Ross Consulting

Solutions in Arboriculture and Landscape Management

CLIENT- Zoe Mitchell and Wayne Newman

SITE- Land To The Rear Of 82 St Johns Road, Hedge End, Southampton, SO30 4DF

PROJECT-Construction and Environment Management Plan

REPORT DATE- 18th October 2024

COMPILED BY- William Ross

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APPENDICES

Appendix One – Construction Management Plan

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1.0 INSTRUCTION

1.1 Received From – Phil Laurenson of ADP Architects on behalf of Zoe Mitchell and Wayne Newman

1.2 Reasoning –To provide a Construction Environment Management Plan as per Grant of Planning Permission **Ref** F/24/97314 **Decision Date** 01.08.24 Erection of a four-bedroom bungalow with associated parking, storage, and amenity space. Land To The Rear Of 82 St Johns Road, Hedge End, Southampton, SO30 4DF

1.2.1 Condition 3 – *No development shall commence on site until a Construction Environmental Method Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority, which shall include:A programme of construction work*

b) Provision of long term facilities for contractor parking and parking of vehicles of site operatives and visitors;
c) Access and egress for plant and machinery;
d) Location of temporary site buildings, compounds, construction material, and plant storage areas used during demolition and construction;
e) The arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges].
f) The arrangements for the routing/ turning of lorries and details for construction traffic access to the site;
g) A scheme for controlling noise and vibration from demolition and construction activities (to include piling);
h) Provision for storage, collection, and disposal of rubbish from the development during construction period;
i) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process;
j) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
k) Details of any temporary lighting;
l) Protection of pedestrian routes during construction;
m) Dust suppression;
n) Chemical and/or fuel run-off from construction into nearby watercourse(s);
o) Waste disposal.
Demolition and construction work shall only take place in accordance with the approved method statement.
Reason: In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

2.0 INTRODUCTION

2.1 Background –Planning permission has been granted for a dwelling as per **1.2** on condition that Condition 3 is discharged by the way of producing a CEMP.

2.1.1 Objective – To ensure environmental and management controls are in place during the construction process and to address items **a)** to **o)** in **1.3**.

This document is to be read in conjunction with the CMP drawing **Job Ref** 2077 ADP CM – 01 (Appendix One) and is separate from the construction phase health and safety plan which will be undertaken by a competent person and will also form part of the project documentation.

2.2 Programme – The final programme is yet to be confirmed however the footings have been excavated and poured, the works will consist of:

- Installation of foul and stormwater drainage
- Services
- Foundations and pouring of the slab
- Construction of shell and roof
- Interior fit-out
- Exterior finishing works and hard landscaping
- Infrastructure landscaping – levelling etc
- Soft Landscaping and Ecological mitigation

2.3 Development Description – Erection of a four-bedroom bungalow with associated parking, storage, and amenity space.

2.3.1 Working Hours – As per Condition 16

No construction, demolition or deliveries to the site shall take place during the construction 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.

Reason: To protect the amenities of the occupiers of nearby dwellings.

3.0 SITE LOGISTICS

3.1 Site logistics strategy – Indicates the construction access and has been devised to maximise security to the site and prevent unauthorised access. This also considers minimum impact on the community and ease of access routes on and around site to reduce any risk of collision or incidents involving traffic movement.

3.2 Construction Traffic Routes - Access is at the Western end of the site off Norman Gardens There will be a dedicated off-loading area together with allocated storage areas and clear instructions will be given to off load and distribute materials accordingly. The main contractor will be responsible for the traffic management on the project within the stated working hours of construction work, this is to minimise the impact on the local community and amenities during congested times

3.2.1 Prevention of Highway Contamination – As part of construction and site management best practice the contractor must ensure that mud and general detritus is kept off the public highway and if it does occur the residue must be removed as soon as is practical, the following methods will be used:

- **Prevention** – The most practical method to include:
  - **Wheel washing** prior to leaving site
  - **Level loads and a material sheet** to prevent rubble/soil falling off the load
  - **Inspection of vehicles** prior to leaving site to ensure there is no excess material on wheels or vehicle bodies that may fall off
- **Proactive** – As part of site management
  - **Regular Road Inspections** – To monitor for contamination, especially around the site entrance
  - **Road Cleaning** – Either manually (brush and shovel) or by road sweeper if deemed necessary

3.2.2 Unloading/delivery arrangements to/from site

Idling vehicles will not be allowed so all construction vehicles and deliveries will need to be co-ordinated and restricted to one vehicle on site (access and egress) at any one time.
A dedicated loading / unloading area for one vehicle and area for turning and egress will be maintained during the construction process.
Vehicles must not wait in the area before or after making deliveries / collections. Deliveries are required to be Just-In- Time (JIT) with hauliers arriving before their time being moved on.

3.2.3 Storage of Materials - Materials will be stored in locations that are strategically planned and shown on the site strategy plan.

- The locations for materials storage will be within security fencing and lockable gates. Best practise methods of storing materials are to be followed,
- The ground will be levelled and prepared, to ensure materials are safe and do not fall and break creating wastage, proprietary lockable COSHH stores within secure containers, bunded and well housed fuel storage in suitable planned locations.
- Fuelling will take place in an area designated by the main contractor with spill kits in place
- Materials injurious to the Environment – Will be stored away from drains and in an area to prevent run off during rainfall events
- **Spill Prevention** – Control measures must be in place at all times following the main contractors RAMS and Method Statements
- **Spill Control and Reporting** – The best form of control is prevention. Spills must be cleared immediately following best practice to prevent contamination of drains and water courses. All incidents must be recorded and reported to the site management for action as deemed appropriate as they may become a reportable incident if they enter drains

3.3 Contractor Welfare and Parking

3.3.1 Welfare Unit and Offices To be situated in a position to suit the contractor to the West of the proposed dwelling.

3.3.2 Parking – On site or if this is not possible alternative arrangements must be made by the contractor.

4.0 DUST RISK ASSESSMENT

4.1 Overview – To identify the level of risk of dust emission associated with the construction activities, and to propose a suitable mitigation strategy to ensure negative impacts are controlled.

4.2 Baseline Conditions – No baseline information is available for the site; however, it is understood that the baseline airborne particulate dust environment will be influenced by road traffic and dust from other sources.

4.3 Work Methods - Before construction begins a dust management plan will be put in place by the Main Contractor.

- Dust management will be undertaken at all times by site labour using screens and site damping during the demolition and construction phase where appropriate
- Spoil heaps will also be dampened or covered during dry conditions. Covered skips and enclosed chutes will be employed where practicable.
- Dust suppression tools will be provided along with debris netting to scaffold areas otherwise cutting, sanding and grinding will be restricted to designated areas where practicable.
- Specific dust management will also be addressed by the main contractor within their method statements.

- Wheel washing facilities will be provided at the entrance to reduce the transference of mud/dust onto highways.

4.4 Site Evaluation – It is recognised that the level of risk attached to a construction site is dependent not only on the size and scale of a development, but also

- The activities,
- The timing of works (seasonality)
- The sensitivity of the surrounding area

Therefore, a dust risk assessment must be carried out by the Principal Contractor in accordance with Guidance on the assessment of dust from demolition and construction (http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf)

5.0 NOISE RISK ASSESSMENT

5.1 Overview – An assessment of the risk of construction noise generated by the proposed works, and the associated potential adverse effects on the surrounding area.

An assessment of the potential noise effects has been undertaken based upon the plant and equipment, scheduled construction activities and the programme of works as presented in this document.

5.2 Work Methods – Noise from all items of site plant will be kept to a minimum with the best practical measures being implemented to control noise.

- All electrical construction plant where possible will be provided with suitable attenuation
- vehicle exhaust silencers will be checked and monitored during the course of the works
- All items such as compressors will be lined where possible with acoustic covers and mufflers to reduce noise
- Site plant or machines will not be left running when not in use.
- Any temporary items of plant will be located away from site boundaries where possible.
- Operations on site that are likely to generate unacceptable levels of noise and vibration will be undertaken in a manner that minimises any nuisance and agreed with the trade contractors; method and risk assessments will be agreed (with the Council's environmental health officer if necessary) to ensure these works are carried out in an acceptable manner.
- If it is impracticable to incorporate satisfactory measures to adequately suppress noise and/or vibration nuisance, then these elements of works will be undertaken during restricted working hours to minimise the effect of adjacent residents

5.3 Baseline Conditions – Although no site-specific baseline information is available for the site, the main noise sources in the locality of the proposed development are from local traffic.

Taking into consideration the number of dwellings potentially affected, the programme of works, and the scale of the development, a level of 65 dB is to be adopted to assess acceptability of this project.

5.4 Predicted Noise Risk – Predicted receptor noise risks been determined based on the plant listed for each activity in accordance with the proposed plant list and site program as detailed in the Construction Management Plan.
Appropriate screening from buildings and other local barriers will be installed and maintained for the duration of the project.

6.0 VIBRATION RISK ASESSMENT

6.1 Overview – An assessment of the potential risk regarding vibration generated by the construction works detailed in this document, and the associated adverse effects on the surrounding area. The surrounding area is residential, and it is unlikely that these residential buildings will contain sensitive equipment at risk of adverse vibration effects.

The risk assessment has been based on an appraisal of the likely plant, examining the likelihood of each item generating significant levels of vibration at receptors.

6.2 Guidance Limits – Vibration levels will be evaluated against guidance presented in BS 5228 Part 2 in order to assess the likelihood of both structural damage to neighbouring buildings and the human response of the occupants.

6.3 Control Plan – To control and minimise vibration effects caused by construction activity; the vibration mitigation measures listed in this report will be adopted at all times.

- At the commencement of any potentially disturbing phases of works such as breaking out that are likely to cause complaints it is proposed that attended vibration measurements will be undertaken to ensure receiver levels remain below appropriate thresholds and prior warning and explanation of the works is to be given to residents.
- Works will be controlled on a risk-based approach with attended monitoring used to judge the acceptability of the works, and safe working distances going forward.

7.0 NOISE, DUST AND VIBRATION CONTROL MEASURES

7.1 Site Personnel - All operatives on site will be trained to ensure that noise minimisation and best practicable means (BPM) are implemented at all times.

- Staff will attend a general induction and task specific Toolbox Talks
- The Project Team and sub-contractors will be made aware of the importance of giving due consideration to the residential neighbours and general public
- Works will be checked regularly by the Site Supervisor to ensure that BPM is being implemented throughout the program of works
- Records of inspections and inductions/TBT will be kept in the site office

7.2 General Control Measures – To include:

- Suitability in the choice of methodology/technique for operations (including site layout)
- Consideration to eliminate or reduce emissions at sensitive locations
- Fixed items of construction plant will be electrically powered in preference to diesel or petrol driven
- Fabrication will be undertaken off site where practical
- Noisy plant will be kept as far away as possible from sensitive areas
- Each item of plant used will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 [4] where appropriate
- Equipment will be well-maintained and will be used in the mode of operation that minimises noise
- Equipment will be shut down when not in use or throttled down to a minimum during waiting period
- Vehicles shall not wait or queue on the public highway with engines running
- All materials will be handled in a manner that minimises noise
- where possible deliveries will be arranged on a just-in-time basis to prevent vehicles queuing outside site

7.3 Site Specific Noise and Vibration Control Measures – Control measures specified below will be implemented:

- Plant which is considered to introduce the risk of potential noise effects to be limited to working between 08:00 – 18.00hrs. and 09.00 – 13.00on Saturdays with no work on Sundays
- All fixed plant is to be kept within the demise of the site to reduce potential effects on neighbouring properties and is to be acoustically enclosed
- Hoardings are to be installed to the site boundaries to minimise noise emitted when loading
- Where possible materials to be pre-cut prior to site delivery to minimise any site trimming
- All HGV movements associated with the worksite will only take place during normal working hours, unless otherwise agreed and approved by the Council.

Refer to **8.2.2 Birds**

7.4 Site Specific Dust Control Measures

- Dust generated by the construction process will be suppressed by suitable control measures such as a fine water spray /screens or methods otherwise deemed appropriate by the main contractor
- Skips to be covered as appropriate when not in use
- Cutting equipment to be used with water suppressant and/or suitable extract system
- No burning of waste wood or other materials on site
- Stockpiling of dust generating materials on site will be minimised
- Powder containers will be sealed when not in use.
- Immediate clean-up of spillages of dusty materials in place
- Wet brushing techniques will be used for cleaning
- Regular checks for visual observation of dust and soiling within 50m of site
- Dust deposition and/or soiling monitoring during construction phase
- No vehicle idling (unless required e.g., concrete wagon)
- Use of mains or battery powered plant where practicable
- Refer to **8.2.2** Nesting Birds

8.0 GREEN ENVIRONMENT

8.1 Overview – Eastleigh Borough Council expressed concern regarding the potential impact of the proposed development on the local environment hence condition 3 of the planning permission requiring a CEMP, potential impacts are:

- Pollution control– solid and liquid
- Dust
- Waste storage
- Surface water runoff management
- Bio Security

The majority of the above are addressed in the previous sections of this CEMP, the design team's opinion is that a separate section addressing the Green Environment should be included.

8.2 Ecological Impacts – Addressed in the Peach Ecology Ecological Assessment 19/04/24 and the additions of 09/07/24 the recommendations made in these documents must be adhered to. The information below summarises points highlighted in the assessment

8.2.1 Bats – There are no buildings that would provide roosting opportunities, and the site provides minimal foraging value, however there is a hedge on the Northern boundary which is likely to provide connectivity for commuting. **Mitigation** – A bat brick will be built into the Eaves on the Southern Elevation

8.2.2 Nesting Birds – The nesting season is deemed to be between March and August although can differ as result of seasonal variations:

- Due diligence – Must be followed to include inspection of work areas (buildings and vegetation to be removed) to ensure there is no evidence of nesting activity/nests. Inspections will be carried out by suitably qualified ecologist who will also advise in the case that nests are present
- Mitigation – An integrated Swift box will be situated in the Eastern elevation

8.2.3 Badgers – The assessment didn't find any evidence on site and therefore it is unlikely they will be impacted on by the development.

8.2.4 Great Crested Newts – The site was assesd as having negligible potential and therefore it is unlikely the development will impact on GCN or other amphibians.

8.2.5 Reptiles – The assessment concludes the existing habitat is 'sub-optimal' for reptiles however the proposals in the Peach ecology report and Ross Consulting Landscape Scheme will provide enhanced habitat with the planting of additional hedgerows.

8.2.6 Dormice – The assessment concludes that the proposals are unlikely to impact on Dormice.

8.2.7 Hedgehogs – The assessment recommends the provision of a hibernation box and a minimum of one access point in the close board fence on the Western boundary.

8.2.8 Bees – The Peach Ecology assessment recommends a minimum of two integrated Bee bricks on the Northern elevation of the building.

8.3 Trees and Hedges Addressed in the Barrell Tree Consultancy report and TPP dated 13/10/2020.

8.4 General – A number of additional factors pose a risk of pollution impacting on the immediate environs unless precautions are in place, control measures are listed in 7.0 Noise, Dust and Vibration Control Measures, those pertinent to water pollution are:

- Surface Water Runoff Containing
- Chemicals harmful to the environment
- Silt/dust/granular materials
- Hydrocarbons (Fuel etc)
- Solid Materials
- General rubbish either carried by the wind or surface water
- Larger objects/rubble being washed into drains causing blockages leading to flooding
- Machinery and Equipment Cleaning – To be carried out in a dedicated area on hard standing on a purpose made portable wash bay with a bund to collect water, there is not sufficient space for a wheel wash
- All cement mixer washing will be disposed of following industry practice and not disposed of in surface water drains
- Mud and material removed from excavators will be disposed of in the provided skip
- Washing area to be kept clean and tidied up after use

8.4.1 Control Measures in relation to 8.4 – Refer to **3.2.4** Storage of Materials for related control measures

- Surface water runoff
- Chemicals/Fuel will be stored in bunded containers
- Decanting of all harmful liquids including fuel will take place on spill trays
- Spill Kits will be present at all times
- Liquid caught in spill trays/bunds and spent spill kit materials will be disposed of in the correct manner in the appropriate skips/bins
- All spills will be reported to the Site Manager and the appropriate action taken
- Major spills and those entering the drains must be immediately reported to the Environment Agency and other relevant Authorities
- All soil, mud etc will be swept up and disposed of as it occurs
- Drains will have silt traps fitted for the duration of the works, these will be inspected on a daily basis and emptied as require d
- Solid Materials – Good House Keeping by site labourer
- All trades will tidy up after themselves and put waste in skips
- All general litter to be disposed of in bins
- All materials that may enter or block drains to be removed as soon is apparent
- Washing Water and Silt/Mud – To be disposed of in the appropriate skip/tank

8.4.2 Lack of Coordination /Poor Management and Limited Control Measures: – Common factors contributing to pollution incidents the majority of which can be avoided apart from 'unforeseeable' incidents caused by external influences. Therefore, this CEMP and associated documents must be adhered to, if in doubt refer to the Project Team/Principal Contractor.

8.5 Ecological Enhancements – As per Peach Ecology recommendations summarised below:

- Integrated Bat brick
- Integrated Swift brick
- Integrated Bee bricks
- Hedgehog hibernation box and access points in fencing
- Additional hedge planting
- Bat Friendly Lighting Scheme

8.5.1 Implementation Please refer to the Ross Consulting Landscape Report included in the condition discharge pack.

9.0 FINISHING WORKS AND COMPLETION

9.1 General Monitoring – The site will be managed by the Project Team and each build stage signed off by the client's project manager this will include implementation of a good housekeeping programme to include the control measures within this CEMP. Records of inspections will be kept for inspection by the client, the LPA and statutory bodies.

9.2 Landscaping – To be carried out after completion of the build phase and prior to final finishing works, to be signed off by the client

9.3 Final Snagging – Inspection to be carried out by Clients PM and PC contracts & site manager, action points to be agreed and implemented.

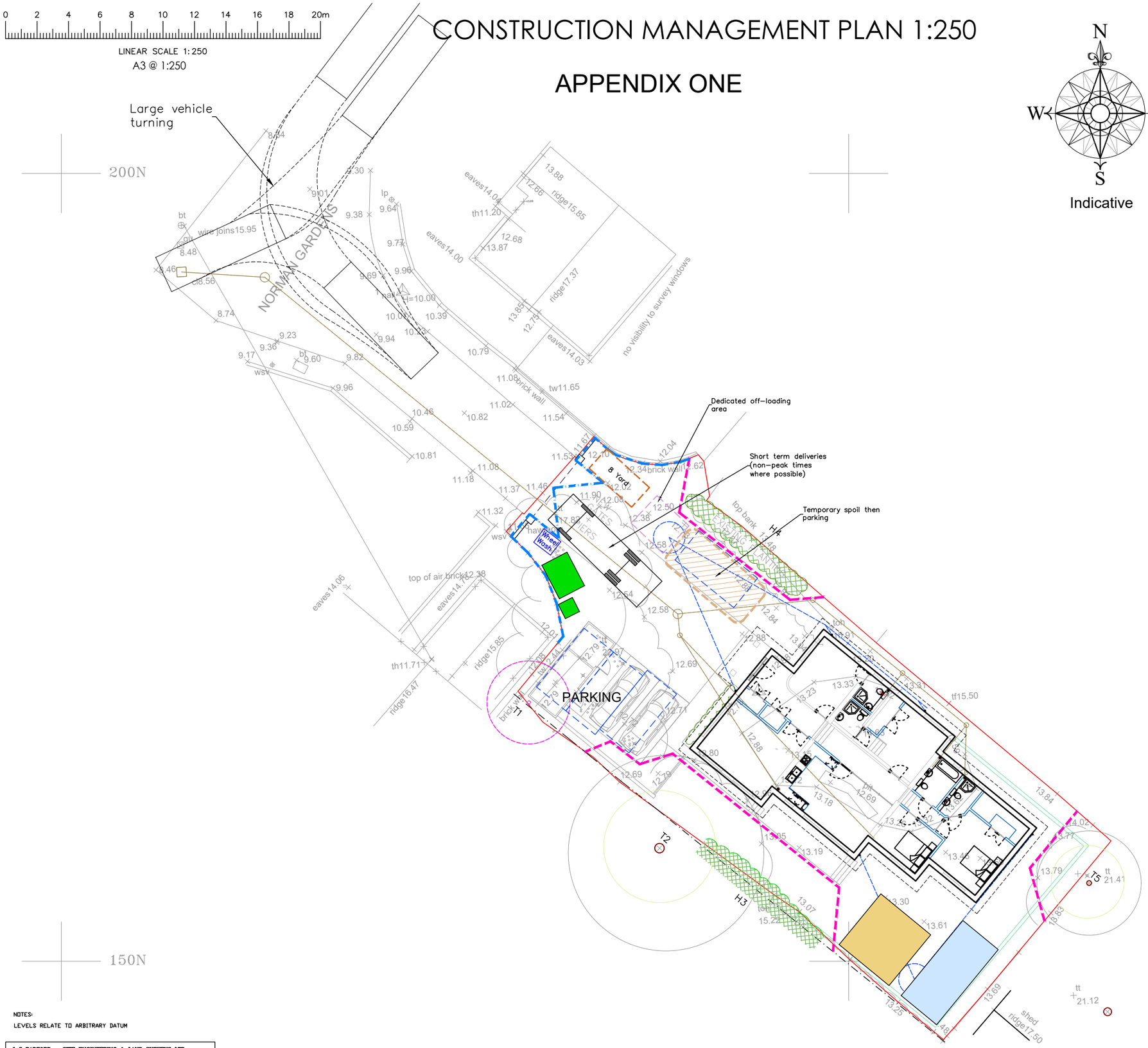
9.4 Finishing Works – As required/agreed and to standard following best practice and the CEMP.

9.5 Completion and Handover – On final sign off.

William Ross 18th October 2024

CONSTRUCTION MANAGEMENT PLAN 1:250

APPENDIX ONE



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W E
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Indicative

NOTES:
LEVELS RELATE TO ARBITRARY DATUM

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CLIENT:	MR W NEWMAN ESQ
CONTRACT:	LAND TO R/O 82 ST JOHN'S ROAD HEDGE END
TITLE:	EXISTING SURVEY
SCALE: 1:200	DATE: JUNE 2019

RIBA Chartered Practice
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Land Ownership

Land Ownership: Boundary positions are for guidance only. It is the Client's responsibility, directly or via the client's solicitor, to provide clear details of land ownership, usually by way of a title plan based on Ordnance Survey mapping, to determine exact site extremities. The remit to check title plans or land covenants does not fall under the responsibility of ADP Architects Ltd.

LEGEND

- Material storage areas
- Site office/welfare/wc
- Plant
- Temporary spoil area
- Operatives parking: Parking for operatives, contractors, sub-contractors and construction vehicles
- Site hoarding/gates
- Tree/hedge protection
- 8 Yard — Skip
- Wheel Wash — Contractor's wheel washing facility: To minimise dirt & mud being deposited onto the highway during construction wheels to be washed by pressure washer before exiting. This facility together with a sign requiring drivers to wash wheels before leaving site to remain until the completion of the development.

rev:	date:	note:
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drawing title:
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