

Berewood, Waterlooville – Phase 8A

Construction Environmental Management Plan (CEMP)

July 2025

Rev A



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1. Introduction

The parcel of the development under this Reserved Matters application is Phase 8A of the Grainger PLC Berewood Development in WaterlooVille.

The works undertaken relate to the construction and implementation of 185 units over one phase. The phase will be run in line with our standard procedures, this CEMP and the currently approved CEMP. We will seek to build an initial circa 40 units in the first year and an approx. 65 units per year thereafter, giving an approx. 2.5 year build programme (subject to planning approval(s)).

2. CEMP information

Prior to works commencing, all relevant legislation, including requirements for licences, permits and/or consents shall be identified, and the appointed main contractor will be required to provide details of how compliance is to be achieved, as part of the delivery of the CEMP. Grainger CEMP will also be referred to at all times for site wide construction management

3. Construction Logistics and Site Organisation Plan

All liaison in the first instance should be directed to the Construction Director who will be office based until a site manager is appointed. Once appointed, the site manager will be responsible for the day to day running of the development.

Should the Site Manager be uncontactable, the Contracts Manager will form a backup to ensure that the day to day running of the development is in line with this document and any issues that the Site Manager is unable to resolve are dealt with in a proficient manner.

3.1. Contact List

Construction Director: Simon Dixon	Mobile : 07918 742742
Contracts Manager: Matt Nicklin	Mobile : 07775 021255
Regional Office Number	Office: 01635 31555

3.2. Parking and turning of operative, construction and visitor vehicles

Within the compound/storage area all loading and unloading will be undertaken via forklift. All contractors and visitors will be issued an instruction to ensure they use the correct routes for access to the parcels via London Road.

Contractors and visitors to site will park in the car parking court provided within the compound area (shown on SO155-CEMP-001). This will be accessible through the site off London Road. Parking for up to 60 vehicles will be provided on site.

Any large vehicles that are required to reverse will be supervised when reversing via a banksman, but within the development boundary. No vehicles will reverse directly onto London Road. All deliveries or construction traffic will use the dedicated routes as shown in Appendix 1. Site deliveries will only take place during the hours of site operation.

There can be on average 10 deliveries per day, some days more, some days less with a variety of vehicles from vans to arctics for brick and block deliveries depending on the items being delivered. Vehicle tracking for an arctic is shown on SO155-CEMP-001.

Pedestrian routes will be provided to allow both vehicles and pedestrians safe movement onto and around the site. To prevent pedestrians from using vehicular routes, protective barriers will be installed throughout the site to provide a visible separation. Crossing points will be installed on-site in areas where vehicles and pedestrians can see both ways without being obstructed.

Movement and Storage of Plant and Materials

3.3. Loading and Unloading of plant and materials

All deliveries will enter the development via London Road as agreed by Grainger/Havant. Once at the compound all loading and unloading will be undertaken via forklift or hiab. Materials will be moved around the development via forklift/telehandler on designated haul roads.

3.4. Storage of Plant and Materials

Plant and Materials will be stored on hardstanding in a designated area as per the Appendix 1. All possible pollutants will be stored and handled in the correct manor with spill kits available. All static plant will be stored with drip trays in place where possible to prevent ground contamination. Plant and machinery will be kept within the compound and secure containers for materials outside of the approved working hours.

Reinstatement Works

A copy of the approved plans showing the reinstatement works at the construction access have been included in Appendix 1. Drawings GTWVILLE_P8/GA/02 Rev B and SK1000 – Berewood 8a Proposed Traffic Island.

4. Piling Techniques

Piling will be engineered by a specialist and will most likely consist of vibro-ground improvement measures rather than traditional piling. Prior to commencement a detailed scope of works and designs will be produced by the specialist for use on site.

5. Programme of works including traffic management

All construction traffic will access the development via the previously approved route (GTWVILLE_P8_TP_01D) to deliver materials to the Bloor Homes compound. Deliveries will be unloaded within the compound and escorted out via a banksman.

The construction route is shown within appendix 1 along with the haul roads. The haul roads will evolve overtime with construction and as such this document will be also be updated to show these.

All deliveries and building works will only be carried out between the hours of 0800 and 1800 hours Monday to Friday and 0800 and 1300 hours Saturday and no time on Sundays or recognised public holidays.

To avoid network peak hours as well as avoiding potential disturbance to the nearby school, site deliveries will be restricted. There will be no deliveries to the site between the hours of 0800 – 0930, 1445 - 1530 & 17:00 – 18:00.

6. Boundary Hoarding and Lighting

Timber hoarding and heras fencing will be used to enclose the development whilst construction works are on-going. Drawings in Appendix 1 indicates the proposed fencing locations around the development.

During construction, no external lighting will be used on the site generally with the exception of security lighting to the compound and sales areas.

It is company policy that no construction works are undertaken with external floodlighting in place. During winter months dark working will be restricted to the permitted working times on internal plot works only.

7. Protection of Trees, Hedgerows and other natural Features to be retained.

Trees to be retained are illustrated within the Arboricultural Impact Assessment included as per the reserved matters application. It is proposed that throughout construction works the tree protection fencing will be in place and will be integral to the site security.

8. Details of Dust and Noise Mitigation

8.1. Dust Suppression

The construction works will include various construction activities, which all have the potential to generate particulate emissions arising from dust. The following dust suppression measures will be utilised on site throughout the duration of all works. A Dust Management Plan is included at Appendix 3.

- Minimise dust generating activities;
- Use water as dust suppressant where applicable;
- The Site will be damped down by bowser with an appropriate spray attachment when required;
- All stockpiles of materials for reuse will be “thatched” to remain in best condition for reuse and to prevent wind erosion; and
- Re-vegetate earthworks and exposed areas.

8.2. Noise Reduction

Due to the nature of the building process it is inevitable that a temporary increase in noise will be experienced during the construction phase. It is anticipated that there will be short-term noise level implications for nearby residential properties, but noise levels will be within acceptable construction levels. The construction works will comply with BS 5228: Noise and Vibration control on construction and open sites and will be monitored by Mayor Brown/AQE in line with the previously approved CEMP documents. Noise from our construction activities will be reduced/controlled by utilising the following methods:

- Plant and Equipment
 - Modern, silenced and well maintained plant will be used at all times, conforming to standards set in the EU Directives;
 - Equipment and vehicles to be shut down when not in use;
 - All stationary plant is to be located as far as possible from occupied dwellings as agreed with the site manager
 - Generators and water pumps required for 24-hour operation will be silenced or screened as appropriate; and
 - Where possible, mains electricity to be used instead of generators.
- On-site haul roads will be constructed and maintained so that the road surface is smooth and the gradient minimal to minimise noise and vibration.
- Localised, temporary noise screening may be erected within the site between the groundwork's zones and adjacent properties. So that the screening is affective, the screening should be erected near to the noise source and should interrupt the line of sight between source and receiver. An imperforate barrier, such as site hoarding some 2 to 2.5m high may achieve this. Once construction works in this area have been completed, the temporary noise screening could be removed.

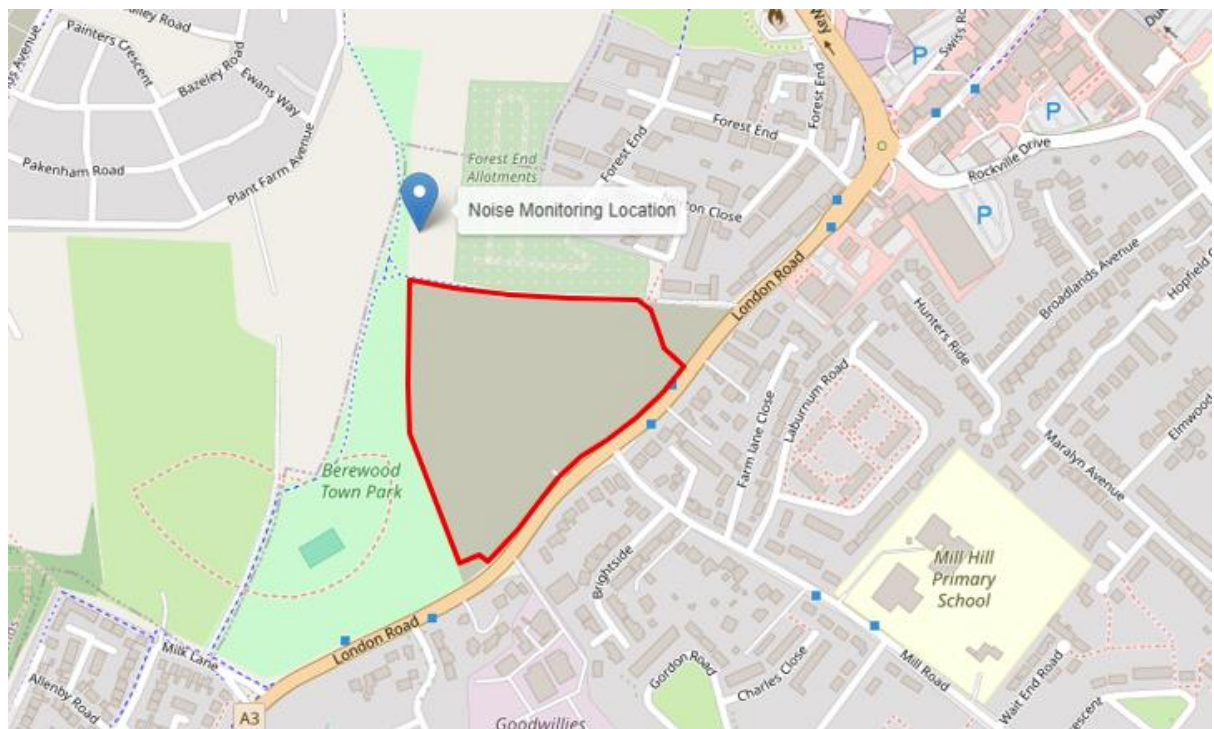
Noise monitoring

AQE currently undertakes monthly ‘spot check’ noise monitoring surveys around the overall Berewood site for Grainger.

This monitoring is required as part of their Outline CEMP responsibilities for the entire site.

This has been completed for many years now, originally by Mayer Brown Ltd and for the last year or so, by AQE following the same methodology.

- Monthly Attendance to site and completion of spot check noise measurements (15minutes) at a minimum of 4 locations around the active construction sites/activities, during usual working hours, using fully calibrated Type 1 environmental monitoring equipment
- A monthly site survey report as verification of compliance is then prepared and submitted. The report includes all monitoring methodology, equipment used, proof of its calibration status, summary of data (graphs and tables), survey locations, weather conditions and description of the noise environment/characteristics at each and every survey location
- One of AQE monitoring locations is just outside site entrance on Kent Road, next to the closest residential property, this is illustrated below. The monitoring locations do change depending on the location of significant construction activities. The location shown below is subject to change based on construction activities.



- The measurement procedures are fully compliant with ISO 1996-2:2017 Acoustics ‘Description, measurement and assessment of environmental noise - Part 2: Determination of environmental noise levels’.
- Monitoring Equipment:
 - o Svantek 971A (Class 1) Sound Level Meter
 - o Svantek SV33 (Class 1) Sound Calibrator
- Calibration level: 114dB/1000Hz - The calibration of the sound level meter is verified before and after each survey and no significant irregularities should be observed.
- Range Setting: Normal: 27.0 – 137.1

- Frequency Weighting: Fast.
- Noise limits in accordance with BS.5228 recommendations: for daytime working hours, (07:00 and 19:00 hours), outside the nearest window of the occupied room closest to the site boundary should not exceed:
 - o 70 decibels (dBA) in rural, suburban and urban areas away from main road traffic and industrial noise;
 - o 75 decibels (dBA) in urban areas near main roads in heavy industrial areas.

8.3. Method of working

- Best Practice means will be employed as defined in Section 72 of The Control of Pollution Act 1974 to minimise noise and/or vibration.
- A representative of the Contractor or Site Manager will regularly liaise with the neighbouring community in the area of the proposed development and advise the community of forthcoming works.

8.4. Management of works programme

- Wherever practicable, noisy works, which are audible at the site boundary, will be undertaken during the following hours; between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays
- Routes and programming for the transport of construction materials, fill, personnel etc. are to be carefully considered in order to minimise the overall noise impact generated by these movements; and
- Shouting and raised voices shall be kept to a minimum.
- Due to the distance from the school located on the wider development, deliveries to the phase will be programmed in to avoid school arrival and departure times
- As per section 6, Due to the distance from the school located on the wider development and avoiding peak network hours, deliveries to the phase will be programmed in to avoid school arrival and departure times. No deliveries between the hours of 0845 – 0930, 1445 – 1530 & 1700 – 1800.

9. Measures to Protect the Listed Building as necessary

This does not form part of our works within the phase we are looking to discharge.

10. Mud prevention measures for vehicles leaving site.

The use of a cattle grid and wheel wash facilities has been employed at the construction site entrance / exit with no vehicles leaving the site until the vehicles wheels are clean. The use of road sweepers will also be employed to keep roads inside and outside the development clean and tidy. Due to the size of the phase, road sweeper will be used, as a minimum, once a week. This will be monitored by the site team and changed depending on weather conditions and seasons and as required.

The facility will be available for use at the site entrance (of any build phase) when the construction phase commences. For indicative positioning please refer to Appendix 1. All vehicles will be inspected when leaving site by a site operative positioned at the site entrance/exit

11. Watercourse prevention measures

Materials used in the construction process such as oil, chemicals, cement, lime, cleaning materials and plant have the potential to cause serious pollution. Therefore, the Environment Agency's Pollution

Prevention Guidance (including Pollution Prevention Guidance 5 (Works and Maintenance in or Near Water)) and other relevant guidance will be followed during the handling and storage of such materials.

Refuelling of plant will take place in designated areas on an impermeable surface and away from any drains or watercourses. A spill kit will be available for use in the event of an accident. Refuelling will always be carried out in a controlled manner with absorbent materials available to clean and spillages. All deliveries on site will be supervised by a responsible person and storage tank levels will be checked before and during delivery to prevent overfilling and that the produce that is delivered is to the correct storage tank.

A bunded storage area will be located on site and will be provided for the duration of the construction period for the storage of oils, fuels, chemicals and other hazardous construction materials (if required). The base and bund walls will be impermeable to the material stored and will be of adequate capacity. Storage containers will be clearly labelled and a notice displayed. Storage areas and containers will be protected against vandalism and unauthorised interference and will be turned off and securely locked when not in use.

Leaking or empty oil drums will be removed from the site immediately and disposed of via a licensed waste disposal contractor.

Procedures will be set in place to respond to any emergency incidents, which may occur on site. All appropriate staff will be trained and made aware of the spill contingency plan set in place. In the event of an incident the Environment Agency will be notified immediately.

Suitable measures will be put in place to prevent silt contamination of any water course i.e. the use of materials to protect gully's, regular inspections of drainage and toolbox talks with site personnel.

12. Handling and Management of Construction Waste

A monitoring and auditing procedure will be implemented to ensure the environmental protection measures outlined within the CEMP are executed, and to aim for continual improvement of environmental performance during the construction works.

Should updates or questions be raised before this timeframe all liaison in the first instance should be directed to the Site Manager who will be site-based and be responsible for the day to day running of the development.

Each contractor will be responsible for training their workforce on waste management procedures.

The Principal Contractor will ensure that the site workers are provided with a suitable site induction and encourage contractors to include appropriate waste reduction and recycling training for their workers. Where possible, the Principal Contractor will arrange for 'toolbox talks' on waste management practices at the site.

The Principal Contractor will appoint a Waste Champion who will be the main point of contact should any site workers have queries regarding the management of waste materials at the project.

Waste streams will be segregated on-site to aid in the recycling of materials, in line with our standard practices. The waste management contractor(s) will be responsible for the training of their workforce to enable effective segregation of materials for reuse or recycling.

To promote the waste management message at the project there will be signs and posters around the site and welfare and office areas showing waste containers and waste reduction messages.

13. Surface Water Run Off

Due to topography of the sites, a natural overland flow of surface water may occur toward existing watercourses/drainage networks, this may result in minor contamination collection, due to the mitigation mentioned above, any contamination of existing systems should be limited to accidents

only and dealt with accordingly. If sources of contamination are identified during construction, suitable interceptors and treatment areas will be identified and implemented as soon as possible.

14. Summary

This document has been developed in order to support a planning application for 8A. This document outlines the specific measures that will be adopted in order to minimise the environmental impacts associated with construction processes and describes the specific measures that will be adopted in order to minimise the environmental impacts associated with construction processes.

The following key environmental issues will require consideration/ protection during the construction works;

- Protection of valuable ecological features including trees, hedgerows and the local water course
- Emissions of dust from the construction works and pollutants from construction vehicle movements;
- Increase in noise levels as a result of the construction works and construction movements;
- Community disturbance, including to residents within and near the site, users of the surrounding highway network and nearby schools and local businesses;

This CEMP identifies a series of management methods and procedures that needs to be implemented during the construction works to protect the features listed above, in accordance with the legal requirements and best practice measures.

Appendix 1 – CEMP Plans

Appendix 2 – Arboricultural Impact Assessment

Appendix 3 – Dust Management Plan

