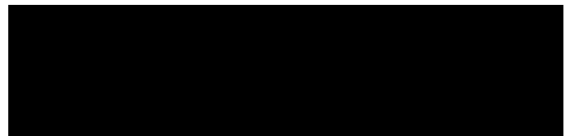




REPORTS 4 PLANNING

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CONSTRUCTION MANAGEMENT PLAN

46A / 47 PIER ROAD
LITTLEHAMPTON
WEST SUSSEX
BN17 5LW

Consultant:

Mr. D Godber

Consultant in Transportation
Report Ref: DGC-2020-014

Report Date: 23rd December 2020

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1.0 Introduction

1.1 Background

Arun District Council stipulated that a Construction Management Plan (CMP) is required as part of the planning approval for application LU/287/17/PL. Therefore, this document has been prepared with the aim to reduce the impact of the development during the construction phase on the transport and highway networks, along with neighbouring properties and occupiers.

This document should be considered a live document that will be updated as necessary by the main contractor's appointed Site Manager throughout the construction period.

The proposed works involve the demolition of existing units and the construction of a new building for office use on the ground floor with 8 dwellings on the first and second floors. The proposed overall development is shown on a plan that is included within **Appendix A** of this document.

1.2 Objectives

The overall objective of this CEMP is to ensure that robust management policies are implemented throughout the construction phase of the above development referencing the National Planning Policy Framework 2013 with the aim to:

- Reducing the impact of the development during the construction process on the local area.
- Delivering a resource efficient construction process, achieving both waste reduction and improved business efficiency and cost savings.
- Developing good neighbour relationships and heightened employee morale.

1.3 Site Description

The site is located on the southern edge of Littlehampton Town Centre on the eastern side of the River Arun. The site is bounded by businesses, retail outlets and residential units to the north and west sides and Clifton Road to the south and east.

2.0 Liaison and Communication

2.1 TL Homes Ltd will appoint an identified contact who will be responsible for fulfilling the role of Community Liaison Manager (CLM) for the development as a whole prior to any works commencing on-site. The community Liaison Manager's responsibilities will include the following:

- Recording and responding to enquiries or complaints from the local community, including local businesses and the general public.
- Communicating to the local community, including local businesses, the nature of the construction work that will be carried out.
- Communicating the programme of work to the local community, including local businesses, specifically highlighting any works that may result in complaints (e.g. noisy or dusty activities).
- Updating the local community, including local businesses, of any changes to the nature of the works or programme of works as necessary.
- Establishing and maintaining good relationships with local stakeholder groups.

2.2 The CLM will inform stakeholders of the complaints procedure as part of the communication programme. The complaints procedure must satisfy the following requirements:

- Publication of contact details for all relevant contacts, including their telephone numbers and email contact details.
- Implementation and maintenance of a complaints register which records all communications (whether verbal or written) received from the general public or stakeholders.
- Classification of the nature of each communication (above) by category (e.g. complaint, enquiry, comment etc.)
- If a communication requires action the CLM will assign the task to an appropriate Management Team member.
- Ensure completion of actions and ensure the complaints register is updated with a record of all actions and outcomes.

- 2.3 The CLM will ensure that all procedures are put in place prior to the time that there implementation is necessary or the associated tasks are carried out.

3.0 Enabling Works, Site Security and Lighting

- 3.1 Prior to commencing any construction works good quality ‘Heras’ security fencing to HSG151 standard, with all necessary signage in accordance with HSE requirements, shall be installed around the perimeter of the site during out of hours periods as shown on drawing number 2020/021/002 in **Appendix A**. It should be noted that the fencing may be located slightly outside of the site boundary, as shown on drawing number 2020/021/003 in **Appendix B**, to allow delivery vehicles to pull off the running carriageway, during working hours or for contractor related vehicles to park on the side of the road. It should be noted that a running carriageway width of 4.2m minimum would be maintained to allow the through flow of traffic. All fencing will make the site secure during out of hours, where it may be patrolled by security guards if deemed necessary.
- 3.2 Following the demolition phase of the development the site area shall be stoned, as necessary, to provide a hard standing for site vehicles, storage of materials, site cabins, etc. prior to the commencement of any construction works.
- 3.3 All materials and plant will be stored within the fenced area of the site, although some delivery vehicles will require the fencing to be moved when delivering. Where possible Contractor vehicles will be parked within the demise of the site, although where this is not possible vehicles will be either legally parked on the surrounding highway network or adjacent to the site within the boundary fencing.
- 3.4 All visitors to the site will be required to report to the site office, which will be clearly signed, and will be appropriately inducted and registered.
- 3.5 Builder identification signage will be displayed, prior to commencement of works, indicating the builder’s or contract person’s name and contact phone number. A contract telephone number will be provided on the sign which will be available 24 hours a day 7 days a week.
- 3.6 It is not intended to provide lighting during out of hours as security will patrol the site as necessary.

3.7 If any lighting is deemed necessary during out of work hours it is necessary to consider any potential implications on neighbouring residents or businesses etc. Whilst it is not envisaged that night-time lighting will be required any lighting that is required will accord with the following.

3.8 Unnecessary discomfort glare is caused when a light source is aimed in the direction of an observer, by keeping the lighting at an elevated height, the risk of glare is reduced. The Contractor shall ensure that any mobile or fixed lighting does not cause unnecessary discomfort glare either within the construction site itself or towards the roads or properties adjacent to the site. In the event of providing any temporary lighting it must conform to the following considerations:

- Where possible, perimeter and inner lighting should always be facing inwards towards the centre of the site;
- Construction lighting should never be aimed upwards;
- Lighting will be organised and operated to minimise excessive illumination;
- Lighting is to be kept at low level, as practicably possible, and aimed downwards.
- Any lighting during out of working hours will use the 3 phase mains electric that is available on site. No generators are to be used to power any lighting.

4.0 Traffic Management, Parking and Storage

4.1 TL Homes Ltd recognises that traffic movements arising as a result of activities will require a management strategy, during each stage, in order to minimise the impact of such movements on the surrounding road network in relation to congestion, access problems and noise.

4.2 To minimise the potential impact of construction traffic movements on the local road network, a number of management controls will be implemented. The following are based on measures designed to work in respect of the site and surrounding sensitive receptors.

- Traffic movements, both to and from the site, during peak hours (08:00-09:00 and 17:00-18:00 Monday to Friday) will be minimised to reduce the risk of traffic congestion on local roads.
- Construction related delivery vehicles will be advised to access the site via Pier Road, from the north of the site, turn into Clifton Road and then depart along Clifton Road up to New Road and the wider highway network.
- Any deliveries undertaken by articulated lorries will also be made via Pier Road with the provision of a banksman at any time of the day.

The hours of working which will include hours of delivery, will be limited to the following

- | | |
|-----------------------------------|---|
| • Monday to Friday | 08:00 to 18:00 hrs |
| • Saturday | 08:00 to 13:00 hrs |
| • Sunday/Bank and Public Holidays | No working (unless otherwise agreed with the Planning Authority). |

4.3 The development will be constructed in a two phase process. An estimated programme of works is shown in **Appendix B**. The demolition phase should be completed within the first 3 weeks, after which the construction phase is estimated to take another 25 weeks to complete. The programme of works also indicates the

number of tradesmen required on site along with the number of deliveries per week. It is anticipated that a maximum of 12 workmen will be on site at any one time and these workers will be encouraged to share journeys to work, which will limit the number of construction worker related vehicles to approximately 4 or 5.

- 4.4 Two secure storage units would be on site throughout the construction period as shown on the plan in **Appendix B**. These would be sited prior to any phase 1 works being undertaken and then be relocated for phase 2. Swept paths of a cement mixer have been carried on drawing 2020/021/03 in **Appendix B** for the pouring of ground slabs. It should be noted that the structure would not be constructed at that point of the works and would allow the movements of the cement mixer shown.
- 4.5 A jet wash will be used on the wheels to ensure that no mud or debris is taken off the site. During the washing process, filter protection to the drains will be used so only water goes through rather than mud. The jet wash will be connected to a mains water supply and located on the Clifton Road side of the site and available from the commencement of site works so that mud does not transfer onto the public highway during construction. Should the road become contaminated, any debris will be removed by spade and jet washed. Jet washing facilities will remain in place until construction vehicles cease entering / exiting the site.
- 4.6 In respect to vehicle scheduling the Contractor will undertake the following methodology:
- Suppliers will be provided with delivery restrictions / route information and timescale information when an order is placed.
 - The number of deliveries will be minimised by accumulating smaller orders into larger lots where possible.
 - All lifting operations will be undertaken in accordance with lifting operations and lifting equipment regulations 1998 (LOLER).
- 4.7 Delivery/tipper wagons will be accompanied onto and off the site by a banksman who will be in advance of the wagons at all times. Generally deliveries will be

undertaken by smaller wagons where possible and the Contractor will make merchants aware of the preferred access route when arranging deliveries. If any deliveries are by articulated lorries banksmen will supervise the delivery process to ease general traffic movements and promote safe working.

- 4.8 The construction programme, in **Appendix B**, also indicates the number of deliveries that would be required each week. It has been programmed that deliveries would be maximised to limit the frequency and any potential impact on the operation of Pier Road or Clifton Road.
- 4.9 Construction traffic will be kept a safe distance from trench works at all times.

5.0 Air Quality and Dust Management

5.1 Air pollution and nuisance dust emissions from construction activities are issues that require close attention and consideration, with relevant legislation as detailed in **Appendix C**.

5.2 Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition, and the effects on flora and fauna. Since it is difficult to suppress dust once it is airborne, it is preferable to prevent dust from being generated in the first place.

5.3 Numerous construction activities have the potential to produce dust emissions, e.g. the movement and placing of granular materials and excavation of foundations. Such activities have the potential to affect sensitive (local) receptors (e.g. local residents).

5.4 The dust management controls that will be implemented by each development team throughout the construction phases, are as a minimum:

- Where practicable, ready mixed materials (e.g. use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust.
- Material stockpiles (e.g. granular materials, topsoil, excavated soils) will be minimised and positioned away from sensitive receptors where possible,
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.
- Monitoring of the road network in close proximity to the site entrance / exit will be implemented to ensure appropriate additional measures are applied as required to minimise dust generation.
- If necessary wetting down shall be carried out with hoses connected to the mains water supply that is available on site.

5.5 Other than the monitoring activities outlined above, it is not anticipated that routine monitoring to assess environmental nuisance will be required during construction

works, provided the control measures outlined above are put in place. However, if TL Homes Ltd receives a complaint, appropriate action to deal with the problem will be taken.

6.0 Noise & Vibration Management

6.1 The potential sources of noise from work undertaken in connection with the construction of this project are likely to included (but not restricted to):

- Plant machinery usage on-site
- Vehicle deliveries.

6.2 TL Homes Ltd will implement the necessary management and operational controls in order to minimise any adverse noise and vibration impacts on the local community from works activities, referencing the relevant legislation as presented in **Appendix D**.

6.3 The main Contractor will control construction noise in accordance with the recommendations established in the relevant British Standard for the control of noise on construction and open sites (BS5228-1:2009 and BS5228-2:2009). Noise is to be controlled at source where practicable. Vibration will be restricted, where practicable by limiting the use of percussion machinery. At this stage piling will be carried out using auguring type machinery to minimise both noise and vibration and the transmission of vibration to sensitive receptors.

6.4 The Contractor shall also normally limit vibration levels arising from site activities at any residential building between normal working hours (para. 4.2) to a peak particle velocity of 1.5mm/second in the vertical direction. No perceptible vibration is permitted in such buildings at any other time. Exceptionally for short periods not exceeding 2 hours in any weekday, vibration levels of up to 2mm/second may be permitted at the discretion of the Environmental Health Officer. Where vibration occurs, reference should be made to ISO2631 – Whole Body Vibration and BS6472 – Human Response to Vibration in Buildings.

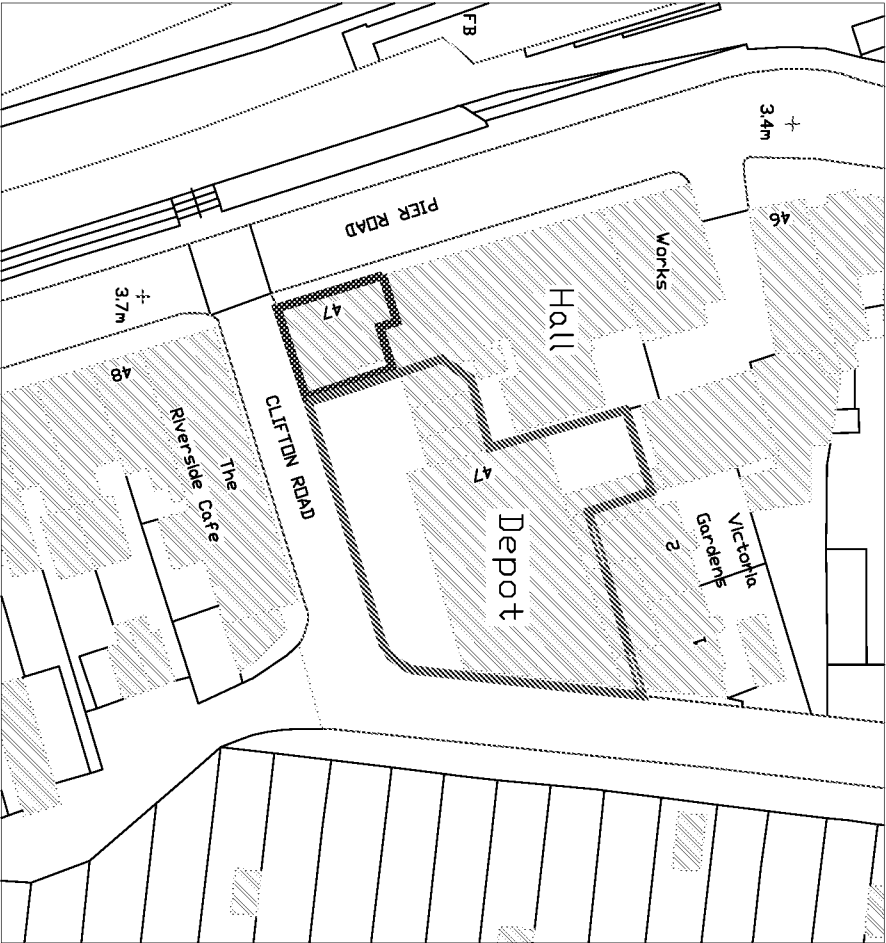
6.5 Where possible plant will be electrically powered rather than motorised. Other control measures are to include:

- Work practices will be adopted such that noise emissions are kept to a minimum, i.e. plant will be switched off when not in use.

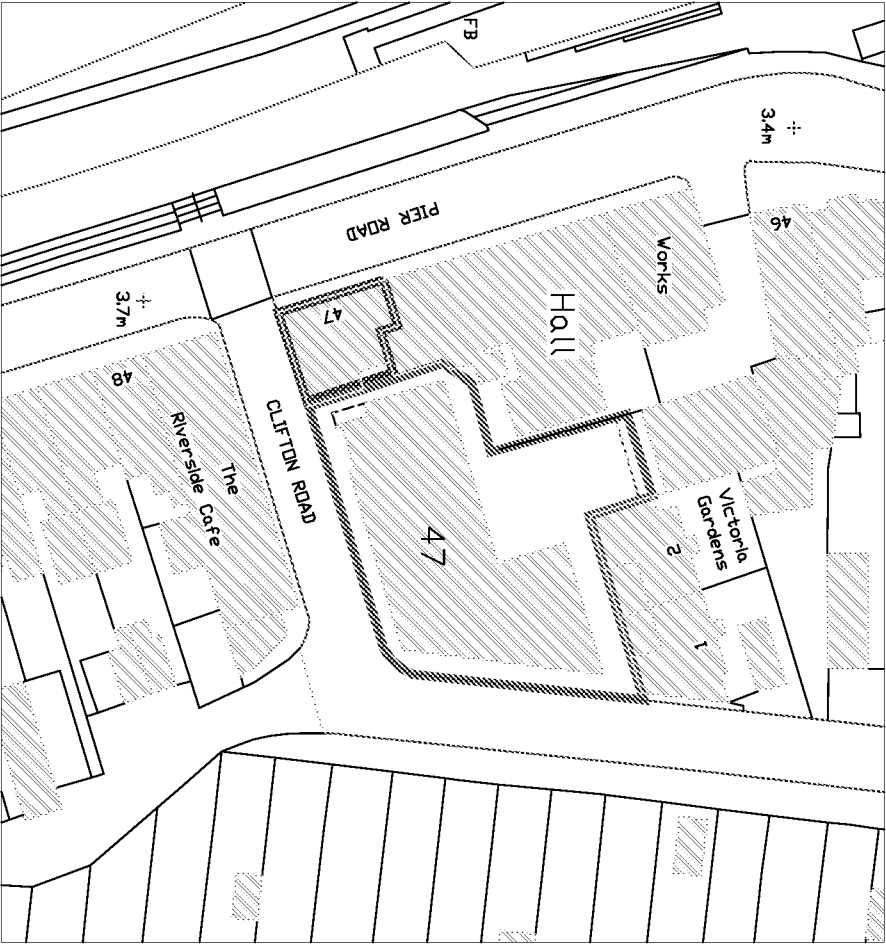
- Vehicle noise will be kept as low as possible (e.g. excessive revving of vehicles will not be permitted).
- Modern, silenced and well maintained plant will be used, conforming to standards set out in the EU directives.
- Percussive plant will be avoided where alternative non-percussive plant is available for a given task.
- Where possible noisy plant and equipment will be sited away from sensitive boundaries where practicably possible.
- Deviation from approved method statements will only be with the prior approval of TL Homes Ltd.
- Noise complaints, breaches or exceedances of action levels will be reported to, and investigated by the Site Manager.

APPENDIX A – EXISTING LAYOUT & PROPOSED DEVELOPMENT LAYOUT (DRG 001)

PERIMETER FENCING OUT OF WORKING HOURS (DRG 002)



Existing block plan Scale 1:500 @A3



Proposed block plan Scale 1:500 @A3



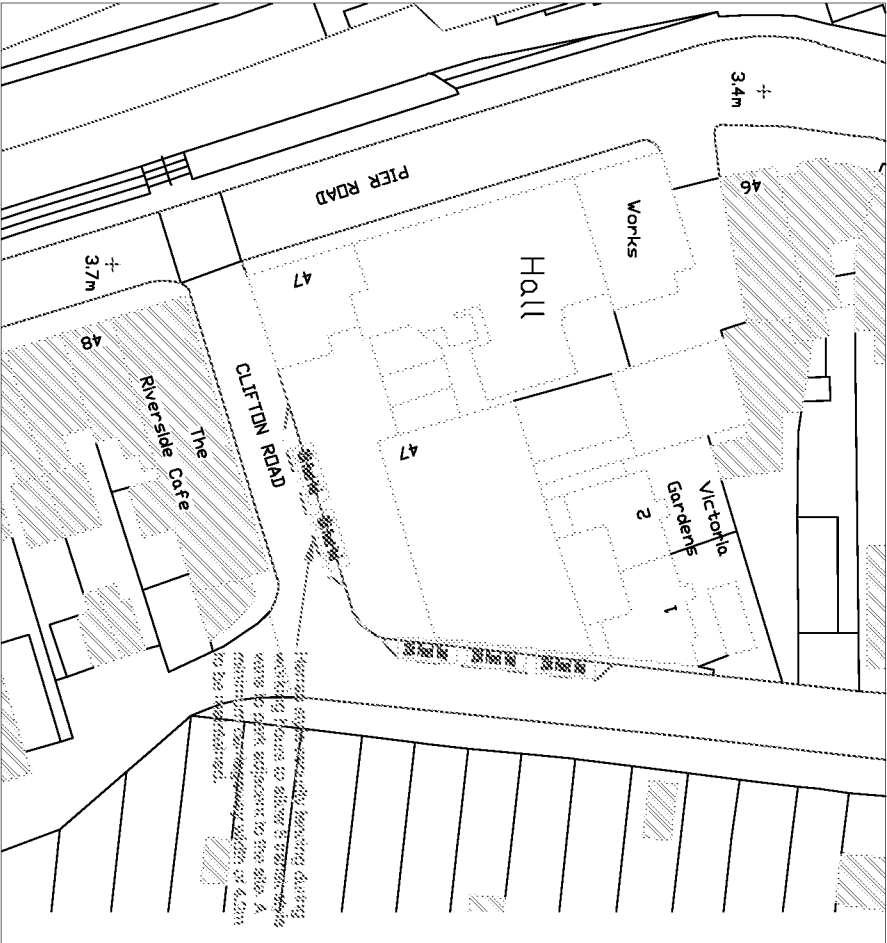


Proposed block plan Scale 1:500 @A4

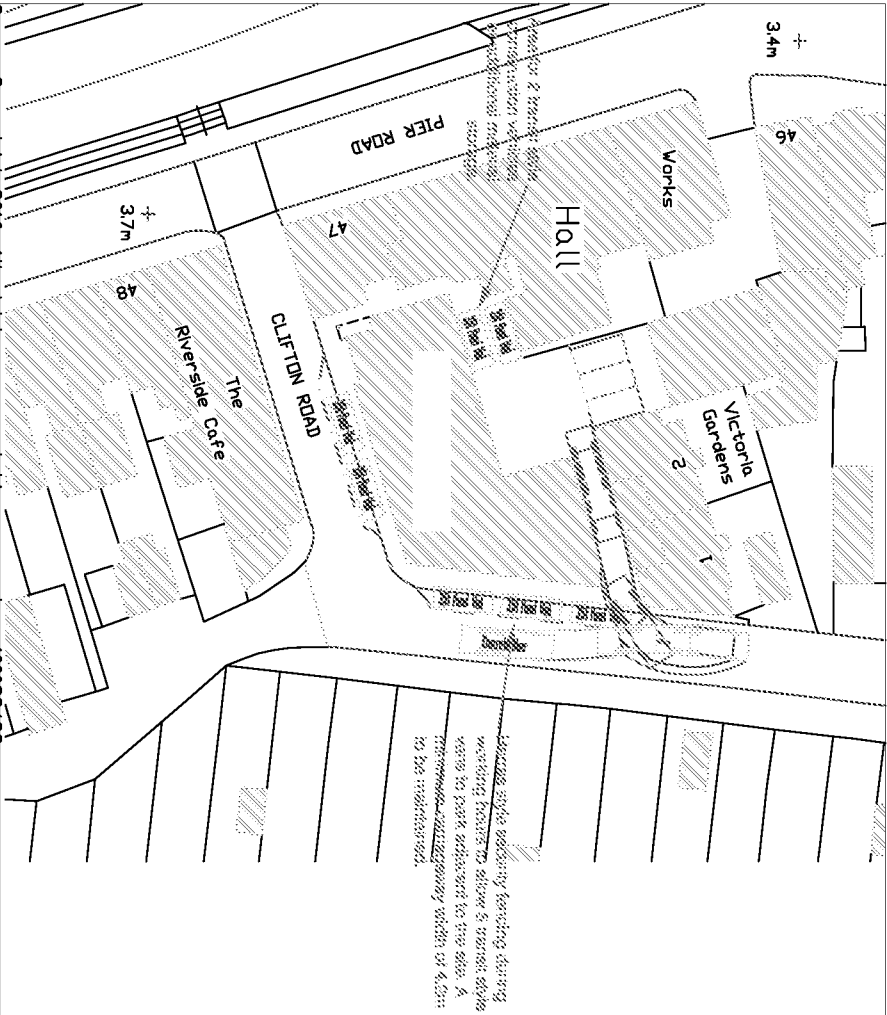
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Client					
Emsdale Residential Ltd					
					
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Drawn: 01/01/2020					
Drawn: 01/01/2020					
Project					
46A - 47 Pier Road					
Littlehampton BN17 5LW					
Drawing					
Perimeter Fencing During Out of Work Hours					
Drawn by: EM					
Checked by: SP					
Published by: EM					
Drawing No.					
2020 / 021 / 002					
Drawing Scale at A4: 1:500					
46A - 47 Pier Road, Littlehampton BN17 5LW					

APPENDIX B – CONTRACTOR SITE PARKING / STORAGE AREA (DRG 003)

PROGRAMME OF WORKS



Phase 1 - Demolition: Site Storage & Parking
 Scale 1:500 @A3



Phase 2 - Construction: Site Storage & Parking
 Scale 1:500 @A3



NO.	DATE	REVISION	BY	CHKD.
1	2020/12/1	ISSUED FOR TENDERS	TL	TL
2	2020/12/1	REVISED FOR TENDERS	TL	TL
3	2020/12/1	REVISED FOR TENDERS	TL	TL
4	2020/12/1	REVISED FOR TENDERS	TL	TL
5	2020/12/1	REVISED FOR TENDERS	TL	TL
6	2020/12/1	REVISED FOR TENDERS	TL	TL
7	2020/12/1	REVISED FOR TENDERS	TL	TL
8	2020/12/1	REVISED FOR TENDERS	TL	TL
9	2020/12/1	REVISED FOR TENDERS	TL	TL
10	2020/12/1	REVISED FOR TENDERS	TL	TL

Pier Road Works Programme	Week Number																												Site Workers Per Week	Deliveries Per Week
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28		
Asbestos removal team Amstech																												3-4	3	
Site clearing																												4	4	
Piling																												4	4	
Piling / raft																												4	6	
Block work upto dpc																												6	2	
Block and beam floor / brick work /scaffold																												8	5	
Brick work																												8	5	
Brick work /Block and beam floor																												8	4	
Brick work /First fix ground floor																												10	3	
Brick work /Block and beam floor / interior fit out																												12	3	
Brick work /First fix 2nd floor																												8	2	
Brick work / interior																												12	1	
Brick work /Block and beam floor																												12	3	
Screed / exterior render / driveways																												12	7	
Driveways / interior fit out																												10	5	
Interior fit out																												10	2	
interior fit out /remove scaffold																												10	4	
interior fit out																												10	2	
Remove hoarding																												4	2	

Appendix C: Relevant Air Legislation

Relevant Legislation	Description
Clean Air Act	Bans emissions of dark smoke from chimneys and furnaces, sets minimum chimney heights, and creates smoke control zones.
Climate Change Act 2008	Sets 2050 as the target for reducing greenhouse gas emissions, outlines a carbon budgeting system, greenhouse gas emissions trading scheme, financial incentives for businesses to reduce waste and recycle more and powers to charge for single use bags.
Environmental Permitting (England and Wales) regulations 2007 SI3538	Introduces a scheme for environmental permits (and exemptions) for industrial activities and waste operations, including landfill and waste incineration, and sets out the powers, functions and duties of the regulator.
Environmental Protection (Control on Ozone-Depleting Substances) Regulations 2002 SI528	Controls the production, marketing, use of, trade in, emission and transport of specified ozone-depleting substances.
Volatile Organic Compounds in Paints, Varnishes and Vehicle Refinishing Products Regulations 2005 SI2773	Sets maximum levels of organic solvents that can be contained in paints, varnishes and vehicle refinishing products (such as cleaners, primers and fillers).

Appendix D: Relevant Noise & Vibration Legislation

Relevant Legislation	Description
Control of Pollution Act 1974 SI1974/40	Part III of COPA sets out control of noise pollution, and specifically sections 60-61 set out requirements for construction sites.
Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002	Approves four British Standards Institution codes of practice for appropriate methods of minimising noise and vibration from construction and open sites in England. Compliance with the British Standards cited in the Order ensures compliance with COPA.
Environmental Protection Act 1990 (Sections 79-81) SI 1990/43	Defines within England, Scotland and Wales the legal framework for duty of care for waste, contaminated land and statutory nuisance, which includes noise. Local Authorities are empowered to deal with noise nuisance.
Clean Neighbourhoods and Environment Act 2005 SI2005/16	Sets out mechanisms by which noise nuisance caused by intruder alarm may be dealt with.
Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001 SL1701	Establishes maximum noise levels for equipment used outdoors, mainly in construction and land maintenance, such as generators, lawn mowers, compact machines and concrete breakers.