



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Single storey extension to existing commercial building (Use Class E, excluding E(b), (d), (g)ii, iii and (f)), including refuse and cycle storage

To satisfy condition 5 of F/22/94159

103 Bournemouth Road, Southampton, SO53 3AJ

This Construction Environmental Management Plan has been prepared by PLC Architects in connection with the proposed extension of the existing commercial building at the above site.

All works shall be carried out using Best Practicable Means according to The Control of Pollution Act 1974, BS 5228 "Code of Practice for noise and vibration control on construction and open sites" and the Greater London Authority's "The Control of Dust and Emissions During Construction and Demolition". In event of a complaint about pollution impact from occupiers of neighbouring property or others, remedial actions shall be taken within 24 hours, or the works cease until they can be. The applicant and its contractor shall keep good records of complaints and remedial actions. The records shall be made available to the Council upon reasonable request such as when visiting the site to investigate complaint about pollution.

Construction Phasing

It is intended for the works to commence in Q3/Q4 2023. The proposed development is anticipated to be constructed over a period of approximately 12 months.

Site Establishment

The construction compound is to be temporary hardstanding to accommodate vehicles, storage of materials and site cabins. The compound will remain in this location for the duration of all site works. Please refer to Appendix A for location of construction compound.

Temporary hardstanding shall include a clean permeable stone finish, ensuring a firm, level and free draining area.

Designated storage areas for plant, materials, waste, flammable substances e.g. foam and plastics, flammable liquids and gases such as propane, and hazardous substances such as pesticides and timber treatment chemicals will be provided within the construction compound.

First aid facilities for the use of all construction staff in the form of a fully provisioned first aid area within the site office will be maintained at all times by the contractor.

All temporary lighting within the construction compound shall be screened and aligned as to ensure that there is no direct illumination of neighbouring land, and that light spillage is minimised. All lighting will minimise excessive illumination, and will not be aimed upwards.

Site Hoarding

Existing hoarding around the perimeter of the site is to be retained along the western and northern boundary, with new hoarding to the southern and eastern boundary. All hoarding is to be solid to a density of 15kg/m² and a height of 2.4m. Hoarding to be complete with necessary signboards, in accordance with requirements of relevant authorities and relevant Health and Safety Acts.

Secure access gate to be retained at the southern entrance on Bournemouth Road, ensuring that site is safe and secure at all times during the development. All to be checked and maintained on a regular basis and to be retained in place throughout the development.

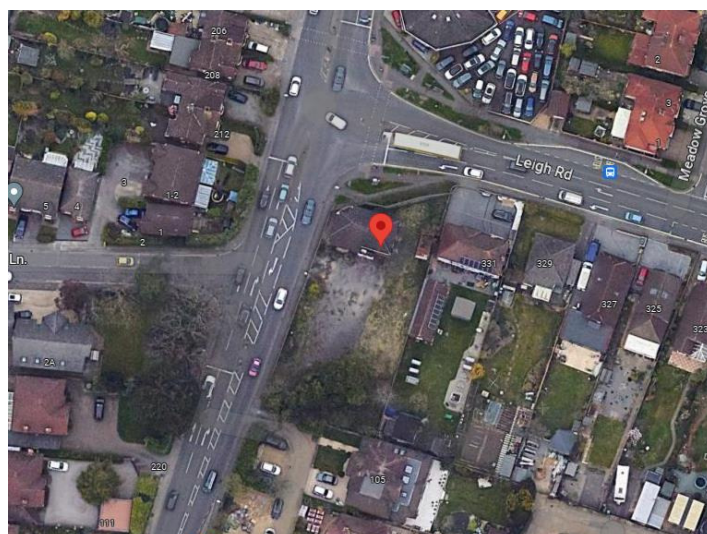
Last person leaving site to ensure that site is left secure.

Site Working Hours

The following site operation hours are proposed:

- Monday to Friday: 08:00 to 18:00
- Saturdays: 08:00 to 13:00
- Sundays & Bank Holidays: Works not permitted

It may be necessary for some construction operations to be undertaken outside these times e.g. service diversions and connections, concrete finishing, fit-out works.



Map showing site location and main roads

Construction Vehicle Movements

The aerial site map above indicates location of the development site. Access to the site will be via the existing southern entrance on Bournemouth Road. During the development, all vehicles will be required to enter from the south and exit to the south, on Bournemouth Road.

All contractors, sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified route.

No deliveries to take place outside of the site working hours, with no deliveries to be made on Sundays or Bank Holidays. Deliveries to be unloaded within the construction compound. Deliveries will be scheduled outside of rush hour traffic to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

Whenever delivery or collection activity is taking place with larger vehicles, a banksman will be used to stop traffic. This will ensure safe exit from the site.

All construction personnel and trades employed on the site will be advised that there is to be on-site parking available. They will also be advised that there isn't to be any parking of trades vehicles on the local road system.

The construction site will be organised, so far as reasonably practicable, so that pedestrians and vehicles can move safely and without risks to health.

Local residents and businesses will be kept informed of any significant deliveries that may affect them.

It is not envisaged that there will need to be the need for any road closures during the construction period, however, should this alter then the contractor will obtain the relevant permission prior to implementing.

Appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system.

A turning circle will be provided and kept clear for all delivery vehicles.

Construction traffic will be kept at a safe distance from trench works at all times.

The following measures to minimise construction vehicle movements are encouraged:

- Cycling – Cycle parking spaces provided for construction personnel
- Car Sharing – The contractor shall aim to organise shifts in accordance with personnel origins
- Public Transport – Information regarding various local public transport services shall be provided to all personnel

Wheel Washing

1. Hard standing provided near the exit of the site adjacent to the entrance gates to allow vehicles to be washed down before leaving the site.
2. Power washer will be used to wash any mud and dust from vehicle wheels.
3. Excess mud to be swept away on a regular basis.

Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

Please refer to Appendix A for location of wheel wash zone.

Management of Noise, Vibration and Dust

Contractor to minimise noise levels throughout the development, in accordance with BS 5228-1.

Contractor to ensure that assessment of ground borne vibration is undertaken in accordance with BS 7385.

The site is within close proximity to adjacent residential housing, so no heavy plant is to be used outside of the site working hours. No works to be undertaken on Sundays.

During demolition works, damp down areas being demolished using water as a dust suppressant.

Site manager to consider weather conditions and prevailing winds when organising operations to prevent dust nuisance to neighbouring properties.

The primary means of controlling dust and debris will be prevention; areas for debris and waste will be dust controlled to prevent escape, vehicle inspections will be carried out.

The Construction Phase of this project will be carried out in accordance with the Best Practise Guidance "The control of dust and emissions from construction and demolition" published by London Councils, 2006.

All vehicles leaving site will be inspected and wherever necessary, the wheels of vehicles will be pressure washed with water before leaving site.

All works will be carefully carried out to minimise dust. All debris will be bagged up when removed from site. Wetting down techniques and/or local exhaust ventilation systems will be employed to minimise dust to the surrounding area.

Noise, vibration and dust levels are to be monitored on a regular basis.

Waste Management

Implement 'just-in-time' material delivery system to avoid stockpiling of materials, which increases risk of damage.

Waste bins and skips will be covered to prevent debris blowing around the site. No waste materials to be stored on site for longer than necessary.

Efforts will be made to recycle or re-use materials from the demolition works (e.g. re-use crushed concrete from demolition process for fill, re-use of excavated soil for landscaping).

Safe Access

So far as is reasonably practicable, contractor to ensure that safe and suitable access to and egress from workplaces will be provided and properly maintained to enable all personnel to reach their place of work.

The adjacent pedestrian footpath along Bournemouth Road is to be maintained and accessible for the majority of the development, with a temporary closure while the new vehicular access and traffic lights are constructed at the latter stages of the development.

The secure gates will only open inwards into the site to keep access clear, with a banksman ensuring pedestrian safety when large vehicles enter and exit the site.

Precautionary Working Method

Along with the general construction works, the construction activities will include ground clearance and ground works. It is therefore important that appropriate mitigation measures are in place to prevent harm to protected species, including hedgehogs.

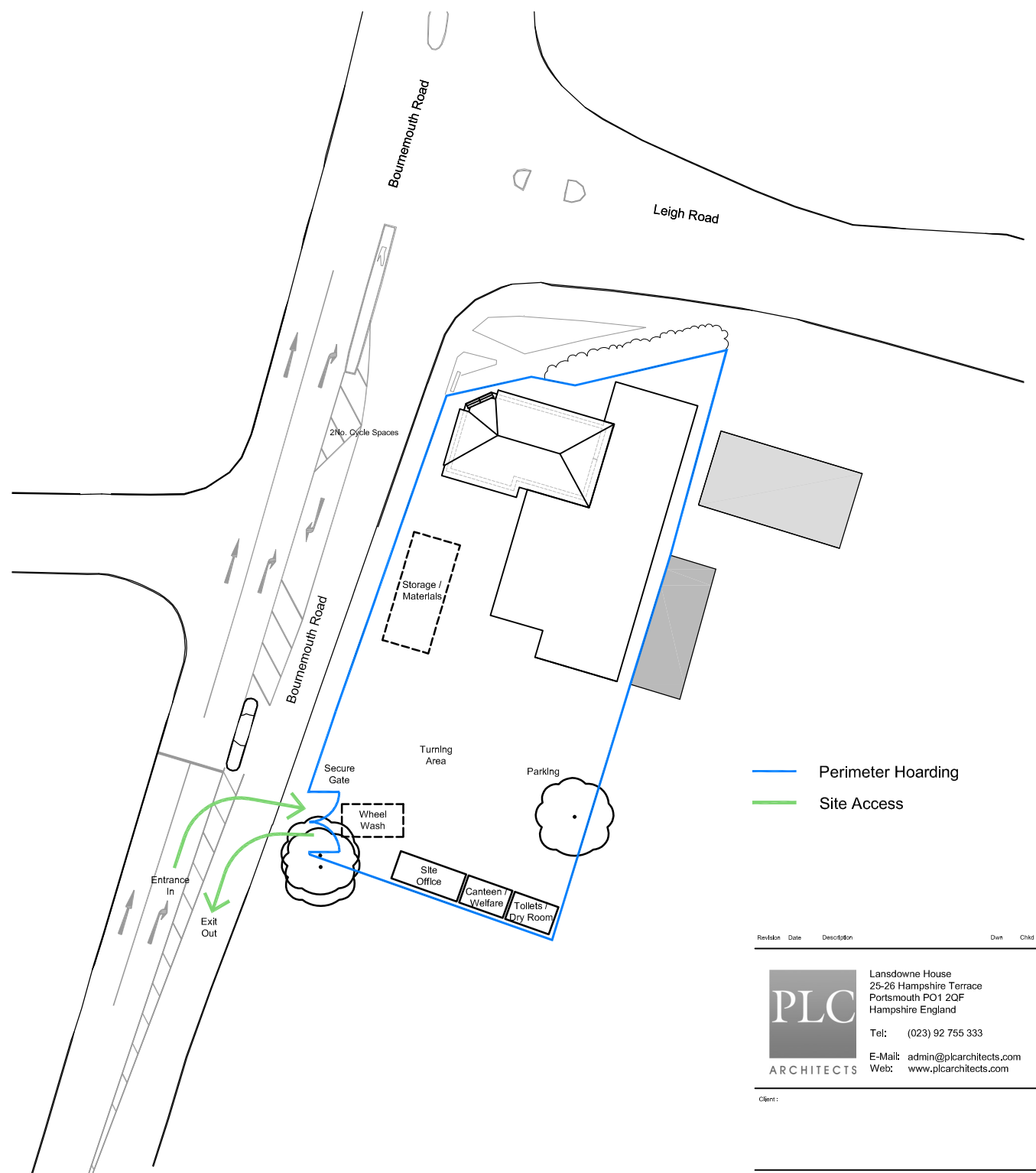
All contractors working on site will be briefed as part of a toolbox talk about protected species and habitats that they may encounter within the site. In the event that protected species are found during construction works, all works are to stop immediately, and Natural England must be informed. Advice should be sought from an ecologist immediately on how to proceed. See Preliminary Ecological Appraisal by Arun Ecology for further advice on actions to take if protected species are discovered.

Excavations and trenches to either be covered at night or include an escape ramp to prevent hedgehogs from being trapped.

Night-time working will be kept to a minimum where possible. Where lighting is required, lights will be kept away from trees and hedgerows. All lighting will minimise excessive illumination, and will not be aimed upwards.

The site contains a length of hedgerow along the northern boundary. This habitat will be retained as it is outside of the perimeter hoarding.

- GENERAL NOTES:
- 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
 - 2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
 - 3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
 - 4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.



Revision	Date	Description	Drawn	Child
----------	------	-------------	-------	-------



Lansdowne House
25-26 Hampshire Terrace
Portsmouth PO1 2QF
Hampshire England
Tel: (023) 92 755 333
E-Mail: admin@plcarchitects.com
Web: www.plcarchitects.com

Client:

Project:
103 Bournemouth Road
Southampton
SO53 3AJ

Drawing Title:
Site Logistics Plan

Drawn By	Date	Checked By	Date	Approved By	Date
LW	Aug '23				
Drawing No.	Revision	Scale			
22.3377.108	P1	1:500 @ A4			