

Diagio Pension Trust Ltd

Campbell Road

Eastleigh

June 2022

Area 2 Construction Environmental Management Plan

Pre-Commencement Planning Condition 10

Document Revisions

Client: New Units Area 2 Campbell Road Eastleigh
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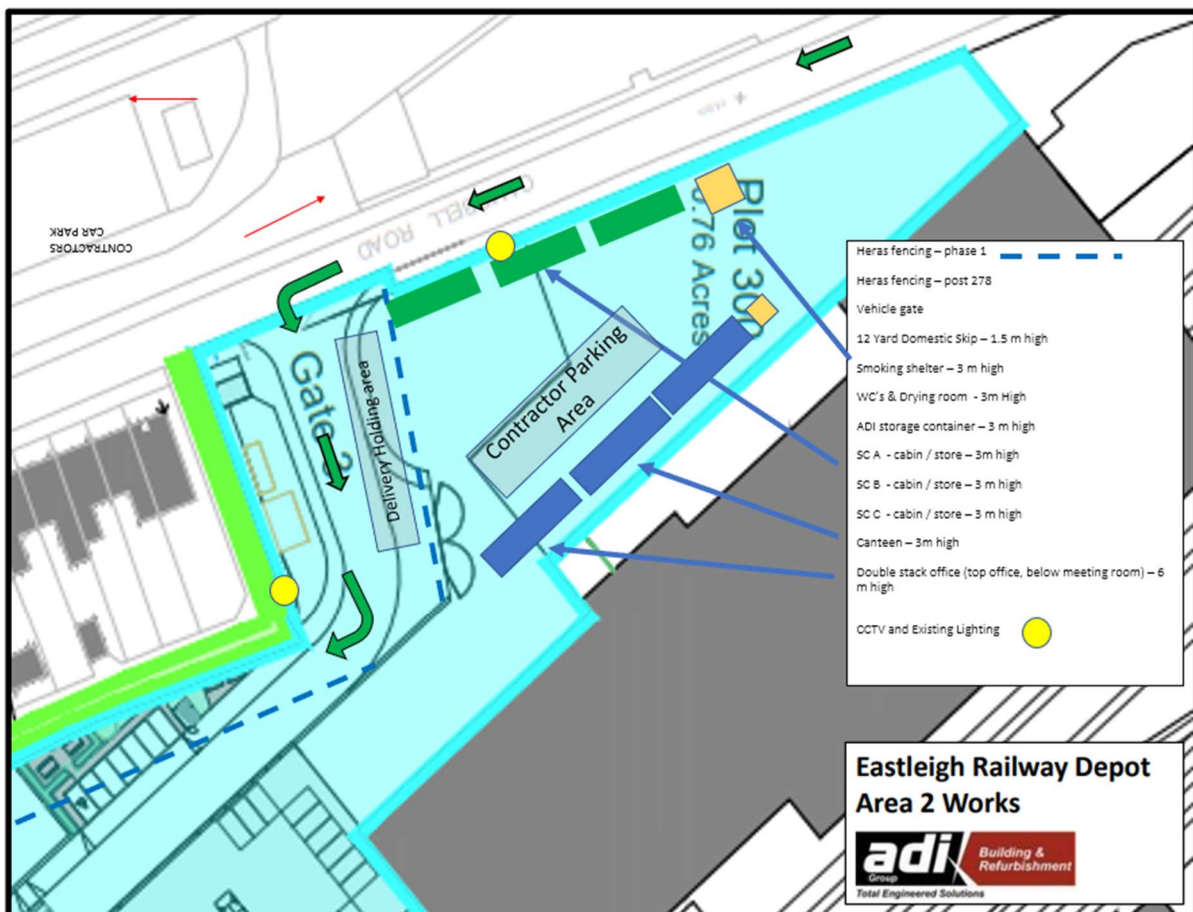
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1. Introduction

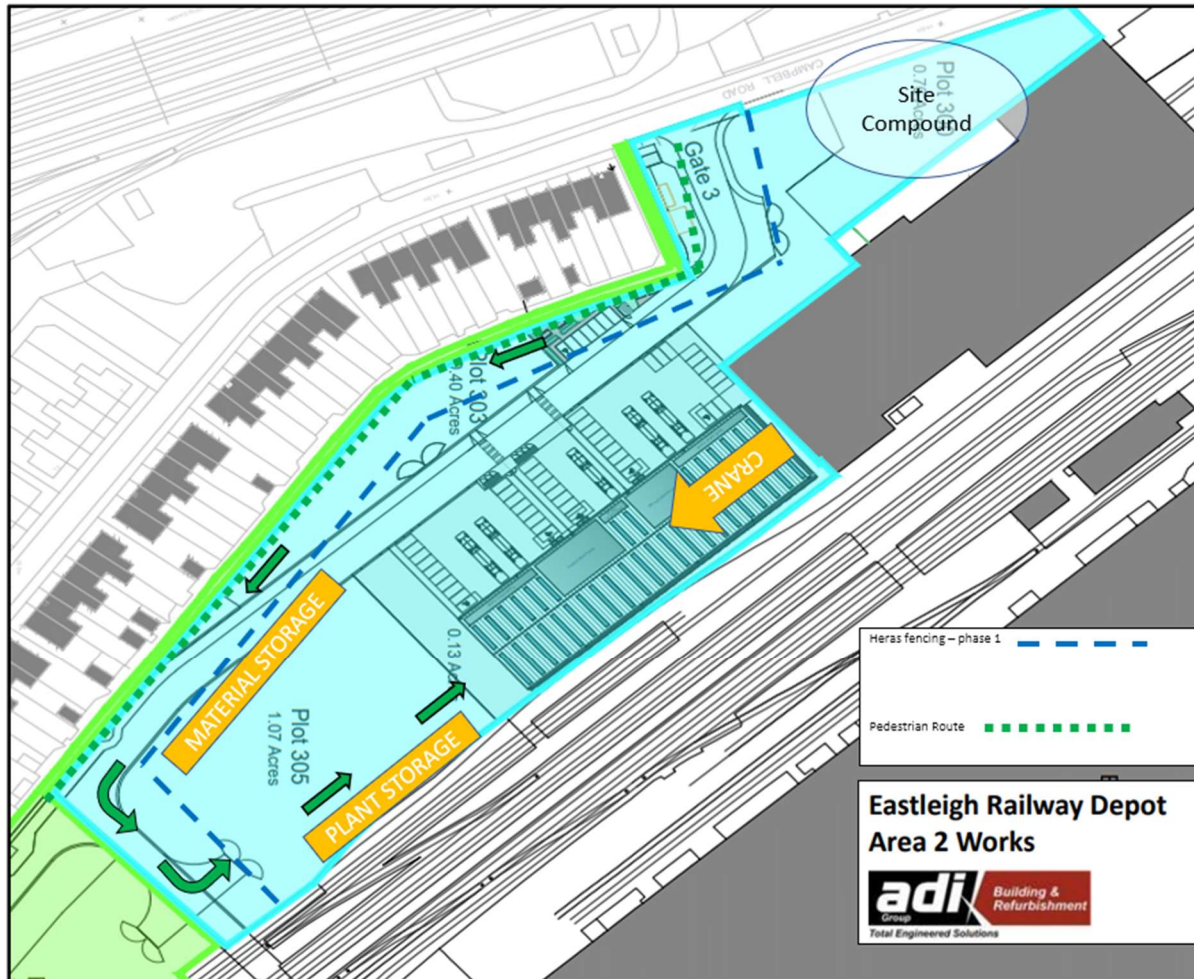
This Construction Method Statement has been prepared by ADI Building and Refurbishment on behalf Diagio Pension Trust / Savills relative to the Eastleigh Area 2 works and redevelopment in support of Planning condition 10.

2. Site Set up an Logistics

Site Compound and Access;



Site Logistics



Appropriate Health and Safety signage to advise the general public of site activities will be displayed along the existing fence line and the nominated site traffic access and egress routes. Information on traffic management and site logistics above will be available and displayed within the site office which will in turn be communicated to all involving parties.

Site welfare facilities including hot and cold-water facilities, WC facilities, dry room and canteen facilities are proposed to be located adjacent the site entrance along with Parking.

For security purposes during out of hours gates will be locked with CCTV cameras monitoring the site during these none working times

Site Working Hours 8.00am – 5.00pm

3. Roles and Responsibilities

Site Manager - Phil Desio

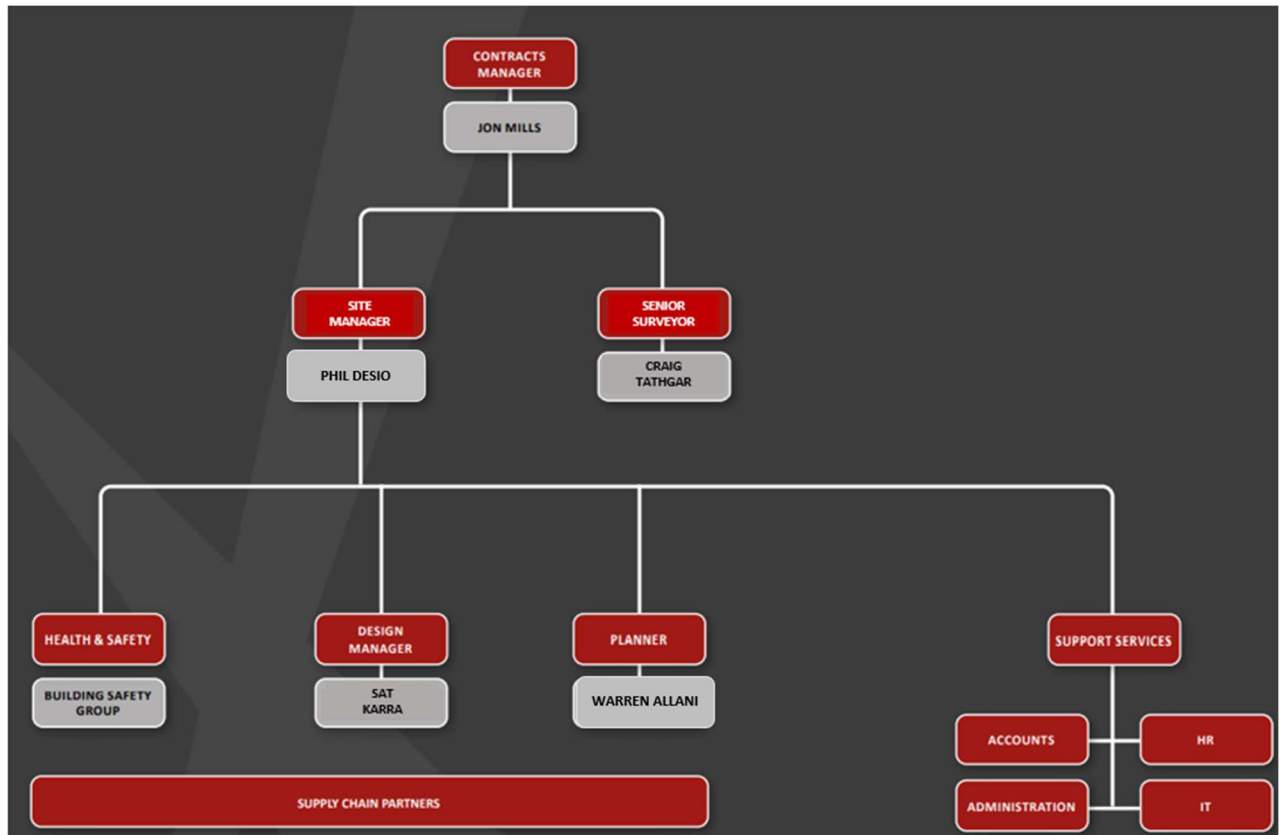
- Responsible for all site activities and day to day liaison with external parties.
- Responsible for site safety with the support of British Safety Group.
- Management of the Supply Chain.
- Programme management in conjunction with the Contracts Manager.
- Liaison with the Design Team & Internal Commercial Team.
- Management of Health and Safety relating to current/ future site tasks.
- Reporting to the Contracts Manager.

Contracts Manager – Jon Mills

- Overall responsibility for delivering the project on behalf of adi.
- Coordinating site operations and programme management.
- Managing Health and Safety & Client coordination.

Quantity Surveyor – Craig Tathgar

- Overall responsibility for financial matters arising from the project.
- Management of procurement process.
- Financial reporting.
- Financial management of individual supply chain packages.



4. Condition 10

The main Construction Phase Health Safety and Environmental Plan is also appended for support purposes

F/20/87841

Construction Environmental Management Plan

FULL PLANNING PERMISSION FOR DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF UP TO 2,444 SQ. M OF FLOORSPACE (GIA) FOR USE WITHIN: CLASS B1(C); CLASS B2 AND / OR CLASS B8; PROVISION FOR 'OPEN STORAGE' (CLASS B8) FROM UP TO CIRCA 2.5 HECTARES (PART PERMANENT AND PART TEMPORARY); ALTERATIONS TO ACCESS INCLUDING ROAD WIDENING, NEW FOOTPATH AND CREATION OF NEW VEHICULAR ACCESS VIA CAMPBELL ROAD; INSTALLATION OF ACOUSTIC BARRIER; AND ASSOCIATED WORKS INCLUDING PARKING, SERVICES, LANDSCAPING, INFRASTRUCTURE AND GROUNDWORKS.

Condition 10;

No construction, demolition or other development works within each phase of the development shall commence until a Construction Environment Management Plan (CEMP) for that phase, has been submitted to, and approved in writing by, the Local Planning Authority. Demolition, construction and other development works shall only take place in accordance with the approved details which shall include:

Condition 10;

a) a programme and phasing of the demolition, construction and development works;

b) the location and height of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction, including details of any cranes or other tall construction equipment (including the details of any obstacle lighting) in compliance with Advice Note 4 'Cranes and Other Construction Issues (available at: <https://www.aoa.org.uk/policy-campaigns/operations-safety>);

c) safeguards to be used within the construction process to ensure surface water contains no pollutants on leaving the site;

d) safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site;

e) the arrangements for the routing / turning of lorries and details for construction traffic access to the site;

f) the arrangements for deliveries associated with all construction works, loading / unloading of plant & materials and restoration of any damage to the highway [including any vehicle crossovers where applicable];

g) the parking of vehicles of site operatives and visitors;

h) the protection of pedestrian routes during construction;

i) management measures to control the emission of dust, dirt and smoke (where applicable) generated by demolition and construction works;

j) a scheme, following assessment, for controlling noise and vibration impacts on noise sensitive properties from demolition, site preparation and construction activities (to include details of any piling if proposed);

k) provision for storage, collection, and disposal of waste from the development during the construction period, including measures for the control and disposal of any putrescible waste to prevent attraction of birds;

l) measures to prevent mud and dust on the highway during demolition and construction;

m) the erection and maintenance of any security hoardings including any decorative displays and facilities for public viewing, where appropriate; and,

n) temporary lighting to be used during construction which shall be designed to protect bats and to comply with the provisions of Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

o) details of protection measures to avoid harm to reptiles during the demolition and construction phases of the development.

This document relates to area 2 where planning permission has been granted and majority of conditions are discharged and supports the construction and development on this Area.

This document outlines the methodology for the proposed construction works and outlines the relevant information required by the condition 10

Adi Building and Refurbishment are the nominated Principal Contractor carrying out the design and construction of a single storey units at Campbell Road Eastleigh.

The works are for the new building and include internal amenity areas, external site works comprising associated car parking, service yards, drainage, landscaping, and incoming services. External areas include hardstanding, car parking, footpaths, soft landscaping and site furniture and builders work in connection with incoming services provisions.

The purpose of this Construction Management Plan (CMP) is to ensure that project works are controlled and coordinated to minimise disturbance during the construction process through noise, dust, and vibration. It also includes a method statement, detailing how construction traffic, site personnel vehicles, materials deliveries and site accommodation will be managed to safeguard highway safety and ensure unobstructed access during normal working hours and plan to avoid likely peak traffic periods local to the Construction site.

Condition 10 a

10 a) a programme and phasing of the demolition, construction and development works;

A programme is issued with this document. Target commencement is now 4th July 2022

Condition 10 b

b) the location and height of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction, including details of any cranes or other tall construction equipment (including the details of any obstacle lighting) in compliance with Advice Note 4 'Cranes and Other Construction Issues (available at: <https://www.aoa.org.uk/policy-campaigns/operations-safety>);

The Site Compound will be set up as plan **section 2**. This location makes use of existing open space and provides existing foul drainage connections and makes use of the existing site lighting and CCTV.

The fire rated site accommodations will be placed 6-7 m away from existing buildings. Only the main site office will be double stacked and this allows site management to gain overall visibility of the Highway, the site operations and general site traffic movements along with site deliveries.

The site has an allocated Material Storage zone and an allocated Plant Storage zone. The plant storage zone has been chosen as the furthest point from Neighbours to mitigate noise issues and are shown along with vehicle movements on Logistics **Section 2**

The CAA notification has been submitted (**appended**) and **the feedback from Southampton airport is confirmed as 'No Cranes shall be used greater than the height of adjoining buildings'**

The Steel erection and roofing works will now make use of a Forklift only erection strategy, that cannot project above the height of the adjoining buildings. The existing building is 15m+ high and the new building will be 9.82m Maximum.

No Traditional Cranage will be used.

Condition 10 c & d

c) safeguards to be used within the construction process to ensure surface water contains no pollutants on leaving the site;

d) safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site;

No surface water is planned to be allowed to leave the site. The site generally falls towards the Arlington rail yard and as required a shallow trench and berm allowing control of run off. Any groundwaters will be managed within the site boundaries.

The new petrol interceptor will be installed as an early action when drainage commences and Surface water connections will be made only to the new building, new yard etc and no connections will be made for temporary purposes.

Plant and fuel storage on site will involve bunded fuel storage, spill kits and be placed on hard surface to ensure that spills can be cleaned if required.

Operational plant will be properly maintained to ensure that pollutants do not affect the soils.

An inspection will be made of existing surface water drainage and a risk assessment completed where construction plant and pollutants may interface with existing, where required mitigation measures will be undertaken such as barrier socks.

No hazardous chemicals are planned for the works. Should Chemicals be required they will be stored in the site Coshh store within the compound and managed according to the Coshh and Risk assessments associated.

Condition 10 e

e) the arrangements for the routing / turning of lorries and details for construction traffic access to the site;

The existing site has an ongoing prevalence of larger deliveries and construction deliveries will be of a similar size and similar frequency.

The site logistics plan compliments the current and ongoing delivery nature of the site.

Access to the site is adequate and the site has been planned by programme and sequence to allow adequate space for deliveries and adequate turning that is complementary to the site nature.

All large deliveries will be held at the Delivery Holding point allocated in the extra wide entrance road. Deliveries will make use of the current and common access route along the boundary closer to Campbell road.

The site logistics plans appended indicate the route and space allocated for access and turning

Condition 10 f

f) the arrangements for deliveries associated with all construction works, loading / unloading of plant & materials and restoration of any damage to the highway [including any vehicle crossovers where applicable];

Arrangements and Planning will be in place for all deliveries and the site logistics plan allows for and indicates the routes – **section 2**

A dilapidations record will be made of all existing highways and any damage will be repaired at ADI costs

All plant and material off loading will happen within the secure site boundary in designated areas appropriate to the delivery.

Condition 10 g & h

g) the parking of vehicles of site operatives and visitors;

h) the protection of pedestrian routes during construction;

Parking of Vehicles has been planned and allocated within the site boundary within the site compound to remove any impact to 3rd parties. This is indicated on **section 2** compound plans.

The public will be protected by the continued use of the existing on site public access routes. Foot access to the main site office for the public will be facilitated also.

Condition 10 i & l

i) management measures to control the emission of dust, dirt and smoke (where applicable) generated by demolition and construction works;

l) measures to prevent mud and dust on the highway during demolition and construction;

The key areas of dust control/management are Demolitions and General vehicle movements;

Operationally the site will maintain the roads and highways in a positive and proactive manner.

Jet wash facilities will be provided at the exit gate and road sweeping used across site to maintain clean routes.

The ongoing demolitions will be the most imminent noise and dust creating operations.

Demolition works will have water spraying at specific locations where dust may be created.

Demolition operations will include the requirement for Dust suppression will be breaking of floor slabs, masonry general demolitions and grubbing of former foundations.

To prevent and control dust water suppression will be used in the form of hose pipes for directional water suppression and also dust/misting cannon for wind driven dust potential. Water misting cannon will be placed equally between dust creation and site fence line boundary to reduce the likely hood of misting leaving the site area. Crushing will be with a permanent water feed to any crushing plant operating.

All demolition activities will be subject to the ADI permit system requiring checking and sign off before activity commencement

Tractor/water bowser/water jet spraying will be used if site surface requires damping to reduce dust from plant movement as required, based upon site and potential pending weather conditions expected.

Condition 10 j

j) a scheme, following assessment, for controlling noise and vibration impacts on noise sensitive properties from demolition, site preparation and construction activities (to include details of any piling if proposed);

Noise;

Existing Environment / location;

A noise assessment for the overall development site has been completed giving indications of the day-to-day operational noise prior to any construction or demolition works taking place.

(appended)

The survey indicates that whilst from time to time some irregular noise is usual (up to 100 Db +) it is common that the majority of day to day noise 60-65 Db.

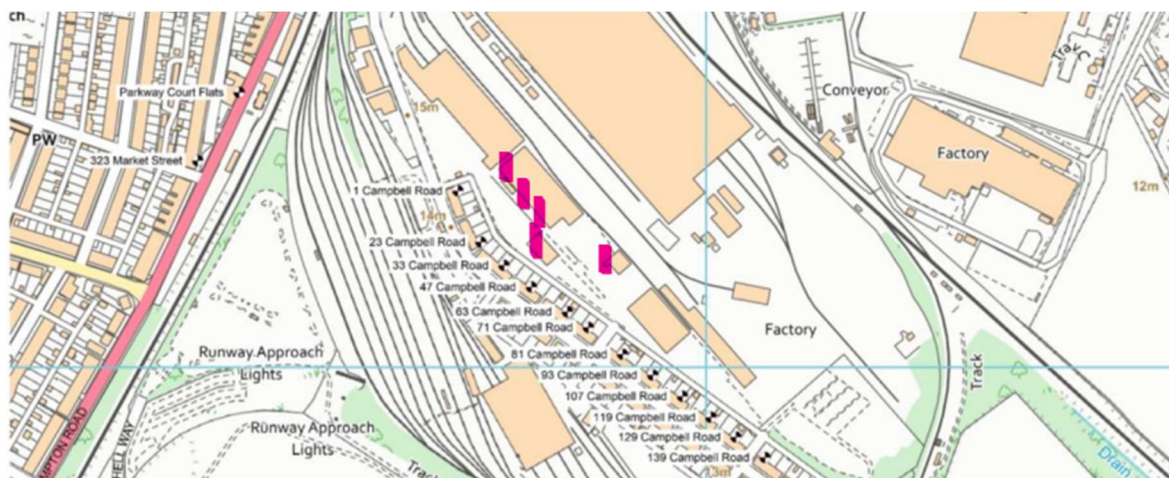
60-65 is a level similar to a normal busy road.

The receptors that the ADI team and Contractors on site will be primarily focused upon are the Private residences through Campbell Road.

The 3.5m Acoustic Fence is Installed fully along the Southern Boundary and sited on the Main Site boundary between the residences and the over all Existing site.

The Construction/Demolition Site Boundary Fence sits inside the Acoustic fence by a further 5 metres.

Existing Site and Buildings to be **Demolished**



Site Operations Assessment

Operations that may generate noise include Demolition, removal of concrete yard slabs and general Site Traffic movement.

These have been Noise assessed and considered in the Health and Safety noise assessments that will risk assess noise levels and identify mitigation – generally PPE - for Operatives etc that will be required. This assessment will be the basic desktop assessment of the general mitigation measures required.

The assessment considers and mitigate impact to 3rd Parties such as Public/others at or outside the Construction site boundary.

It is anticipated that the Boundary acoustic fence will provide an additional 25-30 Db reduction in noise further protecting public outside the overall Site Boundary.

The assessment may consider the Boundary Acoustic fence in protection of Public outside the overall site, but will assess and mitigate noise at the Construction site Boundary to a target of 69 Db, the norm for a busy road, with an acceptance that an average 65 Db will be achieved.

General site operations and Mitigation/Monitoring;

Contact will be made with neighbours on Campbell Road informing them about the works and what mitigation measures have been implemented to reduce nuisance and disruption and to explain the practices and checking to establish and manage Control of Noise and Vibration Pollution.

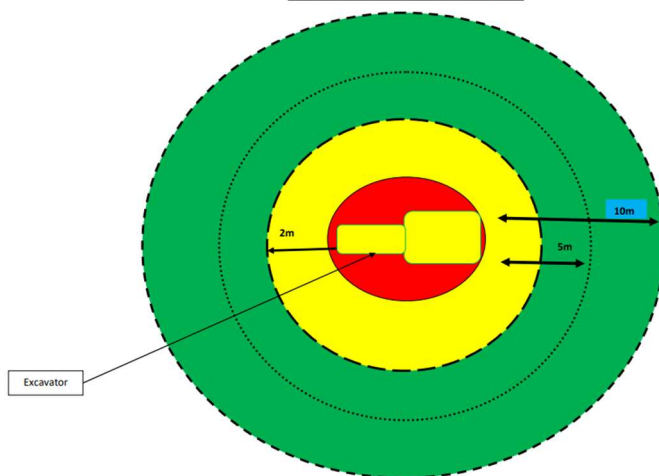
Regular compliance checks will be undertaken during works and information recorded and retained on site during common site activities and also demolitions active. The positions will be at the Construction Site boundary and will provide a reference point of noise levels from the site activities. Records will also be taken outside the Overall site Boundary and recorded.

Site Operations Noise Strategy;

General Site plant noise and breaking of yard slabs is known at 90 Db reducing to 80 Db at a distance of 10m.



Excavator Volvo EC 220C Noise Zones



Excavator Volvo EC 220C Noise Zones

	Next To	<u>Danger Zone</u> Operatives Must Wear Hearing Protection Whilst Within This Area	(Average dB Level = 89.7 dB)
	2m Radius	Hearing Protection should be worn	(Average dB Level = 81.8 dB)
	5m Radius	<u>Safe Zone</u> Hearing Protection is Not Required	(Average dB Level = 80.7 dB)
	10m Radius & Beyond	<u>Safe Zone</u> Hearing Protection is Not Required	(Average dB Level = 79.5 dB)

This breaking noise will be mitigated outside the site boundary by the Acoustic Fence and assessed that Noise outside the Site Boundary will be a maximum of 65Db.

This will be checked and recorded and if required further Mitigated.

Initially on site weeks 1-4 will be soft stripping Pre Demolition Activities.

Major Plant will arrive on site Week 3-4 and a Trial Plant Activity/Breaking

Crushing Plant will be located at the Northern Boundary as far as possible from Residential Boundary.

The Site Operations are planned and will be checked to ensure that the works present no more Noise disruption than the Current Pre Construction Environment

Further Possible Mitigation based on actual site data Readings;

- Sound Baffle Temporary Fencing at point/source of Noise
- Sound Baffle Temporary 1m3 Sand Bags at point/source of Noise
- Change of Breaking method to cutting and lifting only.

All contractors are made aware by Order documents and Site inductions of the key requirements of the hours of work

'No construction, demolition or deliveries to the site shall take place during the demolition or construction (site restoration) period except between the hours of 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays'

Condition 10 k

k) provision for storage, collection, and disposal of waste from the development during the construction period, including measures for the control and disposal of any putrescible waste to prevent attraction of birds;

Waste generated on site will be managed by our waste management company. Generally waste streams will be separated at site level where appropriate. All waste leaving site will be via our waste carrier and pass through a relevant waste transfer station. All waste generated that may attract birds or other vermin will be placed in either 1100 litre covered wheelie bins and will be located within the site Compound area (appended plan)

Condition 10 l

l) measures to prevent mud and dust on the highway during demolition and construction;

referenced above with Condition 10 i.

Condition 10 m

m) the erection and maintenance of any security hoardings including any decorative displays and facilities for public viewing, where appropriate; and,

All works for the Area 2 development are within the existing overall secure site boundary permanent fencing. Inside the secure site Heras type fencing will be erected to provide clear separation security of the works. Southern boundary has a new acoustic fence in place.

Public visibility of the works will be from the public highway as no hoardings will obstruct general vision of the works, where a vision panel would be used in a hoarding.

Condition 10 n

n) temporary lighting to be used during construction which shall be designed to protect bats and to comply with the provisions of Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

No external temporary lighting is planned to be used as the existing site is lit to provide all safety lighting. Existing lighting will remain unaffected by the development of Area 2.

Condition 10 o

o) details of protection measures to avoid harm to reptiles during the demolition and construction phases of the development.

The Delta simons report (appended) does not identify Reptile activity in the Area 2 zone.

Possible reptiles will be raised to all operatives during site inductions to raise awareness and all operatives will be requested to report any sightings upon which ADI team will engage and investigate appropriate protection measures.

5. Communication

Due to the size and complexity of the project there will be meetings held at different management levels ensuring all information is captured, distributed and cascaded accordingly and thoroughly. The level of these meetings are as follows:

- Monthly project review meetings.
- Design Team meetings.
- Weekly Site Team meetings
- Daily Subcontractor coordination meetings.

Monthly project review meetings will involve the Client, Client's design team, Contract Administrator adi Building and Refurbishment Senior Team and nominated Design Team. Adi Building and Refurbishment will produce a contractor's report which will fundamentally contain programme, health & safety, and design points for discussion.

Design Team Meetings will be purely focused on the project design and discuss and possible changes.

Weekly Site Meetings and Daily Subcontractor coordination meetings will be chaired and managed by Project Manager Kevin Gibson. Kevin will have overall responsibility at site level for Health and Safety, project coordination, day to day activities and programme management. It is extremely important for the smooth running of the project that relevant and consistent coordination takes place as and when required with all project parties to eliminate hurdles promptly.

6. Health and safety

The project will be carried out under the Construction Design and Management Regulation 2015, whereby we will be undertaking our full duties as Principal Contractor with very close coordination with the Principal Designer and Client's team.

Health and Safety is a key focus for any construction project and this being no different. As previously discussed within this document the construction area will be restricted to the general public by means of existing site boundary and around the site by Heras type fencing, signage, gated access which in turn is manned by a nominated site attendee and CCTV surveillance. This is depicted in plan shown in Appendix

Deliveries throughout the project programme will be scheduled for off peak times and all unloading will take place within the construction area in accordance with Risk assessments and Method Statements. Deliveries will be planned to arrive and allocated to relevant delivery position on site. Delivery Drivers will be instructed prior to the delivery date to drive straight into the compound in the assigned waiting area eliminating the build up off site traffic on the main road. Early warning signs will be positioned on both sides of the road from the entrance giving advanced warning to all road users of the construction entrance.

As part of the procurement process, each supplier will receive a copy of the Construction Phase Health & Safety Plan. This will allow them sight of the safety systems and project specific details to be adopted and communicated through at all levels of the project delivery team.

As well as carrying out our own in-house health and safety inspections by management and or company health and safety manager we also engage with the **British Safety Group (BSG)** as independent health and safety advisors and assessors. As independent advisors they offer further industry knowledge and keep us up to date on Health and Safety Legislation as and when required to ensure we continue to identify and mitigate risk throughout the project.

Suppliers will be briefed before their works commence on welfare, parking locations and restrictions, site restrictions, vehicle and pedestrian routes and general housekeeping elements. This will form part

of the on-site induction, which will include risk assessment and method statement review and any site-specific rules or requirements to be distributed amongst the team.

Daily health and safety briefings will be held with all suppliers by our on-site management team prior to works commencement. Main topics for discussion are the days construction activities, traffic management concerns, planned deliveries and site hazards. Once the site team have briefed all personnel all points highlighted will be annotated on the site white board and altered accordingly.

Toolbox talks will also be given to all site personnel on topics deemed relevant to the stage of the construction process. They are focused on activities being carried at a moment in time that may be deemed as a risk or hazard. Once briefed all attending parties will be asked questions on the titled topic to ensure they understood followed on by signatures.

Adi Building and Refurbishment operates an open culture to allow health and safety improvements to be tabled early and speedily, so that any opportunities can be adopted into the work systems quickly, to the benefit of all parties.

Site visitors along with site personnel will gain access through the controlled site entrance where all personnel will sign in have a site induction which will include ensuring all the appropriate PPE is being worn and of a condition to be work.

7. Training and Awareness

Once we have engaged our specialist supply chain making them aware of site-specific restrictions and conditions commence at the pre-let stage of the procurement process. Both our operational and commercial team will brief senior management of the environment and conditions surrounding the site enabling their own project delivery teams to produce accurate and site-specific risk assessments and method statements. It also ensures senior management buy into the ethos of the site and therefore pass the culture on to their operatives

As previously detailed every operative will undertake a site induction prior to any works commencing on site. As part of the induction process all operatives will have to demonstrate and must provide trade specific competencies applicable to their own activities in the form of certificates and trades cards. Without evidence of qualifications and competencies gained works will not be undertaken.

Examples of these are as follows:

- The Construction Plant Competence Scheme (CPCS) card
- The International Powered Access Federation (IPAF) card
- The 'Prefabricated Access Suppliers 'and Manufacturers' Association (PASMA) Card
- The Electrotechnical Certification (ECS) Scheme Card

8. Environmental Control measures

All waste will be controlled and removed from site by registered waste contractors who have the in-house facility to recycle site waste wherever possible via skips or grab wagons. A ground investigation report has been carried out and does not highlight any hazardous waste, however waste acceptance criteria tests will be carried out prior to any spoil being removed. Spill kits will also be available to contain any unexpected released from liquids on site with trained operatives readily available to carry out spillage containment when required.

The creation of dust is an inevitable part of any construction project. In order to eliminate the spread and disruption that this may cause to the immediate area during ground works, brick or concrete cutting and ground remediation, dust suppression systems will be used. The most common practice to be utilised will be wetting / spraying the areas prior to works commencement. Methods of doing this will be sprayed hoses and localised suppression. Portable vacuums will also be utilised in isolated areas. All operatives carrying out works associated with dust will wear the appropriate PPE inclusive of the relevant masks as stipulated within task specific Risk Assessments and Method Statements.

We have reviewed the existing construction programme and feel the most efficient approach in order to minimise the spread of dust will be to excavate the entire site down to the subbase and stone up to formation as early as possible to ensure any dust leaving the site is kept to an absolute minimum for a very short period of time. This is planned to happen in weeks 1 to 12 of the construction programme.

Noise will also be controlled as reasonable as practically possible. Where appropriate site machines will utilise silencers to limit noise. Construction activities such as excavations being carried out in normal working hours only, to limit disruption caused to local neighbours and where possible utilise low impact tools rather than percussion. With the practices mentioned above it is our intention to keep noise to an absolute minimum throughout the project.

Overall we have planned and will be implementing robust control measures as detailed within this document to reduce the impact of the works to the local environment and safety of the general public.

9. Programme

Commencement 5th September 2022
Completion June 2023

