

■ A R C H I T E C T S ■ D E S I G N & M A N A G E M E N T

Planning Department
Arun District Council

Date – 18th May 2021
Project number – 1594
ADM file ref. CEMP
Internal copies: jf df IMB

Planning Application: Reference No. P/58/19/PL (Appeal ref W/4001476).

The development proposed is the erection of 9 dwellings with associated access, parking, cycle and refuse storage and landscape design.

Inglenook Hotel, 253-255 Pagham Road, Pagham, PO21 3QB

Conditions requiring Local Planning Authority written approval or to be complied with prior to commencement of development:

5) No development shall take place, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period.

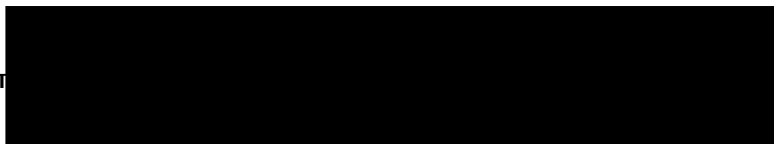
This CEMP shall provide details of the following:

- (a) the phased programme of demolition and construction works;*
- (b) the anticipated number, frequency and types of vehicles used during construction,*
- (c) the location and specification for vehicular access during construction,*
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,*
- (e) the loading and unloading of plant, materials and waste,*
- (f) the storage of plant and materials used in construction of the development,*
- (g) the erection and maintenance of security hoarding,*
- (h) the location of any site huts/cabins/offices,*
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),*
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,*
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be*

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*taken when conducting dust generating activities if weather conditions are adverse,
(l) measures to control the emission of noise during construction,
(m) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,*

*(n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
(o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
(p) waste management including prohibiting burning,
(q) provision of temporary domestic waste and recycling bin collection point(s) during construction.*

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

(a) The phased programme of demolition and construction works,

There are no demolition works associated with this project. Except for the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

The site will be made secure.

The construction of the residential development, with the associated access and car-parking will be programmed in such a way to minimise excessive vehicle movements.

Phase one of the programme; (Estimated time period being approximately 2 to 4 weeks). This will involve the careful construction, installation and laying of the vehicular access, pathways and car parking areas on the site. Any fertile topsoil removed will be carefully stored on site for future use on the retained land. The newly created car park areas will then become the area for the storage of materials and any associated vehicle parking associated with the project. The development of the new access from the main road will be installed by an approved WSCC Highways sub-contractor. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines, regulations and licensing requirements. The required visibility splays will be provided. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines, regulations and licensing requirements.

Also, the required work to the Inglenook Hotel i.e., the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

Phase two of the programme; (Estimated time period being approximately 2 to 10 weeks though interlinked with other phases). The associated infrastructure services will be installed. Please see the various services layouts such as the attached surface water and foul water drainage plans.

Phase three of the programme; (Estimated time period being approximately 2 to 4 weeks). The construction of the actual residential units will begin. The setting out of all the foundation trenches and associated ground works. It may be decided to develop all of the ground works under one phase to minimise disruption. This way all of the heavy plant work associated with ground works can be dealt with efficiently.

Phase four of the programme; (Estimated time period being approximately 4 months). The construction of the actual residential units will continue. This will be programmed efficiently. The precise programme will be agreed when the contractor is appointed.

Phase five of the programme; (Estimated time period being approximately 4 months). Finishing works for the residential units. The precise programme will be agreed when the contractor is appointed.

Phase six of the programme; (Estimated time period being approximately 2 months). Landscaping works. The precise programme will be agreed when the contractor is appointed.

Phase seven of the programme; (Estimated time period being approximately 2 weeks). All areas will be left completely clean, tidy and safe.

(b) The anticipated number, frequency and types of vehicles used during construction,

Please note the information contained in the Transport Statement by Transport Consultants.

To be confirmed when the main contractor organizes the programme. At this stage it is very difficult to estimate or confirm the precise vehicle movements. During the early stages of the project, the types of vehicles will be associated with the collection of soil from the foundation dig. This will closely be followed by the delivery of concrete for the foundations and the raft slabs of the ground floor. It must be appreciated that this is the busiest time for the larger vehicle movements. As there are nine units to be constructed, the vehicle movements will be phased and spread over a few weeks to avoid an excessive amount of disruption at any one time.

The delivery of the materials of the masonry walls, i.e., the bricks and blocks will then follow. Again, as there are nine units to be constructed, the vehicle movements will be phased and spread over a few weeks to avoid an excessive amount of disruption at any one time.

Throughout the remainder of the project a steady flow of delivery lorries and vans will visit the site.

The delivery of the roofing materials will also involve larger vehicle movements. Though, as there are nine units to be constructed, the vehicle movements will be phased and spread over a few weeks to avoid an excessive amount of disruption at any one time.

The site labour will come by cars and car sharing will be arranged to reduce vehicle movements.

There are no demolition works associated with this project. Except for the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary

wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

Where possible, generally smaller delivery and collection vehicles will be used. Care will be taken to avoid any dangerous vehicle situations.

The loading and unloading of materials will be carried out with great care with site operatives checking on public safety. If required, public will be directed away from vehicles.

Care will be taken to maneuverer from the contractor's compound to the construction area.

The following are specific items requested by WSCC Highways to be noted:-

- Schedule site deliveries outside times of peak traffic volume. ie between the hours of 08.00 - 09.00 and 16.00 to 17.00.
- Ensuring that deliveries to site are kept to their allocated time slots.
- Avoid contractor parking in residential streets surrounding the site.
- All loaded vehicles leaving site must be sheeted.
- Ensure that there are designated walkways on and around site.

(c) The location and specification for vehicular access during construction,

Please note the information contained in the Transport Statement by GTA Civils and Transport Consultants.

Also see ADM drawing 1594/16, which clearly illustrates the vehicular access route.

A banksman will made available for the safe movement of large vehicles entering and leaving the site. Particular caution will be exercised when passing residents properties on the access road.

(d) The provision made for the parking of vehicles by contractors, site operatives and visitors,

The parking of vehicles of site operatives will be in the designated space of the new car-park area as illustrated on ADM drawing 1594/16.

Car sharing will be made to limit vehicles. There will be no public on site.

(e) The loading and unloading of plant, materials and waste,

The loading and unloading of goods will be in the designated space of the new car-park area as illustrated on ADM drawing 1594/16.

The loading and unloading of materials will be carried out with great care, with site operatives checking on public safety.

There will be no public on site.

Care will be taken regarding any manoeuvring of vehicles on site.

The development of the new access will be installed by an approved WSCC Highways sub-contractor. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines, regulations and licensing requirements.

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

This will be carefully managed in the designated space of the new carpark area as illustrated on ADM drawing 1594/16.

(g) The erection and maintenance of security hoarding,

The entire site will be enclosed by a Heras type fence and a lockable high entrance gate facility. Screen with opaque if required.

There will be a designated space for the contractor's lockable secure compound as illustrated on drawing 1594/16.

There will be a clear buffer between the adjacent Mill Farm development and this site.

(h) The location of any site huts/cabins/offices,

As illustrated on drawing 1594/16. Proper welfare facilities will be provided.

(i) The provision of road sweepers and/or wheel washing facilities to mitigate the impact of construction upon the public highway,

Wheel washing facilities will be provided to limit the mud and dust on the public roads when leaving the site.

The nature of the project will not involve the requirement for movement of significant amounts soil and waste. Also, the ground is extremely firm, of flint and gravel requiring a minimal dig. Any loose earth etc. will be very minimal. If any trench works are required associated with the utility services, they will be minimal.

The development of the new access will be installed by an approved WSCC Highways sub-contractor. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines, regulations and licensing requirements.

(j) Details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,

The local neighbours will be notified of the work. If any issues are raised by any member of the public, they will be invited to contact the developer, Future Build Specialist (01903 389012). When a specific site manager is confirmed the contact details will be given to the local residential groups. There will be no public on site.

(k) Measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,

There are no demolition works associated with this project. Except for the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

Only during the initial ground works programme will this be a potential issue. Care will be taken to avoid the movement of dusty material on windy days. If required stock piles will be damped down or covered.

The development of the new access will be installed by an approved WSCC Highways sub-contractor. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines and regulation.

The ground is extremely firm of flint and gravel requiring a minimal dig. Any loose earth etc. will be very minimal.

Waste will be controlled by certified collections.

The site is away from the public highway. Any loose earth etc. will be very minimal.

If required, the new construction works will be protected by an enclosed reinforced poly-fabric.

(l) Measures to control the emission of noise during construction,

There are no demolition works associated with this project. Except for the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

The sensitivity of neighbouring areas to noise impacts will vary with the time of day and on different days of the week/weekend.

Construction will be from 08.00 until 17.00 Monday to Friday and 08.00 until 13.00 on Saturday. No work on Sunday. Some labour may come to site earlier at 07.30, though no work will take place until 08.00.

Please see the *Additional information on measures to control the emission of noise during construction at the end* of this document.

(m) Details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,

External lighting will be minimal and generally only for security and safety. Site work lighting will only operate during the permitted working hours on site. Security lighting on site will be triggered by PIR detectors. This will avoid security lighting from remaining on constantly.

(n) Appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,

If required, fuel and chemicals will be stored in bunded tanks or suitably paved areas within the contractor's compound.

(o) Measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing,

There are no demolition works associated with this project. Except for the demolition works associated with the modern side extension of the hotel and the 2.25m of boundary wall approved by P/53/19/L. It is intended for this to be considered early on as this will help movements into and out of the site.

Plant and machines will be used efficiently. At no time will any plant be left unattended or running unnecessarily.

Engines will be switched off when not in use.

The development of the new access will be installed by an approved WSCC Highways sub-contractor. All work will be carried out strictly in accordance with WSCC Highways recognised guidelines, regulations and licensing requirements.

(p) Waste management including prohibiting burning,

Waste will be controlled by certified collections, which will only occur during the permitted working times on site. There will be no burning on site.

(q) provision of temporary domestic waste and recycling bin collection point(s) during construction,

Waste will be controlled by certified collections, which will only occur during the permitted working times on site. There will be no burning on site.

Additional information on measures to control the emission of noise during construction.

It is appreciated that this site is surrounded by existing houses, so efforts must be made to keep noise to a minimum. However, construction work is generally noisy and dusty, so in reality this is not going to be straight forward.

There are many ways of reducing noise and noise exposure - often a combination of methods works best. Where possible efforts will be made to remove the loud noise altogether. Where this is not possible, the following will be considered:

- The use of different, quieter process or quieter equipment, e.g.
 - To introduce a low-noise purchasing policy for machinery and equipment.
- Introduce engineering controls such as:

- Avoid metal-on-metal impacts, e.g., line chutes with abrasion-resistant rubber, and reduce drop heights.
- Vibrating machine panels can be a source of noise - add material to reduce vibration ('damping').
- Isolate vibrating machinery or components from their surroundings, e.g., with antivibration mounts or flexible couplings.
- Fit silencers to air exhausts and blowing nozzles.
- Modify the paths by which the noise travels through the air to the people exposed, e.g.
 - Erect enclosures around machines to reduce the amount of noise emitted into the workplace or environment.
 - Use barriers and screens to block the direct path of sound.
 - Position noise sources further away from workers.
- Design and lay out the workplace for low noise emission, e.g.:
 - Use absorptive materials within the building to reduce reflected sound, e.g., open cell foam or mineral wool.
 - Keep noisy machinery and processes away from quieter areas.
 - Design the workflow to keep noisy machinery out of areas where people spend most of their time.

Quieter machinery.

It is proposed to select quieter equipment and machinery, whether it is bought or hired, from the start which will save the cost of introducing noise-reduction measures once it is installed or in use. The following will be considered:

- Newer or replacement machinery can reduce noise levels in the workplace.
- Suppliers will be asked about the likely noise levels under the particular conditions.
- Try to purchase or hire only from suppliers who can demonstrate a low-noise design, with noise control as a standard part of the machine, not as a costly optional extra.

Suppliers will be asked about:

- installation arrangements, e.g. methods of mounting and location, to ensure machinery operates as quietly as possible;
- anything about how the machine operates which could affect the noise it produces;
- maintenance arrangements to ensure the machine continues to operate properly and does not get louder over time.

Noise Management Practices

For some operational facilities there are effective ways of reducing noise simply by being aware of its presence as an issue for the site, and by adopting appropriate procedures when carrying out every day activities. Such procedures can be collectively called 'noise management' and can be particularly important where substantial noise control has been incorporated in a plant design.

Typical examples could be:-

- Ensuring that concurrent noisy work is not concentrated together. It may be more appropriate to have breaks during spells of noisy work.

- If possible, shield noisy work from open areas. If feasible carry out noisy work behind screens or hoarding.
- Looking after and maintaining plant and machinery, to ensure it works efficiently and smoothly.
- Other noise should be limited, e.g. loud radios, shouting on site and turning off machines unless absolutely required to remain running.
- Where possible avoid unnecessary clashing of materials e.g. scaffold poles hitting each other during erection.

Routine Maintenance of Plant

Noise is usually generated in mechanical plant by the interaction of moving, and often rotating, parts. Over time these parts tend to wear, stretch or become distorted in some way and the levels of noise generated tend to increase. Common examples include bearings, gear chains, rollers and engines. Routine maintenance or servicing of such equipment can have a significant effect on noise output.

Noise control equipment can also degrade with time and require servicing or replacement. Engine silencers are a prime example. Acoustic panelling can become clogged, waterlogged and distorted and hence will become less effective.

There are a number of common sense procedures that can help to reduce noise emissions. Although these tend to be specific to operations at particular facility some common examples are listed as follows:

- Closing doors and windows in noisy buildings and acoustic enclosures;
- Ensuring that generator or vehicle engine hatches are kept closed;
- Locating mobile plant away from noise sensitive receivers where possible;
- Avoiding dropping metallic materials from a height;
- Switching off plant when not in use;
- Stock piling materials (eg containers) so as to provide acoustic screening between noise sources and receivers; and
- Arranging delivery or on site vehicle routes away from sensitive receivers.

Restricting Operating Hours of noisy procedures.

The sensitivity of neighbouring areas to noise impacts will vary with the time of day and on different days of the week/weekend.

Construction will be from 08.00 until 17.00 Monday to Friday and 08.00 until 13.00 on Saturday. No Work on Sunday.

Some labour may come to site earlier at 07.30, though no work will take place until 08.00.

Barrier Protection

An effective way of reducing noise is to locate noisy equipment behind purpose-built barriers. The barriers can be constructed on the work site from common construction building material (plywood, block, stacks or spoils) or the barriers can be constructed from commercial panels which are lined with sound absorbing material to achieve the maximum shielding effect possible.

The new construction works will be protected by an enclosed reinforced poly-fabric if required. This will assist in limiting the amount of dust being transferred to surrounding areas. However, it is appreciated, that such a material has little acoustic absorption qualities. Therefore, it is proposed that in some areas of the construction site additional acoustic sheeting will be required. This will be a form of poly-fabric covered quilted fiber material.

This will be in locations such as where the proposed bungalow is to be constructed as this is closest to the neighboring houses.

Work Activity Scheduling

Work activity scheduling are administrative means to control noise exposure. Planning how noise sources are sited and organized on a work site can reduce noise hazards. Whenever possible, stationary noise sources like generators and compressors should be positioned as far as possible from noise sensitive receivers, when possible, stacks, spoils, and other construction material can be placed or stored around noise sources to reduce the hazard to receivers. Advantage should be taken of the screening effect any nearby object, such as cooling tanks, trailers or temporary site offices.

Maintenance.

Increased attention to maintenance of tools and equipment will reduce worksite noise levels. Maintaining plant and equipment in good order not only increases its life, but makes it safer to use and quieter. In many cases, a noise hazard will be created or made worse by a lack of maintenance. Parts may become loose, creating more noise because of improper operation or scraping against other parts. Grinding noises may also occur as the result of inadequate lubrication. It is especially important to provide proper maintenance of noise control devices which are added or built into machinery. Loose and worn parts should be fixed as soon as possible.

Why machines get noisier with use:

1. Worn or chipped gear teeth – will not mesh properly. The shiny wear marks are often visible on the teeth.
2. Worn bearings - bearing wear creates vibration and noise, as flat spots or cracks appear in the balls.
3. Slackness between worn or loose parts – causes rattling noises, squealing from slack drive belts, "piston slap" in motors, air leaks, etc.
4. Poor lubrication – causes squeaking noises due to friction or impact noise in dry and worn gears or bearings.

5. Imbalance in rotating parts – imbalances with fan impellers or motor shaft will show up as excess vibration.
6. Obstruction in airways - a build-up of dirt or a bent/damaged piece of metal in an airway or near a moving part, e.g., a bent fan guard, can cause whistling or other "air" type noises.
7. Blunt blades or cutting faces - blunt or chipped saw teeth, drill bits, router bits etc, usually make the job noisier as well as slower.
8. Damaged silencers - silencers for air-driven machines or mufflers for engines may become clogged with dirt, rusted out or damaged, so losing their ability to absorb noise.
9. Removal of a noise-reducing attachment - mufflers, silencers, covers, guards, vibration isolators etc. which reduce noise should never be removed except during maintenance, and then must be replaced

Consultation with the neighbours.

It is appreciated that regular consultation will be required with the immediate neighbouring houses.

We understand there is a Local Residents Committee at Mill Farm. Therefore, regular weekly reviews will be held with the Local Residents Committee at Mill Farm, so that noise issues can be monitored and programmed.

It is also confirmed that similar actions that will be taken with regard to neighbours who are not Mill Farm residents. This will also apply to the houses to the South of the site too.

Michael Bish

