



Construction Management Plan (CMP)

Flat 3, 74 London Road, Bognor Regis PO21 1DD
May 2022

Introduction

This Construction Management Plan (CMP) has been prepared to discharge planning condition 7 of planning consent, reference: BR/108/20/PL. Planning condition 7 states:

In pursuance of their powers under this Act and related Orders and Regulations the Council PERMIT this development to be carried out in accordance with the application and plans and subject to compliance with the following conditions and Section 106 Agreement.

- 1. 7 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 of the works;*
- b. Details of the arrangements for public engagement / consultation both prior to and continued liaison during 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. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;*
- e. The parking of vehicles of site operatives and visitors;*
- f. Loading and unloading of plant and materials, including permitted times for deliveries;*
- g. Storage of plant and materials used in constructing the development;*
- h. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- i. Measures to control the emission of dust and dirt during construction;*
- j. A scheme for recycling / disposing of waste resulting from demolition and construction works*
- k.no burning permitted. “*

The purpose of this document is to outline how the main appointed Contractor and its sub-contractors will manage and where practical minimize the impact of the development's construction upon the surrounding properties and the environment on and of the site.

The purpose of this CMP is to manage and mitigate potential impacts of the construction process on the following sensitive receptors surrounding the site and the environment around and within the site, being:

- Air, noise and vibration impacts on surrounding residential properties.
- Minimising dust and sediment impact on surrounding properties.
- Containing potential groundwater and chemical contamination, which may be encountered during the construction.
- Demolition of any existing structures.
- Access to and from the construction site.
- Containing debris and mud within the site boundary for the benefit of residence and the surrounding highways.

3. Site Description.

The site is located on London Road to the west of town centre.

The property is on the south side of London road opposite the junction with Lyon Street. The area is predominantly residential and local shops with some light industrial units.

The land comprises a two storey, traditional type construction block, with 2 commercial units to the ground floor and 2 residential units to the first floor.

The boundaries for the main body of the site are characterised by:

- To the North and West boundaries is a mix residential and commercial buildings.

- To the south and east is public footpath.
- The site boundary is the footprint of the building with no adjoining land.
- The existing empty commercial units, from Lyon Street West, extends to the front of existing boundary to the west and will be retained for use during the construction phase.

4. Approved Development & Construction Mythology.

4.1. Approved Development.

Planning permission, BR/108/20/PL, has been approved for the following demolition and construction works:

- Demolition and removal from site of existing slate covered roof.
- Construction of 1 No. new second floor 2 bedroom flat over existing two storey building, additional bedroom to first floor flat, division of ground floor retail unit into 2 No units & change of use of ground floor retail space to form new access to second floor flat. This application may affect the setting of a listed building

4.2. Construction Methodology.

The projects structural engineer has agreed the following methodology. The structural calculations will form part of the building regulations applications.

Refer Section 5. Construction Programme and Hours of Works for all build time estimates of the following main build events.

i. Sub-structure to DPC.

- Traditional concrete pad foundation to approximated depth of 1000mm.
- Concrete floor.
- Foul drainage is traditional gravity falls to main drain connections.

ii. Super structure.

- Timber frame construction to ground and first floor.
- Timber rafters to main roof.
- Timber frame mansarde to first floor.
- Traditional soffit, fascia and rain water goods.
- Standing seam single ply membrane.

iii. Internal Fit out & Finishes.

- Insulation and air tightness barriers to whole of timber frame.
- Plasterboard finishes to whole of timber frames and all ceilings.
- electric infrared heating system with new electrical supply.

5. Construction Programme and Hours of Works.

5.1 Construction Start of Works.

The commencement date for construction of the development is still to be agreed due to pre-start planning conditions and main contractor appointment/immobilization.

However, we envisage the estimated start of construction, to be around Late May 2022 .

5.2 Site Working Hours.

1. A Planning condition has been imposed on site working hours.

No construction/demolition activities shall take place, other than between 08:00 to 18:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no works taking place on Sunday or Bank Holidays unless they are not audible outside of the site

We will at all stages try and avoid any works outside the above stated hours. However, in the event this occurs all measures, to avoid increased noise, as outlined in 8 below, will be adhered to and all correct notifications will be submitted for approval.

6. Security, Welfare & Storage.

6.1. Security.

i. Fencing.

The boundary is solid masonry so no site fencing required

ii. Hoarding.

Solid security hoarding/fencing to be retained until such times, as construction on site requires them to be removed and replaced, until new unit occupied to insure segregation of the site from the general public.

iii. Entrance Gates.

A site entrance gate will be installed to the existing entrance to site.

This gates will be;

- Erected as part of the initial site set-up.
- Maintained and inspected on a regular bases, throughout the construction phase to ensure a safe working environment and prevent risk to the general public.
- Outside of all agreed working hours the gates will be locked and secured.
- During all site opening times, gates will be shut and only opened when required.
- Retained until such times, as construction on site requires them to be removed and replaced with a temporary heras type security fence, until new unit occupied to ensure segregation of the site from the general public.

iv. Flood lighting

No flood lighting is required during construction.

6.2. Welfare Facilities.

All welfare facilities will be located in position shown on site set-up plan. The facilities will include:

- Toilet/s and hand washing facilities.
- Site manager's office/secured store.

Welfare facilities will be retained until such times, as construction on site requires them to be removed.

6.3. Storage.

A site plan showing the designated areas for secure/open storage will be submitted by the appointed main contractor for approval.

i. Construction Materials.

All construction materials, where practicable, to be stored in designated site storage areas as shown on referenced site set-up plan.

Designated storage areas, as shown on site set-up plan, are located in the empty commercial unit of the site. The front area is located, close to the delivery loading/unloading area as possible, to minimize movement on site.

The designated rear storage area is for all materials that can be moved by personnel only and not heavy enough to warrant plant use.

No materials will be allowed to be stored on the public highway or within the designated delivery, area at any time, with this policy being strictly enforced by the site manager.

ii. Construction Plant.

All plant that is required on site for more than one day will be stored on site within the secured boundary fences in locations, depending on construction phase, as to be clear of all delivery vehicles entering the site, personal and public.

All plant will be secured & locked, after site working hours, to avoid any use by un-authorised personal.

No construction plant will be allowed to be stored on the public highway with this policy being strictly enforced by the site manager.

iii. Waste & Recycling.

All general waste and recycling skips/bins will be located in the designated waste storage area only, as shown on referenced site set-up plan.

iv. Plant Fuel/Oils.

Any fuel storage tanks/containers (such as diesel tanks) will be safely and securely sited/contained, to the front secured designated storage area.

All fuel storage tanks/containers will be stored and correctly orientated and contained in an impervious oil/watertight bund as to prevent any spillages that may cause any site/soil contamination.

7. Access Routes, Vehicles/Parking, Plant & Deliveries.

7.1. Access Routes to Site.

i. To Site:

74 London road is positioned in the town Centre so no minor roads are required for delivery.

All site traffic will be directed down the one way road of Lyon Street West.

The relevant warning signs, will be displayed on Lyon Street West, to warn/inform all persons using the roads or paths that there is/will be the presence of construction traffic on this site.

Barriers will be erected on the public footpath outside the site, to direct/segregate pedestrians away from the construction work, in the event that site access is being used for construction purposes.

ii. Within Site.

Via site signage all visitors/personal arriving on foot will be directed to the site office via a designated footpath, which is situated to the front on the sight and directly of site entrance.

The position of this path will allow for segregation of all visitors from any site traffic.

7.2. Sub-contractor & Visitors Vehicles & Parking.

Approved site plan showing the designated sub-contractor parking area to be submitted by main contractor.

Parking on site is unavailable throughout the course of the project. Off-site parking is available 20m to the west of the site at Bognor Regis train station. It is anticipated to have a maximum of 10 people on site at any one time.

No parking is permitted on the highway outside of the site entrance

This rule will be enforced by the site manager.

All sub-contractors and visitors will be instructed to carry out all loading and unloading within the designated loading/unloading area.

7.3. Construction Plant.

All construction vehicles such as concrete pumps, lorries and cranes will be, where practicable, will be directed and operated from the designated temporary delivery, parking and loading area.

In the interest of highway safety a site ganger/banks man will, at all times, direct and control traffic whilst construction plant leaves and enters the site.

7.4. Deliveries – Incl Waste & Recycling.

All site delivery vehicles where practicable, will be directed to offload within the site in the designated temporary delivery, parking and loading area.

All companies delivering to the site, with a view to prevent a nuisance to neighbours and local traffic, will be made aware that:

- All deliveries must take place within site opening hours as stated in section 5.3 Working Hours.

- Any delivery, if outside the site opening hours, cannot approach site and park outside the site with engines running and must find an appropriate waiting area away from the site until agreed delivery times have been met.

All offloaded deliveries will be stored on site and no deliveries will be stored on the public highway at any time.

In the interest of highway safety a site ganger/banks man will, at all times, direct and control all deliveries and traffic whilst deliveries leave and enter the site.

8. Managing Impact of the Construction Activity.

8.1. Waste Management – Disposal/Recycling of all General Waste & Excavated/Redundant Materials & Soils.

i. General Waste/Recycling.

A Site Waste Management Plan (SWMP) will be in place and managed by our appointed waste management company.

The site will be registered for waste removal. All hazardous waste, if any or when highlighted, will be removed from the site and suitably disposed of as outlined in the SWMP

“It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit waste or knowingly cause or allow waste to be deposited on land unless a waste management licence is in force authorising the deposit, also under Section 34 we all have a duty of care to make sure the waste we produce is disposed off in a proper manner, therefore, in order to ensure that any waste from a building site does not end up being fly-tipped, the person in charge of the building site must only give the waste to a waste carrier who is registered with the Environment Agency.”

Throughout all construction phase best attempts will be employed to reduce the amount of general waste going to land fill with this being achieved by the maximum use of recycling facilities, located with in designated waste storage area.

In addition, best endeavors will be employed to re-use all demolished materials and excavated soil for the construction of the new dwelling.

ii. Disposal of materials excavated from site.

if it is necessary to remove these materials off site, it is likely that made ground would be classified as ‘non-hazardous’ due to the organic content of those materials.

However, if the soils include minimal organic materials they may be classified as ‘inert’ waste. Any excess tarmac or topsoil that has to be taken off site will be taken to the appointed waste management companies recycling centre.

8.2. Dirt and Dust Control Measures.

All reasonable measures will be taken to control nuisance regarding dust and pollution and complying with all reasonable requests from occupiers of adjoining properties.

The main sources of dust to arise during the demolition process and the mitigation measures are dependent on the weather.

- During wet/rainy conditions, attention shall be drawn to the reduction of all mud and debris migrating to the highways with all the roads being inspected daily and cleaned as appropriate.
- During dry conditions, water spraying will be used to damp down the surfaces with dust suppression measures be assessed at the beginning of each day and reviewed as necessary.

The following precautions and best practice measures will be adopted from the start of all demolition and continuing throughout the construction works.

- Dampening down using fine water spray on all areas/activities that may create dust.
- No dust creating activities will be carried out in areas in close proximity to any adjoining properties during moderate or high wind conditions.
- All loose debris and that is light enough to be lifted up by high wind speeds are to be cleared/lashed/weighed down to prevent migration onto adjoining properties land.
- In dry and windy conditions selected site areas will be hosed down to reduce the migration of debris dirt and dust particles into the air.
- Sheeting of haulage vehicles entering/leaving site.
- Covering of site skips.
- During muck shift periods, provide road sweepers when necessary.
- Regularly inspect and clean approach roads.
- Establish site speed limits to prevent the creation on of dust.
- Continual site monitoring will be carried out by the site manager to ensure the aforementioned mitigating action is strictly adhered to, at all times from start of any demolition and throughout the construction works.

By using the above dust mitigation measures above, the potential for dust emissions will be significantly reduced.

8.3. Wheel Washing.

All traffic leaving the site will be inspected and washed if required, to make sure all wheels are clean from all soil/debris to avoid migration onto Lyon street West. Water will be located on site.

8.4. Noise and Noise Control Measures.

Noise levels will be controlled with regards to relevant legislation Incl the Control of Pollution Act 1974, Environmental Protection Act 1990 and to Environmental Health Officer satisfaction.

Best practice will also be adopted, in particular by adhering to the BSI Code of Practice for Noise and Vibration Control on Construction and Open Sites. Points of reference include:

- Provision of lined and sealed acoustic covers for all plant and equipment.
- Turning off plant equipment when not in use.
- All plant being intermittently used shall be throttled back to the minimum at every opportunity.
- Fitting silencers to all plant, machinery and vehicles.
- Management/supervisors will use communication radios, where practicable, to avoid the need to shout instructions across the site.
- Radios noise will be limited and volumes controlled as to not disturb any neighbours.
- Ensure good/understanding relationship with all neighbours in relation to site events.
- All plant and equipment, unless previously agreed with authority and neighbours, no to be used outside of normal site opening times as stated in Section 5.3. Site Working Hours.

8.5. Harmful & Flammable Liquids.

All Harmful and flammable liquids will be stored on site:

- Away from any person not authorised to use them.
- In an impervious oil/watertight bund as to prevent any chance of spillages that may cause any site/soil contamination.

A spill kit will be kept on site in case there are any spills or leakages.

8.6. Bonfires.

No bonfires will be permitted on site and no materials burnt, at any time under any circumstances.

8.7. Neighbours & Surroundings.

The site manager will:

- Inform, by letter, the neighbours in Lyon Street West and immediate neighbours of London Road when works are due to start and provide expected timescales.
- At all times liaise with local residents with a view to informing them on all key construction events that may have an effect on them in terms of all above construction impacts.
- Make him available at all practicable times, to all persons whom wish to discuss site impact issues. This will enable all issues to be dealt with to a satisfactory end for all parties involved.

9. Health and Safety

9.1. Health & Safety Executive.

The site will be registered with the HSE by F10 notification prior to commencement.

9.2. Contractors.

All workers and visitors entering the site will be made aware of the health and safety procedures of the site.

10. Site Management & Contacts.

10.1 Site Management.

The site manager will manage, control and implement all aspects of:

- This CMP.
- Health & Safety.
- Construction to erect single two bedroom flat.

10.2. Contacts

For further information or concerns please revert to the site manger at the site office or contact Metz Brothers Builders Limited head office on the below:

Address: Dell Quay Yacht Yard
Dell Quay road
Chichester
PO20 7EE

Telephone:

Email:



