Premier Inn Portsmouth (Havant)

DEMOLITION AND CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

for Proposed Hotel Extension

on behalf of Whitbread Group PLC

2024/8275/DCEMP01

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1 INTRODUCTION

1.1 Document Context

1.1.1 RGP Consulting Engineers Limited (RGP) is instructed to provide highways and transport input in support of Proposed Development at the Portsmouth (Havant) Premier Inn hotel 65 Bedhampton Hill Road, Bedhampton, Havant, PO9 3JN (the site).

1.1.2 The existing site comprises a 58-bedroom Premier Inn hotel and associated Beefeater branded restaurant. On-site car parking is provided in the order of 107 spaces for the shared use of the hotel and restaurant.

1.1.3 A planning application (reference. APP/26/00035) was submitted to Havant Borough Council for:

"*Proposed demolition of existing hotel restaurant and replacement with new hotel annexe building providing additional hotel bedrooms and all associated works*."

1.1.4 For reference, the associated branded restaurant would be removed and replaced with additional hotel accommodation. While additional hotel accommodation would be provided, the site would not generate additional trips post-development. 137 car parking spaces would be provided post-development.

1.1.5 This Demolition and Construction Environmental Management Plan is prepared with consideration to consultee comments received from Portsmouth Water on the application as follows:

Condition 1 – Construction Environmental Management Plan

"No development shall start on site until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Planning Authority in consultation with Portsmouth Water detailing all pollution mitigation measures to be adopted during the construction phase. This should include management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.

Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local public water supply source."

Condition 2 – Demolition Environmental Management Plan

"Portsmouth Water request a Demolition Environmental Management Plan is submitted for comment outlining detailing all pollution mitigation measures to be adopted during the demolition phase to ensure that water resources are not put at risk.

This should detail the control methods to be adopted during the demolition phase, including management of overland runoff, storage of hazardous materials, chemicals and hydrocarbons on site. Pollution mitigation measures should include details of the location of spill kits and the dedicated refuelling area on a hard standing. A section for Pollution Incident Action Plan should also be included.

Also to include the following:

- Roles and responsibilities.
- Training and awareness.
- Environmental control measures.

Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local public."

2 PRINCIPAL CONTRACTOR

2.1 Principal Contractor

2.1.1 A Principal Contractor would be appointed to oversee all demolition and construction. The Principal Contractor would be a member of and operate the demolition and construction site as per the requirements of the Considerate Constructors Scheme (CCS).

2.1.2 The contact details of the Principal Contractor, as well as any other responsible persons at the site, would be provided on the site hoarding for the duration of the demolition and construction programme.

2.2 Biodiversity Champion

2.2.1 The Principal Contractor would be encouraged to appoint a Biodiversity Champion for the duration of the demolition and construction programme.

2.2.2 The Champion would be responsible for implementing all measures of this document.

2.2.3 It is recommended the Champion liaise with the Ecologist for the project for the duration of the programme.

2.3 Toolbox Talks

2.3.1 The Principal Contractor would undertake Toolbox Talks with all construction personnel and visitors associated with the programme. Toolbox Talks ensure a strong safety culture and a commitment to protecting personnel (and visitors) and the wider communities affected by the construction activity.

3 CONSIDERATE CONSTRUCTORS SCHEME

3.1 Code of Considerate Practice

3.1.1 The Principal Contractor would be a member of the CCS. The CCS Code of Considerate Practice (COCP) commits Contractors to operating in a way that:

- Respects the community – Contractors must manage their impact on their neighbours and the public to support a positive experience.
    - a) Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity.
    - b) Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities.
    - c) Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.
- Cares for the environment – Contractors must minimise their impact and enhance the natural environment, by:
    - a) Prioritising environmental issues to protect the natural environment and minimising negative impacts.
    - b) Optimising the use of resources, including minimising carbon throughout the value chain.
    - c) Engaging with the community to improve the local environment in a meaningful way.
- Values their workforce – Contractors must create a supportive, inclusive, and healthy workplace, by:
    - a) Actively encouraging and supporting an inclusive and diverse workplace.
    - b) Proactively supporting safe working, mental and physical wellbeing at work.
    - c) Providing workplaces that are, well maintained, clean and secure from physical and biological hazards.

4 DEMOLITION & CONSTRUCTION SITE HOURS

4.1 Hours

4.1.1 Demolition and construction site hours would be as follows:

- Monday to Friday: 08:00 to 18:00.

  d) Noisy activities would be restricted to: 09:00 to 17:00 as far as reasonably practicable.

- Saturday: 08:00 to 13:00.

4.1.2 No works would be completed on Sundays or Bank Holidays without prior agreement from the Council.

4.1.3 Demolition and construction vehicle hours would be within the above site hours, but timed, as far as reasonably practicable, to be outside peak hours (after 09:30 and before 16:30) on the highway network.

4.2 Deviations

4.2.1 Hours of working outside the above could be unavoidable – in any such instances, the Council would be notified well in advance of any necessary deviations from the above, to include receptors (i.e. local residents) close to the site as appropriate.

4.2.2 In cases of emergency the site would be permitted to operate outside the above hours of working without prior notification to the Council. Details of the emergency would be recorded, to include any remedial actions to prevent further such instances and provided to the Council.

5 DEMOLITION & CONSTRUCTION COMPOUND

5.1 Compound

5.1.1 A demolition and construction compound would be established. The compound would comprise:

- Site offices.
- Welfare facilities.
- Material and waste stores.

5.2 Hoarding

5.2.1 The site would be hoarded for security, noise and dust control.

5.2.2 Hoarding would be heras fenced, or similar ballasted system, and double clipped with wind bracing in the form of weighted braces – all hoarding would be installed as per the manufacturers provided instructions.

5.2.3 The hoarding would display the following publicity material:

- Site Programme.
- Telephone contacts for complaints / enquiries.
- Name of the Responsible Person and emergency out of hours contact.

5.2.4 Following demolition, plywood hoarding would be erected. It is anticipated the hoarding would be painted purple with Premier Inn graphic. The hoarding would continue to display the above publicity material.

5.2.5 All hoarding would be inspected throughout the site programme to ensure it is maintained and undertake repairs as necessary.

5.3 Loading and Unloading

5.3.1 All loading and unloading would be completed within the compound.

5.4 Plant and Material

5.4.1 All plant and material would be stored within the compound.

5.4.2 Designated storage areas would be maintained for plant, materials, and waste, as well as for flammable and hazardous substances (which would be suitably stored according to Control of Substances Hazardous to Health (COSHH) Regulations).

5.4.3 Any refuelling of plant would take place on hard standing.

5.5 Spill Kits

5.5.1 Spill kits would be provided at strategic locations within the demolition and construction compound, such as close to hazardous substances. Kits would be positioned in open, unobstructed areas and would be clearly labelled to enable quick identification by demolition and construction personnel and visitors associated with the programme.

5.5.2 The location of the spill kits would be regularly reviewed throughout the demolition and construction programme to ensure the kits are optimally positioned. Kits would be regularly inspected and maintained to ensure they are fully stocked and the contents of the kits are in good order.

5.5.3 All demolition and construction personnel and visitors associated with the programme, would be informed of the location of spill kits throughout the demolition and construction programme by the Principal Contractor, or other responsible person.

6 DEMOLITION & CONSTRUCTION PROGRAMME

6.1 Programme

6.1.1 The demolition and construction programme is anticipated to be as follows:

- Installation of site hoarding.
- Disconnection of services.
- Demolition of buildings.
- Breakout and removal of slab and foundations.
- Installation of foundations.
- Frame construction.
- Cladding installation.
- Fitting out.
- Landscaping and highways.

6.1.2 The above programme, and its duration, would be confirmed following planning approval.

7 DEMOLITION & CONSTRUCTION VEHICLES

7.1 Access

7.1.1 All demolition and construction vehicles would access the site in a forward gear from Bedhampton Hill. All vehicles would manoeuvre on-site, supported by a combination of Banksmen and Traffic Marshals. All vehicles would egress the site in a forward gear onto Bedhampton Hill.

7.2 Parking

7.2.1 The existing hotel car park would be shared throughout the demolition and construction programme for hotel guests and staff and personnel and visitors associated with the programme.

7.2.2 Demand for parking from hotel guests would be greatest overnight, when the demolition and construction site would not be operational. Demand for parking from personnel and visitors associated with the programme would be greatest during the day, when hotel guests have checked out.

7.2.3 No parking associated with the demolition and construction site would be permitted at locations other than on-site.

7.3 Vehicle Schedule

7.3.1 A Demolition and Construction Vehicle Schedule would be prepared for all vehicles to ensure just one vehicle is present on site any one time and that movements are undertaken in a clean, efficient and safe manner.

7.3.2 All vehicle movements would be booked in advance, at minimum, 48 hours prior to their arrival at the site. All drivers would be requested to telephone prior to their arrival so any necessary steps can be taken at site. All drivers would be notified of any intended vehicle routing to ensure their compliance with the route.

7.3.3 As a Vehicle Schedule would be prepared, it is not anticipated vehicle hold off areas would be required. Vehicles would not be permitted to wait on Bedhampton Hill, or other local roads, prior to delivering to or collecting from the site. Nonetheless, in such instances drivers will be directed to a suitable vehicle holding area at Junction 3 of the A3 (M).

7.4 Traffic Management

7.4.1 All vehicle movements will be supported by a combination of Banksmen and Traffic Marshals – the use of such persons will minimise conflict between the vehicles and pedestrians and other vehicles.

7.4.2 All drivers will be requested to telephone prior to their arrival at the site so that measures can be put in place on-site (i.e. Banksmen and Traffic Marshals are ready to receive the vehicle).

7.5 Wheel Washing

7.5.1 It is anticipated that the demolition and construction compound would be laid to concrete, therefore, it is not considered there would be a significant deposition of dust and dirt associated with demolition and construction vehicle movements from the site.

7.5.2 Wheel washing facilities would therefore take the form of a pressure washer, or similar. The Principal Contractor would ensure there is an adequate area of hard surfaced road between the wheel washing facility and the site exit, as far as is reasonably practicable.

7.5.3 The wheel washing facility would be suitably maintained and serviced so as to avoid failure, however, should the facility fail, sufficient other measures would be enacted (i.e. sweeping).

7.5.4 A responsible person would assess the carriageway of Bedhampton Hill at least once on each working day, or as required, throughout demolition and construction, to ensure no dust or dirt is deposited.

8 DUST

8.1 Management

8.1.1 The following dust management measures would be employed throughout demolition and construction:

- Display the contact details of the responsible person for dust monitoring on the demolition / construction site hoarding.
- Record all dust complaints throughout demolition and construction and take measures where reasonable and practicable.
- Locate dust causing activities away from sensitive receptors where practicable.
- Utilise equipment fitted or in conjunction with suitable dust suppression techniques.
- Cover, seed or fence stockpiles held within the construction site compound.
- Cover all demolition and construction vehicles arriving at / departing from the site.
- Provide wheel washing facilities as appropriate to the scale of demolition and construction works.

8.1.2 The above list is not exhaustive but provides some measures to manage the impact of dust associated with demolition and construction.

8.2 Monitoring

8.2.1 A responsible person would undertake visual dust monitoring in the vicinity of the site boundary (internal and external) at least once on each working day throughout demolition and construction – results of which would be recorded in a Site Log, or similar.

8.2.2 The responsible person would monitor conditions likely to increase the risk of dust release:

- Weather (i.e. dry periods with higher wind speeds).
- Site operations (i.e. activities with increased potential for dust release).

8.2.3 When the above conditions occur, the responsible person would increase the frequency of their visual dust monitoring.

8.2.4 Additionally, and following their appointment, the Principal Contractor would consider the extents of the site and sensitive receptors in vicinity of the site as to whether passive or active samplers are to be utilised throughout demolition and construction.

9 NOISE & VIBRATION

9.1 Management

9.1.1 The following noise and vibration management measures would be employed throughout demolition and construction:

- Noisy activities would be restricted to between 09:00 and 17:00 as far as reasonably practicable.
- Record all noise / vibration complaints throughout demolition and construction and take measures where reasonable and practicable.
- Works would be sequenced to minimise the impact on noise sensitive receptors where reasonable and practicable.
- Low impact techniques would be used where reasonable and practicable.
- Equipment would be modern, quiet and well-maintained.
- Locate noisy activities away from sensitive receptors where practicable.
- Erect acoustic screens or enclosures where reasonable and practicable.
- Avoid unnecessary noise through effective site management.

9.1.2 The above list is not exhaustive but provides some measures to manage the impact of noise and vibration associated with demolition and construction.

9.2 Monitoring

9.2.1 A responsible person would undertake noise monitoring.

9.2.2 It is anticipated any monitoring would include the responsible person undertaking an informal site boundary 'walkabout' to monitor noise as experienced and to understand the impact the site may be having.

9.2.3 It is anticipated any noise measurements would be captured with a Class I Integrating Logging Sound Level Meter calibrated (before and after) with a Class I Acoustic Calibrator.

9.2.4 The Principal Contractor would consider vibration monitoring.

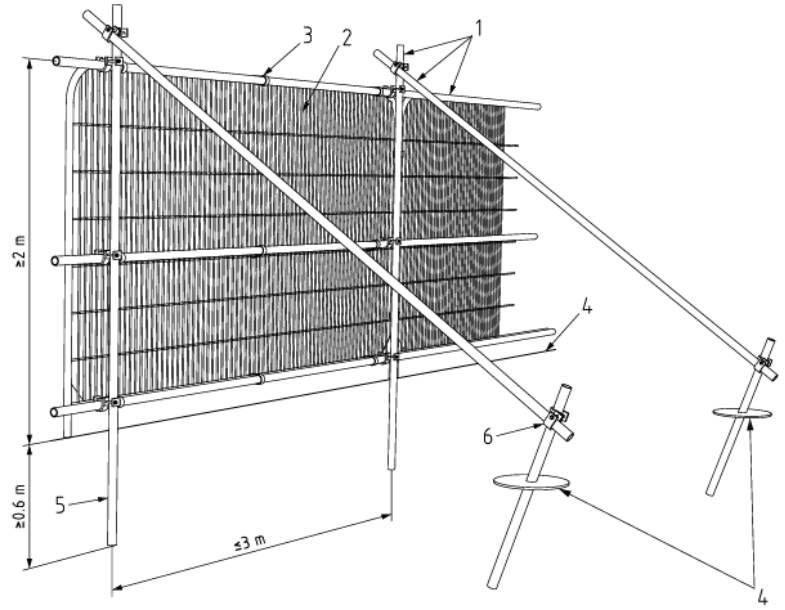
10 RETAINED TREES

10.1 Management

10.1.1 Protective measures would be installed around retained trees. Access to the protected areas would not be permitted, nor would the storage of construction materials or waste per permitted within these areas.

10.1.2 With consideration to BS 5837:2012 "Barriers should be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained tree(s). Barriers should be maintained to ensure that they remain rigid and complete."

10.1.3 The default specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.



Key
1 Standard scaffold poles
2 Heavy gauge 2 m tall galvanized tube and welded mesh infill panels
3 Panels secured to uprights and cross-members with wire ties
4 Ground level
5 Uprights driven into the ground until secure (minimum depth 0.6 m)
6 Standard scaffold clamps

Figure 1 Default Specification for Protective Barrier (BS 5837:2012)

10.1.4 The secondary specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.

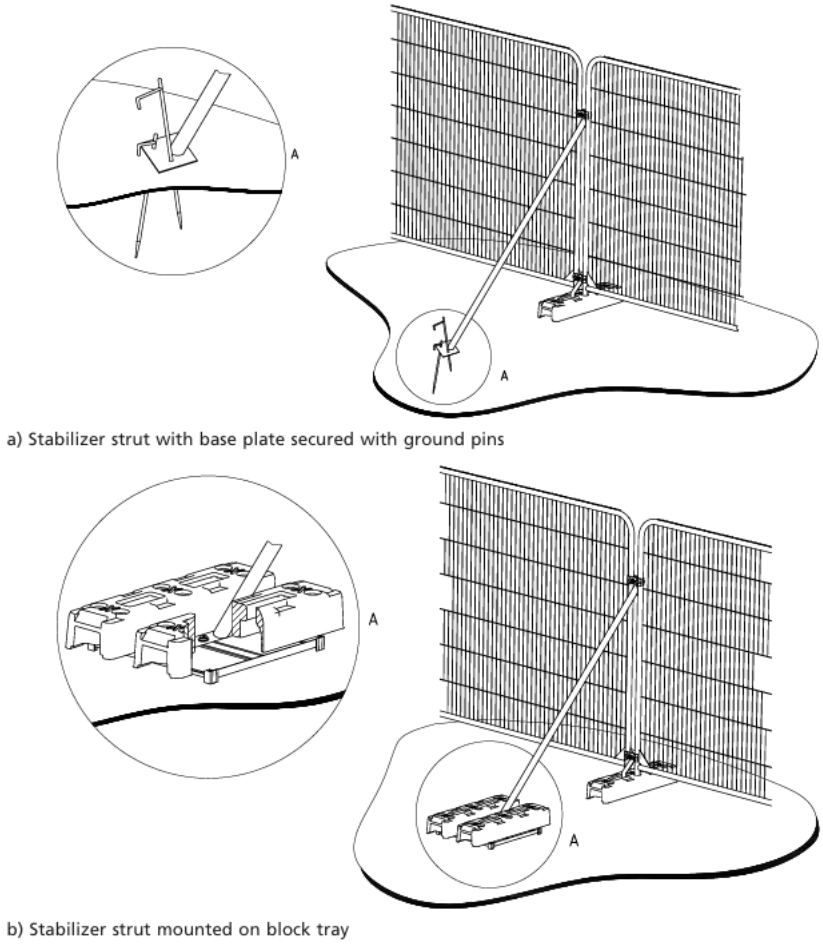


Figure 2 Above Ground Stabilising Systems (BS 5837:2012)

10.1.5 Notices would be applied to the protective barriers to confirm it is a construction exclusion zone and that access is not permitted.

11 OTHER MANAGEMENT

11.1 Lighting

11.1.1 All demolition and construction site lighting would be kept to the minimum requirement for the safety of demolition and construction personnel and to ensure effective site security.

11.1.2 All demolition and construction lighting would be sited and oriented away from light sensitive receptors. Additionally, all lighting would be sited and oriented so as not to cause distraction, glare or confusion to drivers on the local road network.

11.2 Nesting Birds

11.2.1 It is recommended construction works are completed outside of the core breeding season. Should this not be avoidable, an inspection of surrounding vegetation should be undertaken no more than 24 hours prior to the commencement of construction works.

11.3 Terrestrial Mammals

11.3.1 Excavations would be covered, or have a ramp installed, so that trapped animals could escape. Lighting would be designed to avoid light spill onto retained habitats terrestrial mammals could use. All chemicals and pollutants would be suitably stored and disposed of according to Control of Substances Hazardous to Health (COSHH) Regulations.

12 WASTE

12.1 Waste Hierarchy

12.1.1 The Waste Hierarchy would be implemented and followed.

12.1.2 The Department for Environment, Food & Rural Affairs 'Guidance on Applying the Waste Hierarchy' confirms the Waste Hierarchy "ranks waste management options according to the best environmental outcome taking into consideration the lifecycle of the material." The Waste Hierarchy, as reproduced from the Guidance, is illustrated in the figure below.

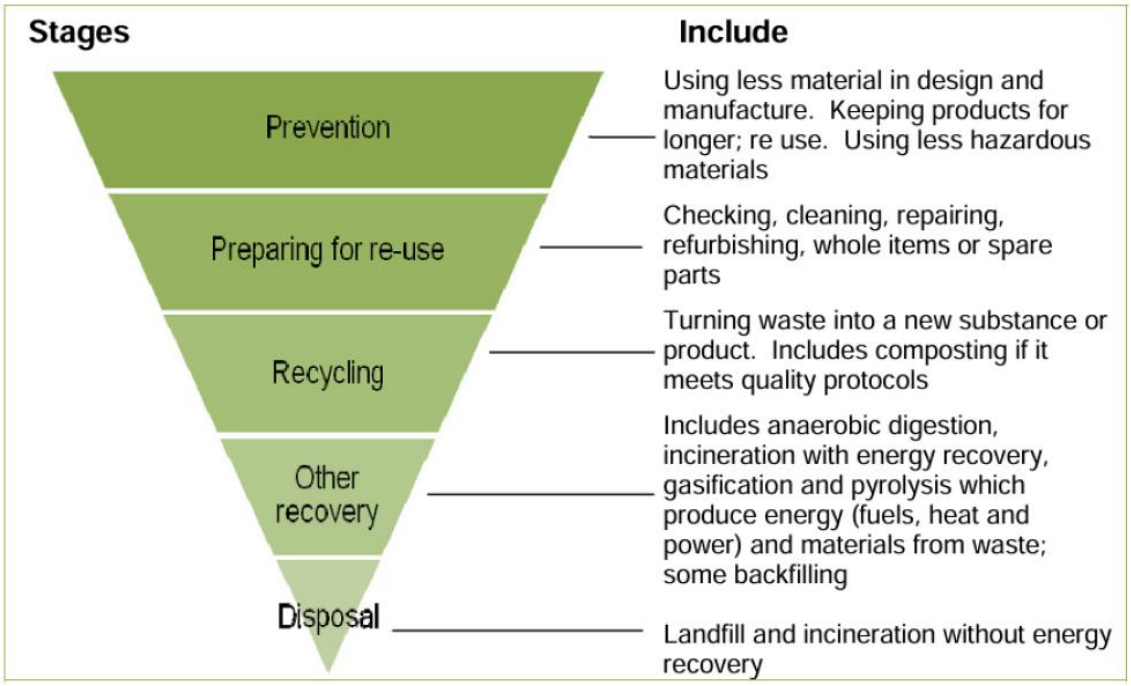


Figure 3 Waste Hierarchy (DEFRA)

12.1.3 The Waste Hierarchy gives top priority to preventing waste, and where waste is generated, preparing it for reuse, then recycling, then other recovery, prior to disposal. Application of the Waste Hierarchy supports the move to a Circular Economy.

12.2 Circular Economy

12.2.1 The Circular Economy aims for materials to be retained at their highest value for as long as possible, prior to their reuse or recycling, leaving a minimum of residual waste. The Circular Economy, as reproduced from the Department for Environment, Food & Rural Affairs 'Resources and Waste Strategy: At a Glance', is illustrated in the figure below.

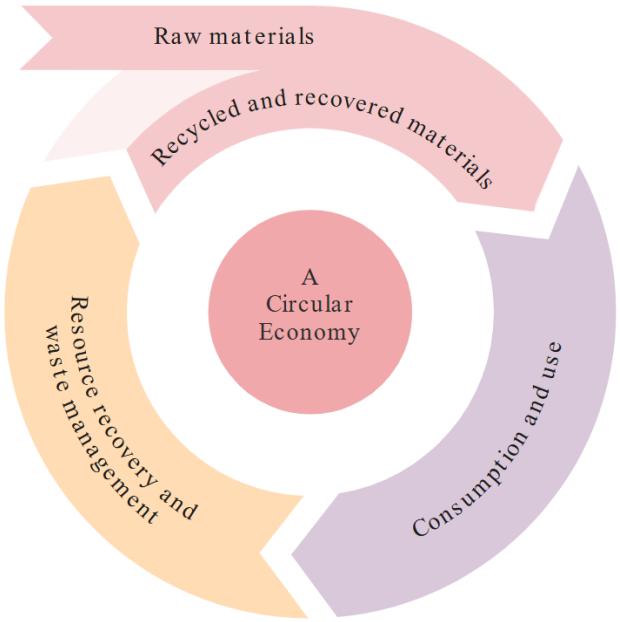


Figure 4 Circular Economy (DEFRA)

12.2.2 With consideration to the Circular Economy, it is a commitment of this document that all waste would be managed (demolition, excavation and construction) sustainably and to the highest value.

12.3 Management

- All waste would be segregated into appropriate waste streams to prevent cross contamination.
- All waste would be appropriately sheeted prior to leaving the site.
- All waste would be processed at an appropriately licenced waste processing facility.
- All waste would be transferred under a Waste Transfer Note, or Waste Consignment Note, as appropriate.
- No waste would be permitted to be burned on-site.
- No wastewater would be discharged to controlled waterways or to foul or surface water drains.
- A Site Waste Register would be maintained at the site.

12.3.1 If necessary, asbestos would be removed by a Licenced Contractor in compliance with the Control of Asbestos Regulations.

13 WATER

13.1 Management

13.1.1 The following water management measures would be employed throughout demolition and construction:

- A catchpit chamber would be installed upstream of the soakaway to prevent sediments such as soil and mud from transferring into the drainage system downstream – the catchpit would be regularly inspected throughout demolition and construction.
- Protective coverings would be used to help prevent runoff stripping material stockpiles.
- Surfaces used as access roads and storage areas during demolition and construction would be swept regularly to prevent the accumulation of dust and mud.
- Should groundwater be encountered in excavations, the water would not be discharged to the drainage systems until the amount of suspended solids has been reduced through the controlled use of skips or tanks, which will act as stilling basins.
- To prevent contamination associated with the use of oils and hydrocarbons during demolition and construction, it would be ensured that the following precautionary measures are employed:

    a) Regular maintenance of machinery and plant.

    b) Use of drip trays.

    c) Regular checking of machinery and plant for oil leaks.

    d) Use of correct storage facilities.

    e) Regular checks for signs of wear and tear on tanks.

    f) Specific procedures are followed when refuelling.

    g) Emergency spill kit to be located near refuelling area.

    h) Regular emptying of bunds.

    i) Tanks should be located in secure areas to stop vandalism.

14 POLLUTION INCIDENT ACTION PLAN

14.1 Pollution Prevention

14.1.1 The following measures would be implemented at the site to minimise the likelihood of pollution incidents:

- Reviewing the location of all spill kits.
- Inspecting and maintaining all spill kits to ensure they are fully stocked and the contents of the kits are in good order.
- Displaying emergency contact details within the demolition and construction site compound.
- Ensuring all demolition and construction personnel, and visitors to the site, are aware of the procedures to follow in the event of a pollution incident.
- Liaison with all demolition and construction personnel, and visitors to the site, to ensure they are aware of the location of spill kits.
- Ensuring those trained to handle pollution incidents are suitably trained and that their training is up to date.

14.2 Action Plan

14.2.1 A Pollution Incident Action Plan would be prepared by the Principal Contractor, or other responsible person. It is anticipated the Action Plan would include the following information:

- Site details.
- Subsidiary action / management plans.
- Pollution prevention inventory.
- Pollution incident training.
- Reporting pollution incidents.

14.3 Pollution Incident Reporting

14.3.1 All pollution incidents would be recorded and investigated. It is anticipated recording would include capturing details of the following:

- Summary of the pollution incident.
- Description of the pollution incident.
- Contributory cause of the pollution incident.
- Adverse effect(s) of the pollution incident.

- Measures implemented to mitigate the adverse effect(s) of the pollution incident.
- Effectiveness of measures implemented to mitigate the adverse effect(s) of the pollution incident.

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