



Construction Environmental Management Plan

33 Dwellings
Rustington Convalescent Home
Sea Road
Rustington BN16 2LZ

Version 1 14/10/21

This Construction Environmental Management Plan has been produced by Millwood Designer Homes Ltd (MDH) for the erection of 26 new residential units, the restoration and reuse of the listed laundry building, Cook's House and Carpenters House.



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Introduction

This Construction Environmental Management Plan should be read in conjunction with the Millwood Designer Homes Ltd Code of Construction Practice and has been prepared to address the following site issues/constraints:

- *Compound location*
- *Welfare facilities*
- *Contractors' car parking*
- *Material storage areas*
- *Delivery turning facilities*
- *Wheel washing*
- *Site hoarding*
- *Minimising muck away*

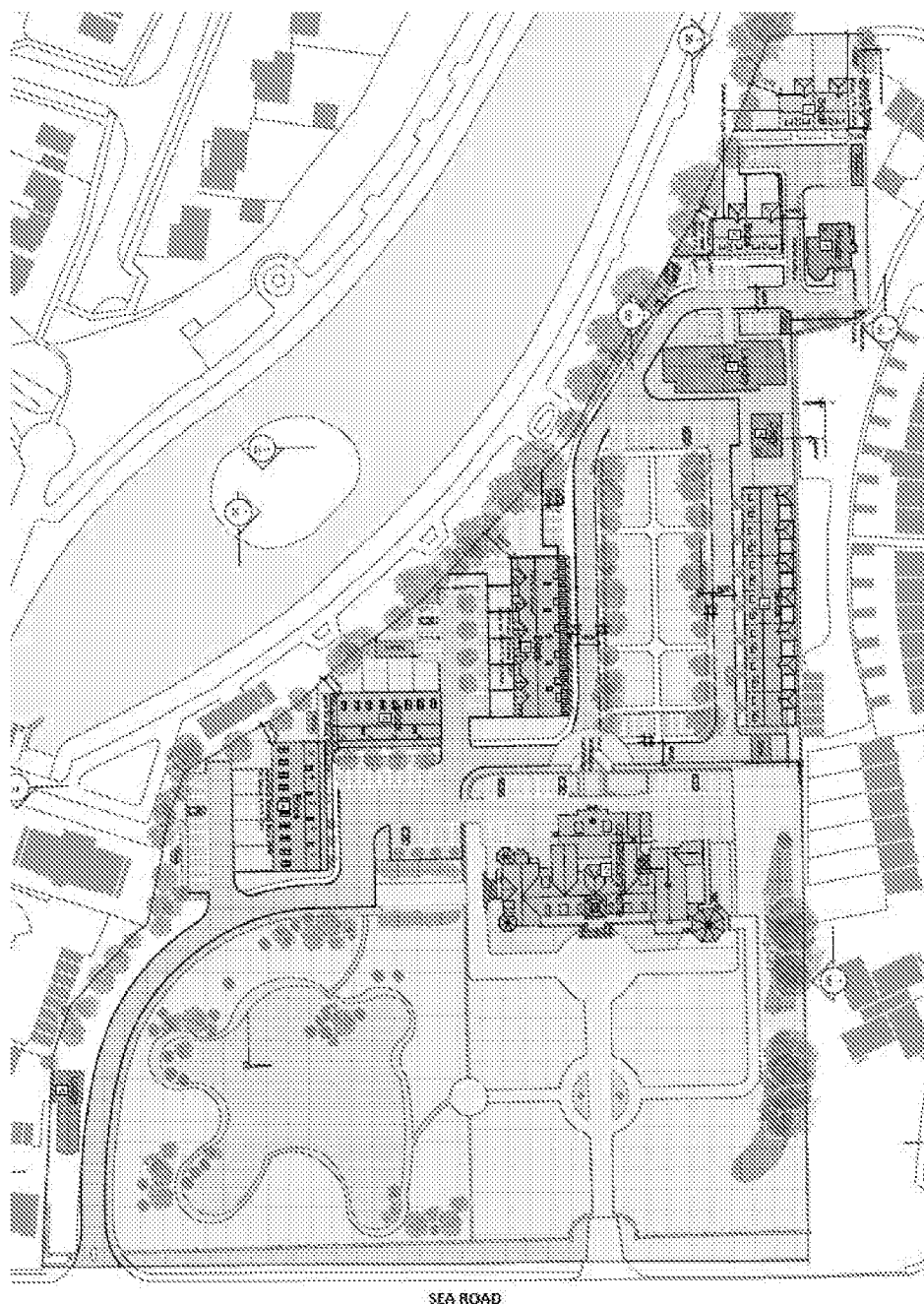
This detailed construction environmental management plan includes proposed timescales and hours of construction phases, deliveries/collections and any piling. The scheme shall also provide the location of any fixed machinery, their sound power levels, the location and layout of the contractor compound, the location of contractor parking, proposed attenuation and mitigation methods to protect residents from noise, dust and litter, and communication methods to the wider community regarding the construction phases and likely disruptions.

Rustington Convalescent Home, Rustington

The development consists of 26 new dwellings and the restoration and improvement of 4 existing buildings on land north of Sea Road, Rustington. The new properties will have private rear gardens, driveways and garages and the development will incorporate parking areas and an access road.

The existing listed laundry building will be restored, reused and split into five apartments. The existing Cook's House and Carpenter's House will become dwellings with parking and private gardens.

The site comprises of the existing structures mentioned above, an occupied Convalescent Home and two small outbuildings. There are well manicured gardens in front of the Convalescent Home, but to the rear they are overgrown in places. The site faces onto Sea Road to the South, Mewsbrook Park to the West and The Martlets residential development to the East and North.



Site Management

The Contracts Manager, together with the site team, will be responsible for the co-ordination of deliveries and access arrangements. They will be responsible, on behalf of Millwood Designer Homes Ltd., for the implementation and enforcement of all duties and strategies included in this document.

The construction team will reduce as far as is practicable any possible impacts of construction on the highway network, businesses and residents during the construction of the development. They will ensure that the development does not prejudice the free flow of pedestrian and vehicular traffic. This will be achieved by only utilising major roads to and from the wider site area. A traffic marshal will be retained at the entrance and exit to the site off Sea Road to control and direct vehicles and ensure the safe entrance and exit of the site area. A complaint and communication procedure will also be in place.

The Contracts Manager will be solely responsible for maintaining communication with neighbouring properties and businesses. They will also deal with any complaints made and will head up any investigation required. Records of these will be kept on site along with any corrective measures required as a conclusion of the investigation.

There will be a visiting Contracts Manager who will undertake reviews of the scheme progress, logistics, safety and compliance with the CMP.

Contracts Manager Robert Baldock



Programme & Working Hours

The existing roadways and paved areas will be utilised in the beginning of the construction phase to prevent disruption to the occupied Convalescent Home. The access from Sea Road will be shared between construction and the Convalescent Home throughout the programme and this will be carefully managed by a Traffic Marshall at all times. Whilst the compound is being set up there will be ample parking on the existing areas to prevent disruption to the residents and personnel at the Convalescent Home. Once the compound area is set up in the middle of the site (as shown below) there will be onsite parking and a lorry turning area to allow for the remainder of the site to be constructed as well as the site welfare facilities.

The construction phase of this development is programmed to be split into two phases and completed in eighteen months.

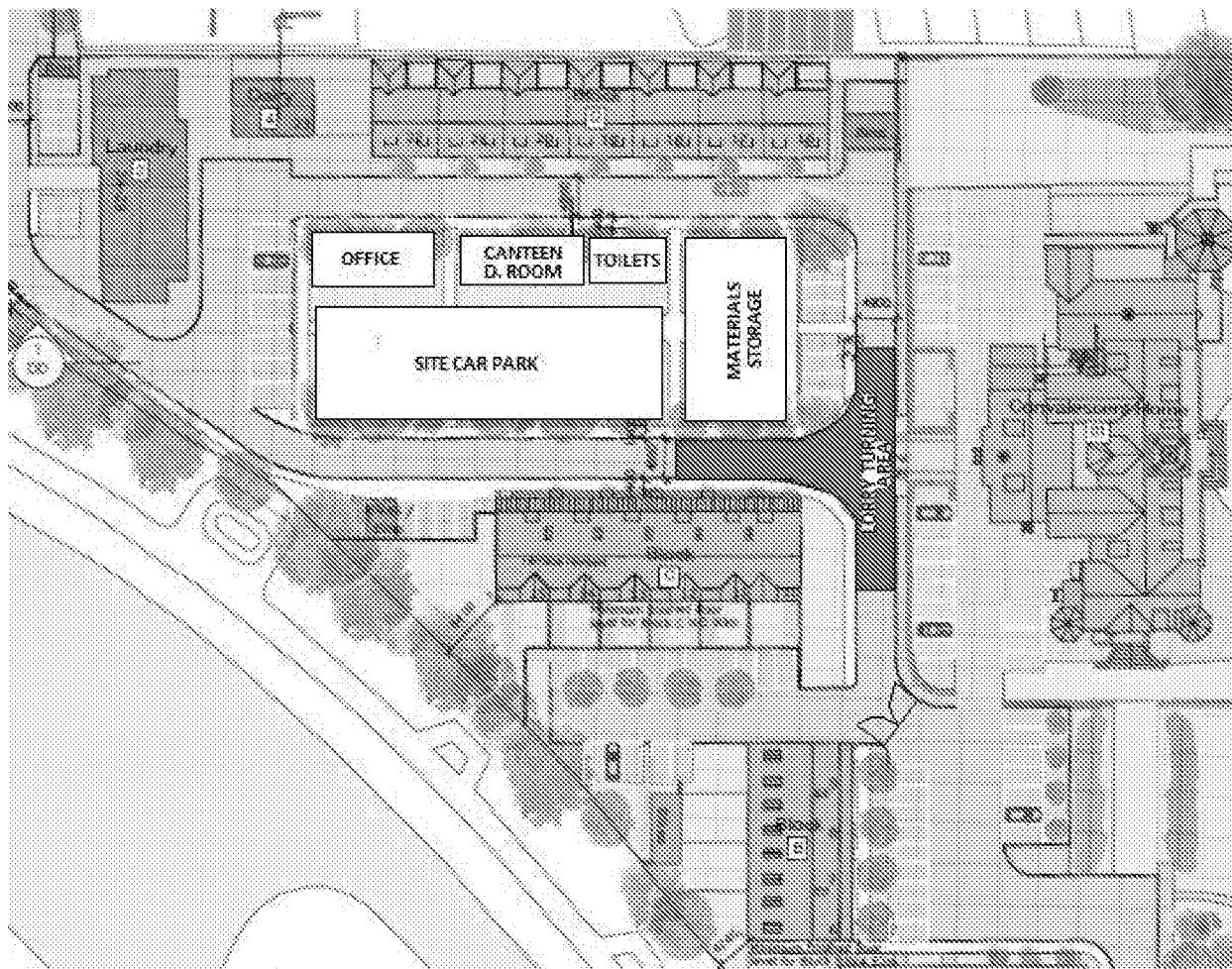
Phase 1:

- Construction of 26 new build houses
- Associated external works and infrastructure

Phase 2:

- Conversion of laundry building to provide five apartments
- Conversion of both the Cook's House and Carpenter's House.

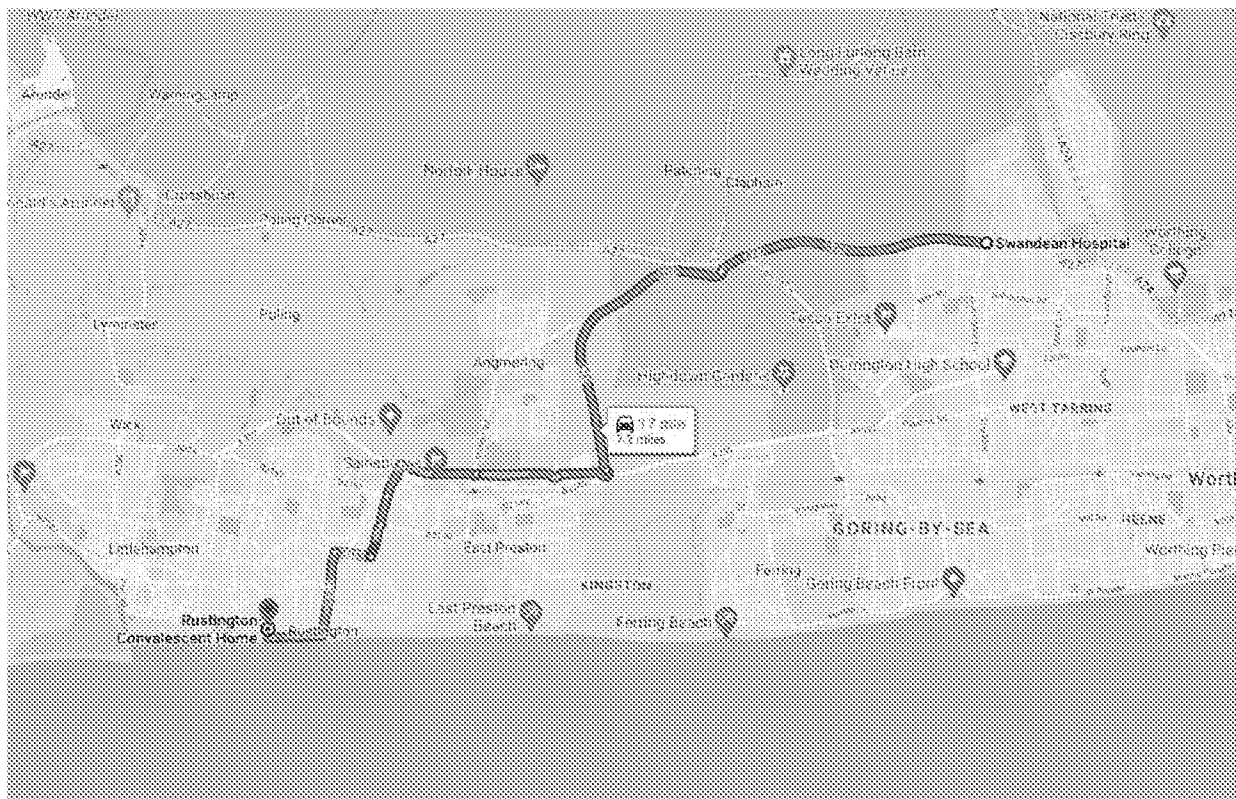
Hours of work on site during construction will be 07:30-18:00 Mon-Fri and 08:30-13:00 Saturdays. Noisy machinery, plant and equipment shall not be operated before 8am. No work on Sundays or Bank Holidays (unless in association with an emergency or with the prior written approval of the local authority). Delivery of materials will be arranged to avoid peak periods and school start times and finishes. This will be conveyed to all site operatives and visitors during the site health and safety induction and will be monitored/policed by the Site Management team.



Proposed Compound Layout

Deliveries & Construction Access

All traffic coming from the west A27 will be directed to site via the A27 (Arundel Bypass), A280 (Roundstone By-Pass Road), B2140 (Sea Road).



All traffic coming from the east A27 will be directed to site via the A27 (Arundel Bypass), A284 (Lyminster Road), B2140 (Sea Road).

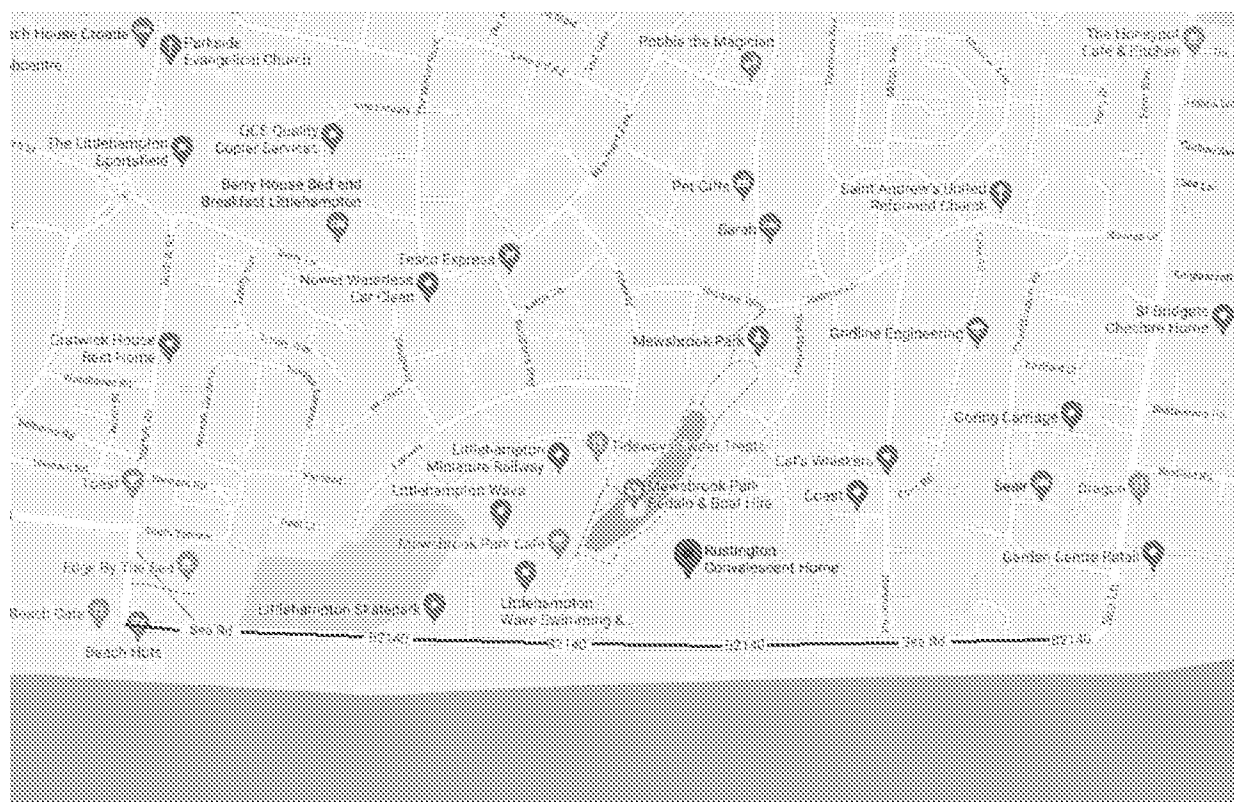


All vehicles will enter and exit the site in a forward direction, but if and when necessary, any vehicle that needs/must enter or exit by reversing, the vehicle movements will be under the strict supervision of a suitably trained/competent traffic marshal. A provision for lorry turning and parking will be made on site at an early stage by constructing the new tarmac'd roadways off Sea Road.

The following will be adhered to:-

- All deliveries (to include the delivery and removal of plant, equipment, machinery and waste from the site) will only take place within working hours.
- Deliveries will avoid peak periods and school start and finish times.
- Notification given to our neighbours, if required, of any major deliveries. All deliveries will only be unloaded within the site boundary and site storage area.

Before construction begins on site, a condition survey will be undertaken and will cover Sea Road in both directions. These roads are indicated on the drawing below (blue lines). The condition survey will be submitted to the Network Operations Team at the Highways and Transportation Department.



Noise & Vibration Control

Mitigation measures as defined in BS5228, Noise and Vibration Control on Construction and Open Sites shall be adopted to minimise noise disturbance from construction works.

Noise levels will be kept to a minimum to protect the hearing of both the workforce and those in the vicinity of the site.

The use of radios on site will only be permitted at low volumes levels. This will be conveyed to all site operatives and visitors at the site health and safety induction, and will be monitored/policed by the Site Management team.

Noise levels and vibration will be kept to a minimum by means of ensuring all plant and equipment is well serviced and maintained and all noise baffles remain in place on items such as

mixers, dumpers and breakers. Diesel or petrol powered generators will be avoided wherever possible, mains electricity and battery powered equipment will be used instead.

It is not envisaged that noise barriers will be required on this site. Proper use of plant with respect to minimising noise emissions and regular maintenance. All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and will be maintained in good efficient working order.

Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum before access is possible.

Deliveries will be programmed to arrive during daytime hours wherever practicable. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles will be routed so as to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.

All activities likely to produce noise and vibration will be undertaken in line with section 61 of the Control of Pollution Act 1974. Activities that are likely to cause noise and vibration are:

- Breaking out using hydraulic breakers
- Pulverising
- Loading of demolition arisings
- Saw cutting
- Vehicle movements - particularly reversing.

Mitigation measures to control noise are as follows:

- No vehicles to be left running when not in use
- Noise screens to be used for operations that are assessed as creating high nuisance noise
- Noisy plant or equipment shall be sited as far away as possible from noise sensitive buildings
- Access to the site shall be such as to ensure minimum disturbance to persons in nearby buildings by vehicles or plant entering or leaving the site.

Dust Control

The potential dust emissions during the earthworks stage is considered high, during demolition it is medium, and it is low during the construction and trackout stages. Any complaints relating to air quality will be recorded and made available to the local authority upon request. A Dust Management Plan will be developed and implemented by the site manager.

When placing our material orders, we will insist that our suppliers only use vehicles that have a protected sheet system fitted to their vehicles.

During periods of dry weather we will consider spraying a fine spray of water to suppress dust on the following:

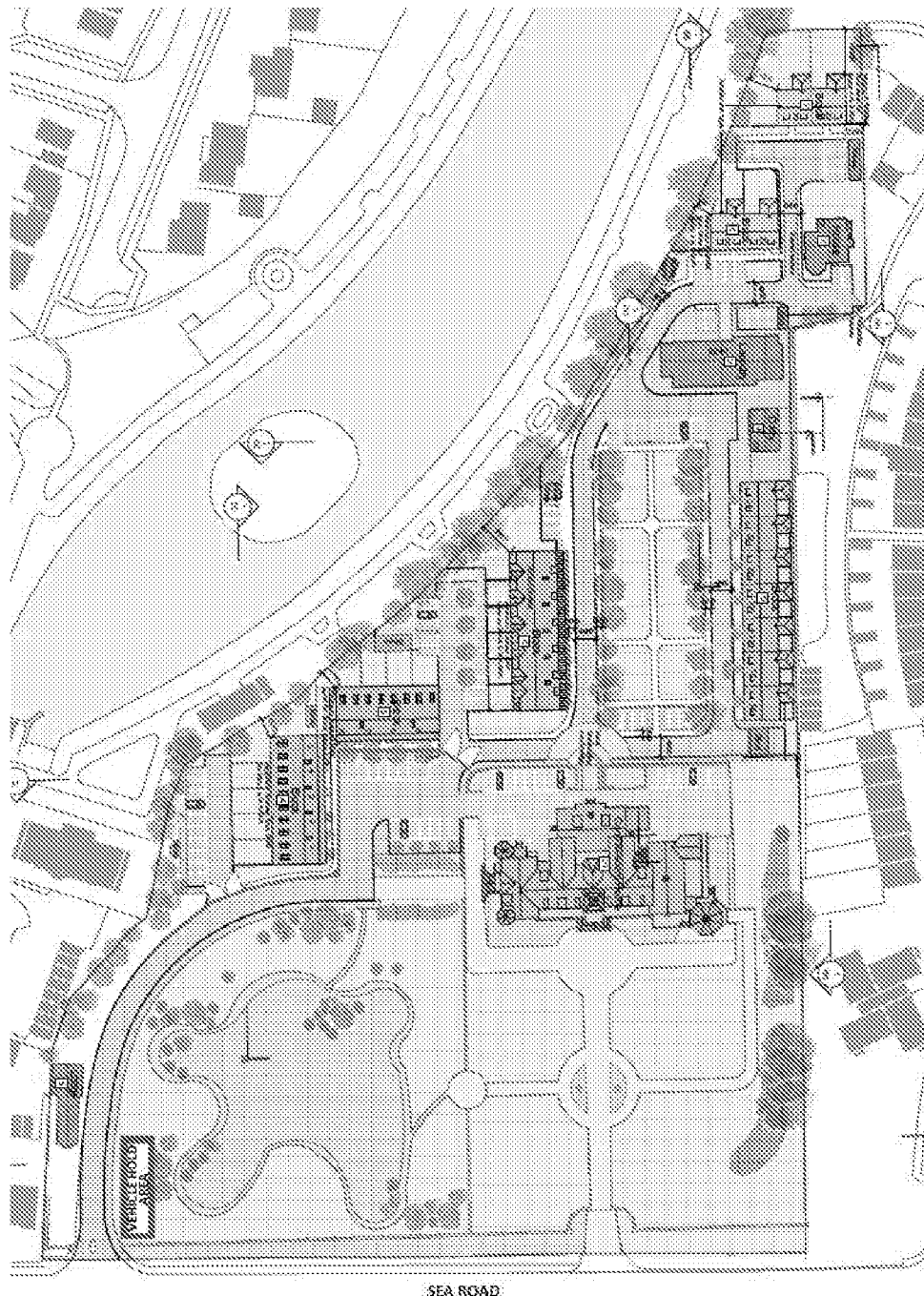
- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials.

A mortar silo will be used in order to reduce on site mixing of loose materials.

All machinery and equipment will also be fitted with either water suppression or air extraction devices in order to minimise the amount of dust being produced.

Site Hoardings & Security

The construction area of the site will be fully enclosed within a security fence consisting of either Heras panels or site hoarding. The site hoarding will consist of a 2.4m high plywood hoarding painted black with matching gates to the rear of the Convalescent Home (as shown in green below). The remaining areas of the site will be secured using Heras fencing with triangular bracing.



Security of the site will be monitored from the outset. If required, CCTV and/or on site security will be considered during the course of the construction works. The site security fencing will be set back at the front of the site out of the way of any visibility splays.

Safety of the Public

The safety of the public and protection of pedestrians is paramount and we will ensure this is

maintained at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding health and safety of the public.

The site boundaries will be protected by the erection of hoarding/heras with controlled access to the works.

Traffic Management

Once construction works commence and the access road is in place, pedestrian walkways will be set up around the site to segregate site traffic from pedestrians. This will be shown on our Traffic Management Plan and will be conveyed to all operatives at their site induction. The walkway barriers and Traffic Management Plan will be updated as works progress.

The access into the compound area has been designed to allow for large lorries to turn within the access area. A layby will be formed at the entrance to the access road to allow for vehicles to be held, to allow for lorries to wait prior to be unloaded when necessary (shown on the plan above).

The site induction and pre-order meetings are the primary means of communicating to contractors, deliveries and visitors so they are aware of the agreed route identified on the Traffic Management Plan. The entry and exit points from the site, will be from Sea Road. Emergency vehicles shall use the same entry/exit points. All vehicular routes shall be clearly marked.

Wheel Washing Measures

Mud and debris on the road is one of the main environmental nuisances and safety problems arising from construction sites. Millwood Designer Homes Ltd. will make provision to minimise this problem.

Throughout all early stages of the project, whilst ground works are being carried out especially, wheel washers will be used to wash down the wheels of all vehicles that enter/leave the construction site, this will be in the form of a jet wash. A gate man will be positioned on site during working hours and will jet wash off the wheels of all vehicles as they leave site.

The overland flows generated by wheel washing will be directed such that they avoid entering highway drains or flow over the public highway. We will also make provision for cleaning of the road if required by an approved road sweeper and by regular manual sweeping on site.

Waste Management

All waste leaving site will be segregated into separate skips for brick/hard-core, plasterboard, timber etc. and will be taken to a reputable waste disposal company. Any mixed waste skips will be sorted and waste recycled on the waste disposal company's premises. No fires will be used on site for material disposal. Old paint tins will be removed from site by our painting subcontractor.

To minimise the amount of muck away from the site, we will re-use excavated materials on site to aid with the change in levels at the rear of the site.

Prevention of Pollution of Ground & Surface Water

The new surface water drainage design incorporates surface water soakaway cellular crates which act as water storage with an over flow into the neighbouring boating lake.

All diesel stored on site will be contained in watertight bunds so that any leaks or spills do not contaminate the water courses or underlying groundwater, and at no time will drums of diesel be allowed on site.

The temporary contractor's car park will have a tarmac finish in order to reduce the amount of mud/slurry being generated in this area. The access road and surface water drainage will all be constructed early on in the build sequence which will again help with any uncontrolled surface water run-off from the site onto the adjoining highways. Best practice construction measures would be adopted in line with the Considerate Contractors Scheme and 'Site handbook for the construction of SuDS' (CIRIA C698) to minimise the risk of flooding during construction.

If ground contamination is encountered during construction works, work would stop immediately and measures would be taken to prevent disturbance and mobilisation of contaminants, until the contamination has been treated in-situ or removed for off-site treatment; and, water arising from excavations would require disposal into the Southern Water sewer network, if uncontaminated. The removal of silts would be conducted by the settlement ponds, implemented as part of the temporary works associated with the SWDS, described above.

Preparation of incident response plans, prior to construction, which will be present on-site throughout construction to inform contractors of required actions in the event of a pollution incident. Spillages and leaks would be immediately contained in line with the incident response plan and oil spill clean-up equipment including absorbent material and inflatable booms for use in the event of an oil spill or leak will be available on site. Drip trays will be used under mobile plant.

Care will be taken to ensure that wet cement does not come into contact with surface water or near drainage networks. Cement will be poured in dry and consideration will be given to use fast drying cement.

Working areas shall be clearly defined to ensure the disturbance of soils is minimised, where possible.

Site Welfare Facilities, Storage Compound & Contractors Parking

Full welfare facilities will be provided including an office, canteen, drying room, toilet unit with washing facilities within the site compound. Containers will be provided to store perishable and valuable items on site. All plant will be secured on site overnight. Any diesel will be supplied in bunded containers. Any gas needed on site, for bin heaters, will be stored in locked gas cages, away from the boundaries and constructed properties. Materials will not be stored beneath tree canopies or within protected zones.

A traffic marshal / wheel wash facility will be located adjacent to the site entrance. The site canteen, drying room and offices will be located near to the main site entrance off of Sea Road with containers, silo bases and materials storage areas located in the same area. The access into the compound is suitable to allow a large lorry to reverse into the compound area and drive out forwards or turn if necessary. The parking area and entrance area will be finished using tarmac to avoid this area becoming muddy and to avoid mud being taken out on to Sea Road.

Public Consultation & Liaison

Prior to commencement of works, all surrounding residents that may be affected by our works will be written to confirming our start date and providing them with a contact detail should they have any issues that they would like to discuss. Any complaints will be listened to and dealt with efficiently as and when they may arise. Any complaints or comments will be recorded using the Complaints Form (040) by the Site Manager or the complainant. If there are any major construction operations that the existing residents need to be made aware of, then a letter drop will be provided. Continuous communication and updates will be issued to the neighbours, and any issues resolved as quickly as possible as part of Millwood Designer Homes Ltd.'s commitment to the Considerate Constructors Scheme.

Photographs of the existing boundary roads and surfaces will be taken and used as part of the pre-commencement survey.

Control of Site Lighting

Adequate lighting will be provided around the site to ensure that access around the site remains safe and to ensure that workers have sufficient lighting to carry out their tasks properly. PIR security lighting will be provided within the compound area and around the site office area in order to provide safe passage to vehicles and also to provide a visual deterrent to intruders. The site compound is located a long distance away from any existing residents, so the lighting will not cause a nuisance. The site boundaries generally consist of dense hedging and trees and will assist with the avoidance of any light pollution.

Internal task lighting will be provided, again, to ensure that workers have sufficient lighting to carry out their tasks properly and safely.

Protection of Retained Features

A full Arboricultural Assessment and Method Statement has been produced which outlines trees to be removed, any tree works to be carried out and also tree protection required. With works due to start in March 2022, any tree works will be carried out before the start of the bird nesting season. Prior to construction works starting, tree protection will be installed in accordance with the tree protection plan. Tree root protection will also be provided where necessary as work on site progresses.

On Site Monitoring

All of the above provisions will be continually monitored as works proceed by our Site Management team. All items will be discussed regularly at monthly site meetings and further provisions will be made if considered necessary.