CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Version 5 – January 2025



STORRINGTON

WASHINGTON

RH20 4AG

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1. Introduction.

The purpose of this Construction Environmental Management Plan is both to outline the systems and controls that will be adopted during the construction of the below project and to comply with pre-commencement planning condition no. 4.

Address: Storrington Road, Washington, West Sussex, RH20 4AG

Client Team

- Client: Barchester Health Care
- Principle Designer: Bernard Simms

The proposed development will consist of a 60- bedroom Care Home over 2 floors and 8 Age restricted bungalows with associated access, landscaping and other works following the full and partial demolition of an existing kennels and cattery building and existing dwellings.

Site location – The site is located on Storrington Road on the ground formally used by Old Clayton Kennels.

2. Programme.

Some of the key dates of the construction period are below:

- Commencement of demolition works on site Spring 2025
- Section 278 works to commence July 2025
- Section 98 FW sewer connections December 2025
- Proposed Start on site April / May 2025

3. Local liaison.

Highwood will engage with the local community, so our neighbours have a level of understanding of our activities. Feedback will be encouraged to inform our activities on site.

- A notice board will be placed at the site boundary providing contact information and scheme details. This will include programme information, contact details (Office and Site) and security arrangements with the current point of contact being:
    - Graham Marshall (Project Manager) – g.marshall@highwoodgroup.co.uk – 07776 349994
- For our neighbours in the housing estate to the North and West boundary of the site, we will issue newsletters containing specific information o about site activities and key dates. Copies of these newsletters will be available on the site notice board.
- Once permanent welfare facilities are established residents will be offered the opportunity to visit the site office to meet the project team, raise any issues and view drawings.
- Site working hours will be between 08:00 – 18:00 (Mon-Fri). Sat 08:00 – 13:00 with no working on Sundays & bank holidays unless otherwise agreed with the local authority prior.
- The project team will also be in regular contact with the occupiers of the Kennels in particular during the demolition phase of works to ensure they are fully informed of the works being completed.

Our neighbours will be encouraged to communicate with Highwood either directly with the site team or via the head office, any feedback or complaints received will be addressed and managed by the Project Manager with a log held on site detailing any actions required and the outcome.

4. Welfare Facilities.

The main site setup will be positioned within the car park of the development and as shown in appendix 1. This will have a dedicated pedestrian route through the site from the site entrance.

The accommodation will be stacked and will consist of 2 x 32' canteen/drying room units with 2 x 32' office units stacked above. There will also be two 3 + 1 toilet blocks connected into the mains at the earliest opportunity. A signing in system with be located within the site welfare area and a smoking and vaping shelter will be located local to the site set up.

5. Site Boundary and Security

The boundary of the site will be secured with a combination of site hoarding at the entrance, Heras fencing with closeboard fencing to the neighbour to the eastern boundary.

CCTV will be in various locations on the boundary to protect site, the cameras will be installed on hoarding, fencing and temporary accommodation.

6. Working Hours.

Working hours will be within the following hours:

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturdays
- No working on Sundays and public holidays

These hours will be followed unless otherwise agreed in writing by the relevant planning authority. Outside the above periods the following working is permitted-

a) pre-planned construction works to highway infrastructure requiring possessions where first notified to the relevant planning authority and local residents.

b) emergency works; and

c) works which do not cause noise that is audible at the boundary of the Order limits

Any emergency works conducted must be notified to the relevant planning authority as soon as possible and on the next working day of their commencement.

Consideration will be given to foraging bats and where practicable, works external to the building will not commence until 30 minutes after sunrise and will cease 30 minutes before sunset.

7. Management Responsibilities

The site wide coordination and implementation of the principles established in this CEMP through the preparation and agreement of each component will be the responsibility of the Project Manager with support from Highwoods Health and Safety department, consultants and contractors used throughout the project.

Highwoods Project Manager and Health and Safety department will carry out appropriate audits periodically throughout the project to ensure that there is full compliance with the CEMP. Any infringements will be reported to the relevant contractor with appropriate corrective actions taken.

8. Deliveries

All delivery vehicles will access site via Storrington Road (A283). No delivery vehicles will be reversing out onto Storrington Road with all turning undertaken within the site boundary. Large delivery vehicles will be encouraged to exit the site turning left towards the A24 and arrive to site in the same direction in order to avoid travelling through Storrington Village to minimise any disruption.

These delivery requirements will be included in all subcontractor packages placed to ensure it is communicated to all deliveries coming to site along with any orders place by Highwoods directly.

No delivery vehicles will be off-loaded on the road with all vehicles being off-loaded within the site boundary either via the site forklift or crane. All deliveries to site will be pre-arranged with the project team so as to avoid peak congestion times for the surrounding area. The site entrance gates will be set back from the main road so as to ensure large vehicles can pull into site and not block the main road.

It is expected that no more that 15 delivery vehicles will attend site on any one day. During the early stages of the project the vehicles will include articulated and rigid lorries to supply the groundworks, and substructure works for deliveries of items such as construction plant, drainage and blocks. As the structure is constructed there will be regular weekly deliveries of bricks and blocks on Wagon and Drag vehicles.

Throughout the project it is expected that there will be regular possibly daily deliveries consisting of vehicles such as box vans and pickup trucks.

Refer to appendix 4 for the delivery route to the site.

9. Turning and Vehicle Movements.

The adaption to the site entrance and installation of a temporary car park along with the associated drainage will be one of the first tasks to complete upon commencing on site to minimise the likelihood of transferring mud onto the public highway.

A wheel wash facility will be introduced located at the vehicle entrance/exit to site to ensure that all vehicles leaving site are suitably cleared of mud and inspected by the gateman so as to ensure no mud is tracked onto surrounding roads during periods on site when mud is being produced. Should this methodology fail, and mud/debris be tracked onto the highway, a commitment is made to deploy mechanical road sweepers to clean such transferred material from the highway at the earliest convenience at the developers expense.

All delivery vehicles will turn within the site using the rouse as shown in appendix 1. The attached vehicle tracking undertaken in appendix 4 shows how a large delivery vehicle will turn within site. Large delivery vehicles such as articulated lorries will attend site early on in the project where there will be a larger area for vehicles to turn within the site boundary. In the event a vehicle cannot turn on site, notice will be given to the project team of the delivery and will be met by a qualified traffic marshall/banksman who will supervise the reversing of the vehicle into the site.

Vehicle and pedestrian segregation will be in place for the duration of the works and continually monitored throughout the development. Delivery vehicle management will be by our gateman/banksman.

10. Parking.

All parking for contractors attending site will be within the site boundary or within a dedicated parking area rather than on surrounding local roads.

See appendix 1 for site parking locations.

11. Material storage.

A dedicated material storage area will be allocated within the site boundary, this can be seen on the site logistics plan in appendix 1. This area will be managed and monitored by the site forklift operator and project team. Smaller vehicles will be offloaded at both material storage areas depending on what is being delivered. Larger vehicles such as arctics and rigids will be unloaded at storage point 2 either via the forklift, hi ab crane or moffett truck.

Where materials are affected by weather (Plasterboard) are being stored outside on site, these will be appropriately protected and raised off the ground.

Storage locations for all materials that create dust, including soil, will be located away from the sensitive receptors adjacent to the site, except were impractical. Where this is not practicable additional precautions will be taken such as covering and dampening down spoil heaps.

Prolonged storage of materials on site prior to use and/or disposal will be avoided.

12. Material distribution and re-use

All material distribution around site will be carried out by the site forklift and crane. Subcontractors requiring the crane or forklift will be issued slots throughout the day and deliveries scheduled to ensure timely off-loading is possible.

Where possible spoil excavated as part of the works will be re-used throughout the course of the project. A detailed audit trail will be kept of all soil materials being retained both for landscaping and for reuse in the construction process. These soils to be retained will be stored separately from other soils from the site and any involved in the construction process.

13. Health and Safety.

The planning, organising and implementation of the project will be in accordance with Highwood Construction's Health and Safety Management System. The Principal Designer will be fully consulted throughout the process so that the mandatory notices are issued in the required timescales.

14. Crane.

A crane will be located to facilitate construction in a position on the site in order to use the minimum sized crane to enable the loading out of all construction materials. The crane will be fully tested after erection and the weight limits set as appropriate. The crane will be used to lift the larger components, such as roof trusses, from the delivery vehicle to its place on the building. All delivery vehicles will park and unload on site with no vehicles will be parked outside of the site.

See appendix 1 which will show the position of the crane

15. Environmental considerations.

Noise:

Noisy activities will be completed within working hours with no working on public holidays.
Switching all audible warning systems to the minimum setting required by the Health and Safety Executive.
Reverse warning alarms will be fitted with white noise (broadband) systems.

Best Practicable Means' and the guidance provided within BS:5228 will be employed to minimise construction impacts, including, for example: -

- No deliveries should occur outside of the hours identified above.
- Careful selection of working methods and programme;
- Where applicable, selection of the quietest working equipment available.
- Where practicable, positioning equipment behind physical barriers, i.e. existing features, hoarding etc;
- Ensuring that regularly maintained and appropriately silenced equipment is used.
- Handling all materials in a manner which minimises noise, such as minimising drop heights.
- Switching all audible warning systems to the minimum setting required by the Health and Safety Executive. Reverse warning alarms should be fitted with white noise (broadband) systems.
- Where processes could give rise to significant levels of noise for extended periods of time, noise levels should be monitored regularly by a suitably qualified person with the survey results kept on file; and,
- In terms of on-site employees, appropriate actions should be undertaken with regard to the Noise at Work Regulations including the requirement for the use of ear defenders and appropriate warning notices.

Where processes could give rise to significant levels of noise for extended periods of time, noise levels will be monitored regularly by a suitably qualified person with the survey results kept on file.

During the demolition works of the existing buildings present on the site, regular communication will be maintained with the surrounding residents and occupants of the Kennels building to ensure they are aware of works being completed. Noise monitoring will be undertaken on the perimeter of the site during periods of demolition. In the event any thresholds are breached appropriate mitigation measures such as acoustic barriers will be installed.

Dust

Activities where dust is being produced suitable water suppression will be used to minimise the production of dust. The following methods used will include:

- Water suppression systems will be used during any demolition works to ensure minimal dust is created and no dust escapes the boundary of the site.
- During periods of warm weather haul roads will be damped down and swept periodically to reduce the dust created from the movement of plant.
- For all other activities creating dust, suitable extraction and suppression will be utilised to eliminate the production of dust.

- Storage locations for all materials that create dust, including soil, will be located away from the sensitive receptors adjacent to the site, except where impractical. Spoil piles will also either be covered or dampened down during periods of sustained dry weather.

Lighting

The use of construction lighting outside of construction hours will be limited and be kept to a minimum necessary for workforce, public and/or safety. Construction lighting will also be restricted to internal lighting during construction hours with external lighting only being utilised around the welfare facilities during winter periods and low levels of light. Any security lighting will be on motion sensors and kept to a minimum so as to minimise any disturbance to the nocturnal wildlife.

Lighting adjacent to public highways and footpaths will be appropriate for the safety of passing public and shall ensure that light spillage, particularly onto highways, is limited to the minimum possible level necessary. Absolute minimal artificial lighting will be placed in locations where it will cause light spillage on habitat corridors such as the trees and hedgerows along the Northern and Western boundary as highlighted within the Badger and Bat Report (Tetratech November 2021).

Glare from construction floodlighting will be minimised by positioning lights to less than 70 degrees from the vertical uplift and will be directed into the Site. This will reduce upward light spill and subsequently reduce the impact on the Dark Sky environment.

Lighting will be managed within accordance to any potential detriment to surrounding ecology. The final lighting installation will be in accordance with the Light Spillage Assessment (Tetratech, September 2023). The assessment stating the risk of the proposed development resulting in significant exceedances of 1 lux along potential bat foraging/commuting routes is considered to be low. As such, dark corridors beyond the limits of the site are expected to be retained. Modelled ULR predicts a sky glow figure (ULR) of 0.0% with the ILP sky glow limitation for an area classified as Environmental Zone E1b is 2.5% ULR.

Smoking & Vaping:

Smoking and Vaping will be prohibited across the site other than the designated smoking & vaping area located within the welfare compound.

Watercourse/Pollution Management:

All works where there is a risk of pollution to the environment will be done so in accordance with Highwoods environmental management system to ensure compliance with the control of Pollution Act 1974.

The Omnia Geo-Environmental Site Assessment (2023) states that the site does not fall within a Groundwater Protection Zone and that no surface water or potable water abstractions licences are present within 1000m of the site. However, one groundwater abstraction license is located 509m north-west of the site.

Where possible, water will not be abstracted from excavations. However, if this is required all water will be pumped through a silt buster in order to remove any possible contaminants and silt before discharging into another area of the site. In the event this is required the quality of the water will be monitored regularly to ensure there are no signs of contaminants.

To ensure construction activities have no effect on the watercourse the below controls will be adopted throughout the project.

- Fuel bowsers will be double bunded with a 110% bund capacity and located on top of an impermeable surface to prevent any spillages leaking into ground.
- Small items of plant and fuel will be stored on top of bunds/plant nappies to contain any spillages.
- As well as the above all works will be completed in compliance with Highwood COSHH Procedure, and Guidance Note of the monitoring of groundworks which is expected to pose the most risk.
- A dedicated plant refuelling area will be created on a hardstand and located away from any sensitive receptor to eliminate any contaminants leaking into the groundwater.
- All COSHH substances will be stored within bunded and locked COSHH cabinets and as per their specific COSHH assessment.
- Emergency spill kits will be available in the event of a small spillage and an emergency spill contractor will be appointed and will attend in the event of a larger spillage.
- All plant and equipment will be inspected for leaks on a daily basis.
- Small items of plant (e.g. Genny's) will be located on drip trays so as to contain any spillages.

To minimise the risk to the watercourse to the front of the site during wheel washing activities, temporary drainage will be created to ensure water is directed away from the watercourse.

Where possible proprietary washout systems will be promoted with our contractors as a means of concrete washout. However, as a minimum standard a lined skip will be used for concrete washout. The skip will be monitored on a regular basis to ensure there are no spillages.

Contamination:

The investigation report completed by Omnia (January 2023) highlighted the presence of both elevated levels of hydrocarbons and the presence Chrysotile asbestos fibres within the ground and in spoil piles. In accordance with the planning conditions and appropriate remediation strategies will be undertaken prior to any groundworks within the area along with further testing to identify the spread of the contamination.

In the event any further contaminated ground is identified during the course of the project a suitable remediation strategy will be completed before any further works within the contaminated area are undertaken.

To reduce further the levels of contamination introduced through the construction process, Highwood will:

- Ensure fuelling of plant is managed on a temporary works surface that is compacted to reduce the effects that may occur through the absorption. This will be in line with COSHH based guidelines highlighted.
- All washing out of concrete mixers and cement mixers will be into skips, limiting the potential soil contamination.
- All potentially harmful chemical will be stored adequately in site containers.

Ecology:

The Ecological Appraisal (Tetratech September 2021) that there is a presence of an invasive species (Rhododendron) within the site which will be removed as part of the construction works. Other mitigation measures stated in the report that will be taken to prevent any affect on protected or notable species identified during the survey will be the following:

- Debris on site suitable for reptiles will be removed during the active reptile season and under the supervision of and ecologist.
- Any removal of vegetation or works to buildings that have been highlighted as suitable bird nesting habitats will be completed outside of the bird nesting season.
- A sensitive lighting strategy will be implemented during the construction stage to prevent any disturbance to nocturnal ecology

So as to maintain and enhance the ecology throughout the site the boundary environments such as the tree lines and hedgerows will be retained during the project and other enhancements will be made such as a variety or bird and bat boxes and other measures.

In the event any further protected species are found all work will stop and the ecological consultant (Tetra Tech) will be called immediately for advice.

In accordance with the Badger and Bat Report (Tetratech, November 2021), a sensitive lighting strategy will be utilised during construction so as not to affect the possible environment for foraging bats along the tree line along the northern boundary, the hedgerow/scattered trees along the southern boundary and the woodland to the west of site. Excavations will be ramped so as to prevent hedgehogs being trapped in excavations, and the rabbit burrows identified within the report will be removed by hand digging means. No badgers were observed during the survey and were considered absent from the site. In the event any evidence is identified during construction, works will cease and the ecological consultant with be called.

Protection of Hedgerows and trees will follow the agreed arboricultural method statement.

Arboriculture:

Any arboricultural works will be completed as per the Arboricultural Method Statement, provided by James Fuller Arboriculture (October 2024) The tree retention plan within appendix 2 will be adhered to throughout the scheme. Where there are any works required to be completed close to a tree that is designated within a Tree Protection Zone, a protection zone will be created with Heras fencing and be installed at the earliest opportunity prior to any construction activity.

Landscape, Minerals and soil management:

The site investigation suggests that the majority of the site is underlain by Folkestone Formation (sandstone) bedrock. The South-westernmost corner of the site is underlain by Gault Formation which overlies the Folkestone Formation.

Any clay/gravel recovered during topsoil stripping will be used raise ground levels according to design in order to reduce its environmental impact of transfer off-site. If excavations discover such materials as the expressed; the main contractor will act within guidelines to maintain the gravels purity and will remove it via transfer to a quarry for recycling purposes.

- When stripping, stockpiling, or placing soil, do so in the driest condition possible and use tracked equipment where possible to reduce compaction.
  - Confine traffic movement to designated routes.
  - Keep soil storage periods as short as possible.
  - Clearly define stockpiles of different soil materials.

Waste Management:

All waste will be removed by a licensed skip company and be accompanied by a completed Waste Transfer Note (WTN). Waste Carriers Certificates and disposal site Licences will be obtained from our waste contractors to ensure all waste is being managed by a reputable company.

Reports will be provided on the monthly basis by our waste contractor providing a detailed breakdown of recycled and recovered wastes.

In the event any Hazardous waste is created it will be segregated and removed by an appropriate removal company and a hazardous waste consignment note obtained.

Where possible waste will be segregated to aid with recycling. Plasterboard skips will be covered so as to prevent water ingress. Skips will also be exchanged on a regular basis. Any waste stockpiles will be damped down by water sprays and sheeted if required. Waste materials shall not be burnt on-site.

Where possible spoil will be re-used on site to reduce the requirement to import any spoil onto site. However, this will only be the case if the spoil is of a suitable grade which will be confirmed after appropriate testing.

Resource and Energy Management:

Both water and energy usage on site will be monitored by the project team on a monthly basis. This will include both usage for the welfare facilities and on-site usage. Site welfare facilities lighting will utilise PIR sensors to reduce electricity usage, and the utilisation of grey water will be explored throughout the project. Use of solar panel welfare centres maybe introduced if energy usage is deemed excessive and detrimental to the ecological value of the site.

Archaeological and Historical Importance:

The only area/building residing on site of historical importance which is to be maintained as part of the project is the timber framed granary currently located on site.

A specific relocation and protection plan will be in place for the relocation of the granary during the early stages of the project and the protection during the rest of the works until the completion of the project.

16. Appendices.

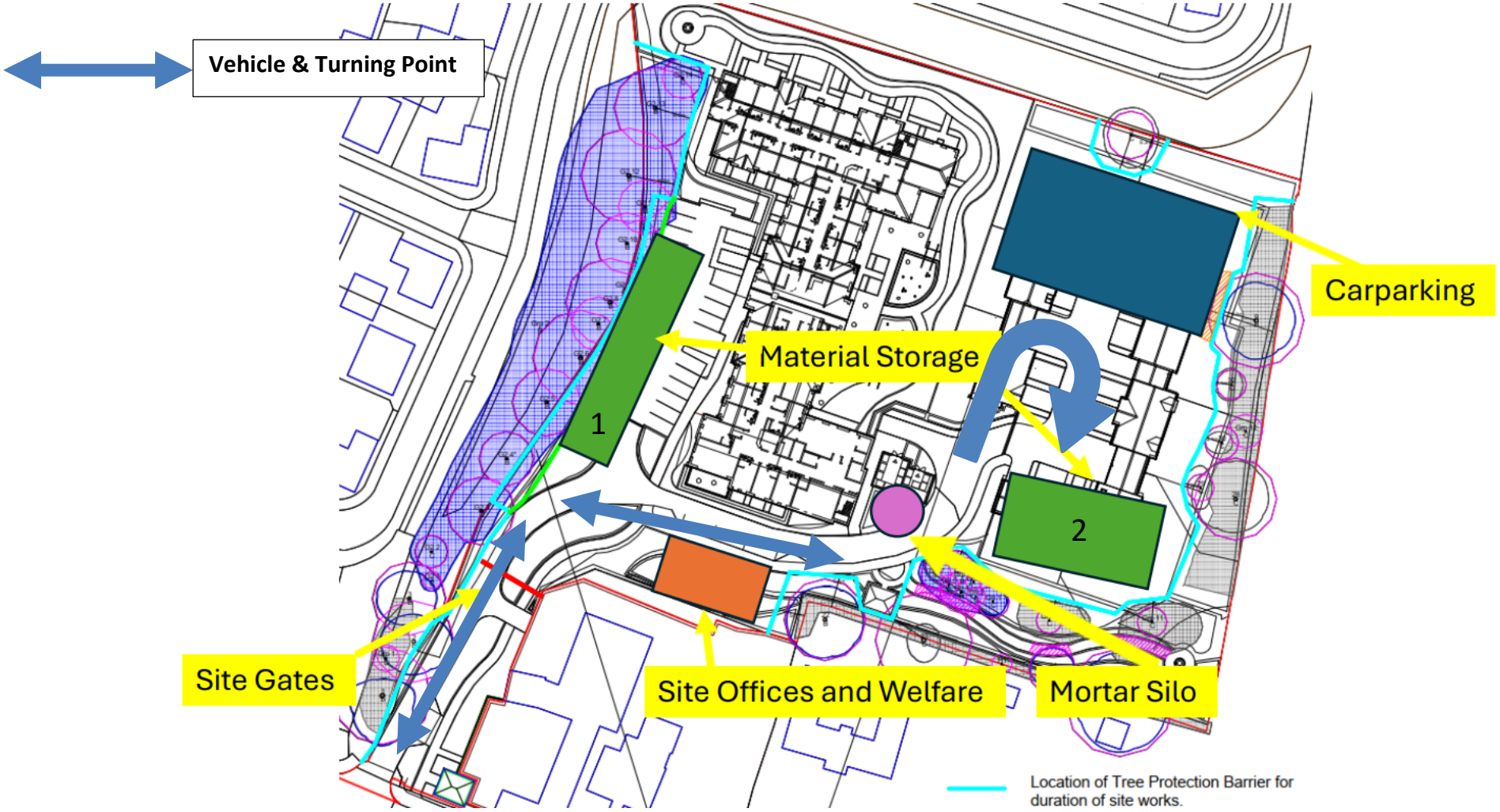
Appendix 1 – Site Logistics Plan

Appendix 2 – Tree Retention Plan

Appendix 3 – Site Delivery/Travel Route

Appendix 4 – Vehicle Tracking

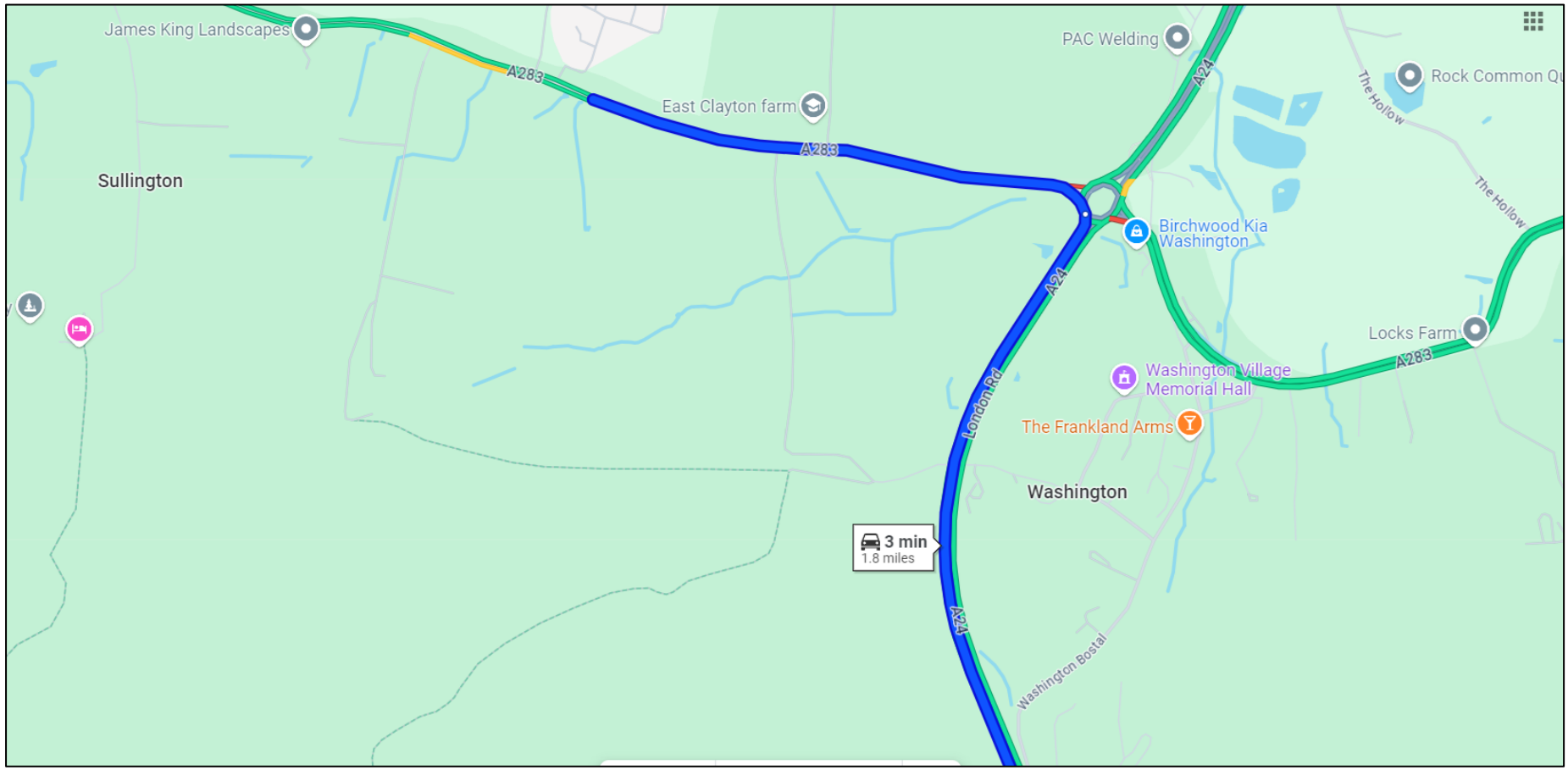
Appendix 1: Site Logistics



Appendix 2 – Tree Retention Plan



Appendix 03 – Delivery/Travel Route



Appendix 4 – Vehicle Tracking

