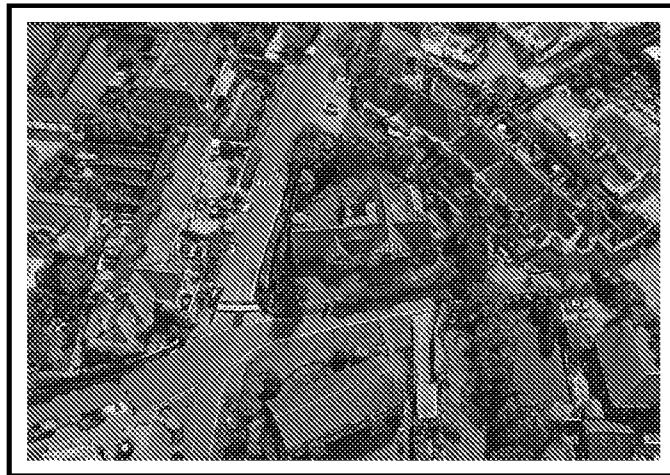


ROCCO HOMES

Construction Management Plan

Prepared with the intent to discharge Planning Conditions



Revision 2

Project Address:

125a Tudor Lodge Sea Road
East Preston
BN16 1NX

Prepared by
MSA

DOCUMENT CONTROL

[illegible]

1 Project Directory

Company	Address	Contact
Client		
Rocco Homes	11a High Street, Cobham, Surrey KT11 3DH	[REDACTED]
Local Authority		
Arun District Council	Arun Civic Centre Maltravers Road Littlehampton West Sussex BN17 5LF	Planning Dept.
Lead Designer / Architect		
JJR Designs	Suite 2b. Church House 94 Felpham Rd Felpham, West Sussex PO22 7PG	[REDACTED]
Principal Designer		
Rocco Homes	11a High Street, Cobham, Surrey KT11 3DH	Contact: Telephone: Email:
Principal Contractor		
Rishman Construction Ltd	96-98 Felpham Road Bognor Regis PO22 7PG	Contact: Telephone: Email: [REDACTED]
Local HSE Office		
	International House Dover Place Ashford Kent TN23 1HU	[REDACTED]

2 Nature of Project

Description of the Project

The project is to construct a new two storey block of flats and maisonettes forming 7No. units in total. This will be constructed on land currently set to a large chalet style bungalow and associated grounds. The new buildings will be timber frame construction with traditional finishes as described in the respective planning materials condition.

Programme of works;

The project is scheduled to commence construction in March 2018, with demolition and initial site set up arrangements being put into place in advance. A full construction programme of works can be found within Appendix 1 but is broadly anticipated to be 42 weeks.

Existing Environment

The site is located in the sea side town of East Preston on Sea. The site is bounded by residential properties to the north. The site is currently accessed from Sea Road. The site forms a triangle package of land set between Sea Road and South Strand road and is only a few hundred yards from the sea front and beach.



Existing Structure

The existing property will be demolished to make way for the new residential development. The property is surrounded by dense and well-established hedging with a number of trees which will be retained and protected as part of the initial works, and as set out in the Tree Protection Plan Appended. There are no schools nearby, the nearest being East Preston Infant school approximately 1 mile away (to the north), however there is a row of local commercial shops opposite the site on the junction of sea Road and Seaview Road.

3 Site Security

Site Access

Site is currently access via Sea Road. However, we will create an access from South Strand Road for the purpose of both demolition and construction. This will also ensure ongoing amenity and clear use of the Sea Road which is a no through road.

Site Security;

The site is quite well contained however security protection will be required throughout the demolition and construction activities. We will establish a full perimeter fence with appropriate warning signage in addition to areas with established hedging that is being retained. This is shown on the layout drawing below as black line.

Upon arrival on site, operatives will be directed via a “safe zone” pedestrian walkway directly to the site office cabins where operatives will sign-in to the site log in book and an induction will be completed in which we will clearly inform all operatives and visitors of the site security procedures, specific works areas, access routes, welfare facilities etc with each person being shown a clearly defined site layout plan.

No one shall be allowed onto the site without being fully conversant with the site rules, been fully inducted and confirmed they have read and understood the content of the Method Statements that relate to their activities. Site induction will take place each day and will be administered by our Project Manager.

Hours of Work:	Normal working hours are Monday to Friday 0800am – 1700pm
Out of hours operations:	On agreement only.

Security Lighting,

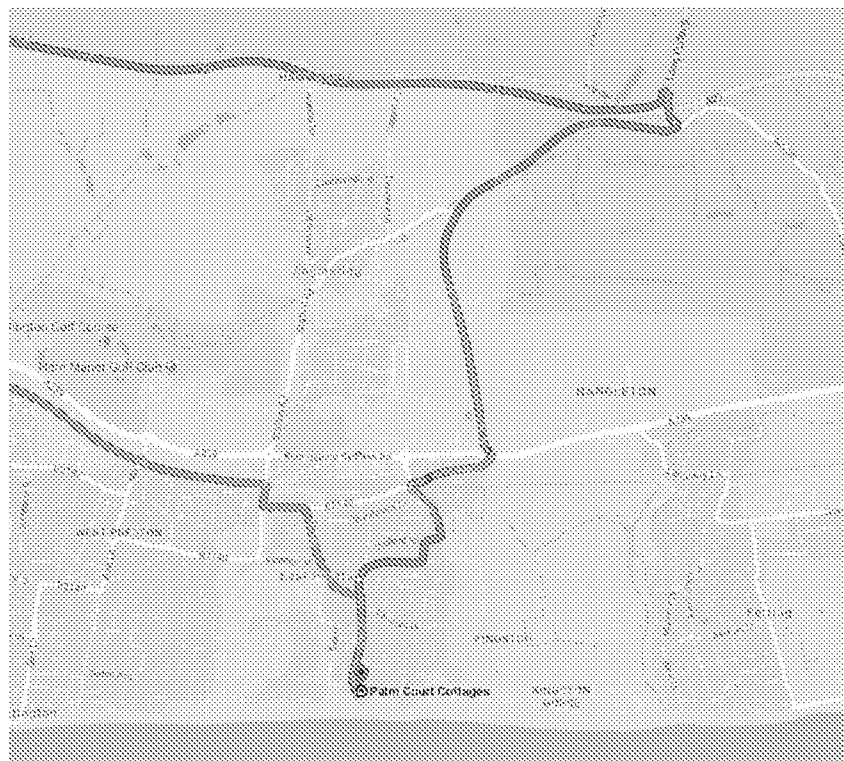
We will prioritise the security of the site for both public protection and security of our equipment etc however we have no plans at this stage to introduce temporary lighting other than that required for safe access and processes. Any lighting use on site will be kept within the site e.g. access lighting will point into the site to avoid any light pollution to the surrounding properties. The main project works will be undertaken predominantly in the summer months, so we do not anticipate any significant lighting requirements.

4 Traffic Management

Traffic Management

We aim to control the traffic approach to the site and to ensure minimal disruption to the local residential areas, particularly for larger delivery vehicles (steelwork, concrete, roof structure deliveries), waste away skip vehicles etc. The Primary access route for vehicles approaching the site will be from South Strand via Sea Road and beyond up onto the A27.

The property is not located on a bus route or other public transport route and whilst the district centre is nearby there are no known conflicts with the existing transport network.



All larger delivery and waste vehicles arriving for access to the site will be required book in advance. Our project manager will co-ordinate the delivery schedules on a day to day basis in close liaison with relevant third parties. Deliveries will be timed as agreed. The Project Manager will inform the vehicle company of the primary access route on booking and drivers will be required to call ahead five minutes before arrival.

The turn in slew radii into the site is suitable to be able to accept the larger vehicles expected at the initial stages of construction. All vehicles will pull up at the entrance gate where there will be a sign indicating that they must call ahead to inform the Project Manager that they have arrived. The Project Manager will then dispatch two Banksmen to collect the vehicle from the access gate.

The larger site vehicles will be guided by Banksmen into the site. They will then reverse through the double gates under dual Banksman control and into the site main gates to take position within the site demise. Once unloaded the vehicles will then, under control of the two Banksmen, be able to drive straight out of the site, through the car park and back onto South Strand. There will be a speed limit of 5mph whilst under the control of the Banksmen.

We anticipate approximately four-five HGV movements per day during the demolition and 2-3 maximum during the construction phase. This will increase slightly during the initial ground works and then reduce significantly once the oversite is complete.



The site is contained on hard standing therefore we do not anticipate any issues arising with mud and site spoil being transported out from the site demise. Our Banksmen however will monitor each vehicle and if required will wash down wheels before allowing the vehicle to leave the site. Wheel wash will be located as detailed above in orange box.

Vehicle movements within the site boundary will be suitably segregated from pedestrian movements with Chapter 8 barriers or Heras Fencing. We do not anticipate the storage of any significant quantities of materials on site, the materials will be delivered on an "as and when" principle. This information will be provided to all contractors on Pre-Let to ensure the delivery restrictions are adhered to.

South Strand is strictly for access only and we will not unload from South Strand or allow vehicles to park. Some limited contractor parking will be established within the site boundary and parking restriction signs on South Strand.

5 Waste Management

Removal of Waste Materials and Waste Management;

Site waste will be controlled at source using segregated skips. We shall have two skips, one for general site waste and one for plasterboard. The skips will be collected and handled by a contract waste company who offer facilities of waste sorting at the waste segregation plant to remove the various waste streams anticipated from site and they are recycled or reused wherever possible. Detailed records will be kept of all collections from site, what separation has occurred at the point of disposal and where the waste will be deposited. Site waste can also be reduced by offsite manufacture and using specialist contractors who focus on this type of project and the quality of works expected.

All skips and other major HGV waste removal will be covered when being transported to minimise spread of dust and secure the loads.

Construction Environmental Management Plan

In order to move to achieve our company Environmental objectives as dictated by our Environmental Policy, we operate an Environmental Management System (EMS) within the company and apply this to all projects to ensure environmental hazards are identified and assessed via a formal site specific Environmental Risk Assessment on a project-by-project basis.

Asbestos

We will be commissioning an asbestos survey and will remove any asbestos containing material under controlled conditions using a licensed contractor.

Demolition,

During the demolition process we will introduce measures to ensure dust is properly managed and adequate suppression measures are in place. We will ensure suitable water jets/hoses and other dampening down techniques are employed to keep dust to an absolute minimum. We will also ensure wherever possible that any run off is limited to within the confines of the site. We will establish a wheel washing area for large vehicle delivery/movements.

As a general rule we also insist on localise dust suppression for small tools such as water sprays or extraction on cutting tools and blades. This is a normal part of our COSHH management approach to reduce exposure to employees and contractor and the wider local community.

6 Site Arrangements

We will be installing cabin office, canteen, toilet and drying room facilities within the first few days of site occupation. See site layout drawing above units marked in blue.

Our electrical contractor will provide a supply to the cabins and issue a temporary electrical installation certificate. A water supply will be sourced locally and fed to the cabins via insulated PVC water pipes. Waste discharge will be cited accordingly discharging into a local foul drain (if necessary, depending on the length of the run this will be installed below ground). Hot running water will be provided for washing within the toilet facilities via red-ring heaters and there will be a means for heating food for site operatives, a kettle, a fridge and suitable seating arrangements within the canteen as a minimum. Our site foreman will be responsible for the ongoing day-to-day upkeep and cleanliness of the welfare arrangements.

We will also instigate control measures to manage the generation of nuisance noise. Whilst the use of certain machinery will be unavoidable we will strictly manage the times at which certain items of plant can operate e.g. after 8am daily. Noise generating plant will be used in a considerate and controlled manner eg. machinery will not be left idling if not in use etc. Our hoarding strategy will in part mitigate some of the noise issues and we will seek to ensure all temporary buildings are provided with local power connections e.g. avoid use of generators. NO heavy works are anticipated that involve extreme noise e.g. there are no piling operations. We will have some HGV movements in the early stages and some large deliveries throughout the construction phase but again these will be subject to our delivery restrictions.

7 Public Engagement

Prior to commencement we will engage the local community via an extensive letter drop which will include all neighbouring properties and those in close proximity. The initial letter drop will provide contact details and explain our commitment to minimising disruption and nuisance during the build.

We will also post regular updates and bulletins on our perimeter hoarding and with permission from the local parish council on their notice board by the park.

Our site management team will be based on site during normal working hours and will provide a face to face meeting with interested neighbours and remain approachable throughout the build phase.

Appendix 1

Arboriculture Report & Tree Protection measures.