

Construction Environmental Management Plan

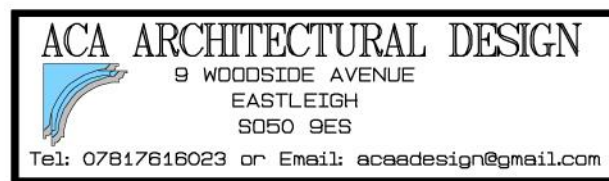
In respect of

Proposed development

At

**192 -194 Leigh Road,
Eastleigh, SO50 9DX**

Planning Application F/21/90425 Condition 3



November 2022

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1.0 INTRODUCTION

This construction environmental management plan has been prepared to discharge Condition 6 Southampton City Council Planning Approval F/21/90245

2.1 Site Location

The site currently comprises one two storey building and is located on a corner plot at the junction of Leigh Road and Woodside Avenue.

2.2 Site Access

Vehicle access to the site is via Woodside Avenue, it is intended for this to remain in place for construction traffic and personnel as access is required into the site to facilitate the development of the site. This access point will be closed off with 2m high Heras fencing with debris netting signposted to direct traffic, both foot and vehicle.

The site works commence with the temporary fencing, making the site safe and establishment of the site office and welfare facilities. The fencing will extend along the whole of each neighbouring boundaries making it clear that even short stay parking is not acceptable.

Reasons:- To afford no obstructions to halt the free flow of traffic along Woodside Avenue or the access to Cherry Court flats.

Delivery vehicles will be instructed and directed to use these access only initially until such time the central access is configured after such time it will be closed off with 2m high Heras fencing with debris netting signposted to direct traffic, both foot and vehicle to the single access.

3.0 METHOD OF WORK

The project consists of 9 new residential units over three storeys. The build will be a traditional construction. The following provides a segmental break down of the work not necessarily the order the work will be undertaken.

- Demolition and clearance
- Installation of groundworks to DPC including drainage.
- Erection of superstructure up to plate.
- Installation of roof structure including tiles and associated surface water drainage
- First fix internal all trades.
- Tack, Dab and Plaster.

- Second fix all trades.
- Decoration.
- Finals and commissioning all trades.
- Carpets.
- External hard and soft landscaping.

This section will be used to give brief description of each major part of the works to be undertaken, along with site wide related risk assessments.

The purpose of the Construction method Plan is to provide overall principles of environmental management that the Contractors will follow once they are appointed for the work. On appointment, each Contractor will be required to prepare a detailed Environmental Management Plan that complies with this document and which will provide more detailed individual work package risk assessments with method statements for each of the individual packages of work. These will be separate documents issued to the Site Project Manager for approval prior to those works commencing.

All subcontractors undertaking work on site will provide their own work package risk assessments and method statements for approval by the LRD site management prior to them commencing work on site, that approval will be recorded.

i. Parking of vehicles of site personnel, operatives and visitors

The existing entrance will be for the use of site vehicles, for site personnel, sub-contractors and visitors' via the access off Woodside Avenue. This existing entrance will be retained during the initial construction process. These will be manned during operating hours and locked at other times.

It is not expected to have no more than 4-8 operatives on site at any one time. Space will be made available for 4 vehicles as detailed on Appendix A

Loading and unloading of plant and vehicles

A dedicated loading and unloading area for both plant and vehicles will be positioned on site within the existing/proposed parking area within the existing site boundary. Under no circumstances will vehicles unload on Woodside Road

In an attempt to reduce the impact of delivery vehicles the following Code of Conduct will be introduced during the construction stages:

- * deliveries vehicles will be given allocated delivery slots;
- * drivers must not arrive more than 30 minutes prior to their allocated delivery time;
- * all deliveries must leave the site immediately after being off loaded/reloaded;
- * no delivery vehicles to be parked on site overnight.

A dedicated banksman will be assigned to control the loading and unloading of all plant and vehicles this will ensure they are stored correctly and safely.

At the end of the working day all plant should be positioned and immobilised so that it is safe and does not interfere or obstruct of other contractors. Small items of plant should be isolated and left in a safe position items such as compressed gas cylinders must be isolated at the cylinder valves. Electrical items should be turned off and the plug removed from the power supply. Contractor's supervisors must check their job sites to confirm the areas are safe, especially with regards to fire safety.

ii. Storage of plant and materials used in constructing the development

All consumables, deliveries, site plant requirements, materials and waste collection lorries will be ordered and co-ordinated by the Site Project Manager to the dedicated areas.

Recycling/ disposing of waste.

A Site Waste Management Plan (SWMP) will be prepared for the Site, setting out a waste recycling target/aspiration of 60%. The following waste management measures will be followed:

- * minimising construction waste through purchasing only what is required, to reduce raw material wastage;
- * adequately storing materials enabling distribution and protection and placing materials requiring dry storage in allocated areas within the proposed building area or temporary cabins;

- * avoiding over-ordering materials and minimising the time between delivery and installation and hence the risk of damage;
- * selecting products with minimal packaging and requiring suppliers to use returnable transit packaging (e.g. return of storage pallets) where possible;
- * collecting and recycling one-way transit packaging; and
- * considering the re-use of construction materials when planning out works;
- * shuttering associated with concrete works would be used more than once prior to being disposed of;
- * reuse of other materials such as boarding and hoarding would also be implemented as much as possible prior to disposal.

Waste will be segregated and stored on site for collection. Different coloured skips will be provided. Additionally, different coloured wheelie bins will be placed at appropriate locations for each material type for manual loading. These bins would be transferred by trolleys to the relevant skip storage location.

All waste materials that cannot be reused or recycled will be disposed of at a licensed local disposal facility. The disposal will be in accordance with requirements of the:

- * Environment Agency;
- * Environmental Protection Act 1990;
- * Controlled Waste Regulations 1992;
- * Controlled Waste (Amended) Regulations 1993;
- * Special Waste Regulations 1996;
- * Special Waste (Amended Regulations) 1996 & 1997; and
- * Duty of Care Regulations 1991.

To provide evidence of licensed tipping and to prevent the likelihood of fly tipping, a docket system will be used. The contractor/s and sub-contractors will operate a sequential numbered docket system to confirm that each load has been received at the approved disposal site. Copies of these documents will be kept on-site and will be available for inspection.

If asbestos containing materials are found on-site they will be fully assessed, with a license applied for from the Health and Safety Executive. All asbestos will be removed in a controlled manner by a licensed contractor in accordance with the Control of Works Regulations 2002 and the Construction (Design and Management) Regulations 2007.

No burning of site enabling or construction waste will take place on the Site.

- iii. Control of noise - in particular details of noisy equipment or activities and how disturbance will be minimised where there are noise sensitive neighbours

Site Preparation, design and layout

The contractor will designate the person(s) who will have responsibility for ensuring adherence to good practice measures. The designated person should be on site at all times that operations are taking place and have the necessary authority to initiate changes to work practices and/or mitigation as appropriate.

It is important to know the area where the construction site will be based. This will include understanding where the nearest sensitive resource or residential receptor is, the general ambient noise level in the area and having an understanding of what the impacts will be, given the duration, scale and type of construction and demolition required.

Where practicable:

- locate the site access and the material storage away from sensitive receptors
- position site huts to provide additional screening of works.
- maximise the screening effect of buildings through programming/phasing of works. Planning the demolition sequence to utilise screening afforded by buildings to be demolished.
- provide turning space within the site, avoiding the need to reverse and reducing the associated noise from reverse warning systems.
- delivery routes and vehicle holding areas should be chosen to avoid diverting traffic.
- establish an electricity supply to the site. This will reduce the need for diesel generators which can have a localised noise and air quality impact.
- ensure adequate planning within the project to prevent noise generating from double handling of materials and overlapping of high noise activities.

Operations

All plant and equipment, including any on hire, is checked to ensure it is in good working order and conforms to the manufacturer's standards. Equipment is to be properly silenced and meet statutory emission standards. Defective items are not to be used.

All large concrete pours are started as early as possible, within normal hours, to avoid overruns. When working within a building, wherever possible ensure all openings (i.e. windows and doors) are sealed.

Before works commence, the site workforce should be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Radios should not be played at a volume that is likely to disturb local residents.

Minimise the opening and closing of the site access through good coordination of deliveries and vehicle movements

Monitoring

As a minimum attended noise monitoring should be undertaken at the start of each new activity as identified in the Method Statement/Works Schedule and during out of hours work (if this has been agreed). The Contractor should maintain a record of these noise monitoring results.

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Plant and Equipment

Noisy plant or equipment will be sited as far away as is practicable from sensitive buildings. The use of barriers, such as soil mounds, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas, is to be employed wherever practicable.

Wherever practicable all plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators. Hand tools should also be electrically powered rather than petrol or diesel driven.

Vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory and manufacturers' requirements.

For works consented to occur outside of normal working hours, where practicable, a broad-band reverse warning system will be used on all vehicles and at any time where it is safe to do so, all sirens and alarms should be disengaged.

Machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum. Noise emitting equipment that is required to run continuously may have to be housed in suitable enclosures.

Compressors will be "sound reduced" models fitted with properly lined and sealed acoustic covers that should be kept closed whenever the machines are in use.

Equipment which breaks concrete, brickwork or masonry by bending or by bursting will be used in preference to percussive tools as far as practicable.

Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.

During backfilling and ground compaction work, dead rollers will be used in preference to vibrating rollers where practicable.

Where practicable rotary drills and bursters actuated by hydraulic, chemical or electrical power will be used for excavating hard or extrusive material.

Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

Care will be taken when loading or unloading vehicles, dismantling scaffolding or moving materials etc to reduce impact noise

Measures to control the emission of dust, smell and other effluvia during construction
Emissions to air will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices would be employed at the Site:

- * application of water sprays and installation of wind/dust fences where possible, particularly in dust sensitive locations;
- * covering or sheeting of storage areas that are not enclosed;
- * avoiding prolonged storage of debris on-site;
- * covering or sheeting vehicles carrying dusty materials into or out of the Site to prevent any escape of materials; and
- * planting of landscape areas as soon as practically possible so as to reduce levels of erosion through wind.

To minimise any risk of spillage, leakage and noise emissions, contractors are expected to have modern well maintained plant on site which satisfies the current European standards on safety and environmental requirements.

To minimise any risk of environmental problems from spillage and waste products due to plant servicing where ever possible plant servicing should be undertaken off site. For large plant items which have to be serviced on site and in the case of plant breakdown requiring on site repairs the Site Manager should be informed so that both the health and safety requirements and environmental requirements can be discussed and assessed.

Only the site refuelling bowser together with the trained operator is to be used for refuelling plant. Small hand tools powered by engines can be refuelled from a proprietary 5 litre container. If larger quantities are required the refuelling bowser must be used.

Proposed plant, including ventilation/air conditioning/heating systems, including details of location and noise.

The following principal items of plant will be utilised:

- Fork Lift - Servicing bricklayers, general off-loading and distribution
- Pumps - Pumping concrete to floor slabs and screed to upper floors

- Scissors Lifts / Cherry Pickers - frame connections, fixing safety netting and guardrails, installation of windows and cladding / elevational finishes where more appropriate than scaffold

All internal combustion engine plant or equipment, should where possible be positioned in the open air. Where this is not possible, the use of the plant will be subject to an individual risk assessment which needs to be authorised by the site manager. This risk assessment will require the plant to be located in a well ventilated area, or a force ventilated enclosure. Where plant is to be operated near any combustible materials or structures, the subcontractor is to take all necessary precautions to ensure that ignition of the combustible materials cannot occur. Fuel tanks must not be filled whilst engines are running

Noisy work is one of the main sources of nuisance from a construction site. The control of noise from this development will be carried out to mitigate the effects to employees and contractors working onsite and the local residents. Noisy activities will be assessed and minimised where reasonably practicable. This will be achieved by following the HSE guidance on controlling noise at work and by complying with the Control of Noise at Work Regulations 2005. The noisy element of most construction projects are substructure and superstructure. The methods of construction will consider the creation of noise and, where reasonable practicable, the method used will be the quietest possible taking into account economic and environmental constraints.

The method of undertaking the work will be completed using the quietest method possible. Suitable PPE will be worn by operative affected by work creating noise. This may include operative not directly working on the activity but still within an area where the noise levels exceed 85dBls. The standard required will be identified within the risk assessment and will be communicated to the operatives. Where necessary hearing protection zones will be established and clear signage posted to indicate their boundaries.

The following actions will be taken to reduce the noise produced on site:-

- All machines will be maintained in accordance with manufacturers instructions to ensure they operate at their lowest noise levels.
- Special attention should be given to the use and maintenance of sound reduction equipment fitted to power tools and machines.
- All plant to be switched off or reduced to idle when not in use

Records will be kept by individual employers of exposure to vibration. Subcontract employers will comply with their duties under the Control of Vibration Regulations 2005 and such compliance will be monitored by the site manager during the project.

iv. Construction lighting.

There shall be no construction or demolition works, no machinery shall be operated, no process carried out and no deliveries received or despatched outside of the following times: 0800 to 1800 hours Monday to Friday and 0800 to 1300 hours on Saturday. No such activities shall take place on Sundays, bank or public holidays.

Although in the event of lighting being required during the winter months then the following will be utilized;

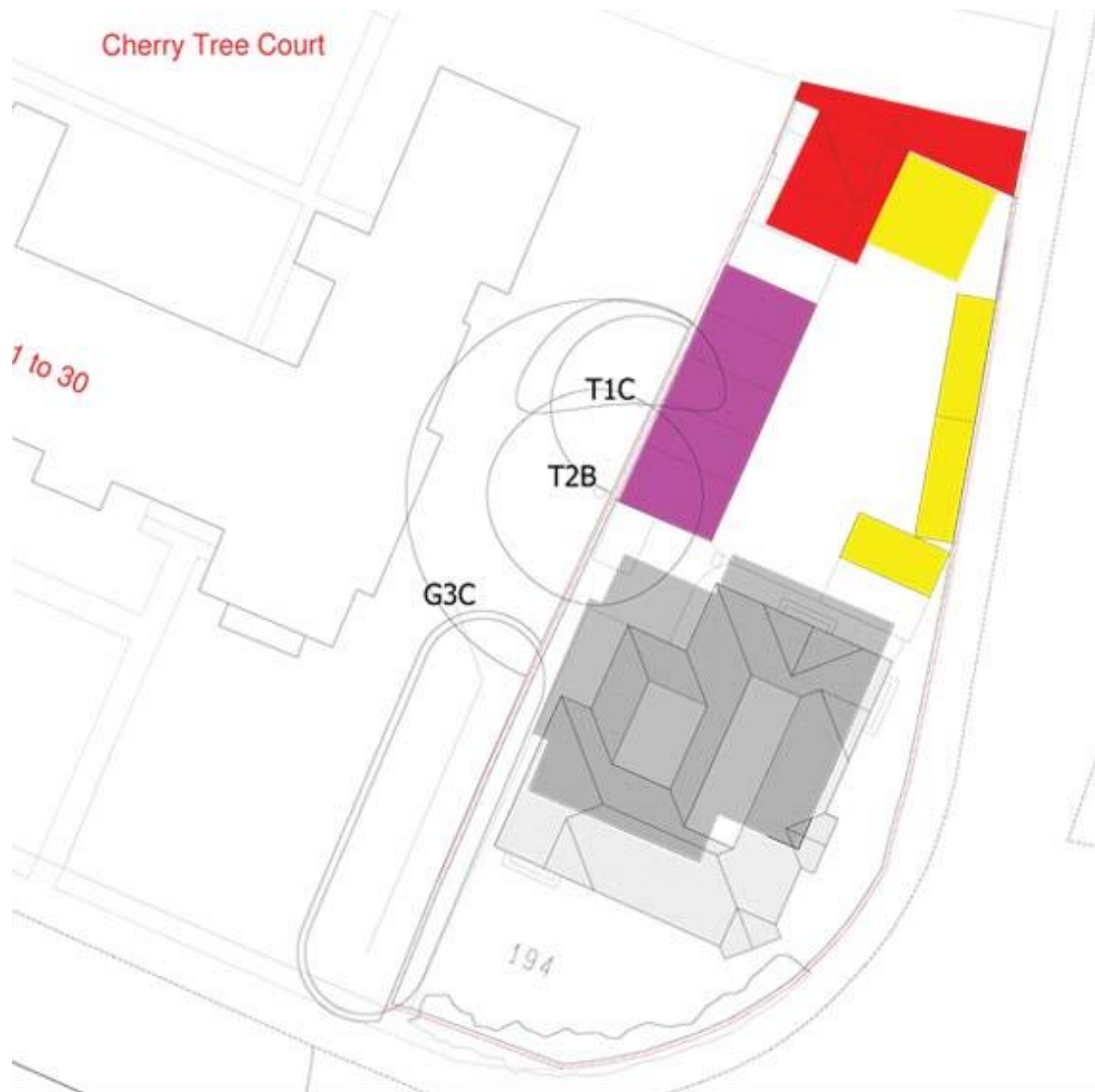
Trackside fluorescent link lights

Light output is achieved from 2 x 36 W fluorescent tubes, each unit is mounted on an adjustable mast and supported by ballast baskets. Up to 32 units can be powered by a single 3 KVA generator. The recommended spacing for these lights is 8 metres. Using this spacing typical lighting levels achieved at 2 metres from the source along the line of lights is between 20 and 50 lux. At 4 metres from the source the lux level diminishes to between 10 and 15 lux. This should be taken into account when planning to utilise these lights for certain maintenance tasks. This type of unit is particularly useful when working in tunnels as separate brackets are available to fix the lamps to the tunnel sides and roof therefore maximising space and minimising tripping hazards. The lights are easy to assemble and link together but adequate time will be required when planning the job for setting up a long run of these units. They are however a relatively cheap and effective way of lighting a lengthy work site and should definitely be considered for access lighting where we have large numbers of staff on site for longer duration/multi shift tasks. This type of lighting is primarily used for illuminating long work sites and access lighting.

Below is a table that has been reproduced from HSE document HSG38 (Lighting at Work). It gives the recommended minimum lighting levels the type of work activity and location associated with this development.

<i>Activity</i>	<i>Typical Location</i>	<i>Average Illuminance (lux)</i>	<i>Minimum Illuminance (lux)</i>
Movement of people, machines and vehicles.	Lorry park, corridors, circulation routes.	20	5
Movement of people, machines and vehicles in hazardous areas; rough work not requiring any perception of detail.	Construction site clearance, excavation and soil work, loading bays, bottling and canning plants.	50	20

4.0 Appendix A



Red area indicates routing/turning of lorries
Grey area indicates existing building to be demolished
Purple area indicates plant/material storage
Yellow area indicates contractor parking area
Shaded Area indicates proposed building