



Proposed Extra Care (Independent) Retirement Community,
Site 1, Langney Point, Martinique Way,
Eastbourne,
BN23 5TH



Construction Management and Logistics Plan

Final



Extra Care Retirement Community, Site 1, Langney Point, Martinique Way, Eastbourne, BN23 5TH

Construction Management and Logistics Plan – Final – December 2023

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Project Name: Extra Care Retirement Community, Martinique Way, Eastbourne.

Client: Ruby Senior Living Limited, Untold Living, Chantry Court, Chantry Lane, Westbury, Wiltshire, BA13 3FE.

Total Project Integration (TPI) have been appointed by Ruby Senior Living Limited, in August 2023, for services in relation to Project Management, Employers Agent, Quantity Surveying and Principal Designer in connection with progressing the Construction Management Plan at the site known as Site 1, Martinique Way, Eastbourne, BN23 5TH.

1. Project Overview

The Proposal

The proposed scheme relates to the new build development of an extra care retirement community (also known as an Independent Retirement Community (IRC)) located off Martinique Way, in Eastbourne. Outline planning for a previously determined scheme was approved in 2014, which was subsequently granted Reserved Matters approval in 2016, and this Construction Management and Logistics Plan relates to a new detailed planning application for the site.

The scheme being proposed in this prominent position builds on previous masterplans and consents for this site, adapted to make them viable and appropriate for a new IRC.

The scheme will comprise three blocks of accommodation, including 137 apartments, raised up to the beach level, with parking and servicing beneath. Transparent cores allow for views through to the beach and sea beyond, and the central communal areas provide facilities to promote a sense of community, safety, and help prevent loneliness and isolation among the residents.

The project will respond to the modern sea-side architecture of the adjoining houses to the South, but also provide a suitable stop-end to the existing development to the West, that faces Sovereign Harbour.

The site is a broadly rectangular parcel, which links Martinique Way with the Sovereign Harbour promenade, and runs immediately adjacent to the beach. Existing residential development lies in the immediate context to the West.

The Martello Tower number 66 lies to the East. The Sovereign Outer Harbour lies to the North.

The earlier development of 10 modern, semi-detached houses lies to the South. This application proposes an alternative development in the location of the approved apartments.

Public access is available along the beach front.

2. Site Location

The site is located on Martinique Way, within the Eastbourne Borough. The area surrounding the site is residential in character with Martello Tower Number 66 located opposite the site on the seafront.

Given the established residential context of the site, this Construction Management and Logistics Plan has been prepared to set out the construction management principles that are proposed to mitigate and minimise any sources of disturbance for nearby residents. The final detailed Construction Management and Logistics Plan is expected to be agreed via conditions.



Site Aerial



Existing Site Plan – red line indicates site boundary.



Existing site access gate from Martinique Way

3. Proposed Site Set Up

Upon commencement of construction activities, the site will be made secure using Heras style fencing, hoardings, and site wide lighting. A hoarding licence may be required from the Eastbourne Borough Council prior to these works commencing and all works shall be completed in accordance with this licence.

Throughout the construction period, the parking and footpaths surrounding the development will remain uninterrupted and no surrounding residential access roads will be closed or suspended.

All site welfare will be contained within the site, and any deliveries and loading will be conducted within the site's boundary. All vehicle movements and deliveries will be scheduled in to limit multiple construction vehicles arriving simultaneously to cause as little obstruction to the neighbouring residents as possible. In addition, operative parking will be strictly prohibited on the neighbouring streets to the site, and this will be emphasised during site inductions conducted by the Principal Contractor.

To minimise risks to pedestrians and cyclists, including but not restricted to, accreditation of the Fleet Operator Recognition Scheme (FORS) and use of banksmen for supervision of vehicular ingress and egress points will be implemented.

Prior to any works commencing on site, dust monitors will be installed on site and regularly reviewed to make sure all activities are within safe working limits.

Emergency access into the site will be maintained through locked gates within the site hoarding. Gates will always be locked to keep the site secure. In the event of emergency access being required, the contractor and traffic marshalling team will escort and open all entrance gates. Out of hours access will be provided by the main contractor, if required.

Construction traffic will access site from one gate, located off Martinique Way. All construction works will proceed in accordance with the local council's guidance and in abidance with any licenses that have been obtained.

4. Structural Detail.

Whilst currently under development, it is anticipated that this development will utilise shallow traditional foundations, with concrete floors and a light gauge steel frame construction.

The elevations will then be clad to suit the architect's designs.

This systemised approach to the structural frame will reduce the construction period to a minimum.

5. Construction Plan

Following the commencement of the construction phase, the site will be set up in accordance with the proposed site set up plan detailed above.

Given the anticipated nature of the ground conditions, there is no requirement for piled foundations and therefore a piling rig is not required.

It is our current understanding that a tower crane will be located in the centre of the site to service the works during construction. This will be informed by the Main Contractor on appointment.

Any appropriate craneage licenses will be secured ahead of construction commencement, and the construction plan will assure that no neighbouring buildings, roads, or footpaths are over sailed by the crane.

A further detailed Construction Management and Logistics Plan shall be submitted once a Main Contractor has been appointed, providing greater detail, to include the construction programme and sequence of working.

This plan is to be submitted to the local authority for approval prior to further works progressing.

6. General Site Set Up

During the construction period, the site entrance will be protected by a suitable timber hoarding a minimum of 2.4m tall. The remainder of the perimeter will be secured by a 2m tall Heras style fence with monoflex fabric.

The entrance hoarding will be constructed from solid painted timber hoarding and gates. The hoardings and Heras fencing will be dismantled on completion of the works.

Due to the exposed nature of the seafront side of the site, any fencing will be inspected routinely to ensure there is no danger to users of the adjacent coastal footpath that borders the site.

The hoarding and fencing will be designed to allow the displaying of relevant signage and notice boards to ensure effective communication with the neighbouring residents and users of the beach.

Bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage and notice boards are well lit – timings to be confirmed.

The site set-up will consider site logistics and traffic management to manage operations and assist with implementation of measures detailed in the subsequent sections of this Plan. The set-up will identify locations for the following facilities.

- Hoarding, fencing and gates.
- Lay-down / Loading / Unloading Area.
- Lifting Areas.
- Reception / Meeting Room Area.
- Scaffolding Zones.
- Secure Storage Area.
- Welfare Facilities.
- Wheel Washing Area.

Any marketing treatment to the hoarding to be confirmed by the client in due course.

Hoarding will be constructed in accordance with the terms of the Temporary Structure License to be obtained by the Contractor. Hoarding and fencing will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

All site boundaries will be totally enclosed by clean, safe, and well-maintained fencing and hoardings.

The Site Safety Notice Board will be in a prominent position and will be regularly updated. Hoarding and H&S notice boards will be clearly erected with the relevant information displayed. Out of hours contact for the site management team are to be always provided on the perimeter of the site for reference by the public and emergency services.

Site entrance gates will be permanently staffed during site working hours and remain locked when site is closed. CCTV will be installed and operated remotely, monitoring the site throughout the construction period.

24/7 remote site security will be provided on site for the duration of all phases of the construction process.

The site will accommodate a site compound off the public highway for all phases of the project. This facility will be located on-site. No reliance will be made on an on-street storage facility.

The location of the site accommodation for the construction phase will need to be assessed in due course by the appointed Principal Contractor by prior agreement, however this location will be on site and will not obstruct any neighbouring property access.

In managing any issues that might occur between pedestrian and construction vehicles it is relevant to note that construction vehicle activity at the site will benefit from the direction of dedicated (suitably qualified) members of staff who will act as banksmen.

The banksmen will ensure that any pedestrians are aware of the construction activity and associated vehicles at the site and will direct vehicles and pedestrians / cyclists, as necessary.

No public access into the main site will be allowed and pedestrian access will be fully separated from all trafficked routes.

Material storage on site will be limited and therefore deliveries of plant and materials should be managed on a 'just in time' basis.

Construction materials and waste will be unloaded / loaded via loading bays on site. Detailed coordination and scheduling of all deliveries will be required to minimise any disruption.

All deliveries will be diarised in advance to ensure that the suitable resources and traffic management are always in place.

The development will comply with all parts of this Construction Management Plan and has an overarching aim to reduce the environmental impact, highway safety risk, and congestion associated with the programme of the proposed development. The following objectives have been identified to achieve the projects aim.

- Manage the delivery and storage of construction materials, and removal of waste in a safe and efficient manner.
- Plan and manage deliveries that could be reduced, re-timed or even consolidated, particularly during peak periods.
- Reduce congestion on construction routes and ease pressure on the environment.
- Improve the reliability of deliveries to the site.

The Principal Contractor will compile the details of the Construction Phase Plan once appointed. The Principal Contractor will consult with the Council as necessary to review the Construction Management Plan with any revised Plan thereafter being updated by the Contractor, for approval.

A suitable fire management plan is to be implemented on site for the duration of the works, with an agreed muster point for all operatives.

This fire management plan will be issued to the Eastbourne Fire Station for their information, and again will be reviewed on a phase-by-phase basis.

The proposed contractors' compound will be located wholly on site with secure hard-standing and an area for temporary accommodation, storage, and car parking.

A wheel washing facility will be provided at the sole entrance / exit point from site from commencement to completion. This facility will be located to suit the relevant phase ongoing at the time.

The main site compound will contain management accommodation, operative welfare, and administrative facilities, plus a storage area for plant and materials.

Electricity, water, broadband and telephone connections will be made to the site compound.

The Principal Contractor, once appointed, will implement a 'green transport policy' to minimise the emissions from vehicles travelling to site. This document will promote the use of public transport and car sharing to site. This 'green transport policy' will form part of the site induction for both management and operative teams.

7. Security Guarding and CCTV

24/7 remote security guarding and CCTV will be employed on site for the duration of the development. This will include both static and mobile operatives located at the points of access to the site.

The guarding will prevent unauthorised entry or exit from the site. Site gates will be closed and locked when there is no site activity.

Site Lighting

Construction lighting will be sited to minimise visual intrusion and light spillage / pollution at nearby residential units, as far as is consistent with the site safety requirements.

The Principal Contractor will comply with the Institute of Lighting Engineers document 'Guidance notes on reduction of light pollution' (2000) to a degree that is practicable and applicable to the construction works.

Public Safety

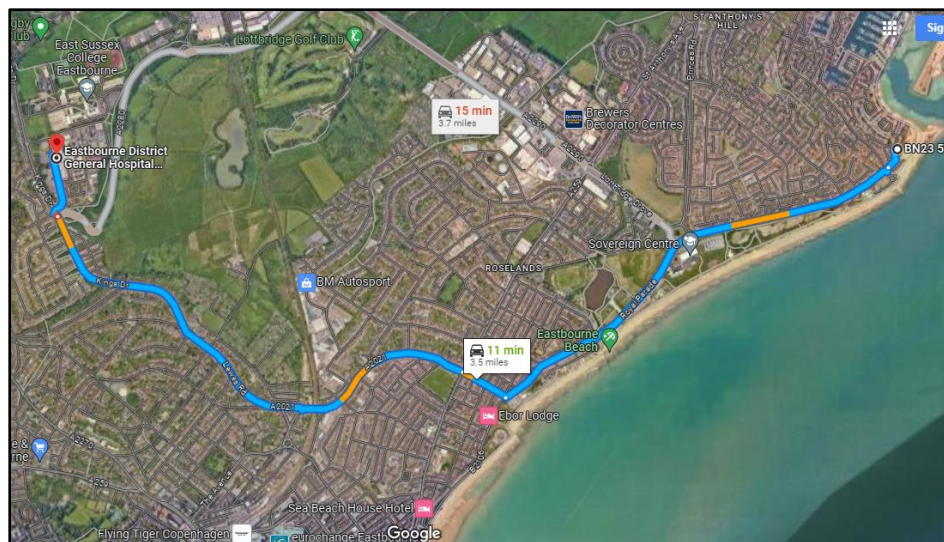
The safety of the public and protection of pedestrians will be always ensured. The construction areas, material storage areas, and waste storage areas, either always hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public, including those focused on children.

Safe and secure routes will be maintained to the surrounding area for residents and users of the beach.

A minimum of 2 weeks prior to any works on site, advance written warning will be circulated to the residents in the immediate vicinity and a letter drop will be undertaken with the described works and relevant contact numbers of both the Principal Contractor and the Project Manager.

This correspondence will be circulated to the residents of Martinique Way, the Sovereign Harbour Residents Association, and the local ward councillors. Should any adjustments be made to the works, the residents will be suitably notified and consulted with.

The nearest large A&E hospital is Eastbourne District General Hospital, Kings Drive, Eastbourne, BN21 2UD. The emergency services can be reached for emergencies on 999, however, for any non-emergencies, the hospital can be contacted on 01323 417400.



Route To Closest NHS - A&E Facility

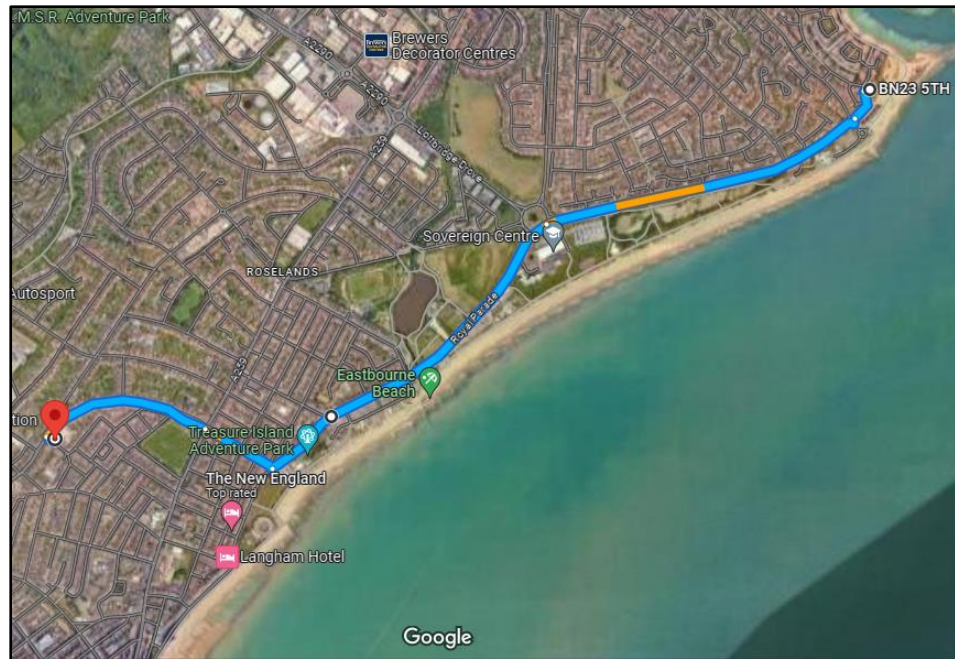
Fire Escape Routes

Fire escape routes, fire-fighting stations, alarm points, muster points, and practice drills within the works will be detailed by the appointed Principal Contractor and reviewed prior to commencement of the works.

Within the site, all operatives and sub-contractors will be made aware of the fire procedures prior to accessing the site. This section will be updated as required.

A site muster point will be located away from construction and within the site boundary. Weekly fire safety briefing will be held with regulated alarm testing and periodic drills.

The nearest fire station to site is Eastbourne Fire Station, Whitley Road, Eastbourne, BN22 8LA, which is a 6-minute drive from the site's address. The fire station can be contacted by calling 999 or for non-emergencies on 03039 991000.



Route From Nearest Fire Station

Emergency Access

A suitable emergency access arrangement will be confirmed by the Principal Contractor appointed. The main access routes into the site will be kept clear of any construction traffic and will always allow for continuous access by the emergency services.

Hailing of emergency services will be actioned in accordance with on-site emergency procedures which will evolve and be continually updated as the project progresses. This document will be updated to reflect each stage of construction.

Emergency services will always be able to access the site via Martinique Way as shown on the below diagram.



Emergency Entrance Route into Site

8. Good House Keeping and Site Welfare Arrangements

The Principal Contractor will always follow a 'good housekeeping' policy. This will include, but not necessarily be limited to the following.

- Ensure considerate site behaviour of the Contractor's and all sub-contractor staff.
- Prohibit open fires.
- Ensure that appropriate provisions for dust control and road cleanliness are implemented.
- Remove rubbish at frequent intervals.
- Frequently inspect, repair and re-paint (as necessary) all site hoardings to comply with the conditions of the relevant Hoarding License. All flyposting and graffiti are to be removed as soon as reasonably practicable and within 24 hours of notice from the Council.
- Maintain toilet facilities and other welfare facilities for its staff including canteen, changing room, etc.
- The main access road into the site will be kept clean and presentable,
- Remove food waste; and,
- Prevent vermin and other infestations.

9. Induction / Site Rules / Consultation

Each person wishing to access the site will receive a project specific induction, with such inductions including an introduction to the project, a description of the project risks and a review of the individual's competency. Site access passes will only be distributed following the formal site induction from the principal contractor's management personnel. All site operatives (and visitors) will be inducted prior to commencement on site without exception.

The induction process will include the following:

- Expected behaviour toward others on site.
- Drugs and alcohol policy.
- Identification of smoking areas.
- PPE and safety issues.
- Welfare facilities and use thereof.
- Security issues.
- Emergency procedures.
- Good and bad practice.
- Green Transport Plan.

The appointed Principal Contractor will provide site inductions in languages other than English where appropriate and site signage in picture format to assist communications.

Regular "toolbox talks" will be undertaken by the Main Contractor and sub-contractors, highlighting relevant health and safety issues as the works progress.

10. Health & Safety

To minimise construction risks, the Client has appointed a Principal Designer who will comply with their responsibilities under the Construction Design and Management Regulations 2015.

The Principal Designer will review all risk assessments and method statements (RAMS) and inspect the works on a regular basis. Should any concerns be raised with the working on site, a report will be circulated with actions for the principal contractor to close out. The Principal Designer will provide input at the early detailed design stage on all activities.

The H&S procedures set out by the Principal Contractor will be diligently monitored throughout the project.

All aspects of the Health & Safety at Work Act 1974 will be implemented on site and signage will be displayed at the entrance of the site, and within the welfare facilities on site.

All Personal Protective Equipment (PPE) will be provided by the Principal Contractor and their sub-contractors. No works will be able to commence without suitable RAMS having been provided and reviewed by the Principal Contractor for each activity on site.

The Principal Designer will plan, manage, and coordinate all health and safety matters during the pre-construction phase of a project. The residual risks identified by the Principal Designer, employed in connection with the scheme, will be circulated to the construction team prior to any works commencing on site.

The Principal Contractor will plan, manage, and coordinate health and safety during the construction phase of a project involving, or likely to involve, more than one contractor. Any contractor working on site must plan, manage, and monitor all work conducted by themselves and their workers.

All works are to have a risk assessment prior to commencement of any task within the construction boundary.

Prior to the works commencing the Principal Designer will notify the Health and Safety Executive (HSE) – Notification of Project (F10 form). A valid F10 will be on display both at the entrance to the site along with being displayed within the site welfare.

Any Accident, incident or near miss is to be reported to the site management team at once and works stopped until a report has been undertaken deeming the area / activity safe to recommence. RAMS may have to be updated. Any accident, incident or near miss is to be reported to the client by the Principal Contractor.

Health and Safety Law
What you need to know

All workers have a right to work in places where risks to their health and safety are properly controlled. Health and safety is about stopping you getting hurt at work or ill through work. Your employer is responsible for health and safety, but you must help.

What employers must do for you

- 1 Decide what could harm you in your job and the precautions to stop it. This is part of risk assessment.
- 2 In a way you can understand, explain how risks will be controlled and tell you who is responsible for this.
- 3 Consult and work with you and your health and safety representatives in protecting everyone from harm at the workplace.
- 4 Free of charge, give you the health and safety training you need to do your job.
- 5 Free of charge, provide you with any equipment and protection (clothing you wear, and masks if a properly looked after).

What you must do

- 6 Provide toilets, washing facilities and drinking water.
- 7 Provide adequate first aid facilities.
- 8 Report injuries, diseases and dangerous incidents at work to your Incident Contact Centre: **0845 300 9923**
- 9 Have insurance that covers you, in case you get hurt at work or ill through work. Display a hard copy or electronic copy of the current insurance certificate where you can easily read it.
- 10 Work with any other employers or contractors during the workplace or providing employees back to agency workers, so that everyone's health and safety is protected.

If there's a problem

- 1 If you are worried about health and safety in your workplace, talk to your employer, supervisor, or health and safety representative.
- 2 You can also look at our website for general information about health and safety at work.
- 3 If, after talking with your employer, you are still worried, phone our helpline. We can put you in touch with the local enforcing authority for health and safety and the Employment Medical Advisory Service. You don't have to give your name.

HSE helpline:
0845 345 0055
HSE website:
www.hse.gov.uk

Fire safety:
You can get advice on fire safety from the Fire and Rescue Services or your workplace fire officer.

Employment rights:
Find out more about your employment rights at:
www.direct.gov.uk

Your health and safety representatives:

Other health and safety contacts:

HSE
Health and Safety Executive
HSE is the UK's leading authority on workplace health and safety. We work with employers, workers and the public to prevent work-related injury, illness and death. We also provide advice and support to businesses and workers on how to improve their health and safety.

11. First Aid

Suitably qualified First Aiders will be in attendance on-site at all times of works. Sub-contractors will have to provide First Aid trained staff, who will clearly be identified by badges.

The Principal Contractor will follow the mandatory first aid requirements for a construction site, as covered in The Health and Safety (First Aid) Regulations 1981. An appointed person will always be on site and will maintain sufficient supplies to cater to the number of workers on site. The appointed person must always be on-site. The appointed person will be displayed on site on both the welfare cabin and at the entrance of site.

12. Construction Activities

Construction will be conducted in accordance with details, method statements, and risk assessments approved by the Health & Safety Consultant and in accordance with this plan. This plan has been based upon the Pre-construction information provided by the Principal Designer. Whilst the whole scheme has not been fully designed to construction level detail, and as and when the project progresses, this document is to be duly updated and resubmitted for approval by the local authority.

13. Risk Management

It is confirmed that the Contractors will use Risk Management Guidelines (RMG's) that have been established to improve the job specific assessment of risk and development of appropriate controls.

RMG's can be used to assist in the development of method statements; to take the place of method statements for straightforward minimal risk activities; used to check submitted method statements by specialist sub-contractors and to function as an agenda at pre-start meetings with contractors.

The basics surrounding Risk Management Guidelines are identification, analysis, and action. Before risk can be effectively managed, they must first be identified, described, understood, and assessed.

14. Pollution And Dust Control

The site will implement suitable measures to ensure minimal dust pollution, with the Principal Contractor overseeing the detailed measures to be implemented in this respect, which include the following:

- Ensuring that all relevant materials transported to and from site are in enclosed containers or fully sheeted.
- Ensuring stockpiles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions.
- Making sure all dust generating materials are adequately packaged.
- Keeping the loading drop heights of soil into lorries as low as possible.
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions.
- All dust control measures to be in accordance with the Health and Safety Executives (HSE) document CIS 36 and other relevant HSE guidelines.

15. Noise Vibration

The Principal Contractor will adhere to the key legislation on noise and vibration as detailed in the following documents:

- Control of Pollution Act 1974.
- Environmental Protection Act 1990 (ss 79-82); and
- BS 5228:1997 Code of Practice on Construction and Open Site.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating, and cooling) shall be designed, installed, and operated at noise levels that do not cause nuisance to the nearest adjoining residential units.

16. Neighbours and Contractor Access

Vehicular and pedestrian routes exist adjacent to the site and will need to be fully maintained during the works, including during deliveries. It is essential that any temporary works, including scaffolding and any excavations, accommodate the access requirement.

All footpaths and pavements are to remain clear and unobstructed unless a closure is formalised with the local highways department, via a suitable license.

Pedestrian's accessibility will be maintained along Martinique Way (in the vicinity of the site) with dedicated banksman directing traffic and pedestrians / cyclists when appropriate. Deliveries will be programmed to avoid peak periods at the start and end of each day. All staff and sub-contractors will be informed that on-site parking provision will be made on site. No contractor parking will be permitted on residential streets in the vicinity of the site. Parking areas will be clearly signed and monitored by the site manager. Parking for contractors, personnel, site operatives, and visitors will be provided within the Site Compound. If further spaces are required these will be provided near to the compound but will not be permitted on neighbouring streets.

Whilst limited Contractor parking will be provided on site, construction staff will be encouraged to use public transport where possible, with the nearest bus stops located within 5 minutes of the site's entrance, providing bus services in the peak hours of the day.

The nearest train station is Eastbourne and is located a 10-minute drive from the site, therefore a potential pickup route could be organised to transport operatives to and from the site.

Operatives will be encouraged where possible to commute to site by public transport, to reduce congestion within the surrounding roads. Construction traffic will access the site based upon East Sussex County Council's approved hours of working from Mondays to Fridays 08:00-18:00.

The number of vehicular movements associated with the construction site would vary throughout the day, with a concentration of light goods / car movements between 07:00 and 08:00 and at the end of the day between 16:00 and 18:00. Whilst a few of these trips would be single occupancy vehicles, it is anticipated that many contractors would car share with colleagues (where possible), which would help to reduce the number of vehicle movements on the local highway network.

Heavy goods vehicle movements will avoid peak periods (08:00-09:00 and 17:00-18:00) where possible, to ensure that impacts on the surrounding road network during school and peak commuter periods are minimised.

Where practicable, the Principal Contractor will use local companies to provide services such as supplies of materials, road transport, distribution facilities, and subcontract labour and plant. On site management of construction activities, such as stock piling, plus measures to reduce and consolidate vehicle travel, may further reduce the number of vehicle trips associated with the construction of the site.

17. Working Hours

Working hours for the construction period are to be restricted to those set out by the local authority and local planning authority.

Working hours are set out below with the exception to any excavation works which will not take place on a weekend or bank holiday:

- 8.00am to 6:00pm Mondays to Fridays.
- 9:00am to 1:00pm Saturdays.
- No works shall be conducted at any time on Sundays or Bank Holidays.

Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 Section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety).

The works manager / site supervisor will programme all construction vehicle trips such that none take place outside of the above hours. All suppliers will be informed of the site's hours of operation and any contractors arriving after the identified deadlines will be turned away.

18. Site Management

The appointed Principal Contractor, Construction Logistics Planning coordinator, and sub-contractors will be required to adhere to the management measures described in this section of this statement. It will be required that the contractors are members of the Considerate Constructors Scheme. The code of Considerate Practice outlines the Schemes expectations and describes those areas that are considered fundamental for registration with the Scheme. Considerate constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. The main objectives of the scheme are set out below:

- Care About Appearance: Constructors should ensure sites appear professional and well managed.
- Respect the Community: Constructors should give utmost consideration to their impact on neighbours and the public.
- Protect the Environment: Constructors should protect and enhance the environment.
- Secure Everyone's Safety: Constructors should attain the highest levels of safety performance; and
- Value their Workforce: Constructors should provide a supportive and caring working environment.

Site will be supervised by an appropriately qualified site team, permanently based on site when any constructions works are commencing. All management personnel will have attended a CITB SMSTS and hold relevant CSCS cards detailing out there training.

Site management will be responsible for ensuring every operative entering site has a site-specific induction prior to commencing activity. All inductions will be recorded and should any element of site change, operatives will be required to undertake a refresher induction familiarising themselves with any changes.

19. Contacts and Information

Out of hours contact numbers for the site management team are to be provided on the perimeter of the site for reference by the public and emergency services at all entrances to the site.

Contact details of the Construction Project Manager (CPM) will be displayed at the site should residents / members of the public have any concerns that they wish to raise. Relevant Officers at Eastbourne Borough Council and East Sussex County Council (ESCC) will be issued with the above details after the contract is awarded. Any issues raised relating to the construction works will be taken seriously and will be addressed promptly by the CPM.

Safety signs and notices will be displayed at all access and egress points as well as at suitable locations across the site. Such boards will display the project particulars, contact details of

relevant persons (including telephone, email and postal address), site access and egress procedure, site rules, emergency procedures, and health and safety information.

The Principal Contractor will make sure that work vehicles cause minimal obstruction or inconvenience to the operation of the local public roads and residents, by strict adherence to the measures set out in this Plan.

Site management will be responsible for seeing that all plant and materials are stored safely and securely after the workday ends.

20. Pre-Commencement

There are several pre-commencement activities that require discharging prior to commencement of the demolition phase:

- Prior to commencement of construction, a plan showing the location of the works shall be submitted to and approved by the local planning authority, which may be amended with the prior written approval for the local planning authority. This is expected to form part of the detailed Construction Management Plan condition.
- No operations shall commence on site in connection with the development hereby approved until a scheme for the protection of the existing trees, shrubs and hedgerows, that are not proposed for removal, has been submitted to, and its installations on site have been approved in writing by the local planning authority. As above, this is expected to be agreed via condition.
- The developer must contact the Councils chosen AEMP supplier on commencement of construction to facilitate the monitoring process.
- Prior to use of machinery, plant or equipment at the development shall be mounted with proprietary anti-vibration isolators, and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.
- Prior to commencement of the development on the site, an ecological mitigation, compensation, and enhancement plan for the site shall be submitted to and agreed in writing with the local authority. This is expected to be agreed via condition. Preliminary details are contained within the Preliminary Ecological Appraisal, submitted with the planning application.
- Applications for the removal and or the making safe of all mains services.
- Any pre commencement planning conditions will need to be submitted and discharged prior to any commencement, subject to the detailed planning consent, in due course.
- It is essential that all the necessary Contractors insurances are in place, and a detailed schedule of condition recorded for the surrounding properties and highways.

21. Construction Materials

The detailed nature of the construction is currently being developed however the following can be assumed:

- Masonry, render or cladding facade.
- Concrete foundations
- Concrete and light gauge steel frame, with suitable infills to the façade.
- Concrete floors – insitu or pre-cast
- Flat roof membrane or application.
- Prefabricated metal balconies.

Given the nature and scale of this building it is anticipated that shallow traditional foundations will be sufficient. The design of the foundations has yet to be determined and detailed.

Noise and dust control should continue for the duration of these works, together with a commitment to prevent litter or waste outside the site boundary.

It is essential that adjacent stakeholders are consulted regarding deliveries and any specialist activities, such as crane lifts.

The use of tower and mobile cranes will be required during the works. Lifting plans will need to be approved by the appointed Principal Contractor, together with any logistical requirements as and when these prove to be necessary.

22. Construction Management Measures

General

The Principal Contractor, and by delegation any site supervisor, will take ownership of the final / approved Construction Management Plan and will ultimately be responsible for implementing the measures set out therein. The site manager will contact Highways Officers at ESCC prior to commencement of works to agree any final matters relating to the construction.

Vehicle Call-up Procedure

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to and prevent more than one delivery vehicle accessing the site at any one time. Drivers will be required to contact the site 30 minutes before arrival to ensure a clear space exists.

Co-ordination with Council Refuse Collection

The Principal Contractor, all sub-contractors, and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

Construction Traffic Trip Timings

The Principal Contractor will programme all construction vehicle trips such that none take place outside of site operation hours, as listed in the working hours. All suppliers will be informed of the site's hours of operation and any contractors arriving after the identified deadlines will be turned away.

Wheel Washing / Highway Cleaning

Given that construction vehicles will enter the site itself, it is accepted that a wheel washing facility will be required at all points of egress from the site. Any mud or debris that might find their way onto the public highways will however expeditiously be removed by a dedicated member of the Principal Contractor's staff.

General Management

The following general measures will be in place:

- All parties to sign in & out (name / time) at main entrance.
- A daily record of visitors will be kept on site.
- Deliveries to site will be restricted between the hours of 08.00 to 18.00 from Monday to Friday and 08.00 to 13.00 on Saturdays.
- Trade Contractors are to submit material delivery requests to the Construction Project Manager a minimum of 24 hours in advance.
- The Principal Contractor, once appointed, is to consult with all sub-contractors to inform them of the agreed vehicle routes to and from the site.
- The Contractor is to notify all suppliers that no waiting or queuing is permitted on local roads.

- No vehicles will be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the Contractor.
- A banksman will be provided to manage all loading activity. The banksman will additionally, be tasked with ensuring that pedestrian's access can be safely provided whilst works are taking place.
- The Principal Contractor is to provide evidence of recycling by means of a waste data receipt / form, which will be forwarded on to the Client.
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

Pollution and Dust Control

The Principal Contractor will be required to take all necessary measures to avoid creating a dust nuisance. The Contractor will, in this respect, adhere to relevant guidance relating to dust control set out in the following documents:

- 'The Control of Dust and Emissions from Construction and Demolition; Best Practice Guidance' (2006) – GLA.
- 'Controlling particles, vapour, and noise pollution from construction sites' (2003) – Building Research Establishment.

The Contractor will strictly follow the dust controlling measures set out below:

- Water based dust suppression practice will be followed.
- No dry sweeping of large areas will be allowed.
- Public roads and access routes will be kept clean, using wet sweeping methods.
- No burning of waste materials will take place on site.
- All dust control equipment will be maintained in good condition.
- All vehicles carrying loose or potentially dusty material will be fully sheeted.
- Bulk cement and other fine powder materials are to be delivered in enclosed tankers and stored in silos.
- Any mixing of concrete is to take place in designated areas (enclosed or shielded).
- Materials with the potential to produce dust will be stored away from site boundaries (Where practicable).
- Sand and other aggregates will be stored in bunded areas.
- Material stockpiles will be sheeted, sealed, or damped down.
- Water suppression will be used during demolition operations.
- Rubble chutes and conveyors will, where reasonably practicable, be enclosed.
- Drop heights from conveyors, loading shovels, and hoppers will be minimised.
- The frequency of site inspections, when activities with a high potential to produce dust are being conducted, will be increased.

Noise/ Vibration

The Principal Contractor will monitor and control levels of noise and vibration from the site as far as is reasonably practicable, so that residents and other sensitive receptors are protected from excessive noise and vibration levels arising from construction activities. The Principal Contractor will apply Best Practical Means (BPM), as defined under Section 72 of the Control of Pollution Act (COPA) 1974, to all activities.

A variety of measures will be used to minimise the noise levels at the site, including:

- Coordinated delivery times and efficient traffic management, to prevent queuing of traffic accessing the site.

- Ensuring all plant has sound reduction measures (mufflers, baffles, or silencers).
- Utilising construction techniques that minimise the production of noise.
- Utilisation of acoustic hoarding as appropriate.
- Strict adherence to the site working hours.
- Implementing an action plan where noise levels exceed acceptable levels.
- Positioning plant away from properties.
- Machines not in use will be throttled down to a minimum.
- Cutting operations will be kept off site as much as possible by pre-fabrication.
- Localised shrouding of plant in accordance with BS5228.

Periodical noise surveys will be conducted at perimeter of the site and the findings will be recorded.

Waste Management

As the site is not constrained, it is planned to segregate all waste on site, prior to any transfer to the designated waste site, which will decrease the likelihood of waste being improperly disposed of.

It is essential that any skips or waste storage is covered when retained on site and not allowed to spread to the highway or neighbouring properties.

Washdown of any vehicle or concrete lorries is to take place off site and in an approved location.

Any hazardous or special waste from the demolition process is to be removed by a suitably licensed contractor, as required, and in accordance with the current HSE guidelines.

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Promoting reuse, recycling, and recovery of waste, rather than disposal.
- Monitoring disposal, re-use, and recycling of waste by keeping a full audit trail of waste removed from the site (in accordance with Waste Duty of Care regulations).
- Increase environmental awareness of the workforce and site management.
- Containers will be clearly labelled for segregated waste streams.
- Storage will take place in appropriate areas to prevent material spoilage and contamination.
- Volatile materials will be stored in appropriate containers within secure compounds, in accordance with good site practice and regulatory guidelines.
- Waste generated will be taken to a local recycling centre / outlet.
- A waste estimate template should be used to record estimates of the levels of re-use, recycling, and recovery of waste at the site.

The Construction Project Manager will deal with any complaints from residents and businesses. To this end, contact details of the Construction Project Manager will be displayed at the site.

The CPM will also review the CMP and will update the Plan as required. This will consider residents, businesses, and Council views on how the operation may be improved. Any significant changes to the CMP will be reported to the local council by the Principal Contractor. It is highlighted that the Principal Contractor will be a member of the 'Considerate Constructors Scheme.'

23. Traffic Management and Logistics Plan

The site is located on Martinique Way, within Eastbourne. The site is bounded by residential properties. A plan of the site location shown above as Existing Site Plan.

Vehicle and pedestrian access to the site is from Martinique Way via the existing site access. The local road network is well supported by footways and pedestrian crossing facilities. The size of vehicles servicing the development shall be monitored throughout the project. Construction traffic will only be allowed to enter site from Martinique Way via the roundabout from either Atlantic Drive or Prince William Parade.

It is essential that a detailed traffic management and logistics plan is provided by the appointed principal contractor, prior to commencement.

Routeing information will be supplied to all contractors / suppliers at the site. Records of correspondence with suppliers relating to the agreed access routes will be maintained, so that in the event of non-compliance in this matter, suppliers will be held accountable.

The objectives of this plan will be the following:

1. Lower emissions.
2. Enhance safety - Improved vehicle and road user safety.
3. Reduce Noise and Inconvenience for our neighbours.
4. Reduce congestion - Reduced trips overall, especially in peak periods.
5. Reduce waste.

To achieve these objectives the following assessment should be made as part of the traffic management and logistics plan, by the appointed contractors in due course:

- Encouraging construction workers to travel to the site by non-car models.
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods.
- Pre-communicate the designated access roads and entrance to site to the contractors and suppliers.
- Establish robust traffic marshalling to prevent disruption to neighbours.
- Encouraging the use of greener vehicles.
- Encouraging the reuse and recovery of materials.
- Managing the on-going development and delivery of the CLP with construction contractors.
- Communication of site delivery and servicing facilities to workers and suppliers.
- Encouraging the most efficient use of construction freight vehicles.

Deliveries and site access will be by the main approved arterial roads.

The plan also indicates the site boundaries including the extent of the footways, carriageways, and other buildings. The appointed contractors, when procured, will be required to continue with the neighbouring developer sites, which will also have a significant impact on the objectives of the Traffic Management and Logistics Plan.

Given the restricted access to the site it is essential that the appointed contractors provide a suitably trained and qualified operative to manage all aspects of the deliveries to site and to coordinate all traffic management, movements, and any required licenses to access the site.

An indicative list of the types of vehicles that will service the construction works is provided below:

- Skip Lorries – approximately 6.2 metres long, 2.3 metres wide and 3.7 metres high.
- Large Tipper – approximately 10 metres long, 2.4 metres wide and 2.9m.
- Concrete Mixer – approximately 8.4 metres long, 2.4 metres wide and 4m high.
- Articulated Lorry – approximately 16.5 metres long and 2.5 metres wide; and,
- 7.5t Box Van – approximately 4 metres long and 2 metres wide.

The above list of vehicles to access the site will be updated following the appointment of a Contractor and determination of the construction programme.

If any damage occurs to the kerbs or footpaths leading to the entrance of the site because of construction vehicles, the applicant will ensure all damaged kerbs and footpaths are reinstated to its original state when construction of the site has been completed.

24. Principal Contractor Responsibilities

On appointment, the Principal Contractor will be fully responsible for providing all the following information within their Construction Health and Safety Plan.

- Site Management and Resourcing.
- Site Set up.
- Traffic and Logistics Management.
- Waste Management.
- Environmental Controls.
- Emergency Planning and Response Procedures.
- All Health and Safety RAMS and Construction Phase Plans, to meet their requirements under the CDM Regulations 2015.
- Considerate Contractors Scheme Registration.
- Stakeholder and neighbour communication and coordination plan.
- It is recommended that the scheme is registered for the Considerate Contractors Scheme.
- Produce an emergency plan, for inclusion in the Construction Phase Plan. This is to include responses to required events, site accidents, fire, or security.
- Compliance with the local authorities Code of Construction Practice.

It is essential that the Principal Contractor is selected based on their capacity, capability, and proven record of successfully completing projects of a similar quality, size, and complexity, together with their price.

25. Development Programme.

The following preliminary assessments have been made on the construction activities:

- Main Contractor lead in – 12 weeks
- Site strip – 2 weeks
- Construction – 90 Weeks

These are subject to the detailed design and specification, and the relevant contractor's program to be confirmed in due course. The relevant contractor will consult with residents and businesses when and where necessary, to ensure that these stakeholder groups are aware of the programme of works taking place. The construction of relevant blocks / areas of site will be split up into separate phases and are still to be confirmed.

It is anticipated that the phases below will be undertaken subject to confirmation from the Principal Contractor, which will be updated in due course once they have been appointed. The estimated phasing at the site is provided below:

Phase 1: Site Establishments.

Phase 2: Lower Ground Floor Bulk Excavation.

Phase 3: Foundations and Substructure.

Phase 4: Superstructure (steel frame, concrete floors, cladding, roof).

Phase 5: M+E services and fit outs.

Phase 6: External works.

Phase 7: Final finishing, commissioning, and snagging.

Phase 8: Clear-up and landscaping.

The programme will be updated with the dates envisaged for each phase of works once a contractor has been instructed and the date for work to start on site has been determined. Details of the construction programme are yet to confirmed. Following confirmation, relevant details for each phase of the construction period will be updated and circulated to the relevant parties. The programme will be updated with the dates envisaged for each phase of construction following planning approval.

The construction site will be made secure through hoardings and lighting, site welfare and offices facilities and measures will be put in place to reduce construction activity impacts on the environment and surrounding roads. A plan of the site set-up / construction layout will be updated.