

Construction Environment Management Plan – “Oldlands Farm, Newlands Road, Bognor Regis”

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1. PROJECT DETAILS

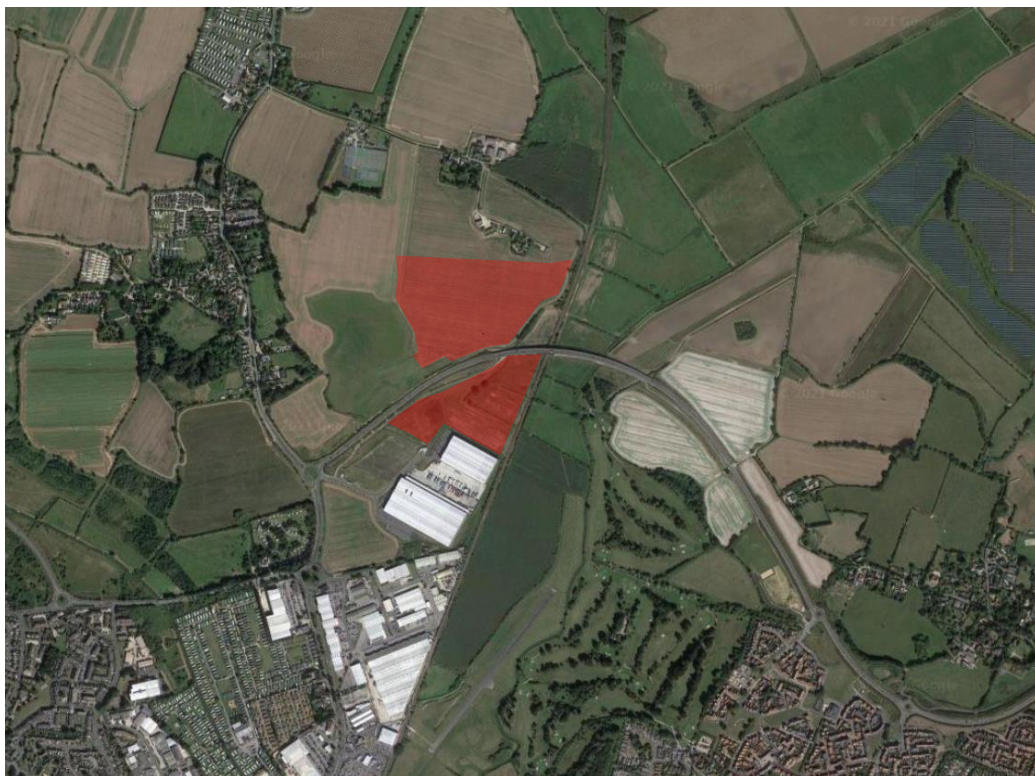
1.1 PROJECT DESCRIPTION

Erection of a warehouse (Use Class B8) with ancillary office, associated vehicle parking, van storage, plant, ancillary structures, lighting, landscaping and infrastructure works including earthworks to facilitate flood compensation area

The primary aim of this Construction Environment Management Plan (CEMP) is to assess the impact of construction on the local community and ecological interests. This report sets out the proposed construction vehicle routing strategy, indicative details concerning the type of construction vehicles required to serve the Site daily, and operating procedures to be employed at the Site to help mitigate the impact of development on the local highway network. Clear routes and procedures are outlined that will be adhered to at all times as a means of limiting the effect of construction. It addresses the practical considerations of construction, including the proposed construction methodology and anticipated timescales, and more importantly assesses the impact of construction on the local community giving consideration to issues such as traffic congestion, air quality impacts associated with dust and vehicle emissions, noise, hours of operation and site security.

1.2 SITE LOCATION

The site is located approximately 2.6 km to the north of the centre of Bognor Regis adjacent to the A259 Felpham Relief road. The plan below includes both the development boundary to the south of the A259 and the flood compensation area to the north



2. NOISE & VIBRATION

2.1 HOURS OF WORKING

Proposed hours of work on site will be:

- Monday – Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sunday & Bank Holidays: No audible / intrusive works

2.2 MACHINERY & PLANT

2.2.1 NOISE

Prior to taking site possession ISG shall engage with the Supply Chain including Design Team to explore and agree a construction methodology that mitigates noise as reasonably practicable to the following sensitive receptors

- Residential:
 - Properties on Shripney Road approx. 350m to the west,
 - Sack Lane immediately to the North of the flood compensation area
 - Rowan Park Caravan and Motorhome Club Site 355m to the south west
- Schools, colleges hospitals, care homes
 - None identified within the sensitive zone
- Ecological
 - Impact to be assessed following completion of species surveys

Plant and Equipment selection that impacts noise levels will be continuously addressed throughout the construction works.

Various activities carried out on site have the potential to create noise. Initial construction activities that will require noise monitoring / control include:

- Earth works
- Stockpiling
- Groundworks
- Construction deliveries
- Construction traffic
- Cutting & Sawing
-

Specific measures to be adopted to reduce / avoid noise include:

- Use of super silenced plant where feasible.
- Use of well-maintained modern plant.
- Reducing the need to adopt percussive and vibrating machinery.
- Piles to be broken down using non-percussive techniques.
- Tool box talks and site inductions.
- Site speed limit to be limited to 5mph
- Noise emissions limits for equipment brought to site.
- Indirect method of controlling noise e.g. screening where appropriate
- Administrative and legislative control
- Control working hours
- Control of delivery areas and times

Background Noise Level Surveys will be conducted with regular monitoring to be established.

Selection and use of equipment will, as far as reasonably practicable, seek to control and limit noise and vibration levels associated with construction activities.

This will be achieved by observing the following:

- Plant and equipment liable to create noise and/or vibration whilst in operation is, as far as reasonably practicable, located away from sensitive receptors. The use of perimeter fencing to absorb and/or deflect noise away from noise sensitive areas.
- All plant, equipment and noise control measures applied are maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable.
- Where reasonably practicable, fixed items of construction equipment will be electrically powered in preference to being diesel driven;
- Vehicles and mechanical equipment utilised on site for any activity associated with the construction works will be fitted with effective exhaust silencers and maintained in good working order with sustained efficient performance and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable.
- Plants in intermittent use are shut down or throttled down to a minimum during periods when not in use.
- All Plant Operators shall undertake a daily inspection of the Plant or equipment prior to use with a recorded weekly inspection.

Task specific noise activities shall be included within the risk assessments provided by each respective Sub Contractor as reviewed by ISG Site Manager and where necessary additional noise assessments shall be undertaken.

ISG is required to prevent or reduce risks to health and safety from exposure to noise at work, including:

- Assess the risks to all employees from noise at work.
- Take action to reduce the noise exposure that produces those risks.
- Provide all employees with hearing protection should it not be possible to reduce the noise exposure enough by using alternative methods.
- Ensure the legal limits on noise exposure are not exceeded.
- Tool box talks, site inductions and training to all Operatives.
- Carry out health surveillance where there is a risk to health.

2.2.2 MACHINERY / PLANT LOCATION

Whilst small / medium sized machinery will be required to carry out external works to all areas of the site all other machinery and plant will be limited to either working within the building footprint or within 20 meters of the building perimeter.

Construction Activity	Construction Traffic	Machinery / Plant Location
Site Establishment	Welfare cabins, plant, fencing, barriers, hoarding	Site Compound
Cut & Fill	Backfilling, levelling, top soil	To service yard and south of warehouse
Groundworks	Plant, spoil, rebar, steel, drainage	All Areas
Frame erection	Crane, MEWPs, steel	Building footprint & 20m from building
Concrete Slabs	Concrete wagons, pump	Building footprint & 20m from building
Façade Works	Crane, MEWPs, façade panels	20m from building

Each of the above trades are not expected to create a sound level at the boundary that will exceed an action level of 75dB.

Whilst planning the construction activity ISG shall consider the time of day the works are to be undertaken which will form part of the Task Specific Method Statement & Risk Assessment.

2.2.3 VIBRATION

All works involving noise / vibration will be avoided or minimised, where possible eradicated by design and the use of controlled mechanical equipment.

Site specific measures to be adopted by ISG to reduce vibration include:

- Risk Assessment and agreement with substation apparatus owners.
- Use of super silenced plant where feasible.
- Use of well-maintained modern plant.
- Effective vibration monitoring to be implemented.
- Reducing the need to adopt percussive and vibrating machinery.

Task specific vibration activities shall be included within the risk assessments provided by each respective Sub Contractor as reviewed by ISG Site Manager and where necessary.

It is the ISG policy that all employees who operate equipment that generates vibrations likely to cause hand arm vibration must comply with the recording system, including:

- All tasks carried out using power tools with a vibration level of below 2.5m/s^2 need not be included in this procedure unless they are used in the same day as other power tools with a vibration level above 2.5m/s^2 .
- Before the task is carried out it will be established that there is not an alternative method of carrying out the task without exposure or with a reduced exposure to HAV.
- The vibration level of the equipment to be used should be ascertained from the user manual, the hirer or Manufacturer. If no information is available, then the piece of equipment should not be used and an alternative selected.

- The vibration level should then be entered (in ms^2) into the relevant box of the electronic calculation form, this will give the maximum exposure time for the equipment. Alternatively, the maximum exposure time can be calculated using the ready reckoner contained within the database and entered onto the handwritten HAV permit form.
- The permit is then signed and issued.
- When the work with the tool is complete the trigger time (time the tool was actually activated) should be recorded in the exposure time box and the electronic calculator will automatically calculate the operative's exposure. In the case of the handwritten form again refer to the ready reckoner to calculate exposure.
- In the event of a second tool being used on the same day the same process should be adopted using the next line on the permit form. The electronic form will calculate the allowable time based on previous exposure.

2.3 STANDARDS OF COMPLIANCE

Reasonable measures will be taken to avoid significant increases in noise and vibration during the construction phase of the development. Any construction works on site will be carried out in accordance with British Standard 5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites.

3. DUST MITIGATION

3.1 Overview

Due to the nature of the proposed construction activities carried out on site there is a limited potential to create dust nuisance, however dust suppression will be undertaken throughout the construction works. Initial construction activities that will require dust suppression include:

- Groundworks associated with creation of new hard standings and associated drainage
- Construction traffic / deliveries

The application of good housekeeping measures which will include regular cleaning, vacuum equipment on small plant and wetting down, where appropriate, will avoid dust break out from the building. The measures noted above particularly wetting down and sheeting of materials stockpiles will control dust generation.

The following mitigation measures will be adopted, where practicable, to reduce and manage dust and other emissions from site activities and minimise disruption or nuisance to neighbouring occupiers:

A) Pre-project planning & effective management, including:

- Method statements to include processes for controlling dust.
- Setting of speed limits at maximum 5mph.
- Preventative measures such as those detailed below.

B) Site preparation and construction, including:

- Keeping fencing, barriers, scaffolding and screening clean; and
- Construction areas to be clean and regularly swept to prevent the build-up of dust.
- Vacuum plant to be used with all dust generating equipment.

C) Haulage routes, vehicles and plant, including:

- Unnecessary vehicle movements and manoeuvring will be avoided
- Location of plant and vehicles away from sensitive areas, or housed in closed environments where possible
- Use of vehicles and plant with low emission levels
- Regular maintenance of engines, plant, maintenance of pumps and bowser jets
- Use of jet wash wheel-washes
- Use of enclosed and sheeted lorries
- Prevention of unnecessary engine idling
- Avoid heating with open flame burners
- Using water sprays, sand or Hessian to reduce vapour emissions
- Use of particle control measures on all machinery which can generate dust.

D) Materials handling, storage, stockpiles, spillage and disposal, including:

- Use of handling methods to minimise dust generation
- Keeping handling areas clean and free of dust
- Damping down with water when loading materials onto vehicles, onto conveyors and into chutes and skips;
- Storage of fine dry materials in enclosures or given adequate protection from wind, by sheeting;
- Ensure that skips are securely covered;
- Ensure methods and equipment are in place for immediate clean-up of accidental spillages of dusty or potentially dusty materials
- Use wet handling methods for cleaning up spillages of cement powder; and
- No burning of waste wood or other materials on site

3.2 Monitoring Measures

The Department of Air Quality Management has produced the following document - Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites and has been referred in selecting the below monitoring measures. Monitoring will provide data that can be used to ensure that mitigation levels are working.

Visual Monitoring. An inspection for visible dust emissions in the vicinity of the site boundary (internal and external) on each boundary face will be conducted at least once every working day. The results of this inspection will be clearly recorded. There are obvious visual signs that a site will be operating at an increased risk of dust release. These signs will be related to Weather (i.e. dry periods with higher wind speeds) and Site operations (i.e. activities with increased potential for dust release).

When it is clear these conditions are occurring, the nominated representative will increase the frequency of visual assessments of dust release and monitoring of any visible surface soiling. This is particularly the case if the prevailing wind is in a direction towards sensitive receptors.

Optical Analysers. Analysers will be deployed at the site boundary on each boundary face during high risk activities such as demolition and ground works. Real-time monitoring provides information on effectiveness of mitigation measures. They will be used to identify any periods of unexpectedly high levels of dust. If these occurrences are identified work will be stopped and the root cause of the increase can be investigated and evaluated. If the method or phasing of the works needs to be revised as a result, then that will be the chosen course of action.

4. TRAVEL & HIGHWAY IMPACT

4.1.1 PROTECTION FOR FOOTPATHS SURROUNDING THE SITE

A dilapidation survey of the adjacent roads will be conducted prior to any works commencing on site.

The safety of the public and protection of pedestrians will be ensured at all times in particular with visitors to The Cook School Scotland which is immediately adjacent to the site

Site access being controlled by dedicated Security positioned at the entrance gates. Signage will be erected to ensure adequate warning / information regarding the health and safety of the public

Red / white vehicles barriers will be installed to the site entrance / bell mouth to prevent damage to kerbs.

The perimeter hoarding at Site Entrance will be chamfered to improve visibility and to ensure drivers driving out onto the estate road can see both ways.

All traffic and pedestrian management routes are detailed on the Traffic Management Plan and necessary signage will be displayed as agreed with the Planning Officer and Highways England.

The site shall provide separate entrance and exit gateways for pedestrians to vehicles.

Firm and level pedestrian walkways that provide a direct route to the Welfare Compound will be provided for all Visitors.

ISG Security will be notified of any Visitors who will be escorted to the welfare compound.

4.1.2 48 HOUR DELIVERY NOTICE

All Sub-Contractors will be responsible for providing 48-hour notice of any delivery to site to allow ISG to maintain control and coordinate construction traffic accordingly. The Pre-Contract Award and Pre-Start Meetings are the primary means of communicating the Delivery Procedure however, the Delivery procedure will also be communicated through other means, including:

- Weekly Sub Contractor Meetings
- HS&E Construction Management Plan
- HS&E Site Induction

The Delivery Procedure and Traffic Management Plan will be included within all Sub Contract Orders and forms part of the Pre-Start Meeting, held two weeks prior to each Sub Contractor commencing works.

A register to log the names and times of all persons entering and exiting the site is located at the site entrance cabin.

4.2 ACCESS / EGRESS

This section considers access and egress from the proposed site and identifies principles to be considered to minimise impact to adjacent public highways

4.2.1 EXISTING ENVIRONMENT & ACCESS & EGRESS

- The site comprises two separate areas either side of the Felpham relief road, to the south is the development site and to the north the flood compensation site. There is direct access between the sites under the relief road. Access to the site is directly off an unnamed estate road serving Lidl and Rolls Royce with direct access via roundabout to the A259 and A29, there is also a cycle path present to the estate road, therefore, access is easily achievable for all modes of transport and pedestrians alike.



- Site access and egress routes together with signage demonstrating safe access to the site taking cognisance of the surrounding land use
- Staff and visitor parking arrangements - No vehicles will be allowed to park on the approach roads to the site. The site gateman will patrol the approach roads twice daily to check that no vehicles associated with the site are parked on the approach roads.
- Arrangements and timing of deliveries to the site.
- Arrangements for the removal of waste.
- Vehicle and plant and equipment movement - An adequate turning area will be provided always to ensure that as no vehicle reverse out of the entrances of the site

- Pedestrian Routes - Separate and dedicated pedestrian access routes and walkways will be provided around the site in order to provide safe access for site operatives and others around the site.
- Existing vehicular and pedestrian routes.
- Signage requirements.
- Banksman requirements for the co-ordination of movements into, around and off the site.
- Responsibilities.
- Traffic plan drawings.
- Detailed methodology and designs will be submitted for approval prior to works commencing

4.2.2 TRAFFIC MANAGEMENT PLAN

The following procedures / arrangements for will apply for traffic routes on site:

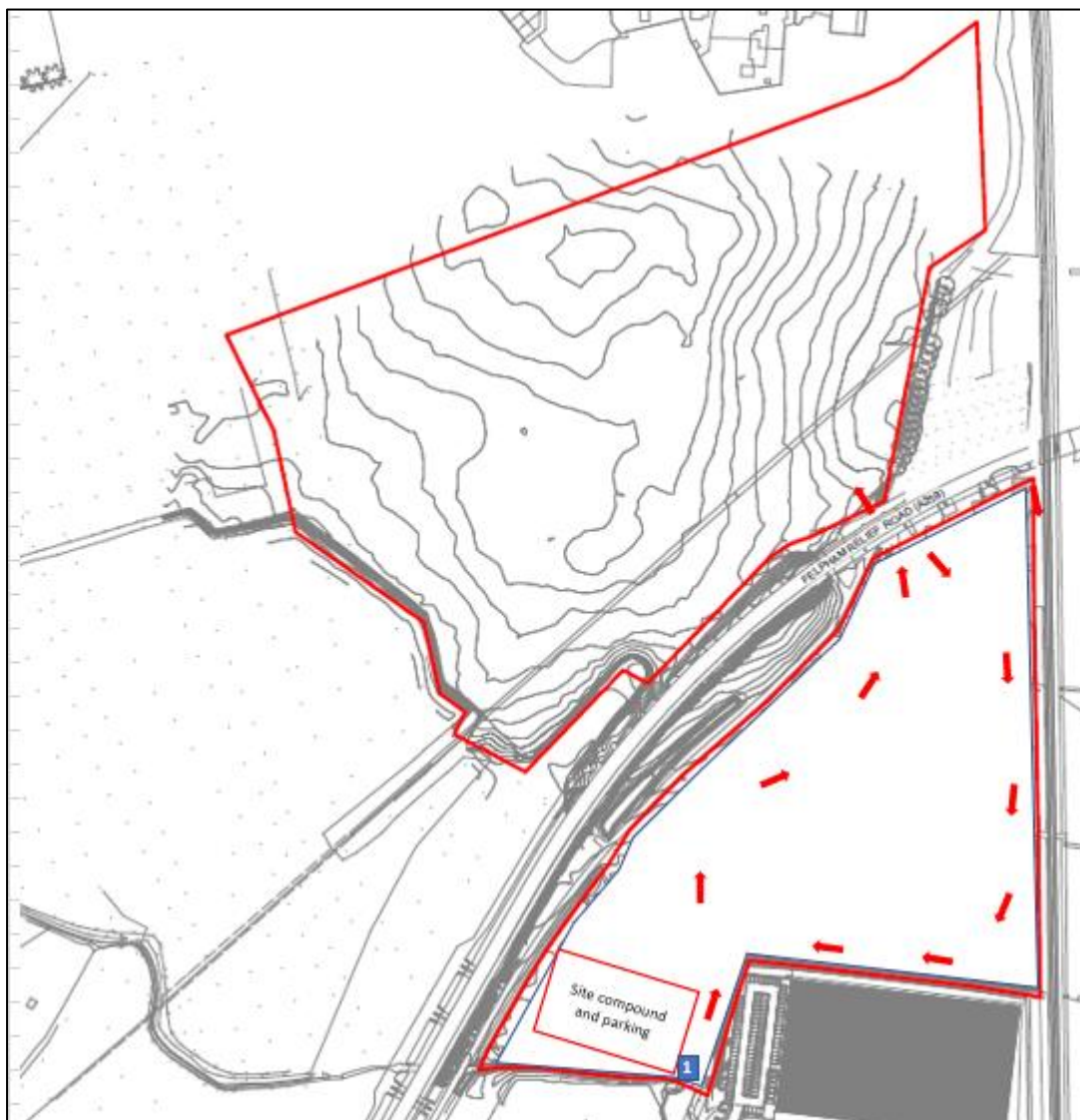
- All traffic and pedestrian routes will be clearly separated from each other by designated walkways, signage and suitable barriers.
- Road crossing points will be clearly identified.
- Vehicles will be subject to a 5mph speed limit.
- All delivery vehicles will sign in and security will notify the respective contractor of their presence before releasing it onto site.
- All delivery drivers will be advised of site issues on arrival including all pedestrian routes, crossing points, etc.
- All traffic on site will be checked for cleanliness prior to leaving the site and if required, will pass through the wheel cleaning facility before entering the public road

The following procedures / arrangements for will apply for pedestrian routes on site:

- All traffic and pedestrian routes will be clearly separated from each other by designated walkways and suitable barriers.
- Road crossing points will be clearly identified.
- Vehicles will be subject to a 5mph speed limit.

The plan below identifies an initial logistics proposal, all construction traffic will be controlled at the access point 1

- Site access for visitors, deliveries / construction traffic will be via the entrance off the estate road
- Signage and Traffic management arrangements will be put in place to control the vehicles.
- Controlled hours for delivery periods will be set up with all suppliers in the pre – let Meetings
- Construction vehicles to minimise risk to road users shall include sidebars, audible “turn left” warning and reversing beepers.
- Any changes to existing points of access shall have the sightlines approved by the local planning authority before use.



4.2.3 PLANT, FUELING STATION & SPILL KIT

A dedicated individual will be delegated by the Project Manager to take overall responsibility to ensure that the environment is fully protected from any contamination. This will include the following:

- Ensuring all diesel tanks are double bunded and kept locked at all times.
- All items of plant are parked in a designated area for re-fuelling with drip trays or nappies sufficient for the task in place.
- A fire call point will be established at the re-fuelling point with Co2, Foam and Water Extinguishers available.
- A register of all spill kits will be maintained in the Project Office and their locations will be clearly marked on a site plan.

4.2.4 PUBLIC HIGHWAY MAINTENANCE

Prevention of dirt, mud and debris on site and on the surrounding roads will be managed by:

- Regular inspections and monitoring - The Project Manager, along with ISG site staff to agree appropriate road cleaning measures as necessary dependent on the climatic conditions.
- Reducing the number of vehicles leaving the site through adopting sustainable construction techniques which maximise the volume of suitable recoverable materials.
- Minimising the amount of mud generated on site by grading and maintaining site haul roads.
- Sheeting up of all lorries before leaving the site to prevent spillages of mud and debris. Having a road sweeper to clean and maintain the surrounding roads and footpaths and the site entrance weekly or at a greater frequency as site conditions dictate.
- Inspecting and cleaning all vehicles leaving the site, ensuring that no vehicles leave site until their wheels, chassis, and external bodywork have been effectively cleaned and washed free of earth, mud, clay, gravel, stones or any other similar substance. We will provide, install and operate a suitable wheel cleaning facility near the site entrance.
- We will continue our ZERO complaint record with regards to the cleanliness of the public highway throughout the delivery.

4.3 WHEEL- WASHING FACILITIES

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. It is considered this will not be necessary on this project as the site is all paved and any construction traffic will be running on tarmac. Our Traffic Marshall shall conduct a spot check and utilise a high-pressure jet if required.

Local drainage will be provided inside the site boundary to avoid discharge of water onto the highway and settling of silts prior to discharge to the local sewer. In any event our traffic marshal will be responsible for ensuring vehicles are checked prior to leaving the site area.

We will also carry out mechanical road sweeping of the roads around daily / as and when required for the duration of the works.

The proposed wheel cleaning procedure will consist of:

- Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels.
- Following inspection, all wheels are to be washed down by driving through the tyre wash and the Traffic Marshall utilising a high-pressure jet wash until clear of all deposits.
- Vehicles will be permitted to leave site following approval of the site representative that the above steps have been completed to a satisfactory standard.
- ISG shall monitor the site boundary and adjacent roads daily to ensure that both pedestrian and vehicular access routes are kept clear, clean and maintained at all time

4.4 ARTIFICIAL LIGHTING

Whilst ISG has a Health & Safety obligation to provide artificial lighting on site ISG understand the need to carefully consider artificial lighting as part of development, including the impact on:

- Road Users
- Residents
- Neighbours
- Nearby species & Ecosystems

The implementation of any artificial lighting during the construction phase of the development will have no impact of glare to motorists on adjacent roads. All temporary lighting will be fluorescent fittings directed directly into site

It will be necessary from a health and safety issue to provide external lighting to the site office and welfare compound and to light the access route from the construction site to the compound to provide safe access and egress to the site. Any temporary site lighting will be positioned to prevent light pollution to adjoining properties and will be designed with appropriate ecologist advice to protect potential bat foraging corridors

General circulation lighting and task lighting for construction operations will be within the building profile and will be provided primarily by fluorescent tube lighting. The implementation of any artificial lighting during the construction phase of the development will have no impact of glare to motorists on adjacent roads.

The permanent lighting scheme will be designed to minimise light spill onto habitat corridors and be downwardly directional to minimise potential disturbance on bats and other nocturnal species. All new lighting should meet the current environmental standards of good practice in order to reduce potential light pollution and use the lowest intensity possible for its purpose.

4.5 SITE COMPOUND

The site compound will be located immediately to the left of the site entrance, this will enable all visitor access whether by vehicle or foot to be from established safe transport networks. The compound will be segregated from the remainder of the site to ensure control of access to work areas

4.6 CAR PARKING

Parking of any vehicle associated with the Project must take account of the requirements of surrounding buildings / businesses whose needs will take priority.

Should any Sub-Contractor decide to park illegally or in a way that causes a nuisance to neighbours, ISG will not hesitate to remove that Sub-Contractor from the site

We will encourage operatives and visitors to travel to site making use of public transport, either by bus /train. It will be discussed with our suppliers so that use of alternative transport, rather than private cars, is maximised.

5. BIODIVERSITY IMPACTS

5.1 BIODIVERSITY ZONES / TIMING

Biodiversity surveys are still to be concluded at the time of writing this report. Any findings are to be reviewed and report updated to ensure due consideration is given during construction. At this stage the following considerations should be allowed for.

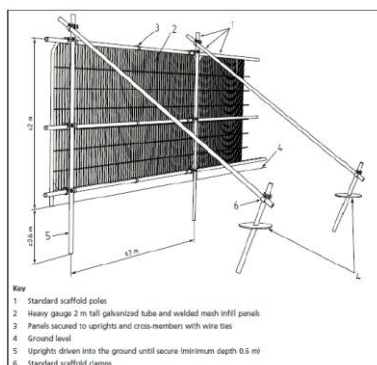
Birds

Any vegetation clearance should be undertaken outside of the bird breeding season (e.g. during the period September/October – February. If this is not possible, clearance should be under the supervision of an experienced ecologist. Proposed timing of this project should manage this risk as an October start is currently being tracked

Bats

All 5 trees on site have potential to provide bat foraging and roosting. Appropriate protection will be installed prior to any works commencing to protect relevant trees

All construction activities will be undertaken during daylight hours to avoid adverse impacts to bats and other nocturnal species. If construction activities occur after dusk then lighting will be kept to a minimum with directional lighting used to minimize light spill onto areas of retained or newly created trees/shrubs/hedgerow.



Badger, Otter & Hedgehogs

As is general good practice for Sites where these species may occur, it is recommended that no excavations or trenches are left uncovered overnight during the development works in order to prevent any badgers from becoming trapped. Alternatively, ramps can be provided to enable them to climb out of trenches or excavations

5.2 TRAINING / COACHING

Training and information about the importance of 'Wildlife Protection Zones' to all Site Operatives will be carried out throughout the duration of the Project via:

- HS&E Site Induction
- Environmental Awareness training provided to all Sub-Contractor Supervisors
- Toolbox Talks (spillage response, waste segregation, prevention & control of nuisance, ecology etc)
- Daily Activity Briefings

5.3 ROLES & RESPONSIBILITIES

5.3.1 COMPETENT PERSON

Whilst the Project Manager will remain accountable, the Project Manager will formally appoint a Sustainability Champion to manage and implement the Project Sustainability Plan.

The Project Sustainability Plan addresses:

- Waste Management (SWMP)
- Permits / Consents
- Prevention & Control of Nuisance e.g. dust, noise
- Pollution Prevention
- Environmental Risk Assessment
- Project Targets
- Environmental Emergency Plan
- Training

The Sustainability Champion will be supported by the Projected Manager and the visiting Sustainability Manager who will attend site monthly.

5.3.2 COMMUNICATION

The Pre-Contract Award and Pre-Start Meetings are the primary means of communicating the Sustainability Plan however, Site Operatives will also be briefed on all Environmental aspects of the project:

- Weekly Sub Contractor Meetings
- HS&E Construction Management Plan
- HS&E Site Induction

6. WATER MANAGEMENT

Surface water quality and quantity shall be managed throughout construction and prevent the impact of work off site. Primary risk to surface water pollution will be during excavation works for creation of the

development platform for building and associated parking, localised drainage protection (as required) and appropriate storage of materials will mitigate pollution risk (see section 4.2.3).

Works involve excavation to formation level for the base to the building and installation of car park drainage (including a shallow attenuation tank) and sub-base. The site has been assessed as a low contamination risk. Excavated material will be removed from site to a licenced facility

The area of excavation is relatively level and based on local topography will not be subject to high volumes of run off from adjacent land. As identified in section 4.3, above, works will be phased so drainage within the development site will be provided to remove silts from site discharge before drainage enters the local sewer. Wheel washing will also be provided during excavation works to minimise the potential for sediments to enter local drainage from site plant and vehicles in this area.

In the event of exceptional rainfall (ie a severe weather event during excavation works) and the need to dewater the excavation, this will be undertaken in line with Environment Agency Regulatory Position Statement – Temporary dewatering from excavations to surface water, all discharges will be pumped through site drainage to remove sediments. In the event of site drainage providing insufficient removal of sediment, emergency arrangements will be to hire in a silt filtration unit however this is considered unlikely based on the size and duration of excavation works.

The contractor will develop a Construction Surface Water Management Plan which shall include:

- construction surface water drainage system design
- construction management, maintenance and remediation schedules
- required consents, e.g. Land Drainage Act, Environmental Permit
- flood risk controls e.g. temporary attenuation tank
- pollution, water quality and emergency control measures
- construction site plan that includes compounds, material storage areas and temporary site parking

ISG shall adhere to all current legislation, including:

- Control of Water Pollution from Construction Sites – Guide to Good Practice (SP156)
- Control of Water Pollution from Construction Sites – Guidance for Consultants and Contractors (C532)
- Control of Water Pollution from Linear Construction Projects – Technical Guidance (C648)
- Control of Water Pollution from Linear Construction Projects – Site Guide (C649)
- Environmental Good Practice – Site Guide (C650)
- The SUDS Manual (C753)
- BS 8582:2013 Code of practice for surface water management for development sites
- BS 8582:2013 Code of practice for surface water management for development sites

7. COMMUNICATION / MONITORING / REVIEW

7.1 CONSIDERATE CONSTRUCTORS SCHEME

The construction industry has a huge impact on all our lives, with most construction work taking place in sensitive locations. ISG aspiration is to present an image of competent management, efficiency, awareness of environmental issues and above all neighbourliness.

The Project shall register with the Considerate Constructors Scheme and work closely to the Code of Considerate Practice.

Any complaints will be personally addressed by the Project Manager who is responsible for closing out as quickly as possible as part of ISG's commitment to the Considerate Contractors Scheme.

7.2 COMMUNICATION

ISG aspiration is to demonstrate a positive attitude and commitment toward minimising environmental disturbance to Local Residents and Businesses

An initial letter drop shall be carried out by ISG to all surrounding properties affected by the development. The letter will advise residents and businesses of commencement and duration of the works along with contact details for the project. Monthly letter drops will be undertaken throughout the construction works.

ISG Project Manager contact number will be placed in a prominent place on the perimeter hoarding along with a 24hr contact numbers.

7.3 MONITORING / COMPLIANCE

The Sustainability Champion will ensure compliance with all relevant Planning Conditions. Whilst weekly Health, Safety and Environmental Inspections are conducted a dedicated Environmental Inspection will be carried out fortnightly with any actions being closed out immediately.

Our Daily Hoarding Inspection will also identify any maintenance works that is required with any environmental matters discussed at the Daily Activity Briefing to which all Sub-Contractor Supervisors attend



Bognor Regis - Draft High Level Programme - Rev7

ID	Task Name	Duration	Start	Finish	Qtr 4, 2021 Oct	Nov	Dec	Qtr 1, 2022 Jan	Feb	Mar	Qtr 2, 2022 Apr	May
1	Construction	24.2 wks	Thu 28/10/21	Fri 29/04/22								
2	Mobilisation - TBC	2 wks	Thu 28/10/21	Wed 10/11/21								
3	Commencement on site - TBC	0.2 wks	Thu 11/11/21	Thu 11/11/21								
4	Estimated time period for contract works - TBC	22 wks	Fri 12/11/21	Fri 29/04/22								
5	Practical completion - TBC	0 wks	Fri 29/04/22	Fri 29/04/22								