

Rookery Park, North Bersted Residential Development

CONSTRUCTION MANAGEMENT PLAN

Rev C – Amendments made further to LPA comments

(CMP)

To be read in conjunction with drawing 18256-PXXX Rev B Construction
Management Plan

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Construction Management Plan

(CMP)

Document Control

1. Project Details

The scheme is located on land to the West of New Barn Lane, North Bersted, PO21 5DN. Reserved Matters Planning Ref: BE/103/19/RES.

2. Description of the Project

The project consists of a 50 unit residential development which is served and from the existing New Barn Lane.

The development mainly consist of dwelling houses with 1no block of 6no flats, public open spaces and associated paths, roads and utilities.

3. Introduction

a. Purpose of CMP

The CMP is required under CDM regulations and that the main contractor produces the Construction Management Plan (CMP). The purpose of the CMP is to set out how the construction methods adopted within the construction will interface with Environmental issues and to address any areas where a conflict, risk or incident may occur. It addresses construction procedures to be carried out for routine areas of the scheme together with remedial actions in the event of an ecological incident.

This document aims to provide information on methodology and principles relating to environmental control and protection across the site wide scheme.

b. Legal Compliance

The CMP is a requirement of the planning consent relating to the outline planning application for the Proposed Development (APP/C3810/V/17/3166900) Condition 6. This is also required under Condition 7 of the Access Approval BE/40/18/PL. Both these conditions set out a number of elements that are required to be provided within a CMP prior to the commencement the development.

4. Conditions 6 & 7

Development shall not commence 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:

- The anticipated number, frequency and types of vehicles used during construction,
- The method of access and routing of vehicles during construction,
- The parking of vehicles by site operatives and visitors, the loading and unloading of plant, materials and waste,

The storage of plant and materials used in construction of the development,

- The erection and maintenance of security hoarding,
- 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),
- details of public engagement both prior to and during construction works.
- No operational or construction vehicles shall be operated on the site except between the hours of:

0700 and 1900 on Mondays to Fridays inclusive

0700 and 1300 on Saturday

Not at any time on Sundays or Public Holidays

5. Ecology

a. Bats survey/control measures

During the construction process of the Residential Development considerations will be given to the subject of light pollution. Security lighting will be positioned so as not to directly illuminate the woodland areas of the site.

Where illumination is unavoidable, the following measures will be incorporated within the lighting constraints assessment:

- a. Careful aiming, placement and mounting of luminaires
- b. Minimising column heights and mounting multiple luminaires on single columns in order to reduce column numbers
- c. Use of shields and baffles
- d. No UV lighting
- e. Post installation light monitoring

b. Badgers survey/control measures

- a. Consideration to be given to the placement of any topsoil storage, or piles of materials that may create mounds suitable for sett creation. Any such piles are to be placed well away from identified badger activity, and checked on a daily basis by construction staff to ensure that no badger activity has taken place. If the mounds are to be in place for a significant period of time, the earth will be temporarily fenced to ensure that badgers cannot access the fresh soil.
- b. There will be no night working to avoid disturbance to badgers. There will be no lighting along the boundaries of the site to avoid any light spill.
- c. Excavations left overnight will have an earth or timber ramp (eg. scaffold board) installed to allow animals to escape should they become trapped.
- d. Daily checks of the excavations will be made by construction staff prior to commencing work to ensure that no badgers or other animals have become trapped in the excavations. Should a trapped badger be found within the works, Natural England will be immediately contacted for advice.
- e. Any pipes that need to be left over night on site will be capped to avoid animals becoming trapped.

c. Tree protection measures

All trees that are to be retained are to be protected in accordance with British Standard guidelines contained in BS5837:2005 Trees in Relation to Construction –Recommendations.

Root Protection Areas (RPA) are to be erected around individual trees and groups of trees which will exclude construction activities through the installation of protective fencing and/or ground protection around the full perimeter of any RPA.

The RPAs are to be calculated in accordance with BS5837:2005 (calculated using the diameter of the trunk at 1.5m above ground level and multiplying by 12).

Protective fencing will consist of 2 m high Heras panels wired to uprights and horizontals off well-braced scaffolding framework, or equivalent, in accordance with

BS5837:2005. All fencing will be impact resistant and securely fixed to prevent the easy removal of all or individual fence sections by site contractors.

The installation of fencing and/or ground protection will be undertaken before the commencement of construction activities and supervised by a suitably qualified arboriculturalist and will remain in place throughout the construction works.

No fencing will be removed without the authorisation of a suitably qualified Arboriculturalist.

Should any tree or hedge require removing for permanent works to be installed, ADC will be consulted before any action is taken.

There will be no storage of materials, trenches and drains underneath or within crown spread of trees.

Precautionary measures for reptiles during site stripping

The following reptile precautionary site measures were followed:

- All vegetation clearance and site stripping was carried out during the active reptile season.
- All vegetation clearance and site stripping was supervised by a suitably qualified ecologist.
- The ecologist was supervising the clearance works to ensure no reptiles, nesting birds or dormice were discovered during the works.
- Any dead wood and rubble piles were dismantled by hand and relocated.
- A staged grass cut was completed to deter reptiles. The grass was cut down to 10cm high under the supervision of a suitably qualified ecologist. This was left for a minimum of 3 days to allow any reptiles to move from the construction site. A further cut to approx. 3cm high was then carried out. No reptiles were found during the site clearance.
- Ecologist contact details: Abbas Ecology Ltd, Jon Crewe jcrewe@abbasecology.co.uk

6. Site Waste Management Plan

A site waste management plan detailing proposals for dealing with waste arising from the construction of the project will be in place prior to works commencing and be available in the Bellway site office. This will include details of planning and implement best practises such as:

- a. Storing and reusing earthwork materials and general arising's to negate the export or import of inert materials.
- b. Reduction of site generated waste through waste minimisation, segregation and recycling initiatives
- c. Identification, storage and management of potentially contaminated materials
- d. Appropriate methods of waste disposal linked to a robust waste disposal audit trail
- e. All topsoil and subsoil would be handled and stored carefully to minimise the potential for damage to the soil structure. A detailed method statement would be produced clearly identifying correct stripping, soil handling, storage, placement and programming requirements to avoid compaction and moving the material in unsuitable weather conditions.
- f. Where possible, construction arising's would be reused within the site as structural or non-structural fill
- g. Where practicable, all concrete and redundant road pavements would be transported to a dedicated crushing and recycling facility for re-use on the project or within the local area
- h. Detailed procedures and guidance would be developed and implemented through the construction process to minimise the import of non-sustainable raw materials and for identifying opportunities for re-using or recycling waste
- i. Site office wastes would be collected in separate containers to maximise the opportunities for recycling, this would include can, bottle and paper banks

7. Traffic Management

All construction traffic visiting the site will be instructed to access via New Barn Lane, North Bersted. Security Hoarding and Construction Access gates will be located at the Bellway site boundary. A gate person will direct traffic to the appropriate unloading location and carry out wheel washing when vehicles leave.

8. Materials Management

A materials management plan including an earthworks strategy will be in place prior to works commencing.

a. Removal of Contaminated Ground

If during development, any visible contaminated or odorous material, (for example, asbestos containing material, stained soil, petrol / diesel / solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise expressly agreed in writing with the ADC Planning Authority) will be carried out until it has been fully investigated using suitably qualified independent consultant(s). The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented.

9. Health & Safety Plan

This is a separate document available in Bellway site offices. This document contains; site specific health and safety, and environmental arrangements.

Prior to commencement of any work activities the Health and Safety Plan will be prepared in accordance with Bellway company procedures and that the requirements of the plan are understood and complied with throughout the duration of the contract. The site will be set up in accordance with the Health and Safety Plan.

10. Site Inductions

All site personnel we will be required to attend a Bellway site Induction before entering site. No personnel, including Subcontractors shall start work on site unless they have received appropriate induction training. These must be carried out in a manner that ensures the site organisation and arrangements are communicated to all site personnel. The induction will include an environmental briefing which summarises actions within this CMP document.

Toolbox Talks

All personnel employed on site receive regular Tool Box Talks at least once every two weeks. Toolbox talks will be delivered on particular issues as and when required to personnel involved in particular aspects of construction where there are environmental protection issues to be taken into account.

11. Environmental Incidents

a. Water Pollution Prevention

- i. As part of the earth movements, soil bunds shall be provided to strategic locations along the boundaries of the development areas to prevent un controlled discharge of surface water and to direct to controlled water treatments prior to discharge as approved by the ADC and EA requirements.
- ii. No plant will be permitted to be parked near to or next streams and brooks.
- iii. Any works to divert watercourses will need to be approved in advance by the Environment Agency and method statements completed to reduce the risk of any pollution.

b. Emergency Procedures

- i. An environmental emergency plan will be displayed on site in the compound, in site offices and fuel storage areas. This will detail what actions are required by whom in the event of an environmental accident. This plan also contains a list of emergency contacts.
- ii. Prior to works commencing on site contact with the local EA inspectors will be made aware that works are to begin
- iii. A stock of materials including booms, absorbent sheets, straw bales etc. for the containment of spillages of hazardous and polluting liquids will be keep in the main compound and also close to large scale operations adjacent to watercourses or drains. There will be sufficient stock available to contain all the potential harmful liquid involved in the event of the full discharge of the largest liquid containing tank on the site.
- iv. All Environmental Emergency Incidents will be reported immediately to both the Project Manager and General Foreman.
- v. They in turn will report the situation to the appropriate authorities.

c. Emergency Equipment

- i. A stock of materials will be kept on site for the containment of spillages. These will include Oil booms, straw bales and oil absorbent mats. These materials will also encompass sediment suppression and include sedi-mats and settlement tanks.
- d. Emergency Contacts
 - i. Environment Agency 0845 988 1188

12. Construction Works

a. Traffic Routing

- ii. All delivery vehicles will be directed to come off New Barn Lane and enter the development. No parking on New Barn Lane will be permitted.
- iii. Site Routes: - Dedicated `Works Accesses` in accordance with Chapter 8 of The Traffic Signs Manual will be incorporated into the Traffic Management layout to permit delivery vehicles to enter and egress the works.
- iv. Site Rules for Drivers: - All drivers will be restricted to 10mph. All reversing vehicle are to be `banked` with a trained banksman. All vehicles onsite must display an amber flashing top light

Enforcement - All site personnel, visitors, sub-contractors and suppliers will be expected to abide by this construction traffic management plan. Where the drivers will be regularly coming to the site they will be issued with copies of this plan either as paper copies or in electronic form. The plan will also be posted at the entrance to the site and to the compound, at the site offices reception notice board, and on the notice board at the welfare facilities. It will be included in the site induction.

Anticipated number, frequency and type of vehicles to be used during the construction period.

The number and frequency of construction vehicles will fluctuate on a daily basis depending on the construction operation being carried out on any particular day. The below information provides an approximate indication:

Number of Vehicles

Sub-contractor vehicles: 10-15 vehicles/day expected during the initial ground works stage of construction. Increasing to circa 20-25 vehicles/day during the superstructure build stage.

Brick and Block deliveries: 140 lorry deliveries over a 52 week build period.

Truss deliveries: 30 lorry deliveries over a 52 week build period.

Drylining deliveries: 15 lorry deliveries over a 52 week build period.

Ground worker vehicles for deliveries and muckaway: 100 lorry deliveries over a 52 week build period.

General material deliveries: 110 lorry deliveries over a 52 week build period.

Frequency

As stated above the frequency of deliveries will vary based on the construction stage, however an average of 7-10 lorry deliveries per week can be expected.

The majority of the sub-contractor vehicle and light vans will access the site on a daily basis when construction is active.

Type

Due to the location and size of the development it has been deemed inappropriate for the use of artic lorries for deliveries to this site. The following vehicles can be expected to access the site:

Standard delivery lorries

Small rigid lorries

Curtain sided flatbed lorries

Truss delivery lorries

Hiab lorries

Light Goods Vehicles

13. Site Compounds

A compound will be set up as indicated on the CMP Layout.

- a. The access to the compound will be through the site access and along the main development spine road.

- b. The site compound will have segregated areas for pedestrians and vehicles, allocated parking spaces, offices for staff, canteen, drying area and toilets.

14. Site Welfare Facilities

Welfare facilities on site are to include:

- a. Site office with desk and chairs
- b. Toilets (with separate provision for male and female use where necessary).
- c. Facilities to wash hands, including provision of running hot water.
- d. Mess facilities including a means of heating water and food.
- e. Drying facilities and room for storage of clothing.
- f. Adequate heat and light.

15. Site Working Hours

- a. Site working hours are envisaged as being 7:00am to 19pm Mondays to Friday and 7.00am to 13.00pm Saturdays
- b. There will be no night working to avoid disturbance to badgers. There will be no lighting along the boundaries of the site to avoid any light spill.
- c. There will be restriction on working hours for construction/demolition works as stated above.

16. Material Deliveries

The bulk of material deliveries will be made along the development spine road.

17. Materials Storage Areas

Materials for use in the works will be stockpiled in the site compound or adjacent to the immediate work area. Please refer to the Construction Management Plan Layout.

Material storage areas shall be suitably demarcated and segregation shall be maintained at all stages to ensure minimal contamination and/or waste.

No material shall be stored underneath the crown spread of any trees.

18. Construction Lighting

It is not anticipated that working floodlighting will be necessary for the development. However if lighting is required the installation of floodlighting for safe working and security in connection with the construction process will be identified on plans to be approved by the local planning authority.

A typical lighting unit that will be used is called a mobile tower light that is powered by a diesel generator and can be towed and positioned on site as required – seen below:



Typical Mobile Lighting Tower

During the construction process every effort will be made to position the lights sympathetically to the local residents wherever possible. This means facing them away from houses, setting them up to ensure that all unnecessary light pollution will be limited during the construction process.

Although it is essential to maintain a safe standard of lighting for operational and security purposes, the effects of the lighting should be given consideration when

positioning lighting, in order to avoid light pollution to local residents and sensitive receptors:

- a. Badgers
- b. Bat corridors

The following criteria should be followed when erecting safety and/or security lighting. Lighting will be necessary within the site compound for security and safety for the overnight security guard if required. The angle of illumination and brightness will be selected to limit the effect on the resident's local to the site office. Infrared CCTV will also be used and some motion sensor lights as well to alert security to any movement in or around the compound.

19. Wheel Wash Facilities/ Road Cleanliness

For vehicles leaving the development appropriate wheel wash facilities will be used. Sweepers will be keeping on and off site roads clean throughout the length of the project and the cleanliness of the road will be monitored daily to ensure public highways and site roads are kept clean. Imported fill vehicles shall be limited to trafficking hard surfaces where possible to minimise contamination.

20. Parking for Construction Vehicles

- a. **All** personnel transportation vehicles will be required to park within the contractor parking areas, where adequate car parking will be provided. No construction parking will be permitted on any of the residential roads at any point.
- b. **Only** construction plant will be permitted overnight onsite parking.

21. Communication Strategy

- a. For the construction works an organogram has been produced detailing clearly the members of staff to be deployed to the site. A fortnightly `team meeting` will be held at which all construction issues will be discussed, in particular Environmental and Ecological issues. Attendees at this meeting will distribute information to the labour/ subcontractors in their sections. Should there remain any issues outside the skills set of those attending the meeting the above detailed Ecologists will be contacted.
- b. Any non-conformances will be highlighted at the team meetings and a remedial strategy put in place.

- c. The site will be continue audited by in house team to ensure compliance with CMP requirements and company procedures.
- d. Communication from the general public will be through a control contact number displayed on site notice boards.
- e. Communication to the local residents and commerce about the works will be through a letter in the mailbox before commencing the works.
- f. Updates will be provided to the local parish and town council news letters on a monthly basis to maintain a consistent line of communication to the public.
- g. Communication via email will also be considered by the site team. If the local residents are prepared to share their email addresses, then a monthly update shall be sent via email to local residents and businesses effected by the works.

22. Air Quality/Dust Suppression

- a. The control of dust generated from the development will be generally in accordance with BRE Report 456 – Control of Dust from Construction and Demolition sites
- b. It is envisaged that the bulk of the fill material to embankments will be placed during the recognised earthworks season i.e. April to September. During this time it is likely that the soil being place will require either being covered with sheeting or moisture conditioning and the dust suppression measure will need to be undertaken. These will be in the form of towed spray bowzers.
- c. Damping Down During dry spells of weather the haul roads will be continuously kept damp by spraying using a tanker and suitable spray attachment. Note that this operation will be in accordance with the requirements for temporary drainage.

23. Noise and Vibration Control

The following general advice is based on the guidance provided in BS 5228 which will be applied to minimise the noise breakout from the construction activities affecting noise sensitive receptors. The following issues will be considered when planning or implementing all works:

- a. Ensuring the use of quiet working methods, the most suitable plant and Reasonable hours of working for noisy operations, where reasonably Practicable;

- b. Locating noisy plant and equipment as far away from houses as reasonably possible, and where practical, carry out loading and unloading in these areas;
- c. Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings);
- d. Shutting down any machines that work intermittently or throttling them back to a minimum;
- e. Orientating plant that is known to emit noise strongly in one direction so that the noise is directed away from houses, where possible; Closing acoustic covers to engines when they are in use or idling;
- f. Lowering materials slowly, whenever practicable, and not dropping them;
- g. Selecting items of plant that emit low levels of noise and vibration wherever possible and undertaking acoustic attenuation on noisier plant where practicable.

24. Surface Water Drainage Discharge during construction

The construction phasing and operational areas of the site will be carefully planned to reduce the risk of water pollution into nearby watercourses. Construction works which disturb the original ground surface are envisaged and during these processes (i.e. topsoil stripping) the risk of mobilisation of silt laden runoff is greatest. Silt laden runoff from the site, if not managed, could have a detrimental impact on water quality within the water courses.

To ensure no detriment to water quality in the receiving catchment suspended solids and other pollutants in surface water runoff generated from the construction site will be managed at the site by incorporating a construction phase sediment control plan. This plan will utilise a range of methods to limit and remove suspended soils and other pollutants from runoff. Such measures include the use of temporary control bunds, settlement ponds, filter strips, swales and cut-off ditches.

Surface water runoff from the active construction areas of the site will be conveyed to the settlement ponds via a combination of cut-off ditches, swales and pumping where gravity flow to the ponds is not achievable. Pre-treatment of flows prior to arrival at the ponds will be undertaken where practical through use of grassed / vegetated buffer strips and the presence of simple check dams (formed using straw bales, small clay based impoundments, timber 'stop log' obstructions or similar) within the conveyance ditches to encourage pre-settlement of suspended solids.

25. Fuel Storage + Dieseling Areas

Fuel storage will be centralised.

Fuel will be stored in tanks or drums in accordance with the Environment Agency Pollution Prevention Guidelines, PPG6.

All refuelling will be carried out at least 50 metres from watercourses. Where this buffer distance cannot be achieved a minimum distance will be agreed with the site agent. A map will be provided by the Client identifying those areas where refuelling will not be permitted.

Irrespective of the buffer distance and location of refuelling, interceptor drip trays will be available in accordance with standard best practice across the construction industry. Spill kits will be available within each plant vehicle on site and at sensitive locations (watercourse crossings, fuel storage areas etc.).

Areas of waste oil/fuel/chemical storage and permanent refuelling will be located 50m away from watercourses or drainage paths. Where this is not possible, a minimum distance will be agreed with the environment agency. Such storage areas will be appropriately sited to prevent the downward separation of contaminants to natural soils and groundwater.

Fuel, oils and chemicals will be stored on an impervious base within a bund able to contain at least 110% of the volume stored. Rainwater will not be allowed to accumulate within the bund and in any way compromise the required 110% volume capacity.

26. Control of Hazardous Materials

The site management will carry out assessments on any work liable to expose employees and the environment under the control of the company to substances hazardous to their health.

There are a number of products currently in use within the company which, when handled, stored, or used can give rise to potential health hazards.

Generic COSHH assessments are included in the Health and Safety Plan at the start of a contract. In addition to this, the Contracts Manager and Site Management shall constantly monitor all materials and substances being used on site to ensure that COSHH Assessments are available for each product. When new products are identified or required, the Site Management shall obtain a Product Data Sheet for the substance and produce a COSHH Assessment.

Copies of COSHH Assessments are to be retained on site in 'hard-copy' format for reference by the workforce.

Attention is to be given to the 'Workplace Exposure Limits' (WEL's) that are stated in the COSHH Assessments. These set out the maximum concentrations of a substance that is allowed in the air before control measures are put in place. At no times should the concentrations be exceeded without a specific COSHH assessment being carried out.

27. Topsoil Stripping + Storage

Before commencing works on site all areas of work to be disturbed by construction activities will be stripped of topsoil. All topsoil stripping will be carried out by a tracked excavator and loaded into dump trucks, before being hauled to designated stock piles. These stock piles will be sealed for weathering and each one will be recorded and marked ready for reuse on finishing works.

Topsoil stripping and storage shall only be carried out in suitable weather conditions only and avoided during heavy rain. The haul routes and storage locations shall be predetermined and marked up on a drawing.

Consideration to be given to the placement of any topsoil storage, or piles of materials that may create mounds suitable for sett creation. Any such piles are to be placed well away from any identified badger activity and checked on a daily basis by construction staff to ensure that no badger activity has taken place. If the mounds are to be in place for a significant period of time, the earth will be temporarily fenced to ensure that badgers cannot access the fresh soil.

28. Method Statements/ Risk Assessments

- a. All Method Statements and Risk Assessments must be communicated to the workforce before the tasks are commenced. All relevant personnel (including subcontractors) must sign to confirm that they have been informed and understand the contents of the Method Statement and Risk Assessment. Printed copies of Method Statements are to be retained on site for reference by the workforce. On long term projects, the workforce should be given regular 'refresher' instruction on the Method Statements and Risk Assessments which should also be recorded.

The Method Statement will detail the sequence of works, the manner in which the works will be undertaken, who will be doing the work and identify the control measures to where necessary ensure specific tasks are carried out in a safe manner.

b. Subcontractor Method Statements

All Method Statements received from subcontractors must be reviewed and accepted by the Contract Manager or Site Management before they are permitted to commence work on site. Any subcontractor Method Statements that are not considered acceptable must be rejected and will need to be resubmitted in writing before their work commences.

29. Waste Disposal/Housekeeping

Site management are responsible for ensuring that the work, storage and welfare areas of the sites and offices are tidy, and excess materials and waste are not allowed to accumulate.

All site employees are required to assist in keeping sites and offices safe and tidy by adopting good housekeeping practices. Materials must be stacked properly, waste and surplus materials disposed of carefully in the appropriate receptacles and plant and tools used kept tidy.

All waste is to be stored and removed according to the Environmental Code of Practice and relevant legislation, including entering the relevant information in the Site Waste Management Plan where necessary.

No throwing out of food scraps or feeding of birds/animals is permitted on sites as this encourages vermin.

Separate skips for timber, inert and general waste will be available on site.

30. Inspection Plans

a. Materials Testing

Where required a full material testing regime, agreed by West Sussex County Council and the consultant engineers will be in place prior to works commencing

b. Environmental Monitoring

The CMP will be kept under continuous review by the Construction Manager who will ensure that the following tasks are undertaken on a regular basis:

- i. Monitoring how the plan is being carried out – programme, timetable.
- ii. Reporting and recording progress against programme and timetable.

- iii. Reporting problems, changes, extensions etc.
- iv. Recording problems and solutions, changes and extensions. Regular Meetings of the environmental management team - minutes will be
- v. Taken and included within the working CMP on site.
- vi. Up-dating / revising the CMP Audits will be carried out on a 3weekly basis by our in house team.
- vii. Team meetings will identify any noncompliance with the CMP requirements. For ecologically and environmentally sensitive works, meetings will be held with contacts as detailed above.

31. Emergency Incidents

a. Arrangements With Emergency Services

i. Traffic Routes Onsite

This will be displayed in the site compound and be updated through the duration of works.

ii. Traffic Routes Offsite

To be agreed with WSCC Street works when agreeing road closures and diversion routes

32. Emergency Contact Details

a.	Police non-Emergencies	101
b.	St Richards Hospital, Chichester	01243 788122
c.	NHS Direct	111
d.	HSE	03000 031747