

Parcel 5 of the North Whiteley Urban Extension

**Construction Environmental Management Plan
784-B023141**

For Planning

**Vistry Group plc
July 2021**

**Prepared on Behalf of Tetra Tech Environment Planning Transport
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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) in order to accompany a Reserved Matters application for the construction of 112 dwellings and associated infrastructure including access roads, cycleways, footpaths, car parking, amenity open space, landscape planting, cycle and bin storage facilities and all associated ancillary development, pursuant to outline planning permission 15/00485/OUT. This development is being constructed within Parcel 5 of the North Whiteley Masterplan (hereafter referred to as the 'site').
- 1.2 Winchester City Council (WCC) is the Local Planning Authority (LPA) responsible for determining planning applications where the site is located. The Local Highways Authority (LHA) is Hampshire County Council (HCC) and Highways England are responsible for the Strategic Road Network within the wider area.
- 1.3 This document is designed to outline measures to protect the environment during the general construction works associated with this phase. It has been prepared to satisfy planning condition number 14 of the Outline Planning Decision Notice which states:

"Each Phase application shall be accompanied by:

[...] a Construction Environmental Management Plan (CEMP) that is specific to the Phase area and which accords with the general measures set out in the approved strategic Construction Environmental Management Plan found within Appendix K of the Environmental Statement and Environmental Statement Addendum. In particular, the CEMP must include:

- i. *A Construction Traffic Management Plan, to be approved in consultation with Highways England and Hampshire County Council, setting out details of the routes to be taken by construction traffic entering and leaving the site, access arrangements to the site, on-site traffic management procedures, a travel plan for construction workers, the estimated number of vehicles per day/week, details of vehicle holding areas and call-up procedure where necessary, details of any diversion, disruption or other abnormal use of the public highway during construction, protocols for managing large or abnormal loads and a work programme and/or timescale for the construction period;*
- ii. *details of the size and location of the construction compound, which shall be large enough to accommodate site offices and welfare facilities, the parking and turning for vehicles of site personnel, operatives and visitors, the loading and unloading of plant and materials and the storage of plant and materials;*
- iii. *details of boundary hoarding and lighting, including construction lighting;*
- iv. *a commitment to the implementation of the dust mitigation measures set out in Table 4.18 of the Environmental Statement;*

- v. *details of the noise and vibration mitigation measures to be implemented, as set out in paragraphs 11.44 and 11.45 of the Environmental Statement and Environmental Statement Addendum;*
- vi. *details of any piling to be undertaken;*
- vii. *details of the measures to be taken to prevent mud from vehicles leaving the site during construction;*
- viii. *details of the measures to prevent pollution of watercourses and groundwater during construction;*
- ix. *details for the protection of trees, hedgerows and other natural features being retained;*
- x. *details of the ecological mitigation strategy that will be implemented during construction;*
- xi. *details of the procedures that will be followed should contaminated land be found during the construction process; and,*
- xii. *A Construction Waste Management Plan setting out details of the handling and management of construction waste on site including targets for waste reduction and recovery based on an assessment of the likely composition and quantity of waste arisings, the setting of standards for quality control and resource management to control and minimise waste, opportunities for the re-use of inert waste and sand on site, and details of temporary soil storage areas.”*

1.4 This CEMP has been produced to satisfy the criteria set out within this planning condition, with the exception of the ecological aspects of the condition, which are being covered within the Ecological Mitigation and Management Plan, provided in **Appendix G**. Nonetheless, general mitigation strategies that comply with the provided condition are outlined in Chapter 11 of this report.

SITE LOCATION

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

Figure 1.1 Local Highway Network

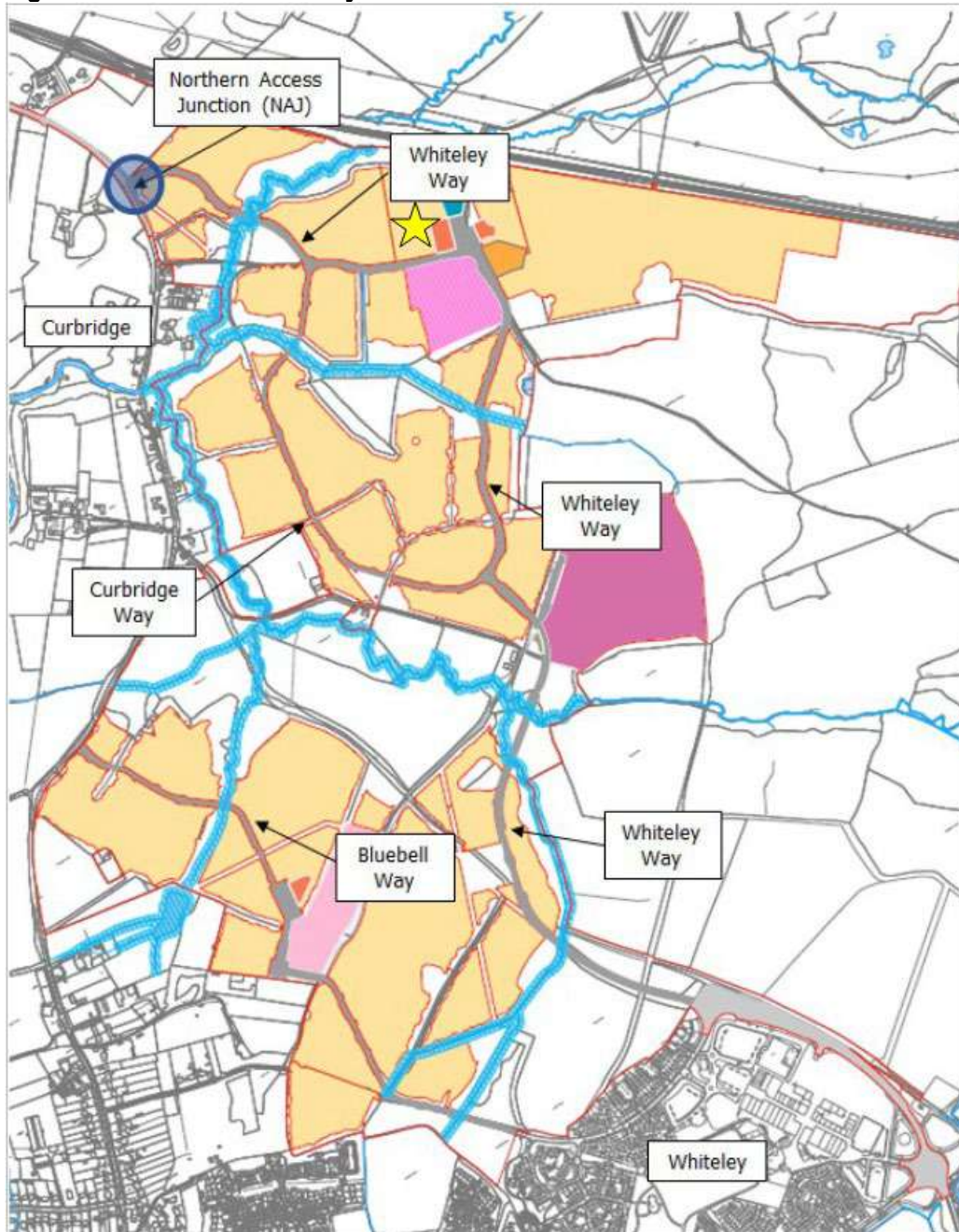


Source: © OpenStreetMap contributors with Tetra Tech annotations, June 2021

- 1.6 The site lies north of the M27 and to the east side of the A3051, which forms the frontage of the North Whiteley wider site along its western edge. The village of Curbridge lies immediately west of the site and Whiteley is located approximately 2.7km to the south.
- 1.7 The A3051 forms a key link between Swanwick in the south and Botley in the north. The road is generally rural in nature and has a speed limit of 40mph along the section adjacent to the development site.

- 1.8 The M27 provides strategic connections towards Fareham, Havant and Portsmouth to the east and to Eastleigh and Southampton to the west, where interchange with the M3 enables on going connections to London, the South East and other destinations nationally.
- 1.9 **Figure 1.2** shows the site (marked by a yellow star) in relation to the wider North Whiteley development. The North Whiteley land parcels are shown in orange and the plan also shows the new main road network connecting the land parcels.

Figure 1.2 North Whiteley Location Plan



Source: © OpenStreetMap contributors with Tetra Tech annotations, March 2020

DEVELOPMENT PROPOSALS

- 1.10 As stated previously, the North Whiteley Urban Extension benefits from outline planning permission for up to 3,500 residential dwellings. This Reserved Matters application seeks to agree the layout of this 112-dwelling development site together with the size, location, and appearance of the proposed dwellings. The proposed site layout is shown in **Figure 1.3** and is included in **Appendix A**.

Figure 1.3 Parcel 5 Site Layout



Source: Cooper Baillie Limited June 2021

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 ENVIRONMENTAL MANAGEMENT TEAM

Key Contact

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

Company: Vistry Partnership - Drew Smith Limited

Address:

Drew Smith House

Mill Court

The Sawmills

Durley

Southampton

Hampshire

SO32 2EJ

Contact: Daniel O'Shea

Telephone: 01489 861400

E-mail: Daniel.OShea@drewsmith.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 ensuring an appropriate programme of training is developed and effectively communicated.
- 2.6 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.

- 2.7 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.
- 2.8 All queries and complaints from the public and the local community 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 a following-up detailing the remedial actions taken.

Subcontractors

- 2.9 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.
- 2.10 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 it prior to commencing any work on site.

Suppliers

- 2.11 For the purposes of this document, suppliers are split into two categories; Materials suppliers and Services suppliers.
- 2.12 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.
- 2.13 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

- 2.14 Information pertinent to the construction of the development will be provided to neighbours affected by the work.
- 2.15 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

2.16 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 Group'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's management team.

3 CONSTRUCTION METHOD

WIDER CONTEXT

- 3.1 The site forms one of the early phases of a wider programme of development covering the North Whiteley Urban Extension, which permits up to 3,500 dwellings along with two primary schools, a secondary school and ancillary non-residential space. To facilitate access to the wider site, several key pieces of transport infrastructure are to be provided. The most important package of infrastructure pertinent to Parcels 5 is Curbridge Way, Whiteley Way and its junction with the A3051 (referred to as the Northern Access Junction, abbreviated as NAJ).
- 3.2 The infrastructure phasing plan and build plan are shown on Drawing No. 15/2032/SK08 and Drawing No. CB_97_231_P5_001 in **Appendix B** of this report.

CONSTRUCTION WORKS

- 3.3 The main elements of the construction works will commence once a task-specific method statement has been prepared and agreed with the LPA. The main tasks are as follows:

Mobilisation

- 3.4 Following appointment of the main contractor and prior to commencement, the contractor will mobilise their resources in preparation for a start on site. This work will also include establishing a number of reporting, monitoring and management regimes prior to starting on site covering:
- Application for hoarding licences if required; and,
 - Enrolment of the scheme in the Considerate Contractors Scheme.

- 3.5 The site perimeter and areas of work will be enclosed by 2.0m high Heras round top panels to ensure no public access.
- 3.6 Appropriate signage will be installed on the main gate entering the areas of works to notify all personnel entering of the site rules and PPE requirements.

Site Clearance

- 3.7 Where necessary, the site will be cleared of any small trees and scrub, and the site will be prepared for construction.

Construction

- 3.8 It is expected that the majority of buildings will be built using traditional construction methods i.e. of brick and block construction, with strip foundations.

External Works

- 3.9 The external landscaping works will commence following the completion of the external envelope and the removal of any access scaffolding.

3.10 The site access junction, emergency access and areas of hardstanding (including main compound and material storage) within the site will be constructed in accordance with the approved plans.

4 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONDITION

- 4.1 This section of the CEMP has been designed to specifically deal with the following part of the Condition 14:
- “Construction Traffic Management Plan, to be approved in consultation with Highways England and Hampshire County Council, setting out details of the routes to be taken by construction traffic entering and leaving the site, access arrangements to the site, on-site traffic management procedures, a travel plan for construction workers, the estimated number of vehicles per day/week, details of vehicle holding areas and call-up procedure where necessary, details of any diversion, disruption or other abnormal use of the public highway during construction, protocols for managing large or abnormal loads and a work programme and/or timescale for the construction period.”*
- 4.2 A stand-alone Construction Travel Plan document has also been produced to address that part of the condition.

LOCAL HIGHWAY NETWORK

- 4.3 The site connects to the wider highway network via A3051 Botley Road. This road is predominantly a two-way single carriageway with a speed limit of 40mph. It is bounded by fields and provides access to other residential properties and local amenities.
- 4.4 South of the site Botley Road connects to the M27 motorway (J9) via the A27 Southampton Road. North of the site Botley Road connects to the B2177 in Bishop’s Waltham.

ACCESS ROUTES

- 4.5 To minimise impact on local roads, the suggested route to the site from the A27 / M27 is via the A3051 Botley Road. Vehicles arriving via this route would turn right into the temporary haul road then travel to the site compound via this route, as illustrated in **Appendix C**.
- 4.6 **Appendix D** of this report contains the off-site construction access routes to be used by construction vehicles travelling to and from the site. All site personnel, subcontractors, delivery drivers and suppliers will be issued with copies of **Appendix D** for issuing to their drivers together with instructions for notifying the Principal Contractor of any requirement for an access route off the permitted routes.
- 4.7 At all entry points to the off-site permitted routes and along those routes, subject to the permission of the highway authority, direction signs to the site will be posted in accordance with any requirements of the highway authority.
- 4.8 Where practicable the contractor will schedule deliveries outside of peak periods, so as to limit the impact of the works on the local road network and also to provide more predictability for the timing of deliveries.

HOURS OF WORKING

4.9 The working hours for all construction activities, where reasonably practical, will be from:

- 07:30 - 18:00 Monday to Friday;
- 08:00 - 13:00 Saturdays; and,
- No works on Sunday, Bank or Public Holidays.

4.10 Any proposed changes to these working hours would be agreed in advance with the LPA.

INDICATIVE CONSTRUCTION PROGRAMME

4.11 Works will likely commence in January 2022 and will continue to December 2024. The programme in **Table 4.1** below provides indicative details of the duration of each stage of the works. It is currently anticipated that the overall construction period will be approximately 156 weeks from commencement to practical completion.

Table 4.1 Construction Programme

Work Phase	Duration
Mobilisation	2 Weeks
Site Clearance	3 Weeks
Enabling Works (Roads, Drainage, Service Diversions)	17 Weeks
Ground Works, Foundations and Floor Slabs	35 Weeks
Envelope	52 Weeks
Internal	43 Weeks
Mobilisation	2 Weeks
Site Clearance	2 Weeks

Note: indicative timescales above not critical path and allow for phase overlaps.

DELIVERIES

4.12 All deliveries will be carefully managed and timetabled throughout the day to avoid simultaneous arrivals and/or departures.

4.13 Where possible deliveries will occur outside the network AM and PM peak hours. The timing of deliveries will be controlled and enforced using a delivery booking system. The delivery booking system will be produced and operated by the contractor's site traffic manager, with a view to managing the following potential issues:

- Queuing of construction vehicles outside of the site;
- Deliveries failing to arrive;

- Ensuring the proactive management of deliveries where practicable to reduce the number of movements (i.e. a single full load is delivered, instead of two half loads);
- Providing greater control on the type of vehicles used wherever possible in order to improve sustainability;
- Preventing vehicles from arriving early on the off chance that they can be unloaded early; and,
- Ensuring that appropriate banksmen and personnel are available to facilitate the delivery on site.

4.14 With the above in mind, the delivery booking system will contribute towards mitigating any negative potential transport related implications associated with the construction of the redevelopment on local residents.

CONSTRUCTION VEHICLE SIZES

4.15 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 given the constraints of the site access route, 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

4.16 The number of construction vehicle movements associated with the development is anticipated to be an average of 30 HGV movements per day (i.e. 15 deliveries per day).

VEHICLE MANAGEMENT

4.17 The main access road and any subsidiary haul road may be along temporary routes or may be part of the development road network. However, in the latter case, development roads that have been opened to public traffic for access to occupied properties will not be used for construction site access.

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

- 4.19 To minimise impact deliveries will, as far as practicable, be distributed throughout the day. Given the low volumes of HGV deliveries to and from the site, this strategy is not expected to result in any discernible impact to the prevailing highway conditions in the vicinity of the site.
- 4.20 Once near to the site, a further traffic marshal will serve to check in all deliveries at the gate to the compound and inform site management that a delivery is on site and organise offloading.
- 4.21 It is not anticipated that any road closures will be required as all the major construction works are carried out within the site boundary.
- 4.22 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.
- 4.23 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

- 4.24 Any interaction with the public and the public highway is minimised using a single vehicle access point off the A3051 and the use of trained banksmen, as appropriate. The use of banksmen will ensure that:
- Vehicle manoeuvres into and out of the site are monitored and assisted.
 - Vehicles, wherever possible, do not stop at inappropriate locations on the highway causing disruption to traffic and local residents.
 - All loading / unloading is undertaken within the site.

WORKFORCE TRAFFIC

- 4.25 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.
- 4.26 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.
- 4.27 The on-site car park will provide 50 contractor parking spaces and 4 visitor spaces, therefore the maximum number of car/LGV movements per day is likely to be 108 (i.e. 54 two-way trips). During some periods in the construction phasing, such as mobilisation and site clearance, the number of workforce vehicle trips to/from the site will likely be much less this.

5 CONSTRUCTION COMPOUND

CONDITION

- 5.1 This section of the CEMP has been designed to specifically deal with the following part of condition 14:

“i. details of the size and location of the construction compound, which shall be large enough to accommodate site offices and welfare facilities, the parking and turning for vehicles of site personnel, operatives and visitors, the loading and unloading of plant and materials and the storage of plant and materials”

DETAILS

- 5.2 As shown on Drawing Number CB_97_231_P5_001 within **Appendix B**, there will be one main construction compound (including site cabins, welfare and parking) situated immediately off the northern access of the new roundabout. The compound will be accessed via the recently constructed Whiteley Way east – west link.
- 5.3 2.4m high timber hoarding will define the boundary of the compound. Pedestrian access to the compound will also be taken from the haul road, as shown in **Appendix C**.

Welfare Provision

- 5.4 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 the CDM Co-ordinator to the client, following review of the initial construction phase Health and Safety (H&S) Plan.
- 5.5 Vistry Group's own 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.
- 5.6 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.