

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

**Charles Church Thames Valley
Dappers Lane Angmering
West Sussex BN16 4EW**

Construction Environmental Management Plan (CEMP)

19th March, 2021

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Construction Environmental Management Plan

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Introduction

The Construction Environmental Management Plan (CEMP) sets out the management measures to be adopted and implemented for the construction of the proposed development at Dappers Lane, Angmering West Sussex, BN16 4EW

The CEMP has been prepared by Charles Church to satisfy the requirement of the planning conditions 6 and 27 of planning application reference A/76/20/PL.

The requirements of planning condition 6 of the approval are set out below.

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- a) An indicative programme for carrying out the works;*
- b) Details of the arrangements for public engagement / consultation both prior to and continued liaison during construction the construction works;*
- c) Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s);*
- d) If residential properties are to be completed and occupied prior to the whole development being finished, a scheme to protect those early occupants from noise and vibration should be submitted to and be approved in writing by the Local Planning Authority;*
- e) Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;*
- f) The parking of vehicles of site operatives and visitors;*
- g) Loading and unloading of plant and materials, including permitted times for deliveries;*
- h) Storage of plant and materials used in constructing the development;*
- i) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- j) The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);*
- k) Measures to control the emission of dust and dirt during construction;*
- l) A scheme for recycling / disposing of waste resulting from demolition and construction works i.e. no burning permitted;*
- m) the anticipated number, frequency, types and timing of vehicles used during construction (construction vehicles should avoid the network peak hours of 08:00-09:00 and 17:00-18:00 where practicable);*
- n) The method of access and routing of vehicles during construction, avoiding the route out of the site northwards along Dappers Lane.*

The purpose of the CEMP is to avoid construction effects on the environment and the existing surrounding communities.

All contractors and suppliers will be provided with a copy of the CEMP and will be required to comply with its contents. Contractors will be required to comply with all relevant environmental legislation and to take account of published standards, accepted industry practice, national guidelines and codes of practice appropriate to the scheme.

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Development Proposal

The proposed development includes:

- Construction of 84 new dwellings
- Associated Roads and parking areas
- Local main service diversions and infrastructure.

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Description of Works & Construction Environmental Management Plan

The working hours as follows:

- 8.00am to 6.00pm (Monday to Friday)
- 8.00am to 1.00pm (Saturday)
- No Sunday or Bank Holiday Working

Occasional working outside these hours may be required however this will be kept to a minimum.

All deliveries will be scheduled to arrive outside of the peak highway network hours (unless there is no alternative).

Provision is to be made within the site for adequate parking of operative and construction workers vehicles together with parking for the site management team and other visitors to site. As far as possible, contractors and trades will be strongly encouraged to share transport to reduce vehicle movements.

Contractor parking is to take place wholly within the site and not on any consortium roads. On-site parking areas are to be clearly signed and surfaced to an appropriate standard.

The Construction Management Plan Drawings attached in **Appendix A**, provides details of the following:

- Location of parking provision.
- Location of temporary accommodation in the form of "Oasis" units and storage containers, which is required during the initial set up of the development site. This will operate for the shortest feasible time whilst the permanent compound and access roads are established.

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- Location of the permanent site compound and storage area. This will comprise a two story office/welfare unit. The site management offices will be located at the 1st floor level with the canteen and drying room below. Toilet provision will be located in a separate free standing block. Metal storage containers for materials will be provided with racks for timber and lintels. A bunded diesel tank will be provided on an appropriate base. Two silos for the provision of mortar will be erected within the material storage area. Initially the compound will be powered by a generator, however this will be replaced by mains operated temporary building supply as soon as is practical. A large plan of the Compound is provided in **Appendix B**.

Any security lighting will be of a sodium type and located as not to directly affect adjoining properties.

Access and egress for construction purposes will be from Dappers Lane via Water Lane. Appropriate signage will be erected at the site entrance to the site and on exit advising contractors that they are leaving via an established residential area and that the road is subject to a 20 mph speed limit.

All unloading of plant and materials will take place within the site. As noted above adequate material storage is to be provided within the site compound/stores area, with additional material being transported direct to the build zone.

Appropriate provision is made for the delivery vehicles to stand within the site whilst being unloaded without impeding access to/from the site. In addition, appropriate turning is to be provided to enable delivery vehicles to enter and exit the site in the forward direction.

Storage for large plant such as forklifts will be provided in the site compound area which will be hard surfaced. Other large plant such as excavators and dumpers will be parked in a designated area on the site and left securely locked.

The site entrance is to be hard surfaced and kept clean and clear. There will be on-site wheel washing facilities to prevent soil and materials being taken from the site and the surrounding highway network. This will be in the form of a jet wash operated as required in a designated area. The wheel wash area will be provided with a suitable sump and washout facility to ensure any run-off is retained on site and not able to migrate on to surrounding areas.

In addition, road sweeping will be arranged as the need arises to ensure that the adjoining highway is maintained in good order.

The current build programme for the proposed development is attached in **Appendix C**.

Soil Management Plan

The requirements of planning condition 27 of the approval are set out below.

Prior to the commencement of development, a soils management plan shall be submitted for approval in writing by the Local Planning Authority. The soil handling measures and the proposed use of on-site soils as set out in the approved soils management plan will be implemented on site to ensure that the soil resource is preserved.

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Any need for material to be imported or exported will be minimized, for example, the movement of the earthworks material off site will be reduced to a minimum by maximizing the use of raised material into the landscaping scheme.

Surplus or waste materials may arise from either materials imported to site or from those generated on site.

This plan will outline the procedures that will be put in place.

A cut and fill exercise has been done by Bannersgate, Civil, Structural and Architectural Design Services which concludes there will be 3677m³ to be removed from site.

These materials will be the result of materials excavated from the balancing pond and the arising's from roads and plots excavations.

This spoil will be stored temporally on plots 29-34 and 41-44 until the infrastructure is complete at which point the spoil will be removed from site.

All top soil will remain on site which will be then reused.

The top soil will be stored on plots 55, 56 and 57

Dust Control

Dust control procedures will be implemented to avoid as far as is reasonably practicable the emission of dust and other particulates that would adversely affect the air quality to ensure there is no significant deterioration of current air quality as the result of the works.

The emission of dust and other particulates will be controlled by implementing the following measures:

- Ensure no burning of waste materials takes place on site.
- Ensure an adequate water supply on the site
- Ensure disposal of the run-off water from the dust suppression activities, in accordance with the appropriate legal requirements
- Keep site fencing, barriers and scaffolding clean using wet methods
- Provide easily cleaned hard standings for vehicles.
- Ensure regular cleaning of hard standings using wet sweeping methods
- Not allow dry sweeping of large areas
- Provide and ensure the use of wheel-wash facilities near the site exit wherever there is a potential for carrying dust or mud off site.
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.
- Ensure all vehicles carrying loose or potential dusty material to or from the site are fully sheeted.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of materials and over filling during delivery.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out.
- Minimize the amount of excavated material held on site.

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- Sheet, seal or damp down unavoidable stockpiles of excavated material held on site, when required.
- Avoid double handling of material wherever reasonably practical.
- Considerate location of grinding and cutting activities and only use when fitted with or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Ensure that any plant, identified above, is operated in accordance with the conditions set out in the permit and a copy of the permit held on site.
- Seal or re-vegetate completed earthworks as soon as reasonably possible after completion.
- Ensure equipment is readily available onsite to clean any spillages and clean up spillages as soon as is reasonably practicable after the event using wet cleaning methods.
- Where appropriate use increased hording height to protect receptors.
- Seal or seal medium or long term excavated material and stockpiles.
- Ensure slopes on stockpiles are no steeper than the natural angle of repose of the slope of the material and maintain a smooth profile.
- Avoid carrying out earthworks during dry weather if reasonably practicable having regard to programme and contracting arrangements for the relevant works or provide and ensure appropriate use of water sprays to control dust.

Site Inductions

- A specific area shall be laid out and labelled to facilitate the separation of materials for potential recycling, salvage and re-use.
- Recycling and waste receptacles are to be kept clean and should be marked clearly in order to avoid cross contamination of materials.
- Contractors will be required where practicable to use recycled and secondary aggregates, therefore reducing the demand for virgin material and optimizing material efficiency in construction.

As far as is reasonably practicable the visual intrusion of the construction sites on nearby residents and users of local facilities and amenities will be contained and limited. The hording will accord with the following principles:

- The standard hording will be of suitable height, plywood faced, timber framed hording suitably painted or alternatively metal "Block and Mesh" type hording.
- Suitable measures will be used for tree protection, in accordance with the relevant British Standard and approved RPS Arboricultural Method Statement.
- Notices will be displayed on all site boundaries to warn of hazards on the site such as deep excavations and construction site etc.
- Appropriate sight lines/visibility splays will be maintained to ensure safety of both vehicles and pedestrians.
- Temporary fences may be used in certain areas such as for short term occupation. These will be in the form of Heras type fencing suitably braced.
- All hording and security fencing will be routinely inspected by the site management team.

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Piling Techniques

Due to ground conditions piling will be required for certain plots, these will be carried out using Continuous Flight Augur (CFA) piles cast in situ.

Use of these techniques will minimize the noise and vibration impact on the surrounding areas.

It is noted that there are no water courses or ponds in the immediate location of the site and therefore any impact on these features has a low likelihood of occurrence. This noted all surface run off from the workings of the site will be de-silted and allowed to permeate into the surrounding areas in a controlled manner.

Monitoring and Review

Monitoring and review of all these procedures will take place on a quarterly basis, or when it is deemed necessary to implement a change, The CEMP will be updated as required and re issued to relevant parties.