

# CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

FEBRUARY 2026

**SITE ADDRESS:**

71 Leigh Road, Eastleigh, SO50 9DF

**PLANNING APPLICATION REFERENCE:**

F/25/100606

**DESCRIPTION OF DEVELOPMENT:**

Change of use from commercial use to 7 bedroom House in Multiple Occupation, to include construction of single storey rear extension, dormer to rear roofslope and front rooflights, with associated landscaping and provision of car parking

**PREPARED FOR:**

Eastleigh Borough Council

**PREPARED BY:**

Kieren Goldie, KLG Property Group Ltd alongside Oliver Farr, Applecore PDM Ltd

**ON BEHALF OF:**

Pelchester Green Limited

## 1. PURPOSE OF THE CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

This Construction Environmental Management Plan (CEMP) has been prepared in support of the above planning application and to satisfy the requirements of the Local Planning Authority and Highway Authority.

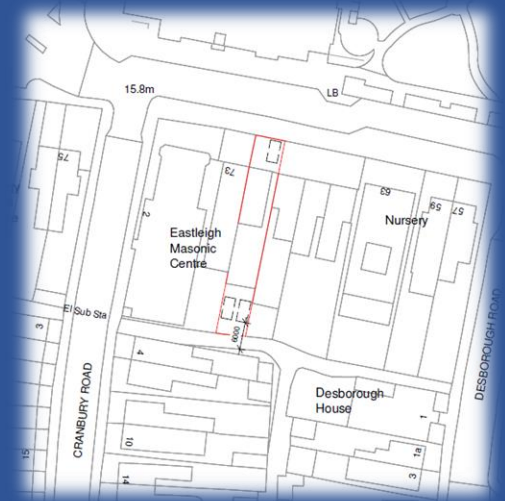
The purpose of this CEMP is to set out the measures that will be implemented during the construction phase to minimise disruption to neighbouring residents, protect highway safety, and manage environmental impacts associated with the development.

This document is proportionate to the scale and nature of the proposed works, which comprise alterations and extensions to an existing building within an established residential area.

## 2. SITE DESCRIPTION

The site comprises an existing building at 71 Leigh Road, Eastleigh, with vehicular access from the rear service road serving Cranbury Road, as well as allocated parking spaces to the front of the property, within its own boundary. The surrounding area is predominantly residential in character, with on street parking controls in operation.

Access arrangements for construction traffic will utilise existing access points and will not require alteration to the public highway. The intention is for the rear access and parking spaces to be the predominant means of access and onsite parking for trades while the property is under refurbishment.



## 3. CONSTRUCTION PROGRAMME

The works are expected to be undertaken as a single continuous construction phase and will broadly comprise:

- Site setup and temporary fencing.
- Internal strip out and site-specific demolition works.
- Construction of single storey rear extension.
- Roof alterations including dormer and rooflights.
- Internal fit out works.
- External finishes and landscaping.
- Final clearance and reinstatement.

The total construction period is anticipated to be approximately **22-24 weeks**.

## 4. HOURS OF CONSTRUCTION WORK

Construction activities, including deliveries, will be restricted to the following hours unless otherwise agreed in writing with the Local Planning Authority:

- **Monday to Friday:** 08:00 – 18:00
- **Saturday:** 08:00 – 13:00
- **Sundays:** No works

## 5. CONTRACTOR PARKING ARRANGEMENTS

Contractors will be instructed not to park on Leigh Road or surrounding residential streets. Where possible, contractors will:

- Park within the site once rear parking areas become available; or
- Use off site parking locations and travel to site on foot.

Parking within Controlled Parking Zones will not be permitted.

## 6. DELIVERIES & MATERIALS MANAGEMENT

- All deliveries will be pre booked and scheduled to avoid peak traffic periods.
- Delivery vehicles will be of an appropriate size for the surrounding road network.
- Vehicles will not wait or unload on the public highway.
- A banksman will be used where necessary to guide delivery vehicles safely in and out of the site.

## 7. ACCESS & EGRESS FOR PLANT AND MACHINERY

Construction vehicles will access the site via existing access points only. No temporary access points or highway modifications are proposed.

All vehicle movements will be undertaken in a forward gear where practicable, and turning within the site will be maximised to avoid reversing onto the highway.

## 8. PEDESTRIAN & PUBLIC SAFETY

Measures to protect pedestrians and highway users will include:

- Clear separation between construction activities and public areas
- Temporary fencing or hoarding where required.
- Warning signage during delivery operations
- Use of a banksman when plant or delivery vehicles are manoeuvring near pedestrian routes.

Pedestrian routes adjacent to the site will be always kept clear and unobstructed.

## 9. NOISE AND VIBRATION

The British Standard code for control of noise and vibration (BS 5228-1:2009 +A1: 2014 and BS 5228-2:2009) will be strictly adhered to.

The measures and procedures contained within these documents represent best practicable means for noise control on construction sites. These codes of practice will be followed by the appointed contractor.

Furthermore, the following will apply as a minimum:

- All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.
- All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers and shall be maintained in good and efficient working order.
- All plant and machinery in intermittent use shall be shut down in the intervening periods between works.
- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Static plant and machinery will be sited as far away as possible from inhabited buildings or other noise sensitive locations.
- All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

- Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators.
- The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
- No stereos or similar amplified devices shall be audible at the site boundary.

## 10. CONTROL OF DIRT, DUST & DEBRIS

To prevent dirt and debris being transferred onto the highway:

- Vehicle wheels will be checked prior to leaving the site.
- A wheel washing facility will be provided and used if required.
- Any mud or debris deposited on the highway will be cleaned immediately.
- Any damaged road markings will be reinstated as required.

Dust generation will be minimised through good site practices, including damping down during dry conditions associated with demolition or groundworks.

## 11. TEMPORARY SITE BUILDINGS & STORAGE AREAS

Temporary site facilities, including welfare units and material storage, will be located entirely within the site boundary.

Materials will be stored in an orderly manner and will not encroach onto the public highway or neighbouring land.

## 12. SITE MANAGEMENT AND RESPONSIBILITIES

A principal contractor will be appointed prior to commencement of works and will be responsible for implementing this CEMP. The implementation of the CEMP by the principal contractor will be further enforceable by the way of a Minor Works JCT 2024 Edition Building Contract which will exist between the Client (Building Owner) and Principal Contractor. The appointed Contract Administrator (CA) will ensure regular review of this CEMP as part of their responsibility for the duration of the project, until practical completion and handover.

### SITE MANAGER RESPONSIBILITIES:

- Day to day management of construction activities
- Ensuring works are carried out in accordance with this CEMP

### CONTRACT ADMINISTRATOR:

- Acting as the primary point of contact for residents and the Local Planning Authority
- A site contact board will be displayed in a visible location, providing a contact name and telephone number for any site related queries or complaints.

Contact details will be displayed on site throughout the construction period.

## 13. COMPLIANCE AND MONITORING

The Site Manager will regularly monitor compliance with this CEMP throughout the construction period and the CA will oversee the monitoring and management of this on a weekly basis during site visits / inspections.

All demolition and construction works will be carried out strictly in accordance with this approved Construction Environmental Management Plan unless otherwise agreed in writing by the Local Planning Authority.

It should also be noted that the Principal Contractor is ordinarily expected to carry out such duties in any circumstances and as part of their obligations under the Construction Design and Management (CDM 2015) regulations.

#### 14. CONCLUSION

This Construction Environmental Management Plan (CEMP) has been prepared to demonstrate that the construction works associated with Planning Application F/25/100606 can be carried out in a safe, controlled, and considerate manner.

The measures set out within this document respond directly to the requirements of the Local Planning Authority and Hampshire Highway Authority, including the specific matters raised in respect of contractor parking, construction access, deliveries, pedestrian safety, highway cleanliness, and boundary wall / planter height and visibility.

The scale of the proposed mitigation is proportionate to the nature of the development, which involves the conversion and extension of an existing building within a well-established residential area. The implementation of this CEMP will ensure that:

- The free flow and safety of the public highway is maintained throughout the construction period.
- Impacts on neighbouring residents and highway users are minimised.
- Construction activities are appropriately managed and monitored.
- The site is operated in a manner consistent with good practice and highway safety requirements.

All demolition and construction works will be undertaken strictly in accordance with this approved CEMP unless otherwise agreed in writing by the Local Planning Authority. The document shall remain live for the duration of the construction phase and will be reviewed and updated if required to reflect any material changes to the construction methodology.

This CEMP therefore provides a robust framework for managing construction impacts and is considered sufficient to satisfy the requirements of recommended conditions suggested in the correspondence received by Highways Transport & Development Planning in December, 2025.