CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

FOR

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REV A 29.04.24

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1 INTRODUCTION

1.1 Introduction

This Construction Environmental Management Plan (CEMP) has been prepared to address the Method of Demolition and Construction, Construction Set Up, Hours of Work and General Health and Safety.

The CEMP outlines and mitigates any potential impacts of the construction process on the receptors surrounding the development site, the environment within and around the site.

It is Churchill Retirement Living's (CRL) intention that its work will be carried out in accordance with all relevant statutory provisions and all reasonably practicable measures will be taken to avoid any risk to its employees or others who may be associated or affected thereby.

1.2 Location

The proposed development site is located approximately 700m north of Southwater village centre and 3.8km south of Horsham Town Centre. The proposed development site was previously occupied by a caravan dealer/depot site, with associated reception and shop supporting the static caravan homes to the east. The site location is demonstrated within Figure 1.



1.3 Existing Development

The Site comprises a rectangular parcel of land on the east side of Victoria Road. The majority of the Site is currently developed, comprising twentieth century service buildings, with a yard in the centre. The yard area is predominately concrete hardstanding with an area of tarmac in the south and shingle gravel in the north west.

1.4 Proposed Development

The proposed development site is located approximately 700m north of Southwater village centre and 3.8km south of Horsham Town Centre. The site was most recently occupied by a caravan dealer/depot site, with associated reception and shop supporting the static caravan homes to the east. The site has one existing access point located to the west of the site on Worthing Road; the caravan depot site is situated on the west side of the site east of Worthing Road and is divided into two sections north and south of Roundstone Park access road. The site is bound by residential dwellings to the north and south, a mobile home park to the east and agricultural fields to the west of Worthing Road

1.5 Context & Scope

The principal aim of this CEMP is to ensure that demolition, excavation and construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and the receptors of the area surrounding the development site whilst protecting the environment.

1.6 Report Structure

The different phases of work and requirements for construction in terms of access routes and vehicular activity are identified in **Section 2** of this report. In addition, the Section also sets out the construction methodology and any temporary highway suspensions required to facilitate the work.

Section 3 focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on site as well as a suitable reporting procedure for local residents and stakeholders.

Section 4 identifies how the environmental impacts of the development in relation to transport will be managed and mitigated.

Travel Plan measures are outlined in **Section 5**.

2 CONSTRUCTION PROCESS

2.1 Introduction

This section outlines the proposed development schedule, construction methodology and the way in which deliveries will be controlled with regards to the local highway network.

Site management and supervising staff have responsibility for implementing the Company's Health and Safety Policy and will ensure that Health and Safety considerations are always given priority when planning and during the day-to-day supervision of the work.

All Employees and Subcontractors are expected to co-operate with Churchill Retirement Living in carrying out their duties and will ensure that their work, so far as is reasonably practicable, is carried out without risk to themselves or others.

It is our objective to ensure that accidents and ill health arising from work activities are minimised and that due consideration is given to local residents and members of the public.

Churchill Retirement Living has appointed a firm of external safety advisers to visit and give advice on the requirements of the relevant statutory provisions and safety matters generally.

2.2 Development Schedule

The proposed construction is scheduled to commence April 2024 with a duration anticipated at approximately 18 months. There will be five main phases to construction of the development;

Phase 1 – Demolition of Existing buildings
Phase 2 – Groundwork's
Phase 3 – Superstructure and Roof
Phase 4 – Internal Works
Phase 5 – Landscaping and Utilities

It should be noted however that the construction programme may be subject to change.

Prior to any demolition or construction works being carried, a local highway condition survey will be carried out and recorded by means of dated photographs, these records will be kept and stored for future reference. Once all development work has been completed, a further survey will be carried out and comparisons made with the original survey. Any damage or change to the highway condition will be notified to County Highways for further discussion.

Arboricultural works will be carried in accordance with Barrell Tree Care Arboricultural Assessment and Method Statement and Tree Protection Plan: 21131-2
Ecological Works will be carried out in accordance with the Tylar Grange Ecological Assessment ref: 14243_R02_SC_CW and Bat survey ref: 14243_R03_AH_CW

2.3 Scaffolding & Hoarding

Access to the site will be taken from Worthing Road, this area will remain presentable and tidy at all times and will be secure throughout the development process. All existing boundary treatment will remain and provides adequate site security. Additional proprietary security fencing may be required and will be routinely assessed.

Mandatory safety signage will be displayed around the development for the general public and visiting vehicles. Mandatory safety signage will be displayed on access gates for construction staff entering the site. The external hoarding will be kept clean and tidy at all times.

2.4 Delivery of Plant & Materials

All materials associated with the development process will be stored within the site boundaries. Skips and other plant will also be stored within the curtilage of the site. A dedicated loading and unloading area for plant and materials will be created.

The Company will employ a qualified Banksman whose duties will include the management of delivery vehicles. The Banksman will always wear high visibility clothing and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation; however, a dedicated storage area will be provided for when this is not possible.

Macadam temporary roads and hard standings will be provided for storage areas, traffic and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

All deliveries to the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. All deliveries will then be met by the Banksman who will assist vehicles entering, exiting and manoeuvring into and out of the site.
The Banksman will co-ordinate the transfer of materials from the loading area. Through this arrangement it is hoped that the dwell time of the delivery vehicles can be reduced to less than 30 minutes, where possible.

Churchill Retirement Living will adopt a procedure to maintain the cleanliness of the carriageway. At the initial stages of the project when

vehicles are entering site and are unlikely to be running on hard surfaces, wheel washing procedures will be implemented along with regular road cleaning. As the project develops and before the main construction commences, the permanent hard surfaces will be in place along with temporary hard running surfaces where needed, which will prevent mud and other contaminates being carried onto the carriageway.

Signage will be placed as required to advise road users and pedestrians of the construction site ahead. Deliveries will be coordinated to avoid simultaneous arrivals and congestion on the surrounding roads.

Dedicated pedestrian routes will be provided offering safe, direct access to the site office from the pedestrian entrance and routes will be adequately signed.

Delivery vehicles will be advised to adhere to the following directions. Leave the A24 onto Mill Straight and then continue to Worthing Road. As such, construction vehicle trips associated with the site will have a minimal impact on less substantial routes which are more influenced by changes in traffic volumes.

2.5 Working Hours

All work will be conducted between 0800 to 1800 Monday - Friday and between 0800 to 13:00 on a Saturdays, there will be no Sunday or Bank Holiday working on site. Demolition and enabling works will last for approximately 8 weeks. The construction period is anticipated to last for approximately 16 months.

Due to the close proximity of the nearby school, surrounding residential buildings and business premises, and the associated traffic congestion at the beginning and the end of the day. Churchill Retirement Living will seek to restrict material deliveries to the site through this period. No HGV movements to or from the site shall take place between the hours of 0830 – 0915 and 1500 – 1600 nor shall the any HGVs associated with the development be laid up, waiting, in the surrounding residential streets during these times. These conditions will be conveyed to all relevant parties when placing material and subcontract orders.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the site manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

2.6 Construction Stages, Vehicle Movements & Vehicle Types

At present it is anticipated that the proposed redevelopment of the site will commence in April 2024 and complete in approximately 18 months.

It should be noted that the construction programme and corresponding construction traffic strategies may be subject to change prior to work commencing on site. Any significant changes to the CEMP that may occur would need to be agreed with officers at Horsham Borough Council.

2.6.1 Phase 1 – Demolition of Existing Dwelling

For the first 10 weeks of the construction period the site will be prepared for the subsequent phases of development. This will involve the erection any temporary fencing, tree protection fencing, Ecology and Arboricultural works, signage, site set up and the demolition of the existing dwelling.

Tree Protection Fencing will be erected in accordance with the Tree Barrell Tree Consultancy Plan: 21131-2

During initial demolition works, all deliveries will be taken from Worthing Road and off loaded within the site boundaries, vehicle movements in and around the site will be controlled by a qualified Banksman. Once demolition works have been completed and the site cleared, temporary roads and hard standing will be installed.

A letter will be sent to all immediate neighbours and surrounding properties to advise of the intended demolition and construction start dates, it will also provide tower crane information.
Whilst the aim is to keep any disturbance, nuisance or inconvenience to an absolute minimum, inevitably there will be some nuisance and disruption due to the demolition and construction works.

Vehicle movements to the site during this phase are not expected to be significant with occasional deliveries of hoarding and the removal of the existing structure. The Contractor anticipates that this is likely to result in the region of 1 or 2 lorry movements per day.

The measures that will be employed to minimise the environmental impacts, including noise and air quality, throughout the demolition phase are set out within **Section 4** of this management plan.

2.6.2 Phase 2 – Groundwork's

It is expected that the groundworks will take approximately 10 weeks with the key activities on site involving the site strip and muck away, foundations, and drainage.

It is envisaged that during this phase there will be between 1 and 3 deliveries per day with most of these movements made up of concrete deliveries, muck away trucks and rigid vehicles delivering materials. Some of these deliveries will be larger LGV plant movements.

Prior to the commencement of any site clearance works a temporary access road will be formed. Clearance vehicles will be loaded whilst parked on hardstanding to prevent debris from entering the road.

Temporary access road construction will be followed by installation of the tower crane base. Concrete foundations will commence from the West end of the development site following through the building, completing at the East (from back to front). This sequence will be followed throughout the construction process, once 50% of the foundations are complete; substructure block work will commence, followed by internal drainage and back fill to levels. During this time the tower crane will be erected, provided the relevant curing times have elapsed for the concrete base.

Once substructures are complete the external drainage will be completed, along with the formation of the drive and parking areas to base course. The formation of the driveway is subject to utility company installations. Should utilities not be available at this time, a temporary access road will be maintained which will prevent mud and debris escaping into the highway. A running site order will be in place for road sweepers. This will allow the Site Manager to call in a road sweeper as and when necessary.

The Company will employ a qualified Banksman whose duties will include the management of delivery vehicles. The Banksman will always wear high visibility clothing and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation; however, a dedicated storage area will be provided for when this is not possible.

Again, the measures that will be employed to minimise the environmental impacts, including in relation to noise and air quality, throughout all aspects of the construction process are set out within **Section 4** of this report

2.6.3 Phase 3 – Superstructure & Roof

The third phase of the construction period is likely to last for an 8-month period and will involve the construction of the development including floors, masonry work, roof structures, gutters and drainpipes.

Macadam temporary roads and hard standings will be provided for storage areas, traffic, parking and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

Vehicle movements to the site during this phase are not expected to be significant with articulated vehicles for masonry deliveries and roof construction and heavy vehicles for bulk materials such as sand and cement. We estimate that this phase is likely to result in a maximum 6 deliveries per day.

2.6.4 Phase 4 – Internal Works

The fourth phase of the construction period is likely to last for 6 months and will involve the internal works such as the fitting of plasterboards, windows, carpentry, tiling, electric, plumbing, floor coverings and painting.

Vehicle movements to the site during this phase will primarily be smaller vehicles such as vans delivering internal fittings such as bathrooms and kitchens. However, there will be some articulated vehicle deliveries associated with the delivery of plasterboard, doors and windows. It is anticipated that this phase is likely to generate a maximum of 4 deliveries per day.

2.6.5 Phase 5 – Landscaping & Utilities

The fifth and final phase of the development will be the least intensive with respect to vehicle movements to the site. It includes landscaping and installation of utilities and is anticipated to last for 2 months. Vehicle activity is likely to involve circa 1 van movement per day although turf deliveries may involve larger vehicles.

2.7 Dwell Times

The following dwell times are expected for the vehicles accessing the site during the construction phases.

- Skip Delivery / Spoil Collection – between 5 to 15 minutes
- Plant Delivery / Collection – between 5 to 15 minutes
- Materials delivery – between 15 and 30 minutes
- Concrete delivery – up to 30 minutes

Further measures that will be employed to control the number and frequency of vehicles arriving at the site are detailed within **Section 3** of this report.

2.8 Construction Worker Trips

CRL estimate that the site will require 2-3 direct employees supported by 15 sub-contractors at different phases of the construction. As such, it is estimated that there will be between 5 and 30 construction workers on site at any one time. With construction works taking place Monday to Friday 0800 until 1800 it is likely most workers would arrive between 0730 and 0800 with a peak between 0745 and 0815. With regards to

departures, it is likely that the majority of workers would depart between 1630 and 1700 with only some workers staying until 1800.

Due to the restrictive nature of the site, onsite parking will only be permissible during the early stages of construction, before the cottages become under construction to the Southern end of the site. Once the onsite parking option has expired, contractors will be advised to use the Horsham Park and Ride bus service which is situated off the B2237, Worthing Road. Postcode: RH13 0AR.

We have also reached agreement with Roundstone Caravan Park to utilise unused car parking spaces within the Caravan Park grounds. Information in **Section 5** outlines in more detail on construction worker trips and the measures within the Construction Worker Travel Plan that will seek to reduce the impact of construction workers travel.

3 MEASURES, MANAGEMENT & CONTROL PROCESSES

3.1 Introduction

This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CEMP. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently communicated and implemented.

3.2 Transportation Co-ordination

The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the CEMP
- Vehicle scheduling
- Informing local residents of any low loader deliveries associated with construction of the site to avoid / minimise disruption
- Checking for scheduled road works on http://roadworks.org
- Checking for scheduled refuse collections with the Local Authority
- Handling any complaints
- Acting as a point of contact for employees, contractors and the general public.

The Site Manager will also be responsible for keeping neighbours adjacent to the development informed of the construction progress, particularly with regards to when high frequencies of deliveries are expected. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- Site neighbours
- Local stakeholders such as emergency services or local transport providers
- Local Authority

3.3 Booking System

On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that no two construction deliveries occur simultaneously at the site, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

It is not considered necessary to implement a holding area for delivery vehicles. However, to avoid stacking on the local highway, hauliers will be required to notify the Site Manager before the expected delivery time to ensure that the delivery space and banksmen are ready for their arrival onsite.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting held-up in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

3.4 Communication Strategy

As identified above, the Site Manager will be responsible for keeping neighbours informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period.

Prior to any works starting the contractor shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from the construction works, the proposed hours of work and their expected duration.

3.5 Complaints Procedure

Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts, it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned residents directly, via appointment. Site Manager contact details will be displayed on the site hoarding.

Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed and discussed during daily briefings to ensure that any required actions are communicated to all employees.

4 ENVIRONMENTAL IMPACT MEASURES

4.1 Context

It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to the proposed scheme, are addressed. Suitable mitigation measures aimed at reducing these impacts with specific regard to transport are identified below.

4.2 Noise Pollution, Dust & Dirt Control

Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites.

Control measures will be put in place to prevent any sediment run off from the site. Sediment run off will be contained by strategically placed sandbags and straw bales where required.. The site manager will monitor the site boundaries on a regular basis and will address any area for potential run off. All existing drainage will be removed during the demolition works which would mitigate the risk of sediment/run off finding its way into the local sewerage system.

During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The contractors will suppress dust emissions with water whilst loading waste materials for disposal. Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times.

Dust pollution will be minimised during demolition work with water, specialised spray equipment may be deployed if required. The existing water service will be retained so as to ensure that adequate water in available for the duration of the demolition works.

The main instances of noise pollution during construction works are the use of compressors, generators, reversing alarms and portable petrol cut off saws. The compressor and generator will be of the latest design available with the lowest emission ratings and will be sited as far from residential properties as is practicable. All machinery will be switched off when not in use to minimise emissions as well as noise. The portable petrol cut off saw will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.

Hoarding will be erected at the front of the site. Along with reducing the visual impact and providing protection for the construction workers and

public, this will also act as a barrier for dust and dirt originating from within the site.

All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel washing facility will be provided for the duration of the constriction works to ensure levels of soil on roadways near the site are minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the entrance. Vehicle wheels will be cleaned whenever a vehicle leaves the site, if required.

The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Burning of materials on site is strictly prohibited.

4.3 Noise Control

Noise generated by the demolition and construction process has been considered and its impact on neighbouring properties. Suitable mitigation measures to be used include:

Standard construction hours;

- The use of quieter alternative methods or mechanical plant, where reasonably practicable
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonable practicable
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use
- The use of site hoardings or portable acoustic enclosures/screens, where practicable
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum

4.4 Fuel Consumption/Emissions

CRL will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which will help to minimise the number of vehicle movements that would be generated.

A further measure that can be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

Car sharing will be promoted with all employees and contractors.

4.5 Waste Management

In order to seek to reduce the number of HGVs that are generated, aggregates generated on site during the excavation phase of the development will be re-used wherever practical.

All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate to reduce the risk of fire and vermin. The waste will be separated into recycling types and general waste.

Whenever deliveries are undertaken, banksmen will be deployed to ensure that materials are transferred into the site as soon as possible and ensure that no dirt or rubbish is left on the public highway.

Waste will be segregated at source and loaded into dedicated skips, it is envisaged that these will consist on General Waste, Masonry, Wood and Gypsum products.

4.6 Oil and Fuel Spillages

Leaks, spills or releases of chemicals or oils during delivery, storage and use of fuels and oils are the responsibility of the Site Manager, Site Foreman & Contracts Manager

Source

- Storage and movement of fuels and oils on site
- Accidental spills during refuelling of plant and equipment
- Leaking plant and equipment
- Infiltration of spilled oils and fuels into the ground and groundwater
- Discharge of effluent from cleaning procedures

Preventative Action

- Refuelling and tank filling should only be carried out in designated areas suitably protected.
- When the designated refuelling area cannot be used due to the nature of the equipment, remote filling bowsers should be suitably protected
- There should be an emergency spill kit ready in case of spillage in the main fuel storage / refuelling area and one in every bowser. The kit should be stored in a marked bag.
- If any component from the spill kit is used, it should be replaced immediately and the used materials should be disposed in accordance with waste regulations.
- Bowsers should be equipped with automatic cut-out mechanism. Trained personnel must supervise all refuelling operations.

- Valves and taps will not be left open unattended and will be locked when not in use.
- Funnels must be used when refuelling small plant and equipment.
- All minor spillages must be cleaned up immediately.
- All spare fuels and oils should be returned to designated storage areas immediately.
- Personnel carrying out refuelling will be made aware of this protocol and trained in the use of spill kits and emergency procedures.
- All drainage will be removed and capped during the demolition phase so there is no need for any pollution protection in this respect.
- As new drainage is installed, all receptors such as gullies, manhole covers and inspection chambers will be sealed until such time as the development becomes complete and is connected to the public sewers.
- In the event of heavy rainfall events we will incorporate mitigating measures to pond and infiltrate where best practicable on site, inclusive of ensuring that no suspended solids or silt goes off site. These measures will be monitored and managed during construction phases.

Monitoring and Observation

- Site personnel to monitor oil and fuel storage and movement to detect spillages and leaks
- Should a spill occur the project environment manager would prepare a report including the following information: Date, time and location of spillage, substance spilled, and action taken to contain it

Further action required

- In the event of a spill incident the following actions will be taken: Inform the site manager immediately
- Stop work where required to manage spill adequately and prevent further spilling.
- Eliminate sources of ignition (engines, tools etc.).
- Remove the cause of spillage.
- Contain the spillage using the emergency spill kit.
- Block pathways to drains. Bund drains and manholes to stop migration of contaminants.
- Clear up the spillage.
- Request a specialist spill contractor if required.
- If the incident is a major spill and cannot be contained the Environment Agency will be notified.

Reference to further information;

- Control of Pollution (Oil Storage) (England) Regulations 2001
- Control of Substances Hazardous to Health
- Regulations 2002 (COSHH)

- Environment Agency

4.7 Water Pollution

Water pollution incidents are the responsibility of the Site Manager.

Source

- Oils and fuels

Preventative Action

- All foul water and surface water drains downstream of the site works as well as the relevant water authority will be identified.
- Underground services will be investigated and identified to avoid damage to them.
- All containers and tanks will have clear notices of their contents and how to handle them.
- Stockpiled material will be protected to reduce rainwater infiltration.
- In the event of a spillage causing pollution to water (i.e. discharged into drains) or land, the source will be contained and the Environment Agency will be notified.

Monitoring and observation

- Water consumption for site facilities, water used for damping down as well as other water supply sources will be monitored by the site manager.
- Unusually high consumption of water will be investigated to prevent undiscovered leaks.

Further action

- Prevention of spills during refuelling on site (see fuel and oils spills).

Reference to further information

- Water Act 2003
- Water Industry Act 1991
- Environment Agency Pollution Prevention Guideline PPG6: Working at construction and demolition sites.
- Environment Agency Emergency Hotline: 0800 80 70 60

4.8 Biodiversity Impact mitigation

Measures during construction

- A timetable for the implementation of ecological enhancement works has been drawn up (see Appendix 2); this also includes general precautionary measures.

During construction:

- All trenches left open overnight to be covered or an escape ramp provided to enable hedgehogs, other small mammals etc. to climb out.
- Tree protection fencing, particularly to the north of the site, should be installed and left in situ for the duration of the development. This will ensure offsite trees are protected as necessary.
- Security lighting will be kept to a minimal level (as necessary for safety and security), to be set on short times, and to be sensitive to large moving objects only.
- Bat and bird boxes to be integrated on/into new proposed buildings. Boxes should not be lit by security lighting.
- Initial landscape planting to take place.

Development Ecological Enhancements:

The detailed soft landscape design for the development has been drawn up by James Blake Associates (JBA, 2024). See Appendix for detailed landscaping proposals.

- There is scope for ecological enhancements to be incorporated within proposed public open spaces, boundary treatments and buildings. The enhancements are based on the recommendations detailed within the ecological survey reports produced by Tyler Grange Group Ltd.. The enhancements proposed were as follows:
- Two general purpose bat boxes (Ibstock Type C or similar) and two bat tiles will be installed on suitable areas of the proposed building on a south or south westerly aspects. This would provide new roosting opportunities for crevice dwelling species which could utilize the site, such as common pipistrelles.
- Nesting opportunities would be created through the provision of nest boxes incorporated into the new buildings, with such features positioned so as to provide easy access to linear features or grouped as some bird species prefer. This would include house sparrow terraces (such as Vivara Pro Woodstone Terrace or similar) installed as per manufacturer's instructions on a northern aspect.
- As part of the landscape proposals (JBA, 2024) 23 trees, are proposed mainly around the

- boundary of the site. Species include; European hornbeam (*Carpinus betulus*), silver birch (*Betula pendula*), European crab apple (*malus sylvestris*), field maple (*acer campestre*),
- small-leaved lime (T*ilia cordata*), midland hawthorn (*Crataegus laevigata*) and callery pear
- (*Prunus calleryana*). Although not all native species, the trees will provide suitable nesting and foraging habitats for a variety of species such as birds and invertebrates. As well as connecting habitat around the site boundary.
- Approximately 144m of species-rich native hedging is proposed, as well as 116m of ornamental hedges to be planted around the buildings, which will also provide suitable nesting and foraging areas. Native species include: common dogwood (*Cornus sanguinea*),dog rose (*Rosa canina*), guelder-rose (*Viburnum opulus*), field rose (*Rosa arvensis*),
- common holly (*Ilex aquifolium*) and wild privet (*Ligustrum vulgare*).
- The plant species diversity of formal landscaped areas will be increased by the planting of grasses, sedges, bulbs, shrubs and climbers; although the majority of these will be non- native.

CONSTRUCTION WORKER TRAVEL PLAN

5 Introduction

A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.

This Travel Plan seeks to address activities related to the construction of works at the site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel, promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Construction is anticipated to begin in April 2024 and take approximately 18 months to complete.

5.1 Existing Conditions

Contractors, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the site.

It is therefore deemed that there are opportunities for the construction worker trips to be undertaken by public transport.

There is great potential for construction workers to car share to work; especially given the fact that some sub-contractors will be travelling from the same origin to the site.

Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers and visitors. It is this mode of transport which often forms one of the most convenient methods of sustainable travel with construction workers.

The construction site will provide facilities in accordance with requirements set out in the HSE guidelines. As such the site will provide a drying room, storage facilities, toilets and offices. In addition to this a canteen area is provided. This will further encourage people to travel to the site by sustainable modes such as walking and cycling whilst having the added benefit of reducing the number of trips made off site during lunch breaks.

5.2 Measures

There is great potential for construction workers to travel to the site by sustainable modes such as walking, cycling, public transport and car sharing. It is therefore deemed appropriate to continue to promote the local services available as well as the following measures to promote sustainable travel by construction staff.

- Include local public transport timetables and route maps within the on-site compound for construction staff to review.
- Give construction staff the opportunity to change clothes within the site compound if walking to the site in inclement weather.
- Minimise where possible the number of contractors on site at any one time to reduce trips generated and promote car sharing.

Further to this, the following measures are to be promoted to minimise the environmental impacts of HGV trips generated by the development.

- Initiate a weekly booking system for the delivery of plant and materials to the site to ensure that there is never more than one HGV on site at any one time.
- The Developer will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment.

- All delivery vehicles will be required to switch off their engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

- Communicate vehicle routes to Contractors, suppliers and individuals associated with the works.

- All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.

- Provision of wheel washing facilities at the site entrance / egress.

6 SUMMARY & CONCLUSIONS

6.1 Summary

This Construction Environmental Management Plan (CEMP) has been prepared by CRL and relates to the proposed redevelopment works at the former Roundstone Caravan sales site. The CEMP provides information to ensure that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, highway safety and amenity of the area surrounding the development site.

The construction period is anticipated to last for approximately 18 months, beginning in April 2024. It should however be noted that the construction programme and corresponding construction traffic strategy may be subject to change.

Access to the site will be taken from Worthing Road. This area will remain presentable and tidy at all times. Tree protection will be maintained throughout the development process. Existing boundary treatments will be maintained.

CRL will be leading the build element of the project. CRL estimate that the site will require 2-3 direct employees supported by 15 sub-contractors at different phases of the construction. As such on average it is estimated that there will be between 5 and 30 construction workers on site each day.

All materials associated with the development process will be stored within the footprint of the site. Skips and other plant will also be stored within the curtilage of the site.

Based on the analysis presented within this CEMP it is estimated that, during the busiest period, up to 3 HGVs each day are forecast to service the site. The largest vehicle is expected to be a low loader. The scale and volume of vehicle movements associated with the development

construction period is not considered to have no significant impacts on the operation of High Street, whilst larger vehicles access the site.

All deliveries to the site will have to book in advance with the Site Manager who will keep a record of the schedule and all deliveries. All deliveries will then be met by the Banksman who will assist vehicles entering, exiting and manoeuvring around the site as well as low loader deliveries.

The construction process will be managed by the appointed Site Manager employed by Churchill Retirement Living Ltd. The Site Manager's responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public. Further to this, the Site Manager will also be responsible for delivery scheduling, construction route compliance and managing other contractors employed on-site.
To further control the environmental impacts of the development, measures to be employed include covering skips and vehicles to prevent overspill, wheel washing facilities, mitigation measures for noise, employing local contractors and the implementation of a waste management strategy.

Whilst the principles of the construction strategy in relation to transport are established with this CEMP it should be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site.

Overall it is considered that the measures and control processes outlined in this CEMP are appropriate to overcome the identified constraints associated with the site

7 Appendices

1 - Site set up drawing.

See drawing 20083SW-202- SITE SET UP

2 – Implementation Timetable of ecological works

Timings		Feature/species of interest	Action	Person responsible
When to Undertake	Year			
Prior to construction	From 2024	Adjacent trees	Installation of protection fencing where necessary	Site manager
During construction	From 2024	Small mammals etc.	Trenches to be covered overnight or escape ramp left to enable animals to find their way out	Site manager
During construction	From 2024	Bats and birds	Bird and bat boxes to be erected on new buildings at time of build	Site manager with advice from Ecological Clerk of Works (ECoW)
During construction - Spring/summer/autumn	From 2024	Landscaping	Preparation of substrate, sowing seed, removing any invasive weed species etc	Site manager
Post-construction	From 2026	Bats	Annual check for damages from the ground	Appointed management company. If boxes require replacing/fixing then ECoW advice should be sought
Post-construction	From 2026 (between October and February)	Birds	Annual cleaning and check for damages (outside breeding bird season)	Appointed management company.

3 – Soft Landscaping Design

See Drawing - JBA 21 420 - 01 - REV Detailed Soft Landscape Proposals

Document revisions

REV A	29.05.24	Biodiversity impact mitigation & enhancement measures added