

Welborne, Fareham

CG Fry and Son

Phase 3B Construction Environment Management Plan



Welborne, Fareham – Phase 3B

Construction Environment Management Plan

Job Title	Welborne, Fareham – Phase 3B
Project Number	1429
Date	14.08.2026
Revision	Rev A
Client	CG Fry and Son
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File Reference	P:\ 1429 Welborne, Fareham \ C Documents \ Reports \ 1429-Welborne,Fareham-Phase 3B-CEMP Report.docx

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Contents

1	Introduction	1
2	Management Strategy	5
3	Development Phasing	9
4	Construction Traffic Management	11
5	Site Operations	18
6	Other Mitigation Measures	22
7	Summary	26

Appendices

Appendix A Drawings & Figures

1 Introduction

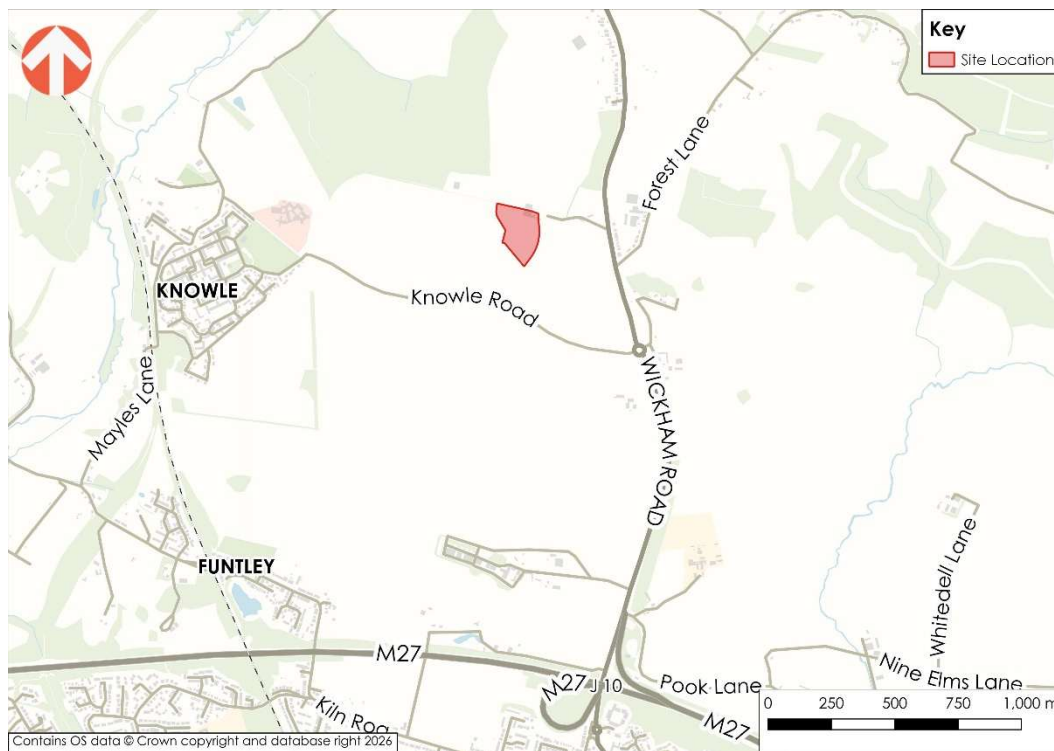
Background

- 1.1 AWP has been appointed by CG Fry to prepare a Construction Environment Management Plan (CEMP) for the land parcel Phase 3B as part of the Reserved Matters Application (RMA).
- 1.2 The Outline planning permission has been obtained for the whole urban expansion by Buckland Developments known as Welborne which is a proposed new community containing both commercial and residential units. The planning permission seeks of up to 6000 dwellings (application ref: P/17/0266/OA) in total where the CG Fry Phase 3B parcel will be containing approximately 75 dwellings comprising of houses and flats. This CEMP has been prepared to discharge General Condition 22 b) of the Planning Decision Notice. The General Condition is worded as follows:

(22) No development shall take place within a Neighbourhood (or part thereof) until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority for that neighbourhood (or part thereof). The CEMP shall set out the strategy and detailed method statements in respect of the following:

b) Construction Traffic Management (to include the details of haul roads, co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800- 0900) and PM Peak (1630-1800) periods)

- 1.3 The Phase 3B parcel is located to the North of Fareham and approximately a mile south of Wickham where Crockerhill village lies in close proximity east of the parcel. Between the existing Knowle Road roundabout to the A32 roundabout, the road will require alterations to provide accesses to the parcel. Figure 1.1 shows the location of the Phase 3B parcel:

Figure 1.1: Site Location**Document Objectives**

- 1.4 This document aims to highlight specific environmental issues associated with the development that need to be considered during the management of the construction phase. It outlines a series of strategies, standards, best practice techniques and procedures that should be observed through the construction process, in order to ensure minimal disruption and nuisance from the construction activities, to both local communities and the environment.
- 1.5 This document considers the environmental impacts that could arise during construction of the proposed development and outlines the principles to manage site operations that have the potential to impact on environmental related issues (i.e. traffic, noise, dust etc).
- 1.6 This document does not set out specific requirements for licences, permits/consents, and monitoring regimes, and it is expected that the Contractor will be aware of and fulfil their obligations in this respect under the various environmental legislation and regulations.

Development Proposals

- 1.7 The parcel consists of up to 75 residential dwellings. The development will also include vehicular and pedestrian access and car parking associated with the units.

Access

- 1.8 The construction site access to Phase 3B parcel will be provided by a haul road located from an existing farm track located off Wickham Road (50°52'58.9"N 1°10'54.6"W) to the top of the boundary. It is anticipated that as each development parcel comes forward, construction access to that parcel will be provided via the proposed parcel access. A site compound plan showing the agreed access for Phase 3B is included in Appendix A of this report.
- 1.9 The construction site access will also provide access to the development site and site compound for construction staff and deliveries.

Construction Activities

- 1.10 The residential units at the site will be constructed from concrete/masonry/timber and normal construction materials. Other construction activities comprise the provision of utilities and services, hard landscaping, car parks and the formation of access roads.
- 1.11 A temporary office, storage and welfare facilities and a marketing suite will be erected by CG Fry for the duration of the construction period of the parcel. Associated car parking will also be provided.

Sustainability

- 1.12 It is proposed that sustainable principles of construction are followed during the work on site. This would involve:
- Encouraging the sustainable use of materials in construction;
 - Promoting the use of renewable resources; and
 - Reducing emissions of greenhouse gases.
- 1.13 Measures that could be adopted to encourage sustainable construction would include:

- Giving preference to the use of locally-sourced materials;
- Use of recycled materials and aggregates, particularly in the construction of roads, footpaths, cycleways and hard landscaping;
- Sourcing timber used in construction from sustainable sources, which includes verifiably sustainably managed forests (sources registered with the Forest Stewardship Council, Pan European Forest Certification or the UK Woodland Assurance Scheme); and
- Providing environmental awareness training for staff involved in construction.

2 Management Strategy

Roles and Responsibilities

- 2.1 The key member of personnel with respect to the implementation of the CEMP is the Site Manager for each development parcel. The Site Manager's activities with respect to the CEMP and its objectives will be overlooked by the Contracts Manager who will in turn be overseen by the Developer's Construction Director. Similarly, if construction contracts for various elements of the works are to be let to other sub-contractors, then the obligations would be included in each respective agreement with the Developer.

Contracts Manager

- 2.2 It is anticipated that the Contracts Manager will monitor the Site Manager's compliance with the CEMP and advise the Construction Director on any environmental issues that arise during the overall construction period.
- 2.3 The Contracts Manager's role with respect to the CEMP would be likely to include the following tasks:
- Review and comment on the Site Manager's delivery of the CEMP and the associated environmental management strategies.
 - Oversee the agreed programme of environmental monitoring relevant to each construction activity;
 - Participate in site review meetings as required;
 - Contribute to communication on environmental matters between the project stakeholders and any relevant statutory bodies;
 - Carry out site environmental inspections and audits, as necessary, to review compliance with the CEMP;
 - Monitor implementation of any corrective action required by the Site Manager and communicate issues to the wider project team as necessary;
 - Monitor the management of environmental complaints;
 - Monitor the appointed Site Manager's site activities to ensure that all relevant environmental legal consents, licences and exemptions are in place in advance of relevant works commencing, and that the requirements are adhered to; and

- Co-ordinate the Environmental Management Plan review process.

Site Manager

2.4 The Site Manager will be responsible for ensuring the construction activities comply with the requirements of the CEMP and for co-ordinating and managing the environmental obligations on a day to day basis. The Site Manager will ensure that appropriate resources are available and any necessary environmental controls or mitigation measures are implemented as required.

2.5 With respect to the CEMP, the Site Manager's role would be likely to include the following tasks:

- Manage the requirements of the CEMP and the associated environmental management strategies during work on site;
- Periodically review and as necessary update arrangements for delivering the CEMP;
- Act as main point of contact in relation to environmental issues and liaison officer with the Environment Agency and other relevant statutory bodies;
- Provide environmental awareness training, including an induction for all site workers to support the CEMP implementation;
- Monitor the environmental performance of sub-contractors and provide direction as necessary;
- Ensure full co-operation with the site environmental inspection and audit programme;
- Ensure that all environmental incidents and complaints are investigated, recorded and reported to the Contracts manager;
- Ensure that any required corrective and preventative actions are taken in line with the relevant procedures; and
- Keep records to demonstrate implementation of the CEMP.

Staff and Sub Contractors

2.6 Although the Developer will lead on the implementation of the CEMP, all persons working on site should take a proactive approach to environmental matters. This positive behaviour

would be encouraged through the site induction process which should aim to ensure that all staff:

- Work to agreed plans, methods and procedures to limit environmental impacts;
- Understand the importance of avoiding pollution on-site, including noise and dust, and how to respond in the event of an incident to avoid or limit environmental impact;
- Report all incidents immediately to their line manager to escalate to the Site Manager where appropriate;
- Be aware of any specific ecology and archaeology activities which need to be undertaken;
- Monitor the workplace for potential environmental risks and alert the immediate line manager if any are observed; and
- Co-operate, as required, with site inspections and audits.

Monitoring, Continual Improvement and Review

- 2.7 The Site Manager would hold the responsibility of maintaining a register of all environmental monitoring associated with the project, which should be made available for auditing and inspection by the Contracts Manager and any relevant statutory bodies as required. It is proposed that monthly reports are submitted by the Site Manager to provide evidence of the monitoring undertaken.
- 2.8 The Site Manager would also be responsible for providing feedback to the Contracts Manager on the environmental performance of the project.
- 2.9 The CEMP should be reviewed jointly by the Contracts Manager and Site Manager during the life of the project to ensure that it remains suitable to facilitate efficient and effective delivery of the project environmental commitments. Any proposed changes to the CEMP would be submitted to the Local Authority for approval in sufficient time to allow review, comment and revision prior to the relevant construction activity commencing.
- 2.10 The environmental review would consider past performance from inspections, audit reports and monitoring data to plan actions required to mitigate forthcoming risks and disseminate best practice.

Environmental Complaints and Incidents

- 2.11 All complaints and incidents relating to environmental matters should be recorded and responded to in a timely manner. These would be reported to the Site Manager in the first instance, who would manage this process and notify the Contracts Manager and any relevant statutory bodies as necessary.
- 2.12 As described above, the Site Manager would then ensure that any required corrective and preventative actions are taken in line with the relevant procedures.

Public and Community Relations

- 2.13 There should be regular and proactive liaison with the Local Authority and other relevant third parties on environmental issues throughout the project implementation. This would be led by the Site Manager and would serve to ensure that the relevant bodies are aware of when any sensitive construction activities are to take place, as well as demonstrating that the environmental management of the works is effective.
- 2.14 A planned Communications Programme could be put in place to assist in achieving these objectives and would include for example:
- Organised site visits for interested parties;
 - Liaison with local primary and secondary schools;
 - Briefings and visits for professional and technical publications; and
 - Community contact points (for emergencies and for general enquiries) and to enable residents to feedback suggestions, concerns and the like to the Site Manager and the site team.

3 Development Phasing

Introduction

- 3.1 The proposed parcel will be constructed as part of Sequence 1 of the planning permission notice where the primary infrastructure roads designed by Paul Basham Associates would have been built prior any Phase 3B construction works. The access roads will be constructed in line with each parcel / phase and will run concurrently with the building of the residential units. It is anticipated that Phase 3B could be delivered over a period of 3 years.
- 3.2 The site compound will be accessed similarly to the construction access as illustrated in Appendix A.

Site Activities

- 3.3 It is anticipated that there will be a peak in construction activity at the beginning of the development, whilst infrastructure works are being carried out, and materials for the start of the build arrive on site. It is at this time, therefore, that the peak generation of associated vehicle movements is expected to be experienced. This will comprise of construction, plant, delivery of construction materials, collection of construction waste and journey to work movements for site staff.
- 3.4 The majority of site deliveries will be made to the site compounds. Plant and materials (which will be stored in the Construction Parking and Storage Areas) will then be transferred to the relevant construction areas as required. An area for wheel washing of deliveries and plant will be located at all accesses onto the public highways. The contractors parking area will be located within the site compounds in the Construction Parking and Storage Area, with no parking available in any other area. It will be made clear to the site workforce that no parking is to take place on Knowle road and the A32.
- 3.5 A small number of articulated HGVs are expected at the beginning of the build to deliver concrete blocks and roof trusses. The majority of other deliveries are expected to be made by smaller vehicles. All vehicles will turn within the site and exit the site in a forward gear. A Banksman will be utilised should there be a

- need for a vehicle to exit onto the public highways in a reverse gear.
- 3.6 The site compounds will be surfaced with hardcore material, allowing surface water to percolate into the ground as it does currently.
- 3.7 The contractors' parking area will be located immediately adjacent to the site compound, with no parking available in any other area.
- 3.8 Construction work will not commence on any plot until a suitable means of hard surfaced access to each particular plot has been provided. Such means of access shall be maintained in a satisfactory condition until building works on that plot are completed and estate roads giving access to it have been constructed.

4 Construction Traffic Management

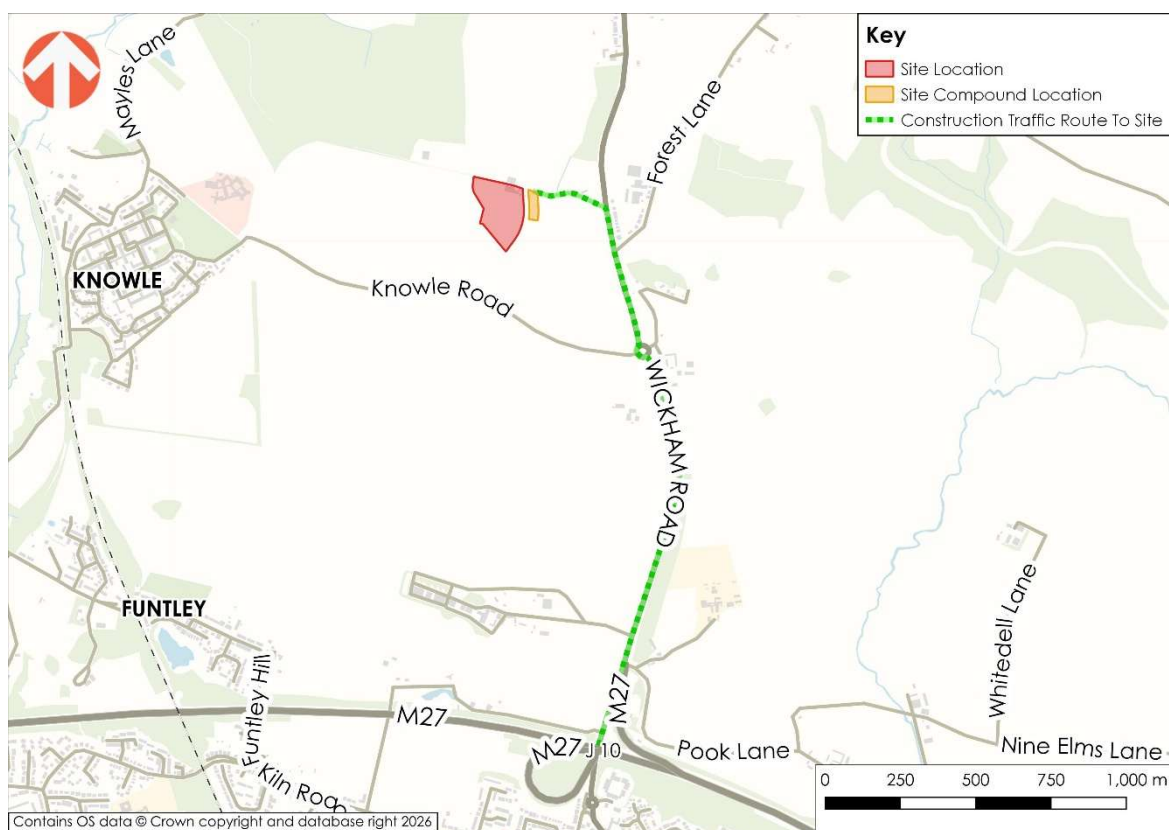
Types of Construction Traffic

- 4.1 During the construction phase of the development, traffic will be generated by delivery/collection vehicles and journey to work trips associated with the workforce.
- 4.2 Transportation of large construction plant will take place by HGV low loader type vehicles and would only be required on an infrequent basis, most notably at the beginning and end of the construction phase as site operations are wound up/down.
- 4.3 Delivery vehicles will transport various materials to/from the site depending on the progress of the project. During the early construction stages, most materials will be ordered in bulk and will be delivered to site as and when required in full HGV loads. This would include concrete wagons that will complete regular deliveries of materials to site from batching plants in the local area on days when large concrete pours are taking place. Bricks/blocks for internal and external walls and roofing materials will also generate delivery trips during the early construction phase.
- 4.4 During the latter stages of construction it is expected that the supply of most of the materials required for the fit-out of the units, such as M&E, sanitary ware, decoration etc, could be sourced from local businesses and merchants which will assist in mitigating the volumes of new trips on the wider road network, as well as contributing to the local economy. It is expected that the majority of these deliveries would be made by van or LGV which are not considered to present an impact of greater significance on the road network than a typical private car.
- 4.5 Staff travelling to and from the site are expected to do so by a variety of different means. It is expected that the majority of the workforce will be sourced from the local area. As described later in this report in more detail, there are a number of opportunities for using non-car modes of transport to reach the site.
- 4.6 It is not considered that the proposals for the development present the potential for any unusual construction activities, and the quantity and frequency of associated trips are not expected to be significantly different from those associated with construction sites of a similar size.

Routes to Site

- 4.7 During the early stages of construction, the majority of materials required such as bricks/blocks for the main structures, are normally fabricated off-site and delivered in large sections. It is expected that such materials would be sourced from factories both within and outside of the region, and therefore this stage of construction would generate a small number of trips on the wider road network by large articulated HGVs.
- 4.8 The main route to Welborne is via the M27 and A32. Accesses into the site from the A32 are all by means of roundabouts. The accesses for Phase 3B are located from the existing Knowle Road roundabout to the A32 roundabout. However, for construction traffic, vehicles will pass Knowle road and turn left onto an existing farm track that a haul road has been built off as illustrated in Figure 4.1.

Figure 4.1: Construction Routes to Site



- 4.9 The M27 has currently proposed improvements work to junction 10 as part of the Welborne development which includes the provision of a new underpass underneath the M27 west of the existing junction; the provision of two new slip west facing roads and a replacement for the existing west-bound off-slip to create an all moves junction to cater for the predicted new traffic movements. Exiting the M27 J10 travelling north onto the A32 is a D2E road where approximately it becomes an S2 road after 476m. The S2 road continues until the Knowle/Wickam roundabout it reached.
- 4.10 It is expected that the supply of the majority of the materials required during the latter stages of construction could be sourced from local businesses and merchants. Such trips will therefore originate from towns and cities in the local area such as Southampton, Portsmouth, and Fareham. This would mean that the impact of such trips would be spread across a variety of routes to the site. It is also expected that the majority of these deliveries would be made by van or LGV which are not considered to present an impact of greater significance on the road network than a typical private car.
- 4.11 An off-site signing strategy will be implemented to guide construction traffic and staff to the development site from the M27 Junction 10. Signs will be placed at appropriate locations including at the M27 and A32 roundabout.
- 4.12 Temporary signs will be erected to warn pedestrians and motorists of the site access. The design and erection of all temporary traffic signs should be agreed with Hampshire County Council.
- 4.13 Construction traffic will enter the site and respective compounds all from the southern side of the Welborne development via the M27 and A32.

Construction Phase Traffic

- 4.14 The volume of construction traffic will depend on the rate at which the dwellings are constructed, which in turn will depend on the economic climate at the time. In order to estimate the potential volume of construction traffic that could be generated by the site, reference has been made to survey information from the Cambourne New Settlement.
- 4.15 The Cambourne site is situated 8km to the west of Cambridge, and comprises 3,500 dwellings, a large business park, a supermarket, a hotel and a variety of administrative, commercial, leisure and retail premises. Although smaller than the Welborne development site, the traffic associated with the rate of construction of the Cambourne scheme is considered to provide a reasonable representation of construction traffic at the site.
- 4.16 An Automatic Traffic Counter (ATC) was laid during the summer of 2006 on the single access road to the Cambourne site in order to collect construction data on neutral working days. At the time of the survey, the build rate at the development was 350 dwellings per year. The survey data is summarised in Table 4.1.

**Table 4.1: Surveyed Residential Construction Traffic
(Cambourne, Cambridgeshire – 350 units/year)**

Time Period	Two-way Traffic Flow		
	Non-HGV	HGV	Total
AM (07:00-08:00)	75	26	101
AM (08:00-09:00)	30	28	58
PM (16:00-17:00)	75	16	90
PM (17:00-18:00)	8	2	10
Daily	430	181	611

- 4.17 For the purposes of this exercise, and in order to provide a worst-case estimate of construction traffic, it is assumed that the full development will be completed across three years. Table 4.2 summarises the estimated traffic flow for the AM and PM peak periods, as well as the total daily flow assuming 120 dwellings are delivered per year. This estimate uses a pro-rata calculation based upon the Cambourne survey data.

**Table 4.2: Estimated Residential Construction Traffic
(Welborne Sequence 1 - 120 units/year)**

Time Period	Two-way Traffic Flow		
	Non-HGV	HGV	Total
AM (07:00-08:00)	26	9	35
AM (08:00-09:00)	10	10	20
PM (16:00-17:00)	25	5	31
PM (17:00-18:00)	3	1	3
Daily	147	62	209

- 4.18 Table 4.2 shows that the maximum number of daily construction vehicle movements likely to be experienced is 209. As the Cambourne surveys include an element of construction traffic associated with highway infrastructure, this peak would represent the beginning of the construction phase at Welborne.
- 4.19 It should be noted that during the latter stages of the build the level of HGV trip generation might be expected to decline.
- 4.20 The predicted 209 trips would be spread throughout the day, occurring at times allocated through a project Delivery Management Procedure. A protocol could include the following:
- The main access routes to and from the site will be signed (as noted earlier in this chapter) with all contractors and suppliers to the site being advised of the routes;
 - The safety of the public and the contractor's work force is paramount, therefore temporary road closures and traffic management measures will be sought if there is a health and safety risk to either the public or the work force on the public highway (to be agreed with HCC);
 - The Site Manager will be responsible for ensuring all construction and delivery vehicles to and from the site are managed efficiently and reduce nuisance or unnecessary disruption to the operation of the existing highway network including footpaths;
 - Drivers of delivery vehicles will be required to contact the Site Manager by mobile telephone to advise of approach to the site so that the appropriate access route can be cleared and security gates opened. This will ensure minimal delays to other road traffic;

- HGV drivers will be advised to park up either in a layby along the M27 route or at another suitable location, such as a motorway service station. They will then advise the Site Manager of their arrival times to ensure that HGV movements through A32 Wickham Road are managed effectively. This will help to provide sufficient time for HGVs to reach the A32 road and not cause delays within Fareham and Crockerhill.
- To minimise the volume of traffic accessing the site from outside the immediate local area, local suppliers and businesses will be used wherever practical and suitable;
- Parking for contractors vehicles deemed essential will be provided within the site boundary;
- Any member of the contractor's work force not requiring a vehicle on site will be encouraged to arrive by sustainable modes (see details below);
- The Site Manager will ensure that the public highway is kept clear of mud and debris through ensuring that loads are suitably sheeted and secured and undertaking street cleaning if required.
- Should any damage be caused to the highway as a result of construction vehicles accessing the site, the Developer will reinstate the condition of the highway to the Highway Authority's satisfaction. The Site Manager shall be responsible for compiling a photographic record of the condition of the highway adjacent to the site before construction activities commence (Highways Condition Survey);
- A wheel washing area is to be provided close to the site access.

- 4.21 This proposed delivery procedure would provide adequate controls, sometimes contractually, to enable the Site Manager to effectively schedule deliveries to/from the site to minimise the impact on the local and wider road network.

Construction Staff Trips

- 4.22 It is assumed that non-HGV trips between 07:00-08:00 and 16:00-17:00 are construction staff travelling to and from the site. It can therefore be seen from Table 4.2 that there would be approximately 36 two-way trips in the AM period and 31 two way trips in the PM period, associated with the construction traffic.

- 4.23 One travel pattern characteristic associated with the construction industry is the practice of journeys to work being made as a "gang" with pickups made by minibus or van through the local area where the workforce are residents. This is a common occurrence for teams of manual workers such as bricklayers, carpenters, or parties of casual labourers that are transported to/from the site by their recruitment agency. Therefore, although a modest number of non-HGV trips are identified in association with journeys to work at the site, it is likely that a high vehicle occupancy rate would be applicable.
- 4.24 Another characteristic of the construction industry is the commonplace extended working hours. The Cambourne survey data indicates that staff movements to/from the site would take place between 07:00 and 08:00 when staff would be expected to arrive at work, and 16:00 to 17:00 at the end of the working day. These periods fall outside of the normal peak periods on the road network, and therefore the impact of the construction journeys to work will not coincide with the busiest periods on the road network.

Parking

- 4.25 As previously mentioned, it is assumed (based on the Cambourne survey data) that there will only be approximately 36 staff trips (between 07:00 and 08:00) to the site, and parking for these vehicles would be accommodated adjacent to the site compound. Any deliveries would only require short term parking while they are unloaded, and it is therefore anticipated that all vehicles will be able to be accommodated on the site and not on the surrounding highway network. Deliveries will be made to the construction compound.

5 Site Operations

Working Hours

- 5.1 The normal core working hours at the development site for all construction activities will be restricted to the following:
- Monday to Friday 07:30 – 18:00
 - Saturday 08:00 – 13:00
- 5.2 The site will be closed on Sundays and bank holidays.
- 5.3 The developer will engage in discussions with the Local Planning Authority to agree extended working hours on the site as required, in line with current Government guidance.
- 5.4 Whilst the site will be open to receive deliveries during these same times, efforts will be made to avoid peak hours on the local road network. (08:00-09:00 and 16:30-18:00).

Security

- 5.5 The responsibility for devising, implementing and managing security arrangements at the site will rest with the Site Manager. However, it is envisaged that the regime is likely to include the following:
- Fencing to be provided around site compounds; with lockable access gate.
 - Fencing to be provided around active build areas; with lockable access gate.
 - Fencing to be checked at the beginning and end of the working day to ensure it remains intact;
 - Faulty/damaged areas of fencing to be replaced as soon as possible;
 - Public information board to be attached to security fence providing out of hours contact details so that any breaches of security can be reported; and
 - “Construction Site” and “Keep Out” signing to be provided in prominent locations.

Storage and Transit of Plant and Materials

- 5.6 Materials used in the construction process such as oil, chemicals, cement, lime, cleaning materials and paint have the potential to cause serious pollution, the impact of which would be exacerbated if a pollutant is discharged into a watercourse. The Environment Agency Pollution Prevention Guidance that covers the storage and use of such materials should be followed at all times.
- 5.7 A bunded storage area would be located on the site for the duration of the construction period for the storage of oils, fuels, chemical and other hazardous construction materials. The base and bund walls should be impermeable to the material stored and be of adequate capacity. For those materials stored outside the bunded area, spill palettes should be used.
- 5.8 Spill kits should be located in storage areas along with clear written procedures on how to address a spillage if it occurs.
- 5.9 Leaking or empty oil drums should be removed from the site immediately and disposed of via a licensed waste disposal contractor.
- 5.10 It is proposed that the main construction compound would have a gravel/hardcore surface for its parking, vehicle maintenance and fuel storage areas.
- 5.11 Plant and equipment would be stored in areas that are less susceptible to a potential pollution incident, or on dedicated hard standings.
- 5.12 Plant should be refuelled in the construction compound on an impermeable surface and away from any drains or watercourses. A spill kit should be available in the event of an accident and would be kept in the refuelling area.
- 5.13 Storage containers should be clearly marked on tanks and a notice displayed requiring that valves and trigger guns are locked when not in use.
- 5.14 Reasonable measures should be taken to ensure storage areas and containers are protected against vandalism and unauthorised interference, and all containers should be turned off and securely locked when not in use.

- 5.15 All topsoil and subsoil should be handled and stored carefully in accordance with the relevant standards to minimise the potential for damage to the soil structure. The Site Manager should produce appropriate method statements clearly identifying correct stripping, soil handling, storage, placement and programming requirements to avoid compaction and moving the material in unsuitable weather conditions. This would be reviewed by the Contracts Manager.
- 5.16 Open top vehicles would also be sheeted when travelling on the public highway. The use of road sweepers would be implemented if required.
- 5.17 All deliveries to site should be supervised by a responsible person. Storage tank levels would be checked before delivery to prevent overfilling and ensure that the produce is delivered to the correct tank.

Waste Management

- 5.18 The SWMP regulations were revoked by the UK Government in December 2013 and are no longer a legal requirement in England for all construction projects starting onsite after the 1st December 2013. However, despite this change in regulation Site Waste Management Plans are still considered standard practice, as these plans are designed to encourage better waste management practices, improve environmental performance and reduce the cost of waste disposal.
- 5.19 Subject to the nature of the project a Materials Management Plan (MMP) would also previously have been required, to identify materials for reuse and to demonstrate that these materials are suitable for on-site reuse. Whilst the MMP is not a legal requirement it represents best practice and demonstrates suitability of reuse of site materials.
- 5.20 Waste transported to and from the site would follow the Duty of Care requirements for ensuring waste is transported by registered carriers, taken to appropriately licensed sites and for completing and keeping appropriate waste transfer documentation.
- 5.21 The Site Manager would 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. These would be

made available to the Contracts Manager and any relevant statutory bodies for inspection as required.

- 5.22 Waste contractors that remove waste from site should be registered with the Environment Agency. The production, reuse and recycling of waste on site would be monitored and reported on a monthly basis to be able to identify trends in waste creation, and to identify opportunities for reducing waste or increasing the rate of recycling where possible.

6 Other Mitigation Measures

Lighting

- 6.1 During winter months when the hours of daylight are shorter, special care should be taken to ensure that light pollution produced by the works do not impact on local residents or wildlife.
- 6.2 Flood lighting large areas of the construction site should be avoided wherever possible and construction activities should be programmed around daylight hours. Although a degree of artificial lighting will be required in order to ensure the safety and security of those working on site, this should be switched off at the end of the working day when no longer required.
- 6.3 Other best practice measures that could be employed to reduce the impact of site lighting include:
- Minimise glare caused by poorly directed security and flood lighting by positioning lights to <70 degrees and directed away from the boundary of any operational construction area. The installation of ballasts or shields on these lights could be used where appropriate;
 - Minimise light spill by avoiding poorly sighted lights on the boundary of the development;
 - Minimise sky glow by use of modern flood lights with appropriate shields to avoid light spilling upwards; and
 - All temporary lighting should be installed and operated in accordance with the "Institution of Lighting Engineers" guidance where applicable.

Noise

- 6.4 Practices to minimise site noise should be adopted to eliminate the potential for nuisance to local residents and wildlife. The Site Manager would be responsible for ensuring the construction activities comply with the agreed noise levels, and review the method statements for each activity to ensure that best practice is employed. This could include the following measures:
- Completion of deliveries and operations within the hours of site operation as outlined in the Delivery Management Procedure.

- Training of all scaffolding personnel on the importance of handling the scaffolding to maintain minimum noise levels;
- Prohibition of delivery or removal lorries from waiting within the site with their engines running;
- Introduction of controls on the sequencing of works and noise protection on an activity by activity basis. Examples could include the positioning of static plant away from properties and the turning off of mobile plant, when not in use;
- Early completion of any site hoardings as early as practical in the construction programme;
- Avoidance of the use of percussive plant where alternative non-percussive plant is available for a given task. Compressors used should be sound reduced models fitted with proprietary acoustic enclosures. All pneumatic tools should be fitted with silences or mufflers. All plant should be properly and regularly maintained and sited as far from sensitive receptors as possible to help to minimise noise;
- Restriction of the use of radios, other sound systems or tannoy on site; and
- Minimisation of cutting operations or other noisy tasks through off-site fabrication wherever practicable. Localised shielding of noisy operations could be required where there may be a risk of exceeding sound levels at the agreed monitoring points.

Smoke Dust and Particles

- 6.5 During the construction phase, there will be various site clearance and construction activities undertaken that all have the potential to generate dust and particulate matter, for example:
- Haulage routes, vehicles and construction traffic;
 - Materials handling, storage, stockpiling, spillage and disposal;
 - Site preparation and restoration after completion;
 - Construction and fabrication processes; and
 - Internal and external finishing and refurbishment.
- 6.6 In addition to potential health implications for any residents living close to the site (i.e. in houses immediately bordering the development site) excessive dust levels could also impact on local land or water based wildlife.

6.7 Best practice would be employed for each construction process to minimise nuisance and potential health implications. A number of mitigation methods could be implemented during construction as follows:

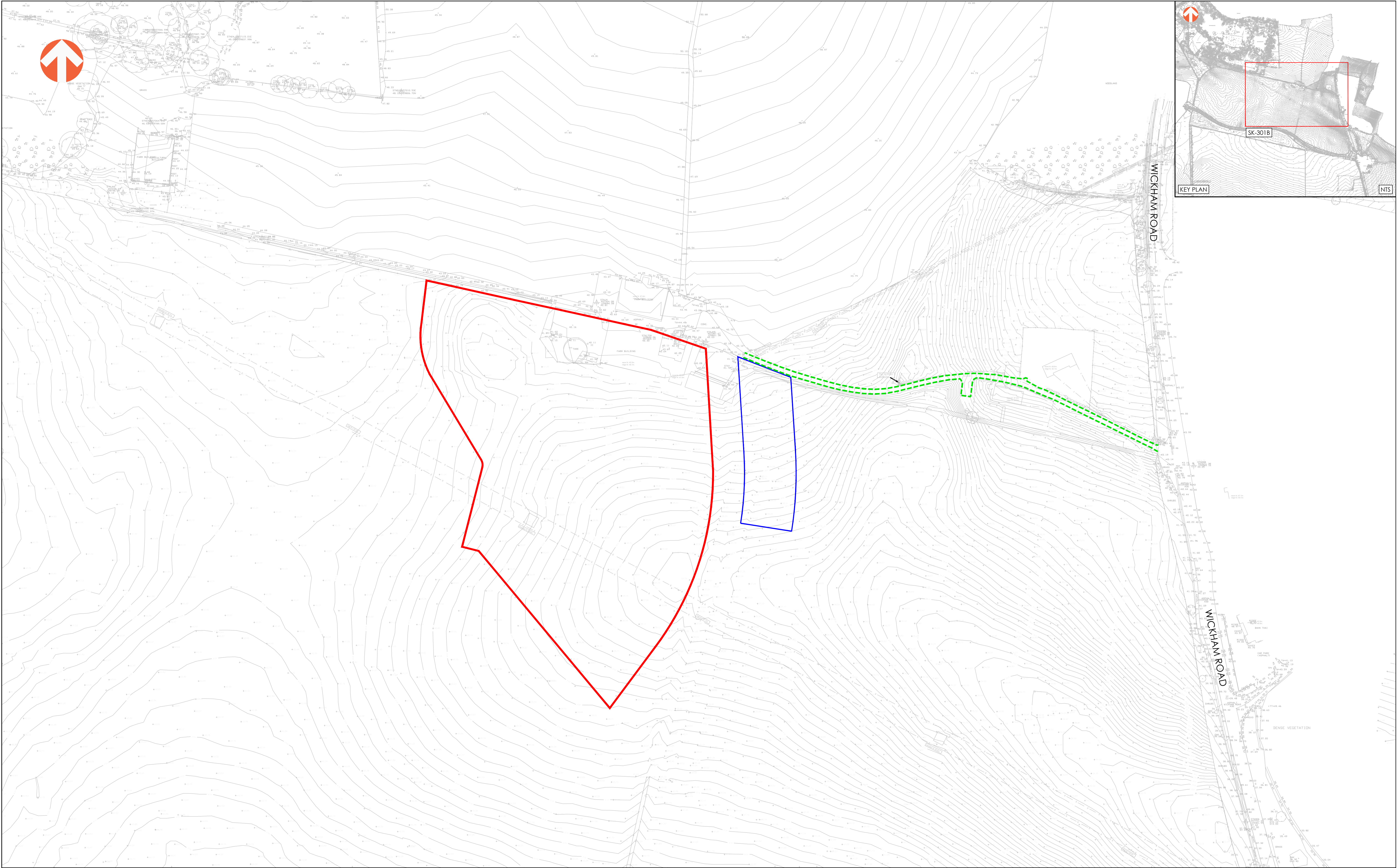
- Prohibition of burning of any materials anywhere on site;
- Use of dust-suppressed tools for all activities wherever possible;
- Covering or vegetation of completed earthworks as soon as is practicable;
- Dampening of exposed soil and material stockpiles, if necessary, using sprinklers and hoses, or planting if longer term exposure is envisaged;
- Locations of stockpiles of soils and materials as far as possible from sensitive receptors (i.e. residential properties), taking account of prevailing wind directions and seasonal variations in the prevailing wind;
- Minimise surface areas of stockpiles (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up;
- Storage of dusty materials away from site boundaries to minimise any wind dispersion;
- Positioning of wind-break netting around materials, stockpiles and vehicle loading/unloading areas, as well as exposed excavation and materials handling operations;
- Observation of wind speed and direction prior to conducting particle generating activities to determine the potential for dust nuisance to occur;
- Avoidance of particle generating activities during periods when wind direction and/or high wind speeds may carry particles into sensitive areas (i.e. residential properties);
- Any on-site cement and concrete batching to be undertaken in enclosed plant, with suitable water dowsing and wind shielding measures applied as appropriate;
- Sheeting of vehicles carrying loose aggregate or workings to and from the site to prevent materials being blown from the vehicles whilst travelling;
- Enforcement of speed limits for vehicles on unmade surfaces to minimise dust entrainment and dispersion;

- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
- Wheel washing for vehicles leaving the site where appropriate to minimise the amount of mud and debris deposited on the roads.
- Regular inspection, and if necessary, cleaning of local highways and site boundaries to check for dust/mud deposits (and removal if necessary);
- Regular water spraying and sweeping of unpaved and paved roads to minimise dust and remove mud and debris; and
- Preparation of permanently surfaced site roads as early as possible during the development period.

7 Summary

- 7.1 This Construction Environmental Management Plan considers the environmental impacts that could arise during construction of the proposed development and outlines the principles to manage site operations with the view to minimising the risk posed to the environment through construction related activities at Welborne and surrounding villages such as Knowle.
- 7.2 The document also sets out the roles and responsibilities of the Site Manager, Contracts Manager and Construction Director in order to implement the CEMP, as well as a strategy liaison with the Local Authority and other statutory bodies during the project.
- 7.3 Consideration of the types of construction related traffic likely to be generated by the proposed development and the routes available to/from site has been undertaken in detail. The Developer proposes that the main construction site access will be provided off A32 which will provide access to the development site and site compound for construction staff and deliveries.
- 7.4 Specific mitigation measures during construction to minimise the environmental impact are also proposed, including best practice construction techniques.
- 7.5 In order for the CEMP to be most effective, it is proposed that it is implemented on a site wide basis by all employees and sub-contractors coordinated by the Site Manager.

Appendix A Drawings & Figures



KEY

CG Fry Site Boundary

Proposed Site Compound Boundary

Proposed Haul Road Boundary

A		14.08.2024	INITIAL ISSUE	IL	JR	DCH
REV	DATE	DESCRIPTION		BY	CHK	APD
CLIENT:						
C.G.FRY & SON Buckland DEVELOPMENT LTD						
DRAWING STATUS:						
RESERVED MATTERS APPLICATION						

PROJECT:

WELBORNE, FAREHAM

TITLE:

PHASE 3B - SITE COMPOUND LOCATION PLAN

PROJECT No:

1429

DRAWING No:

02-SK-301B

REV:

A

SCALE @ A1:

0 1:1000 50 metres

awp

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