

Allington Lane Phase 3

Construction Environmental Management Plan

784-B040038

Vistry Southern

May 2023

Prepared on Behalf of Tetra Tech Environment Planning Transport Limited.

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1 INTRODUCTION

GENERAL

1.1 Tetra Tech has been appointed by Vistry Group plc (the 'applicant') to prepare a Construction Environmental Management Plan (CEMP) to support the discharge of a planning condition for a residential development of 35 residential dwellings and a Suitable Alternative Natural Greenspace (SANG) on Phase 3 of the development at Allington Lane, Fair Oak, Hampshire (planning ref. F/21/91132).

1.2 This report has been produced to discharge **Condition 4** of the planning consent, which states that:

Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved CEMP which shall include:

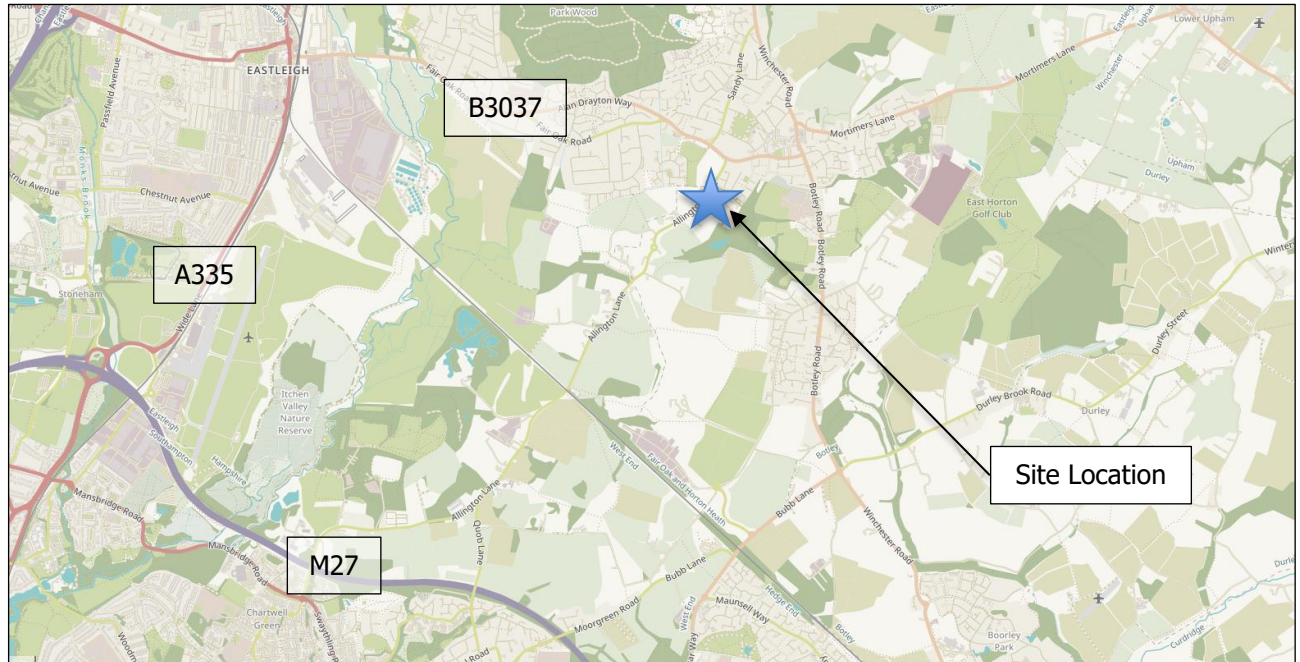
- a) a programme and phasing of the demolition and construction work;*
- b) the location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;*
- c) safeguards to be used within the construction process to ensure surface water contains no pollutants on leaving the site which should include safeguards for fuel and chemical storage and use;*
- d) the arrangements for the routing / turning of lorries and details for construction traffic access to the site;*
- e) the arrangements for deliveries associated with all construction works, loading / unloading of plant and materials and restoration of any damage to the highway [including vehicle crossovers and grass verges];*
- f) the parking of vehicles for site operatives and visitors;*
- g) management measures to control the emission of dust and dirt generated by demolition and construction;*
- h) 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);*
- i) provision for the storage, collection, and disposal of rubbish from the development during the construction period;*
- j) measures to prevent mud and dust on the highway during demolition and construction;*
- k) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing (where appropriate);*
- l) temporary lighting to be used during construction which shall be designed in accordance with best practice to protect commuting and foraging bats*

1.3 Eastleigh Borough Council (EBC) is the local planning authority (LPA) and Hampshire County Council (HCC) is the local highway authority (LHA).

SITE LOCATION

- 1.4 A location plan showing the development site in relation to the surrounding area is shown in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors with Tetra Tech annotations, March 2022

- 1.5 The site lies within the village of Fair Oak, and is accessed from Allington Lane. Allington Lane connects to the B3037 to the north, which serves the village centre via Fair Oak Road, and links to the A27 in West End, approximately 4.5 km to the south.
- 1.6 To the south of the village centre, the B3354 and B3342 provide a link to the M27 at Junction 7 in Hedge End.
- 1.7 To the west, the B3037 Fair Oak Road links to Eastleigh town centre, and to the M3 at Junction 13 beyond by way of the A335 Leigh Road.

DEVELOPMENT PROPOSALS

- 1.8 The development scheme comprises 35 residential dwellings. The proposed layout is shown in **Figure 1.3** and is included in **Appendix A**.

Figure 1.3 **Proposed Site Layout**



Source: Vistry Southern, 2022

2 PRINCIPAL CONTRACTOR'S ROLES AND RESPONSIBILITIES

- 2.1 This section of the report outlines the roles and responsibilities attributed to key parties involved in the construction process.

CONSTRUCTION MANAGEMENT TEAM

Key Contact

- 2.2 Vistry Southern plc will be the Principal Contractor to develop the site. The main point of contact is as follows:

Company	Address	Contact	Telephone	Email
Vistry Southern	Central 40, Lime Tree Way, Chineham Park, Basingstoke, Hampshire, RG24 8GU	Sunit Panchal	01483 705100	sunit.panchal@vistry.co.uk

- 2.3 The Principal Contractor will ensure that all contracts, including sub-contracts, in connection with the development acknowledge the CEMP and adherence to the requirements set out in the CEMP, including any revisions to the document subsequent to the making of the contract.

Site Manager

- 2.4 It is expected that the Site Manager, an employee of the Principal Contractor, will be responsible for the day-to-day management of Health and Safety, Environmental and Quality performance during the construction of the proposed development. It will be a requirement that they conform to ISO14001 and will also be responsible for implementing and maintaining the CEMP and monitoring the performance of sub-contractors. This will include participating in communication with the LPA and other third parties as required.
- 2.5 The Site Manager will be responsible for reviewing all task-specific method statements and that an appropriate programme of training is developed and effectively communicated. In addition, the Site Manager will be responsible for ensuring that all staff on site receive the necessary health and safety and environmental induction prior to starting work on-site.
- 2.6 The Site Manager will be responsible for overseeing any environmental monitoring programmes, carrying out site environmental inspections and audits as necessary, and will co-ordinate the environmental monitoring programme. They will also be responsible for ensuring that all relevant legal consents, licences, and exemptions are in place in advance of relevant works commencing, and that all relevant licence and legal requirements are adhered to.
- 2.7 All queries and complaints from the public will be directed to the Site Manager. The Site Manager will be responsible for preparing a response and maintaining a register of complaints, together with following-up on detailing the remedial actions taken.

Subcontractors

- 2.8 Staff and contractors present on site will be contractually responsible for adhering to the requirements of the CEMP. This includes working to agreed methods, plans and procedures to minimise the environmental impacts of the construction process. A senior member of the site staff will be made the main point of contact regarding the CEMP matters and report all incidents immediately to the Site Manager. This role includes inducting site personnel on the requirements of the CEMP and making staff aware of these prior to commencing any work on site.

Suppliers

- 2.9 For the purposes of this document, suppliers are split into two categories; Materials suppliers and Services suppliers. Materials suppliers delivering building supplies to the site will be made aware of the CEMP and will be obliged, contractually, to adhere to it. Of particular importance are the construction vehicle routes to and from the site. Services suppliers providing temporary site personnel will be required to induct staff on the requirements of the CEMP prior to them starting work on site.

PUBLIC RELATIONS

Communication Strategy

- 2.10 Information pertinent to the construction of the development will be provided to neighbours affected by the work. At least two weeks prior to the commencement of the works on site the contractor will notify the residents of the properties affected by the works of the date of works commencement. This notice will also include contact details so that any issues arising can be discussed and monitored.

Complaints Procedure

- 2.11 The complaints procedure is as follows:
- Contact details and site information will be provided at the site entrance so that the general public can report any concerns to the Site Manager via email or by phone. An out-of-hours number will also be provided for emergencies.
 - If a site-based comment/complaint is received, then it is the responsibility of the Site Manager to provide an initial response. In case of emergencies, the response by the Site Manager to the emergency will be immediate.
 - In other cases, the response to the complainant will be as soon as practical via Vistry Southern's appointed public relations consultant.
 - If the complaint is not resolved to the satisfaction of the complainant, then it will be escalated to an appropriate individual within Vistry Southern's management team.

3 CONSTRUCTION METHOD

- 3.1 This section of the CEMP sets out the overall site setup, the construction programme, and key principles of the construction methodology regarding transport, highways, and logistics.

COMPOUNDS AND SITE SETUP

- 3.2 The compound and contractor parking will be located on a temporary access road within the site.
- 3.3 Materials will be stored in a dedicated laydown area within the site compound.

CONSTRUCTION PROGRAMME

- 3.4 The principal contractor will confirm the construction programme. The overall construction period is forecast to last around approximately two years.

HOARDINGS

- 3.5 Hoardings will be erected and will be maintained, modified, and removed as required to maintain a safe, effective barrier. Hoardings will ensure minimal transmission of dust to the surrounding area.

HOURS OF OPERATION

- 3.6 Working hours are to be agreed with EBC, however typical working hours for construction sites are:
- 07:30 to 18:00 hours Monday to Friday;
 - 08:00 to 13:00 hours Saturday; and,
 - No noisy working on Sunday and Bank Holidays
- 3.7 Should any work be required outside these hours, it will be subject to prior agreement with EBC. Additionally, the contractor (once appointed) will give notice to the neighbours ahead of these activities occurring or on the day for extenuating circumstances.

DELIVERY SCHEDULING AND REQUIREMENTS

- 3.8 Deliveries will be allocated an arrival time and will be met by a banksman, ensuring that they are able to access the site immediately upon arrival. This will ensure that no vehicles are waiting on the public highway.
- 3.9 Deliveries will be scheduled within working hours. No out of hours deliveries will be permitted.
- 3.10 For all deliveries to the site, the following information will be requested to ensure there are no unnecessary vehicle trips undertaken and all vehicle trips are managed appropriately:
- Postcode of journey start point / single or multi drop;
 - Waste removal requests – size of skip / type of waste / carrier / tip location;

- All delivery requests must be submitted on to the system a week in advance;
- All delivery requests will be reviewed, and time slots will be allocated. All parties will be advised, and the booking system will be updated to show the schedule for the forthcoming week; and
- The schedule will be reviewed daily to allow for any unforeseen problems. The relevant parties will be advised of any changes.

VEHICLE MARSHALLING AND SAFE UNLOADING / LOADING

- 3.11 Trained and qualified traffic marshals / banksmen will marshal vehicles in and out of the designated loading area on-site. All traffic marshals will be trained in safe traffic management and control and be identified with orange helmets and high-visibility clothing. Any localised manoeuvring which vehicles may require for loading/unloading will also be carried out by trained and qualified traffic marshals. Warning signs for pedestrians and cyclists will be provided.
- 3.12 Traffic marshals/banksmen required for specific unloading operations will be provided by the contractor receiving the delivery/collection. They will be clearly identifiable via their high-visibility jackets displaying their designation as banksman. Each will be equipped with radios so that communication during loading and unloading of vehicles can be clearly controlled and coordinated. When unloading is carried out by crane or hoist, this will be undertaken by a trained/ qualified slingers/ signaller.

NOISE

- 3.13 Vehicles will not be permitted to idle when not in use; all engines will be switched off if not in operation.
- 3.14 No generators will be present on site.

WASTE MATERIALS

- 3.15 All inert material will be retained and re-used on site where possible. All plasterboard waste will be collected, stored safely in dedicated skips and removed from site for disposal. The majority of the remaining waste will be removed in compactable skips.
- 3.16 Soil disturbance will be managed in accordance with best practice guidance. Soils will be stripped using appropriate handling equipment and provision will be made within the construction areas for the temporary storage of displaced soils, which will be allocated to their final destinations using appropriate equipment. The main objective will be to minimise structural damage to the soils and maximise the retention of their inherent characteristics, particularly their water-holding capabilities, to enable their continued contribution to the attenuation of surface water runoff on site.
- 3.17 Waste transported from the site will follow the Duty of Care requirements for ensuring waste is transported by registered carriers, taken to appropriately licensed facilities and for completing and keeping appropriate waste transfer documentation. The Site Manager will be required to maintain documented evidence that

these requirements are being met, including a register of carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream.

- 3.18 Waste contractors who remove waste will be registered with the Environment Agency and all waste transfer / landfill site certification shall be provided on completion of the works within the H&S file.
- 3.19 Furthermore, there will be no burning of waste, materials, undergrowth or other vegetation or refuse on the site throughout the development of the project. Under no circumstances shall any fires be lit for any reason within 10 metres of the nearest canopy of any retained tree or hedge. This restriction is in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the site.

CYCLISTS / PEDESTRIAN CONSIDERATIONS

- 3.20 The developer is committed to ensuring the safety of all road users on all links of travel to and from the site, particularly on existing footways and cycle routes, including public footpath 085/1a/1, which runs to the north of the site.
- 3.21 Access to the footway on the eastern side Allington Lane will be maintained during the construction process as far as is reasonably practicable. In the event that closure of the footway is required, this will be agreed with HCC, and a suitable diversion route will be agreed and signposted.
- 3.22 Trained and qualified traffic marshals / banksmen will be on hand around the site during delivery times to ensure pedestrian and cyclist safety as required. The number of banksmen will vary depending on the in use and the number of expected deliveries.
- 3.23 The construction of the approved development is not expected to require any diversions or unusual material delivery times. However, should it be necessary to implement a diversion route or receive deliveries outside of normal scheduling, the contractor will be required to gain approval from HCC, and will also contact any local cycling and pedestrian users' groups to inform them of this activity. Addresses will be obtained from the HCC and notices will be sent with full details of the proposed activity.

4 CONSTRUCTION VEHICLE ROUTING AND ACCESS

ACCESS ROUTES

- 4.1 To minimise impact on local roads, traffic to the site will be obliged to follow defined routes to the strategic road network (SRN). For vehicles travelling to and from the east, they will travel from the site along Allington Lane to the north, turning right onto the B3037, then following the B3354 and B3342 south to Hedge End and onto the eastbound M27 at Junction 7.
- 4.2 For northbound and westbound traffic travelling to the M3 and M27 respectively, they will turn left from Allington Lane onto the B3037 towards Eastleigh town centre, continuing along the A335 to join the M3 at Junction 13. Westbound traffic can then join the M27 by way of the extended junction at Junction 14.
- 4.3 A plan showing the access route is included as **Appendix B**.

CONSTRUCTION VEHICLE SIZES

- 4.4 The following list provides details of the type of vehicles that will need to gain access to the site during the construction process. The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network, whilst minimising the potential number of traffic movements to and from the site.
- Skip Lorry 4 Wheel, 17 Tonne G.V.W
 - 16.5m articulated low loader, 40 Tonne G.V.W
 - Concrete Delivery Vehicle 8 Wheel, 30 Tonne G.V.W
 - Rebar delivery Articulated flatbed, 40 Tonne G.V.W
 - Building Deliveries 4 Wheel, 17 Tonne G.V.W Panel body
 - Ballast and Loose Materials 8 Wheel 30 Tonne, G.V.W, Tipper
 - General Building Materials 4 Wheel 17 Tonne, G.V.W, HIAB Flat Bed
 - Bulk delivery Articulated flatbed with HIAB 40 Tonne, G.V.W

HEAVY GOODS VEHICLE MOVEMENTS

- 4.5 The number of construction vehicle movements associated with the development is anticipated to be an average of 2-4 movements a day initially, reducing as the construction progresses.

VEHICLE MANAGEMENT

- 4.6 Construction traffic speed will be restricted to 10mph on site. Reminder signs will be posted along access and haul roads.

- 4.7 It is not anticipated that any road closures will be required as all the major construction works are carried out within the site boundary. No motor vehicles involved in construction operations, including deliveries, collections, and services, or site personnel's or visitors' motor vehicles will be permitted to park on the existing roads surrounding the site. No delivery, collection, or service vehicles enroute to the site will be permitted to lay up along the permitted routes, including laybys, at any time.

SITE ACCESS CONTROL

- 4.8 Any interaction with the public and the public highway is minimised using a single vehicle access point off Allington Lane and the use of trained banksmen, as appropriate. The use of banksmen will allow for:
- Vehicle manoeuvres into and out of the site to be monitored and assisted.
 - Vehicles, wherever possible, to not stop at inappropriate locations on the highway causing disruption to traffic and local residents.
 - All loading / unloading to be undertaken within the site.

WORKFORCE TRAFFIC

- 4.9 Staff movements will generally be outside of the AM peak period, with a high proportion of staff arriving at site between 7am and 8am. Typically, a high proportion of staff will leave site prior to the PM peak period. Construction contractors will be responsible for encouraging workers to share vehicles or, preferably to use sustainable methods such as the public transport services, to access the site. Parking for contractors will be provided in the site compound area.

5 CONSTRUCTION COMPOUND

DETAILS

- 5.1 There will be a construction compound located within the site, along a temporary access road from the main access road.

Welfare Provision

- 5.2 Welfare facilities will be provided in accordance with Schedule 2 of the CDM Regulations 2015 - all facilities will be in place prior to construction works commencing on site and this will be confirmed by Vistry Southern's Regional Safety Advisor, following review of the initial construction phase Health and Safety (H&S) Plan.
- 5.3 Vistry Southern's Regional Safety Advisor will undertake a Client Monitoring Visit in the early stages of the works to ensure that the welfare provisions specified by the Principal Contractor in the initial Construction Phase H&S Plan are in place, appropriate to the numbers of personnel on site and are being regularly cleaned and maintained. All welfare provision will be provided in accordance with statutory minimum requirements for site accommodation and welfare which are set out for:
- Toilet facilities;
 - Temporary Portable WC / Wash stations;
 - Facilities for changing clothes;
 - Facilities for rest;
 - Drinking water; and,
 - General site accommodation.

MATERIALS

- 5.4 Hazardous substances, such as fuel, cement and cleaning materials used during the construction process have the potential to cause serious pollution. The Government's Guidance for Pollution Prevention (GPP) provides a useful framework for the management of hazardous materials and will replace the Environment Agency's Pollution Prevention Guidance (PPG), December 2015. Of particular relevance are the following:
- GPP1: Understanding your environmental responsibilities (October 2020);
 - GPP2: Above Ground Oil Storage Tanks (January 2018);
 - GPP5: Works and maintenance in or near water (February 2018);
 - PPG6: Working at Construction and Demolition Sites (March 2012);
 - PPG7: Refuelling Facilities (July 2011);
 - GPP8: Safe Storage and Disposal of Used Oils (July 2017);

- GPP21: Pollution Incident Response Planning (June 2021); and,
- GPP22: Dealing with Spills (October 2018).

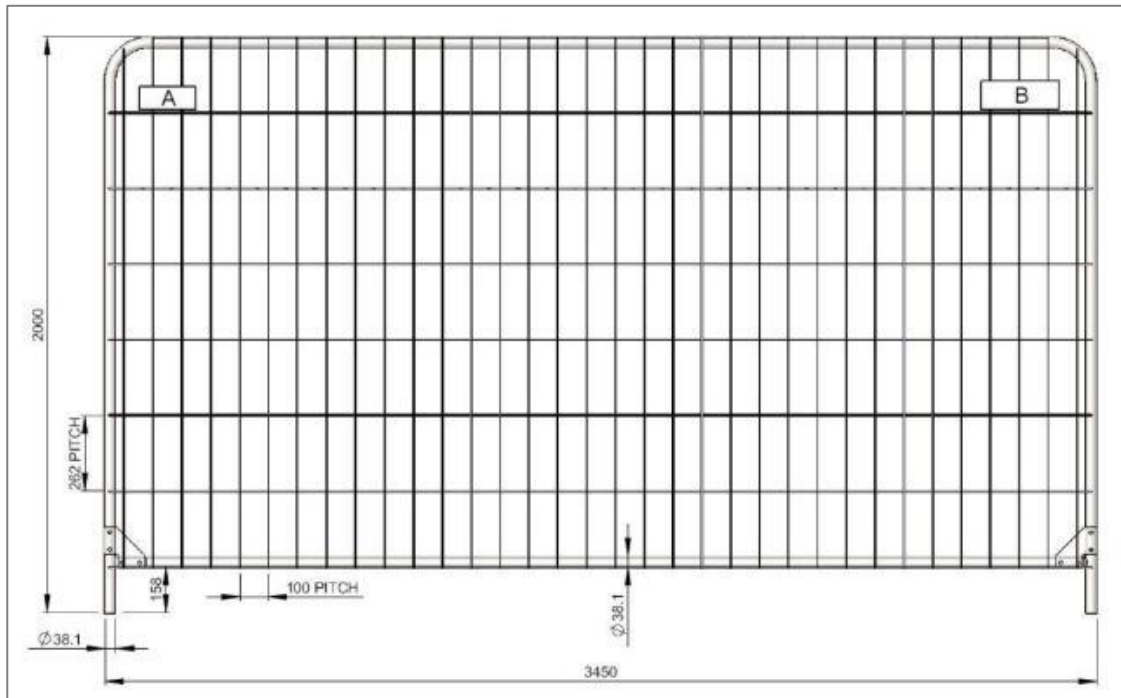
- 5.5 A storage area will be located in the compound and will be provided for the duration of the construction period for the storage of inert construction materials. Hazardous materials will be stored in a secure area within the construction compound on a base impermeable to the material stored and be of 110% capacity of the liquids being stored in line with Environment Agency (EA) Guidelines.
- 5.6 Access to the hazardous storage area will be restricted to those people who are authorised to do so and have adequate training. Plant and equipment will be stored in the areas within the compound not occupied by the hazardous material storage area. Plant equipment will be refuelled in designated areas within the compound. Vehicles will be self-unloading using a vehicle mounted HIAB or similar units. Material storage will be restricted and limited to the area adjacent to the loading area. No materials will be stored outside of the site compound.

6 SITE HOARDING AND CONSTRUCTION LIGHTING

SITE HOARDING

- 6.1 Heras-type security fencing will be provided around the site compounds during the construction period. An example of the type of hoarding to be provided is illustrated in **Figure 6.1**.

Figure 6.1 Typical Security Fencing Panel



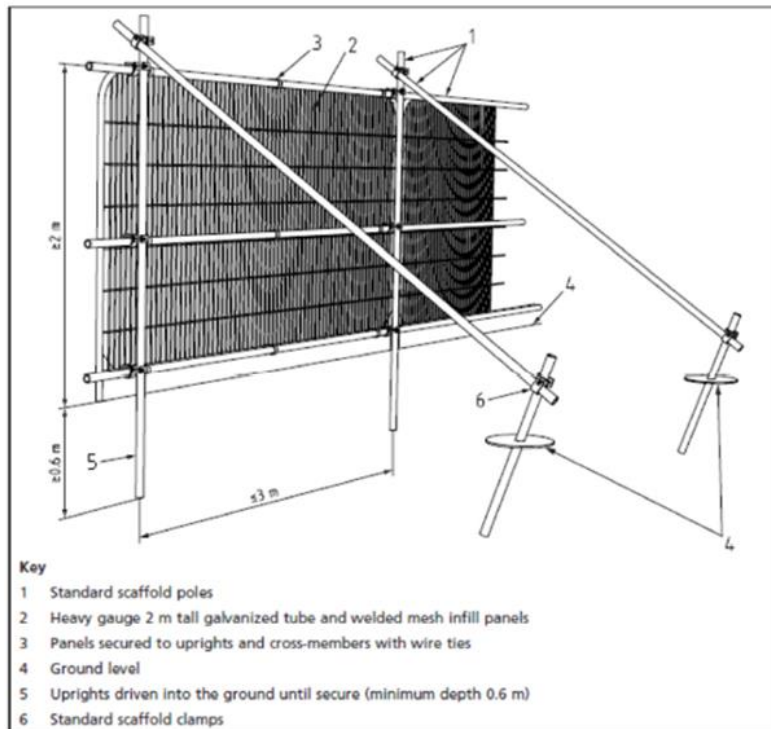
Inspection Regime

- 6.2 Site staff will undertake regular inspections of all signs and barriers around the site and along to ensure that they remain in place and in good condition.

Tree Protection Fencing

- 6.3 Where trees are to be retained tree protection fencing will be provided to prevent damage to trees and their roots. Notices are to be firmly fixed to the fencing with warning signs. An example of the protective fencing and signage required is provided below (**Figure 6.2**).

Figure 6.2 Tree Protective Fencing and Signage



LIGHTING

- 6.4 Temporary lighting for construction activities will be erected when site personnel mobilise. The construction works will generally be carried out within daylight hours within the permitted working hours; as such the requirement for temporary construction lighting should be limited by this as far as is practical. However,

there may be occasions where temporary lighting is required for occasional night-time working or during the darker winter months.

6.5 In order to minimise impacts associated with construction lighting on ecology the following procedures will be implemented during construction activities:

- The use of construction lighting outside normal working hours should be limited and kept to the minimum necessary for workforce, public safety and/or security;
- Lighting will not be installed close to any trees which support features of high or moderate bat roosting potential without the fitting of baffles or where it could not be directed away from such features; and,
- Artificial night-time lighting would be avoided, wherever practically possible, along retained hedgerows and woodland edges with the potential to be used by animals, such as bats, for commuting and foraging purposes. Where lighting would be required in these areas (i.e. for security reasons) it would be directed downwards to ensure minimal light-spill.

7 CONTROL OF DUST

DETAILS

- 7.1 Dust generation associated with construction works on this site can be anticipated to occur as a result of the following activities:

Construction operation –

- Movement of vehicles and mobile plant on bare ground, including excavators, dumpers, forklifts and HGV's entering and leaving site;
- Groundworks, including reduced level dig, excavation of service and foundation trenches, piling and hand-digging;
- Materials such as concrete, mortar bricks, blocks, plaster and plasterboard, cladding, and;
- Works such as cutting, grinding and sawing.

Construction vehicle movement –

- Vehicles moving in and around the site re-suspending loose material onto the road and passing vehicles.

- 7.2 While no formal dust assessment has been carried out for this site, the dust-generating potential of construction activities is generally considered to be high risk and it is therefore proposed to implement risk mitigation measures that are recommended for 'high risk' sites.

MITIGATION MEASURES

- 7.3 Mitigation measures to be implemented to control dust include:

- Keep site fencing, barriers and scaffolding clean using wet methods;
- Site personnel shall be trained in dust mitigation and a manager shall be present for managing dust on site;
- Use of low emission plant fitted with catalysts, diesel particulate filters or similar devices;
- Plant shall be well maintained, with routine servicing of plant and non-road mobile machinery to be completed in accordance with the manufacturers' recommendations;
- Plant and vehicles to be located away from the closest receptor or house in closed environments wherever possible;
- Damp down site during working day and again at the end of the day to reduce the amount of re-suspended dust;
- Use enclosed chutes, conveyors and covered skips, where practicable;

- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensuring that all plant equipped with dust suppression equipment is checked on first use at site, to ensure that this equipment is functional and is being used;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- Mix large quantities of cement, bentonite, grouts and other similar materials in designated areas which will be enclosed or shielded;
- Store materials with the potential to produce dust away from site boundaries where reasonably practicable;
- Ensure sand and other aggregates are stored in sheltered areas and are not allowed to dry out;
- Use of water sprays or poured water to suppress dust during cutting, angle grinding or other dust-generating activities;
- Store materials with dust producing potential away from site boundaries and sheet, seal or damp down stockpiles of excavated materials held on site;
- Provision of an area of hard surfacing where tracked vehicles can be cleaned/checked just before leaving site;
- Impose and signpost maximum speed limits of 10 mph on surfaced haul routes and work areas within the site;
- Covering of all loads entering or leaving site; and,
- Ensuring that road and construction vehicles comply with or exceed the requirements for the Low Emission vehicles - currently Euro VI.

8 CONTROL OF NOISE AND VIBRATION

DETAILS

- 8.1 The construction methods and selection of plant will at all times comply with the guidelines set out in BS5228 (2009) "Code of practice for Noise & Vibration Control on Construction and Open Site". Where practicable the main contractor will look to explore methods of construction that minimise noise levels from site activities.

MITIGATION MEASURES

- 8.2 As part of their site induction, all operatives will be trained to the requirements of the Health and Safety at Work Act, with specific focus on the importance on the minimisation of noise and vibration nuisance to nearby sensitive receptors. This includes:
- The proper use and maintenance of tools and equipment;
 - The positioning of machinery and equipment to reduce noise emission to neighbouring properties;
 - Where possible, crunchers should be used in preference to pneumatic breakers;
 - Cutting operations or other noisy tasks will be minimised through off-site fabrication where practicable. Localised shielding of noisy operations may be required;
 - The avoidance of unnecessary noise when carrying out manual operation and when using mechanical plant and in particular switching off mechanical plant when not in use; and,
 - Restricting the hours of operation.
- 8.3 The selection of the construction methods and plant has been made with reference to minimising levels of ground transmitted vibration.
- 8.4 The site manager will be responsible for the control and management of noise and vibration at the site. Site management will ensure that all personnel on site are adequately trained to implement dust mitigation measures.

PILING

- 8.5 Around 13 plots will have piled foundations; the method of piling (rotary bored or driven) will be agreed with the contractor once appointed, with consideration given to the vibration effects of driven piles.
- 8.6 A piling risk assessment will be undertaken in accordance with the Environment Agency guidance on 'piling and penetrative ground improvement methods on land affected by contamination: Guidance on pollution prevention' to minimise any potential effects.

9 CLEANLINESS OF THE PUBLIC HIGHWAY

MEASURES

- 9.1 The construction works will involve the regular use of the local highways network by construction related vehicles. Measures will be put in place to minimise the deposition of mud and debris on the local road network generated by vehicular movements. These measures are outlined below:
- All waste lorries will be sheeted over to prevent debris from escaping onto the public highway;
 - All vehicles leaving the site will be subject to a visual inspection before accessing the public highways to ensure that the level of dust/mud/debris on the vehicles has been minimised insofar as is practical through the use of brushes and on site wheel washers;
 - Should this methodology fail, mechanical road sweepers will be employed to clean any affected highway as soon as practically possible, until completion of the works.

10 CONCLUSION

This CEMP has been developed which outlines the principles to be adopted to ensure that potential environmental impacts and health and safety issues associated with the construction processes are effectively managed, minimised and / or eliminated.

10.1 This CEMP details the roles and responsibilities of the Construction Management Team, the Site Manager and site workers and how these controls are to be implemented. The CEMP will require regular monitoring throughout the construction period to ensure potential risks are adequately managed throughout the

10.2 construction works.

Appendices

APPENDIX A – PROPOSED SITE LAYOUT



N

W

E

S

0

10m

20m

Site Plan Legend

Site Area 1.282Ha (3.16 Acres)

Application Site Boundary Line

Existing Trees/
Hedgerow

Proposed Trees
Indicative locations
(see Landscape Architects Drawing VYH2077-11)

Proposed Hedging
Indicative locations
(see Landscape Architects Drawing VYH2077-11)

Trees / Hedges Removed
(see Landscape Architects Information)

PEM

Dwelling Reference
Example Shown

Plot 00

Plot Number

Allocated Parking
2.5m x 5m

V-1

Visitor Parking
2.5m x 5m

1.8m Brick Wall

1.8m Timber Fence

Shed/Cycle Store

RCP

Refuse Collection Point

Bin Store

Attenuation Pond

Garage
3m x 6m internal

Car Charging Point

REV	DATE	REVISIONS:	BY	REV	DATE	REVISIONS:	BY	STATUS:
G	06/12/21	Redesign following consultation responses	RDB	K	30/05/22	Plots 131-132 footprint updated. Plots 129-130 gardens amended and Plot 133-136 moved	RP	
H	20/12/21	Plots 124-126 repositioned, footway added adjacent plot 130. Flat block 137-142 updated	RP					
J	21/02/22	Parking allocation updated. Step out zone added to parallel visitor spaces. Visitor space added opposite Plot 129. Plots 126-128 front footpath added. Rear access amended plots 9&10. Brick walls added to parking courts. Hedgerow added around pump station.	RP					

Planning

CLIENT:	Vistry Southern	PROJECT:	Treetops Nurseries Site Allington Lane, Fair Oak
SCALE:	1:500 (A1 ORIGINAL)	DRAWING:	Site Layout
DRAWN:	RDB	20031	P101
DATE:	24.10.21		K

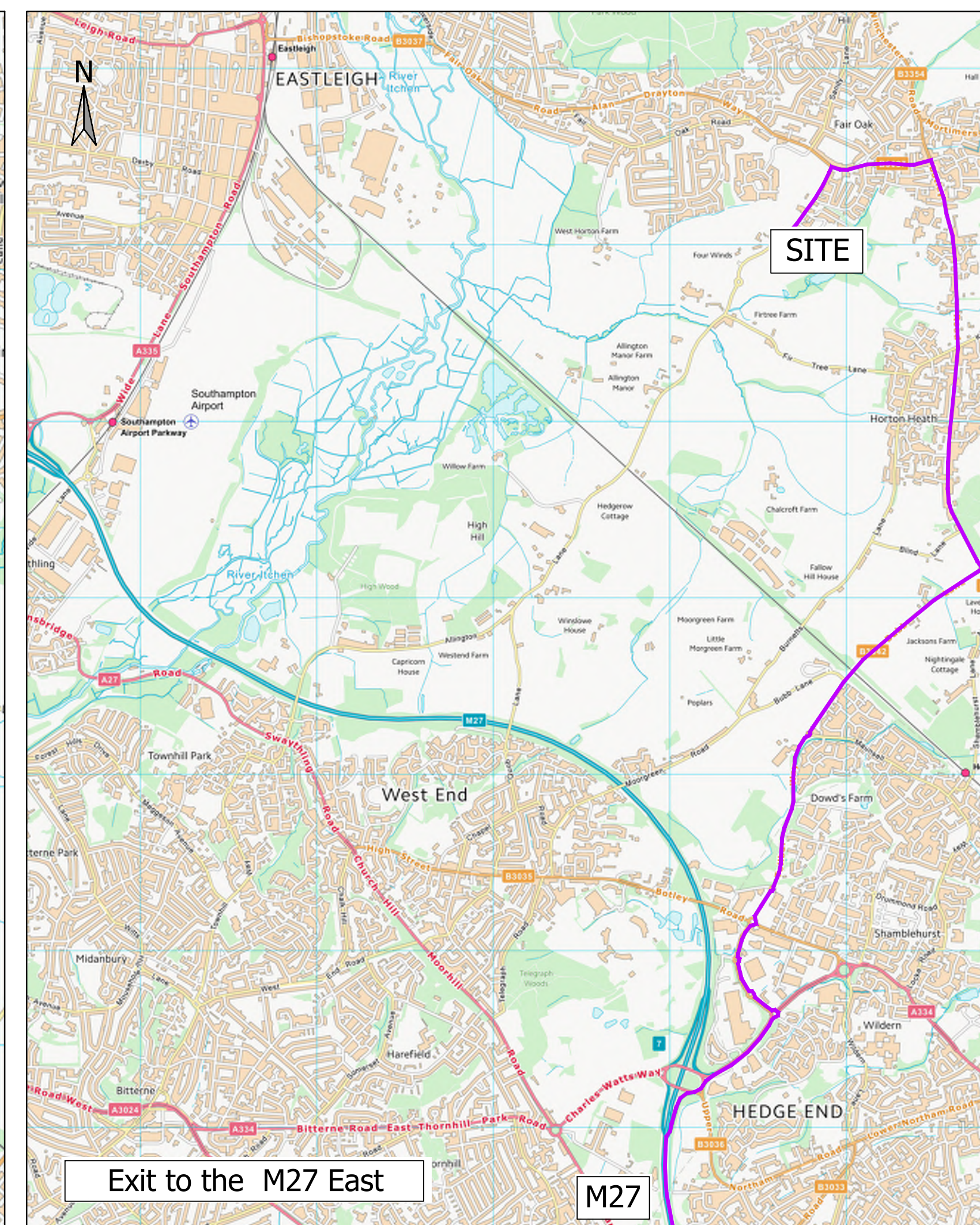
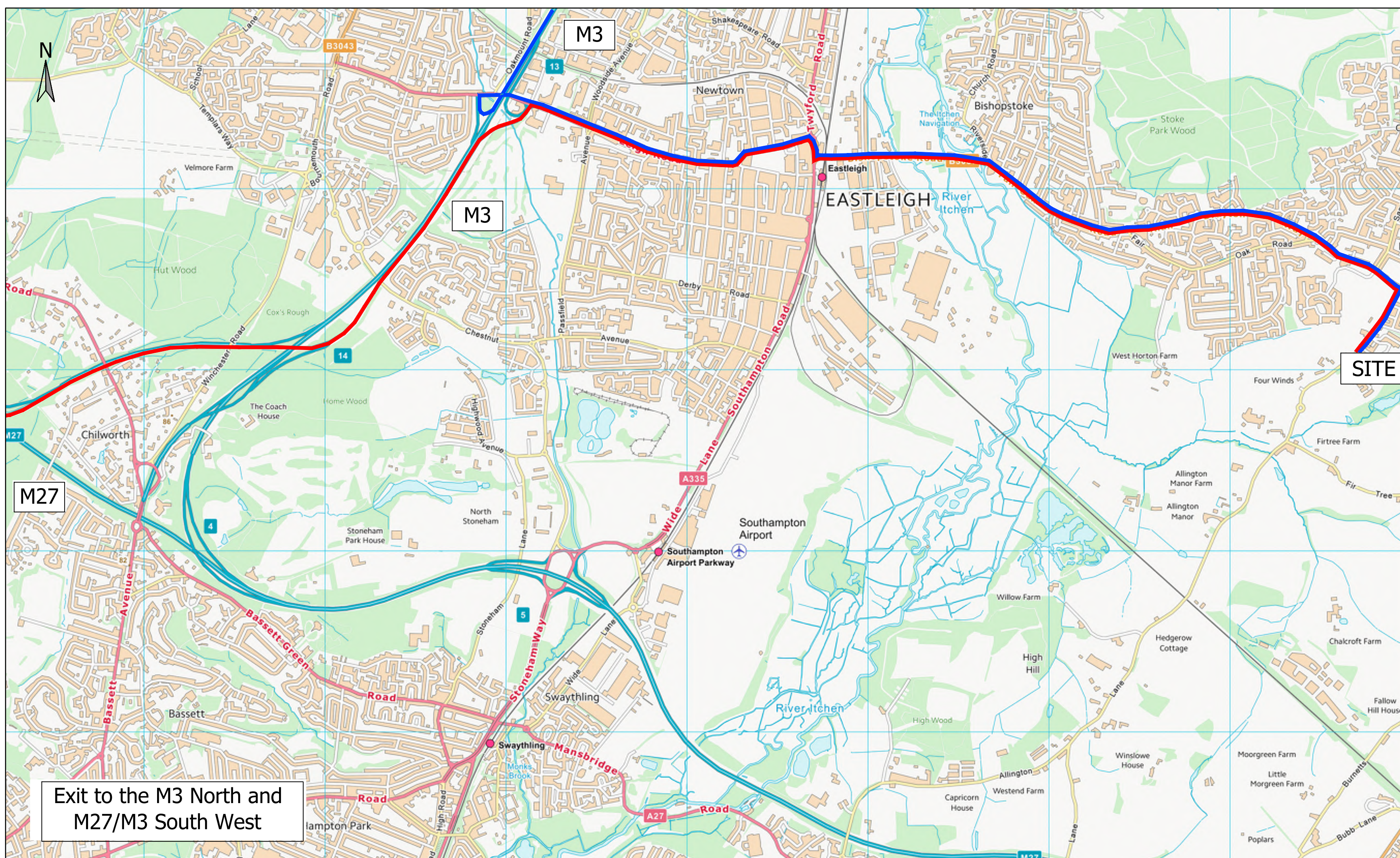
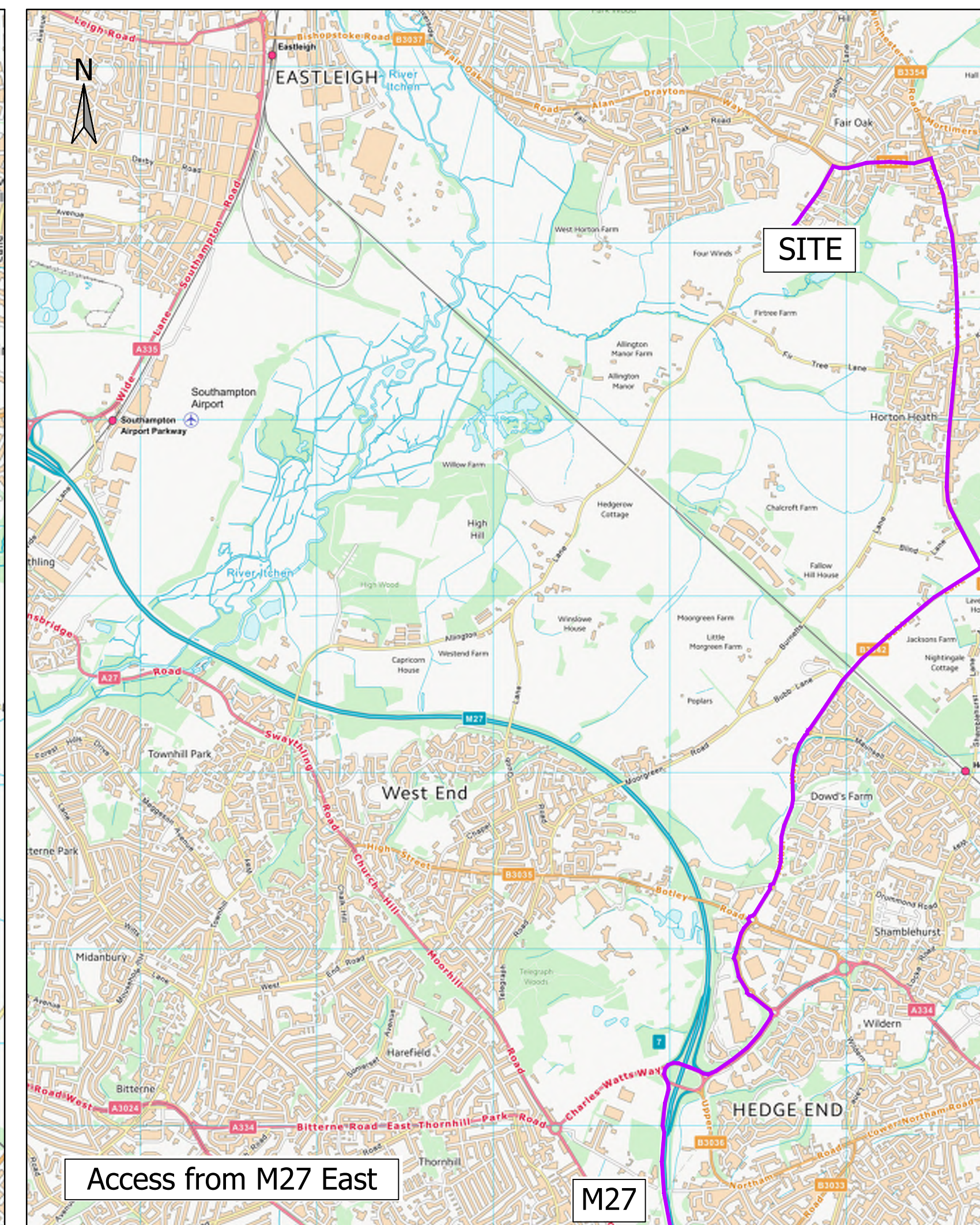
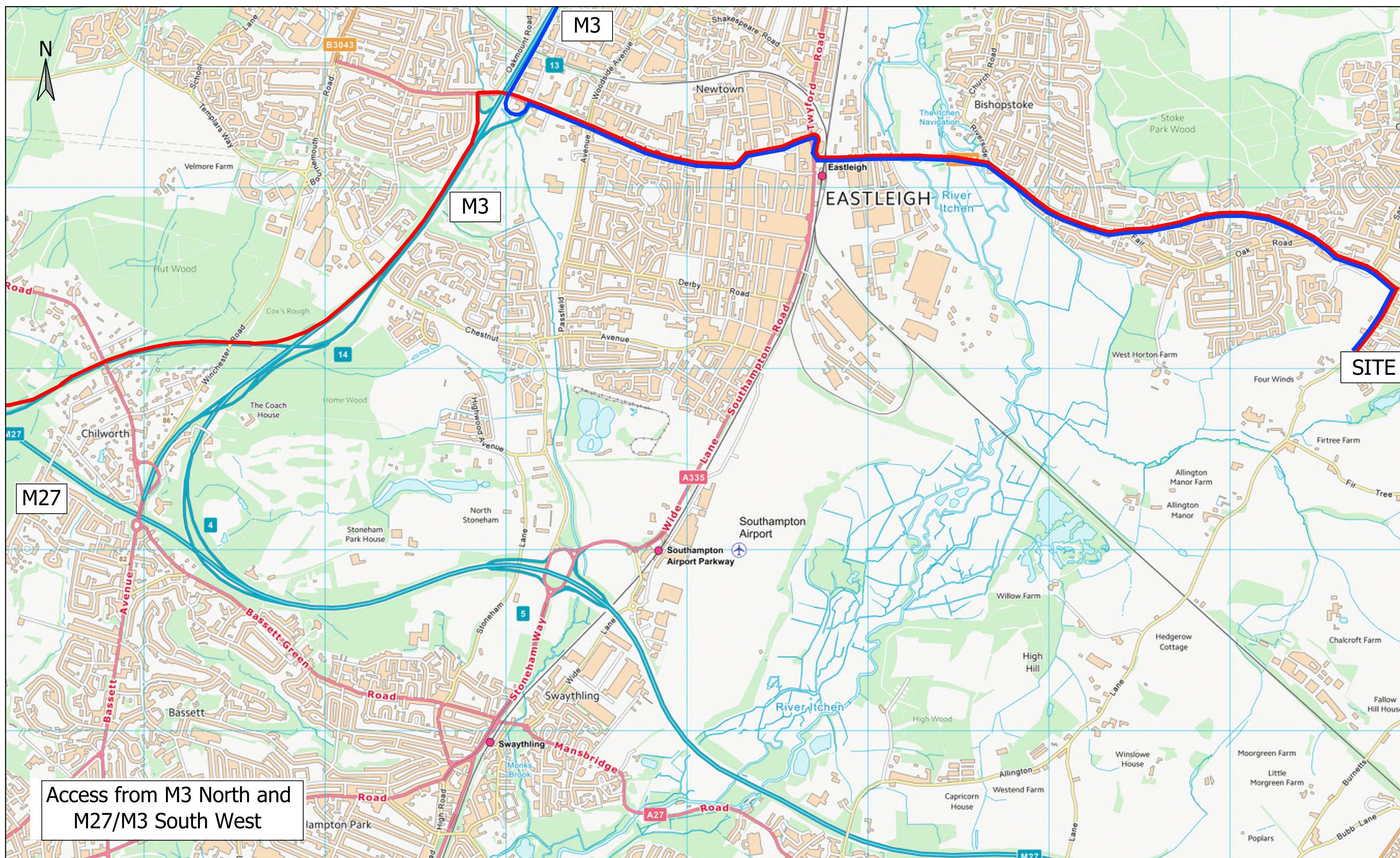


architecture planning masterplanning

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APPENDIX B – CONSTRUCTION VEHICLE ROUTING PLAN



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and Tetra Tech shall not be liable for any inaccuracies or deficiencies.

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Client	
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VISTRY GROUP PLC

Project Name	
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PROPOSED DEVELOPMENT AT ALLINGTON LANE FAIR OAK EASTLEIGH

Sheet Title

CONSTRUCTION VEHICLE ROUTING PLAN

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B040038	SJR	June 22	GS	June 22	NW	June 22	N.T.S.	S3
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
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