing, Barriers, Public Protection & Security

Site security is of particular importance to this project, the level of security will increase as the project develops and night time patrols may be instigated as appropriate to discourage theft/vandalism etc, with appropriate safety lighting to facilitate safe patrol routes.

All personnel working on site will be required to carry identification passes, which will only be issued following a formal safety/security induction, and will be wearing full PPE.

All vehicles entering the site will be required to be checked at the front check-point and receive authorisation to proceed on to the site.

The perimeter hoarding being the first line of defence is expected to be left in place. Typically our temporary fence will comprise 2.4m high, 18mm WBP ply painted with skirtings and pelmets, together with access gates strategically placed to permit pedestrian and vehicle movements.

Additionally, if appropriate, protective covered pedestrian walkways will need to be provided and protection fans in locations posing a high risk to pedestrian access.

Scaffolding & Hoarding

At this stage, it is envisaged to utilise the existing rear entrance to the site, for the new development.

The entire site boundary will be hoarded throughout the development process, and will be in a presentable and professional style.

The hoarding will be erected prior to any demolition works.

The hoarding will increase site security, and protect members of the public, particularly during the demolition stage of the development.

Hoarding will also have environmental benefits in terms of reducing the impact of dust generated on the surrounding environment and reducing noise pollution from the site.

Mandatory safety signage will be displayed around the perimeter for the general public and visiting vehicles.

Mandatory safety signage will be displayed on the access gates for construction staff entering the site.

Temporary Signage

The general temporary site signage is provided to enhance site control, safety and security.

A Project Signboard/Main Information Sign of approved design will be positioned at the site entrance to advise all personnel.

In addition, strict access limits to certain areas will be enforced within the programme with appropriate signage and physical measures located throughout the project.

Temporary Site Services

Electricity

A temporary dedicated metered construction supply will be provided, complying with all current regulations, feeding a temporary distribution unit situated within the site boundary (exact location to be determined).

Within the construction area, power distribution at 110v and safety lighting will be installed to connect tools, and task lighting.

All high voltage cables are to be in armoured wire, suitably buried, protected and physically identified so as to safeguard continuity of supply in the event of cable damage during construction operations.

At strategic points around the site lighting powers will be located to illuminate the site, welfare areas and the main compound with a low level of general safety lighting provided site-wide.

Water & Drainage

Whilst we would advocate advancing the installation of permanent incoming supplies and drainage outfalls as opposed to providing temporary installations additional

information regarding the timing of those supplies from the authorities will have to be put in place.

These supplies will be required to feed the site welfare facilities and supplies for concrete curing, mortar and plaster mixing etc.

A detailed study will be undertaken of all the above items during the pre-construction period to identify with the project team the most appropriate level of protection and course of action.

NOTE: All protective materials will be fire resistant and approved before installation.
Control of Noise

Noise

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated.

Suitable mitigation measures to be used include:

- ☐ Standard construction hours.
- ☐ The use of quieter alternative methods or mechanical plant, where reasonably practical.
- ☐ Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- ☐ Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- ☐ The use of site hoardings or portable acoustic enclosures/screens where practical.
- ☐ Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- ☐ Hoarding will be erected around the site to with reducing the visual impact and provide protection for the construction workers and public, this will also act as a barrier for transferred noise originating from within the site.

We will restrict noisy activities within our operations to the following times:

- ☐ In two time-slots for breaking out concrete – 09.00 to 12.00 and 14.00 to 16.00
- ☐ Cutting and high noise level will follow the same timing.

We will endeavour to ensure that the noise and vibration produced by work equipment is with a view to lowering the risk when equipment is used.

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system, which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.

We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

The mitigation measures, emanating from the risk assessment, will be delivered on site via toolbox talk communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.

We will ensure that our demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work.

The correct training will be in place to cover all aspects expected of this standard.
Control of Dust Emissions

The principal construction activities that will generate dust are typically demolition, excavation, foundations and external works.

The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment.

We will also add shielding to cutting equipment

When activities are being carried out that risk generating large volumes of airborne dust, WJCJ Ltd will employ dust suppression measures.

This will normally take the form of damping down and dust screens.

Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

There will be a fully trained Site Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

We will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site.

We will employ a road sweeper as required to maintain a clean road surface.

The main time where the roads will need to be cleaned within the project will be demolition and when ground works commence i.e. removal of soil /clay etc, we will monitor this carefully.

Rodents

The building has been vacant for some time therefore site inspections have been carried out regarding rodent removal.

A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site preventing them from moving to other properties in the surrounding areas.

Site Initiatives

Other site initiatives we will implement are as follows:

- ☐ No waste build up on site
- ☐ No eating or drinking on site other than canteen area
- ☐ Capping of drains when exposed
- ☐ Traps installed as required

We confirm that all of the aforementioned conditions will be met prior to start on site or will be on-going throughout the project.

Summary

This Construction Environmental Management Plan (CEMP) has been prepared by Chris Flint Ass Ltd and is site specific.

The CEMP provides information to ensure that the development works are organised and delivered in a professional and responsible manner.

It mitigates the risk of adverse impact, and promotes the safeguard of the area surrounding the development site.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required.