



CONSTRUCTION, ENVIRONMENT & MANAGEMENT PLAN



*New Community Buildings
Eastbrook Manor Community Centre
West Road
Fishergate
Brighton and Hove
BN41 1QH
(Portakabin Project Ref 400016969)*

Revision Sheet

Version	Date	Changes
1.0	22 th Dec 25	First Issue
2.0	23 rd Feb 26	Note regarding mitigating flooding during construction added
3.0		
4.0		
5.0		

Approval

Version	Author		Reviewed / Authorised	
	By	Date	By	Date
1.0	S Waddell	22 th Dec 2025	D Buckell	22 th Dec 2025
2.0	D Buckell	23 rd Feb 2026	S Waddell	23 rd Feb 2026
3.0				
4.0				
5.0				

Extract from the Planning Decision Notice: AWDM-0759-23 Condition 4

6 Construction Environment Management Plan (CEMP)

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

*the anticipated number, frequency and types of vehicles used during construction;
the method of access and routing of vehicles during construction;
the parking of vehicles by site operatives and visitors;
the loading and unloading of plant, materials and waste;
the storage of plant and materials used in construction of the development;
the erection and maintenance of security hoarding;
the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
Access arrangements from the public highway, including temporary accesses and alterations to existing accesses;
details of public engagement both prior to and during construction works.*

Reason: In the interests of highway safety and the amenities of the area

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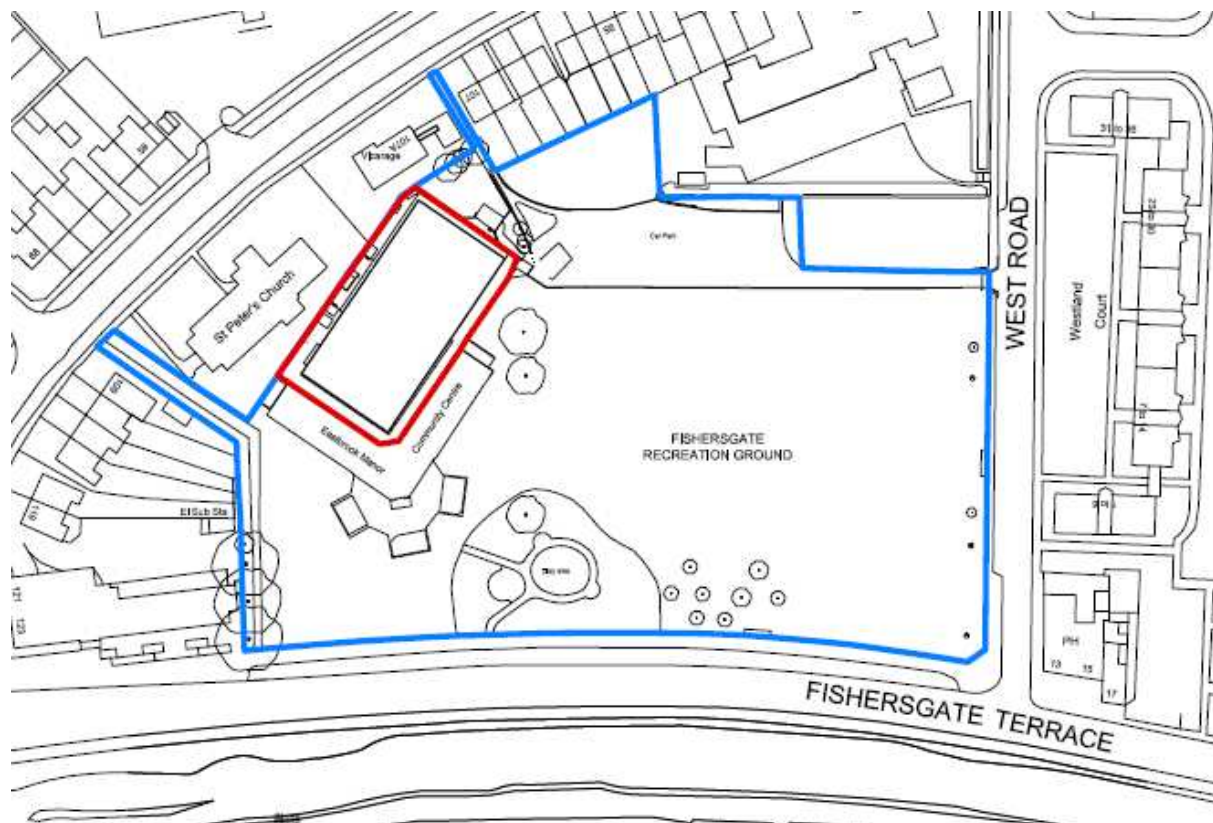
Introduction, Overview & Phasing

This Construction Environment Management Plan (CEMP) has been developed in the interest of highway safety and to mitigate the impact of this project on the surrounding road network, road infrastructure and local residents, particularly at peak traffic times.

This CEMP also outlines the site phasing plan and plan for the operative welfare/office provisions during the various construction phases.

This plan refers to the development at the site of the current Eastbrook Manor Community Centre which will remain in use during the construction of this project.

The site is located within a public park area, Fishergate Recreational ground and is well used by local visitors and residents. The open space is utilised by walkers and other pedestrians and the park also features a children's play area which is separated by a secure fence. The main vehicular access is from West Road to the east of the site and there is a public car parking area to the north of the site which features a maximum height barrier providing some security.



The current building on site is the Eastbrook Manor Community Centre. The building functions as a community centre which is mainly staffed by volunteers and offers flexible accommodation within to be used for hire by local groups. These include baby groups, pensioner meetings as well as various hobby groups. Generally the building is well utilised during daytime hours.

The community centre building was reduced in size in 2013 where a section of the building at the corner of the 'L' shape was demolished and the space given over to hard landscaping.

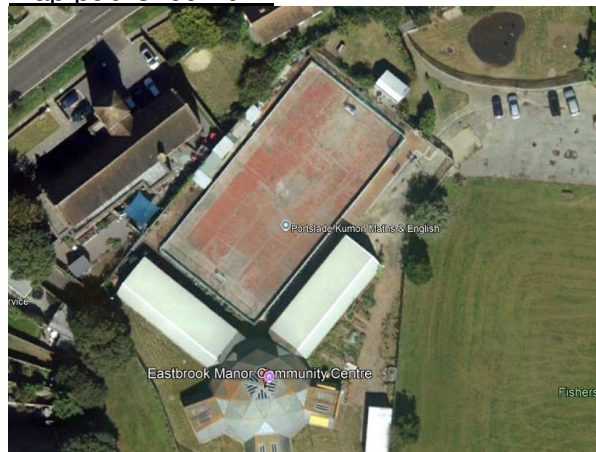
The reason was due to this part of the building being in a state of disrepair and the remainder of the building was modernised during this time.

Historically the property featured various small structures surrounding the sports pitch which can be seen in historical mapping.

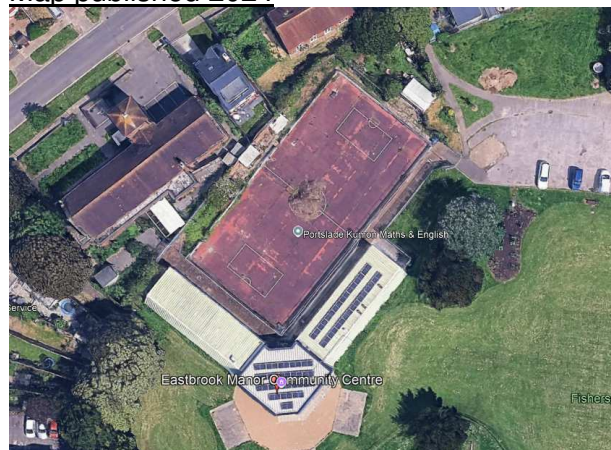
Map published 2021



Map published 2012



Map published 2024



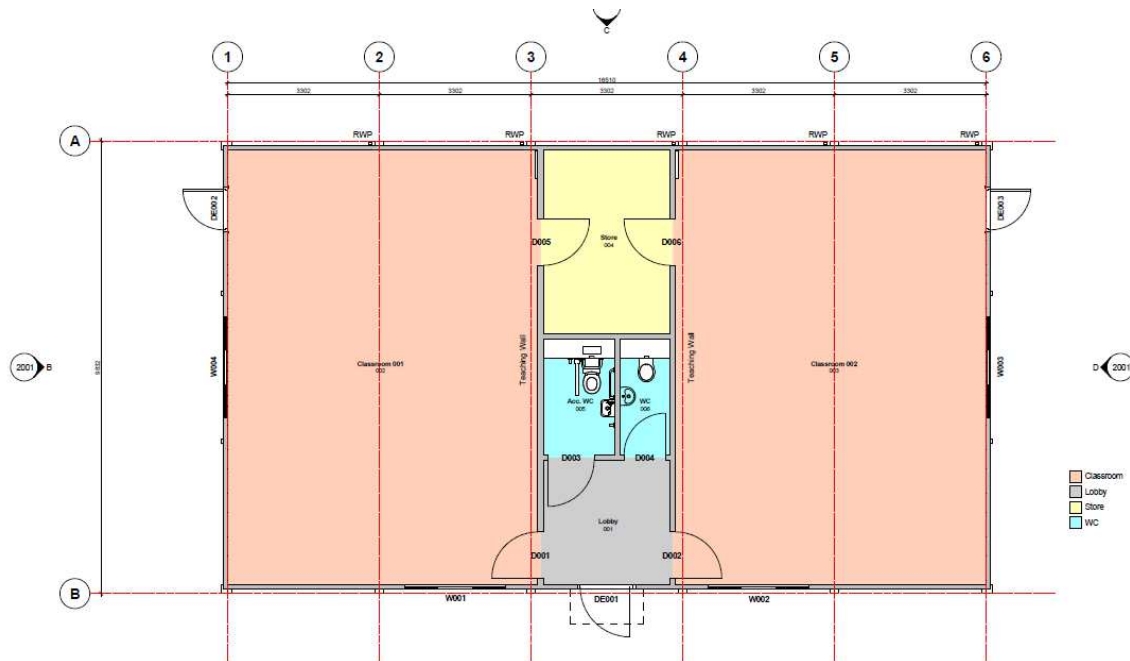
Source: Google Earth

Phase I and II Geo-Environmental surveys have been compiled by the client and contractor as well as a Preliminary Ecological Assessment.

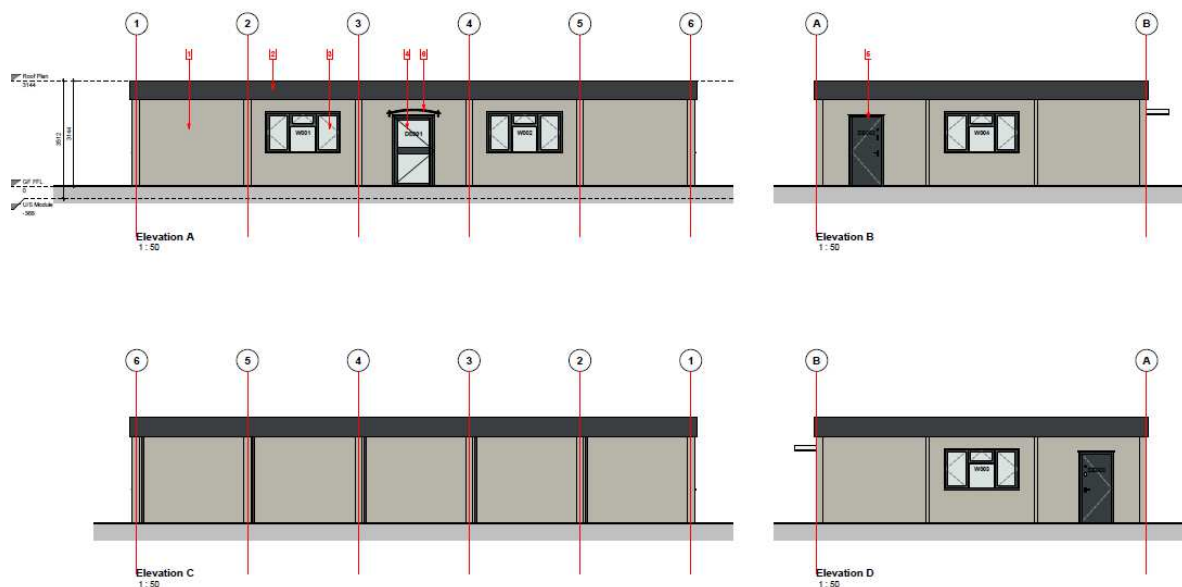
Copies of all available survey information will be kept by the Principal Contractor on-line and can be accessed from site.

The new scheme will be Traditional and Modern Methods of Construction (MMC) meaning that the superstructure will be made from a volumetric modular construction, these modules are built off site, fitted out, transported and craned into position and the substructure built traditionally. It is built up of 10Nr UK093 9.5m x 3.3m Portakabin “Ultima” modules arranged in two blocks giving a total internal floor area (GIFA) of 313m²

Internally each block will contain two equal size classroom or community room spaces separated with stores and WC's. The buildings will be accessed via a central door with a level threshold creating a fully accessible entrance.

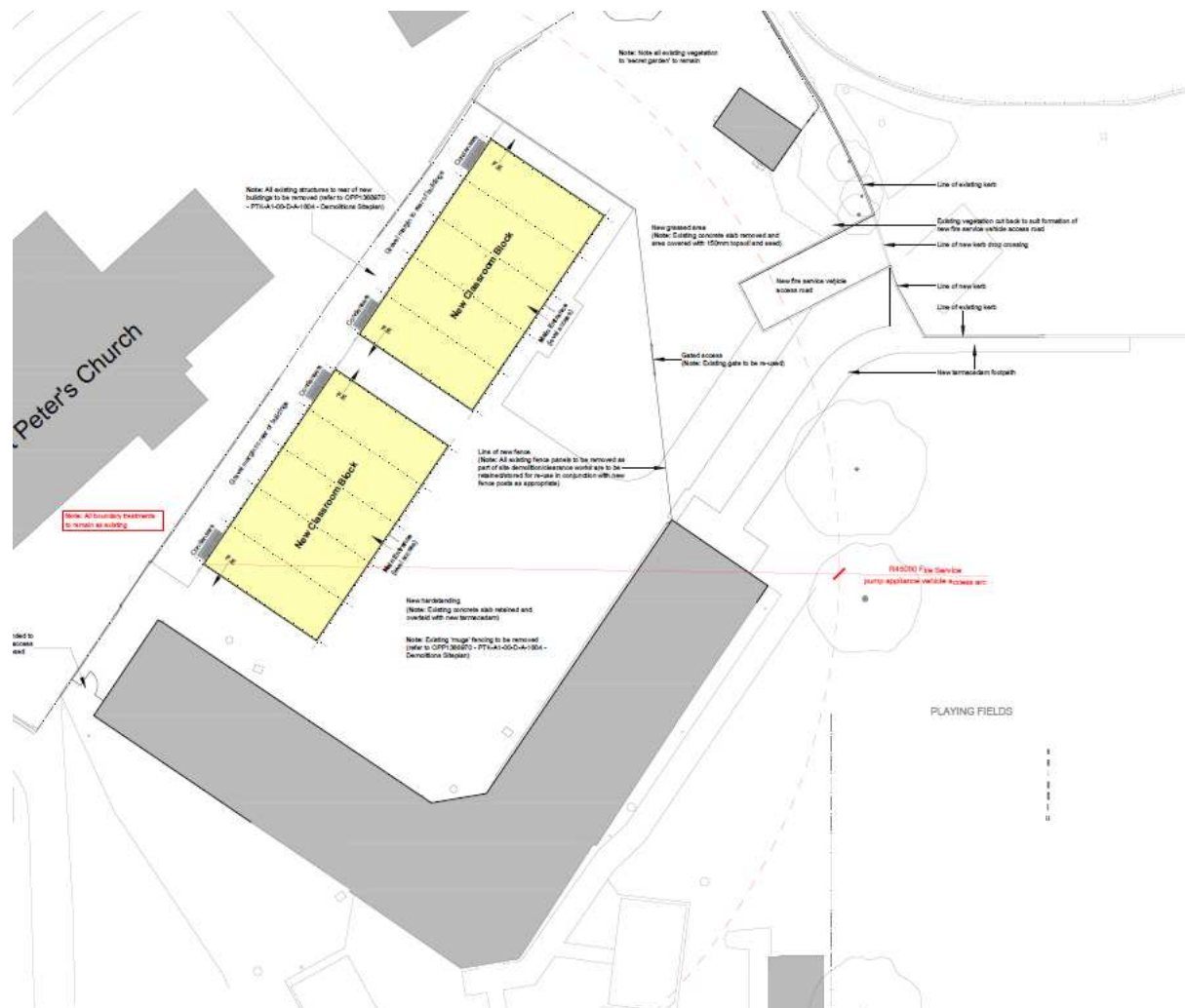


The module finish is a grey HPS steel with painted columns and dark grey aluminium framed windows and doors. Escape doors to the side elevations elevation are dark grey steel. When viewed from above the roof panel is white polyester coated steel.



Associated external space including the utilisation of the existing public car park with improved pedestrian access via a new footpath to the existing community centre building. Space for a fire appliance bay will be constructed off the car park area.

The proposed buildings will be located within the MUGA area of the facility, currently disused. A new landscaping scheme includes replacement of the existing paver surface and new tarmac area. New grass will be added and all existing fencing removed and relocated within the site.



Within the overall scheme provision for new utility supplies will be taken from the existing building and all connections made within the site ownership boundary.

Temporary Surface Water Arrangements

To minimise any risk of flooding during the building work, the drainage will be phased such that the soakaway and below ground SW drainage will be installed prior to the buildings being landed such that they can be immediately connected to the drainage system thus disposing of rainfall immediately to the soakaway.

The works will be phased over the programme, broadly the phasing is:

Initial Site Set Up	February 2026 • Full sign-over of possession from client/user team • Form temporary access to retain use of the existing building • Establish initial compound with standalone office/welfare • Isolate services • Erect Heras fencing to site perimeter and create gated entrance off car park
Phase 1: Demolitions	February 2026 • Soft strip of building internals (small structures) • Removal of buildings (small structures) • On site separation of arisings into separate Ro-Ro bins to take off site • Grubbing up of existing foundations
Phase 2: Substructure	February 2026 • Reduced levels • Foundations and drainage works
Phase 3: Superstructure & Externals	March / May 2026 • Modular delivery and crantage • Continued fit out • Service connections • Low level skirt detail / surfacing to externals • Remaining external works and clean imported soils • Line markings and external fencing

Phasing plans are listed at the end of this document and show how the site progresses in size and complexity through the project.

In accordance with the Planning notice:

SITE OPENING HOURS:
MON – FRI 8.00AM TO 6.00PM
DELIVERIES PERMITTED 8.00AM TO 4.00PM
SATURDAYS 8.00AM TO 1.00PM (AS REQUIRED)
SUNDAYS & BANK HOLIDAYS (NOT PERMITTED WITHOUT WRITTEN PERMISSION)

1. Site Access Strategy

In the construction phase all gates will be under the control of the Portakabin site management team and will be kept secure when not in use – a “key operative” will oversee vehicles entering and leaving site.

To assist with logistics planning a delivery board will be maintained by the site manager and regularly updated by all of the supply chain, this will co-ordinate loads above transit-van size.

Deliveries will be permitted between 8.00am and 4.00pm unless otherwise specially “booked in” and of a business critical nature.

A temporary site entrance will be formed in from the car park area accessed from West Street.

This temporary access point becomes the final entrance / exit point for the vehicles attending the centre on completion of the works complete. There are no s278 works associated with this project nor installation of further dropped kerbs or tactile paving. Car park remains “as is” but will be subject to a dilapidation survey prior to taking possession.

Pedestrian Access

Pedestrian access for any site operatives will be via the local and then through a dedicated self-closing pedestrian gate (as shown above to the right of the vehicle gates). This door will be controlled by a lock and leads directly to the site accommodation therefore segregating vehicles and pedestrians.

“Caution – Site Entrance” signage will be placed on the footpath on the approaches from both sides.

The Heras fencing will have on it H&S signage, emergency contact details and a residents information board.

Construction Traffic Access

Construction traffic on this project can be classified as follows:

- Regular site traffic: operatives cars, vans who will regularly be based on site.
- Regular small deliveries: these are couriers and the like who will be in small vans / cars who will not stay on site for more than ½ hour.
- Regular large deliveries: these are articulated or rigid lorries that make regular deliveries and / or removals from site. E.g. builders merchants, muck away, aggregate deliveries, tarmac wagons.
- Exceptional large deliveries: are the modules themselves which are classified as abnormal loads and will be routed/escorted and notified to the Police.

Hauliers are generally selected from our approved list with FORS (Fleet Operators Recognition Scheme) Silver and CLOCS (Construction Logistics and Community Safety) qualifications being considered.

In addition there will be occasional visitors who will be accommodated in the compound areas

Once on site vehicle drivers will be handed a Safety Instruction leaflet outlining their responsibilities whilst on site. Marshalling and offloading will be supervised by the Key Operative who will ensure the Portakabin Standard Operating Procedures (SOPs) will be followed for off loading – any vehicle requiring the driver/operator to stand on the load / bed will require edge / fall protection. Any vehicle without this will be refused access until a safe system of work is identified.

All traffic will access the site via West Street either turning left into the site entrance . The site is not large enough to implement a one way in/out system except for small vans/cars. As such larger vehicles will either drive in/reverse out or reverse in/drive out. The reversing of vehicles will be supervised by qualified vehicle banksmen or traffic marshals.

The routing for the module deliveries (exceptional large deliveries as noted above) is:

- York Head Office
- Travel south, route TBD
- M23 onto A23
- A27 west
- A293 onto Old Shoreham Road
- Left onto Church Road
- Right onto Fishergate Terrace
- Right onto West Street
- Left into car park

This will be confirmed once load movement orders are submitted and is subject to a final haulier survey.



This operation would be carefully planned and we would propose some additional parking restrictions for the crane duration (approx. 1 week in mid March 2026) along West Street approx. 30 metres to assist with “turning in”. An application will be made in due course by our specialist traffic management company this would restrict parking to allow vehicle manoeuvres.



This is purely for the module delivery period and more detailed route planning and approvals from Adur and Worthing Highways/Highway England and the Police will be gained.

In addition to the above we would utilise additional management to:

- Provide appropriate warning signage, “caution construction traffic”, “vehicles crossing” etc.
- Use of appropriately trained, qualified and certified banksmen for guiding vehicles and to manage pedestrian movements passed the site entrance during vehicle unloading.
- Portakabin employ specialist Traffic marshals during the module installation, these trained operative will marshal the vehicles into site and co-ordinate any pedestrians along the designated routes.

Communication regarding any large deliveries or collections is key and will be made either directly with local community, by use of notices, and letters posted to the individual properties and the use of traffic management companies

The Site Manager will arrange for deliveries and collections made by heavy goods vehicles to be at pre-designated times and to be supervised by a competent person on arrival at site.

Waste produced from the demolition of the existing small structures will be loaded into roll on roll off skips and removed from site. All other arisings will be loaded onto tipper vehicles for removal.

2. Environmental Management

Land Contamination & Groundwater

These works will involve a number of activities that will produce emissions into the air and be dust creating. In view of the environmental setting, current and potential future land use of the site and surrounding sites, the potential receptors for any contaminant impact are discussed in the table below:

Receptor	Site Specific Description
Human	Future site users, construction workers involved in the site redevelopment, and those working and living in the surrounding area have the potential to be at risk from exposure to potential contaminants of concern (CoCs).
Groundwater	The underlying geology comprises as Head (clay, silt and sand) in the western end of the site and River Terrace Deposits (clay, silt, sand and gravel) elsewhere, overlying bedrock of chalk.
Surface Water	The site is not shown affected by surface water flooding but is at risk of groundwater flooding.
Flora and Fauna	The proposed development includes the provision of soft landscaping. Existing soil sampling have assessed the soil to be inert.
Buildings & Infrastructure	Subsurface structures are not known to be present, There is a 200mm depth concrete slab across the site.
Adjacent Land	Given the nature of the site derived contaminations of concern, adjacent properties (including private residential dwellings) are not considered to be at risk.

Where contaminants may be present in soil, there are a number of potential pathways that enable human receptors to come into contact with or be exposed to them. Considering the site use and environmental setting, and proposed land use, the following plausible contaminant linkages have been identified.

Source	Pathway	Receptor
Contaminated soil	Direct contact and inadvertent ingestion by eating or smoking with dirty hands	Construction workers during redevelopment & site users
	Inhalation of fugitive dusts	
	Ingress / diffusion through permeable potable water supply pipes	Site users
	Direct uptake via root systems	Plants
	Direct contact	Buried infrastructure

Other contaminant linkages are:

A review of the test results indicates there are detectable concentrations of Heavy Metals and Metalloids, Polycyclic Aromatic Hydrocarbons (PAHs), and Total Petroleum Hydrocarbons (TPHs). However, there are no exceedances of the assessment criteria when the contaminants are compared against the Commercial Assessment Criteria.

A Tier 1 assessment of the results of the chemical analysis on the representative soil sample has been made using the LQM/CIEH "Suitable 4 Use Levels" (S4ULs) 2015. The S4ULs are intended for a 'Intervention Values' for risk assessment and are based on the regulatory framework for assessing risks to human health in relation to land use. They are calculated by considering the intended land use of the Site, standard soil parameters (pH, organic matter content and grading) and depth from which the soils have been taken. The sample was screened for Asbestos also.

No asbestos was detected in all the samples tested including a sample of the MUGA surface.

Geotechnical/Environmental Engineers:

 KNAPP HICKS & PARTNERS LTD CONSULTING STRUCTURAL, CIVIL & GEOTECHNICAL ENGINEERS	Prospect House 1 Highpoint Business Village Henwood Ashford Kent TN24 8DH Tel: (01233) 502255 Fax: (01233) 643250
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If needed Portakabin Limited's asbestos specialists are:

 LucionServices Protecting people and planet	<i>James Beaumont</i> Account Manager James.beaumont@lucionservices.com 03455 040303 07843 597867
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To manage the risk of contamination a site Discovery Strategy will be implemented. This will be placed in the site induction and supported by regular toolbox talks and posters on site noticeboards.

What to do in an emergency or finding damaged ACM's

Asbestos in materials isn't always obvious. It may be within materials but it will 'take up' the colour of the material it is mixed with, or painted covered etc if you're not sure, the building owner or your employer needs to get it checked out!

Don't assume there will always be warning labels or signs. There could be undiscovered or hidden asbestos in buildings you work on. The following flow chart gives you a guide on what to do if you uncover or damage any material, which may contain asbestos. In any event:

- ✓ STOP WORK IMMEDIATELY
- ✓ FOLLOW THE FLOW CHART
- ✓ PREVENT THE SPREAD OF ASBESTOS
- ✓ KEEP DUST LEVELS LOW
- ✓ CLEAN UP DEBRIS AND DUSTS

Typical on-site emergency procedure

If you accidentally disturb or damage suspected materials, then the following detailed procedures can be considered.

Intrusive works in the immediate area of the impacted ground will be suspended and the continuation of work in other areas of the site will be considered within the context of the site specific CPP

- KH will be contacted and appraised of the situation so that arrangements can be made to characterise the impact and determine what action may be necessary in addition to the scheduled site works.
- digital photographs of the impacted ground will be taken and emailed to KH
- It may well be necessary for KH to attend site to undertake visual inspection and obtain samples for field and/or laboratory analysis, although the actions taken will be dependent on the nature of what is encountered
- In cases where KH consider the unforeseen contamination likely to pose a significant risk of significant harm to adjacent site users or local environmental receptors, the local authority and the Environment Agency will be informed of the situation and the actions being taken
- Once appropriate action has been agreed and undertaken, a written summary will be produced by KH for submission to the Local Authority, (and where relevant, the Environment Agency) in accordance with planning requirements. The submission will include details of work undertaken, analytical results of investigative and validation samples obtained and conclusions and recommendations for any further actions considered necessary
- Where regulatory bodies have been involved, site works should only recommence following their agreement and in all cases should only recommence when the site manager considers it safe to do so within the context of the site specific health & safety plan.

Good welfare facilities will be provided to allow for clothing to be changed and for regular handwashing.

Dust Control & Suppression

The surveys do indicate the suitability of the soils for conventional spread (pad) foundations bearing on the underlying cohesive soils of the Till. Above that is made ground but is still cohesive. With this in mind a simple dust emission magnitude summary gives information as follows.

Activity	Potential Dust Emission Magnitude
Earthworks	Medium
Construction	Medium
Trackout	Medium

In summary the dust emission magnitude for the site is **Medium** once factored with both human and ecological receptors this can be reassessed against the effects of nuisance soiling (dusty surfaces, etc) and that on human health. The summary of impact is therefore:

General phases of build	Risk of Impacts
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(concurrent over all specified Phasing Plans)	Nuisance Dust Soiling	Human Health
Earthworks	Medium	Low
Construction	Medium	Low
Trackout	Medium	Low

It is also worthy of note that the development works are scheduled for Spring and so the likelihood of prolonged dry and hot weather conditions are not expected. The works phasing plans only expose new soils after demolition and as the existing tarmac is cut back. Hard surfacing will be introduced as soon as practicable to reduce exposed undeveloped areas.

Therefore the site will implement mitigation measures which will reduce this impact further to a less significant level. In line with the Institute of Air Quality Management (IAQM) recommendations dust mitigation measures will be implemented as follows:

- 1 A 5 mph speed limit will be imposed across site to minimise the amount of dust generated by the movements of site traffic.
- 2 In addition, as and when required we will utilise a towable water bowser with hose sprinkler system as suppression on dry and dusty days. The water used in this operation will be minimal and will not require any form of drainage. Nor will it be of sufficient quantity to cause any issues to existing water courses.
- 3 All muck away wagons will be fully sheeted prior to leaving site to minimise the risk of any mud spilling onto the highway.
- 4 Vehicles will be switched off when not in use to avoid unnecessary idling.
- 5 Cutting / grinding will have dust suppression / extraction fitted.

During demolition there is a risk of nuisance particles of broken solid insulation. Separate labour will be allocated to collect and bag this. The site also has a solid hoarding so that should prevent larger pieces/particles leaving the site boundary.

In addition to the above the site manager will undertake on and off site inspections to monitor dust, this will be logged in a site record and also list any exceptional incidents and / or complaints.

Smoke

Burning of materials is prohibited on all Portakabin Limited construction sites.

Wheel Washing

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. We will ensure that provisions are made to minimise the transfer of site debris onto the public highway. The layout of the site does mean that there is good hardstanding (i.e. tarmacked road and existing car park) so most vehicles will not be transferring from unmade to made ground. Plant moving on unmade

ground will not enter the public highway unless on transport vehicles that themselves remain on good ground. Should any debris be tracked around the immediate area then this will be wetted / brushed up immediately.

Mud Risk Assessment:

Plant transferring mud from site to external highways	NEGLIGABLE
Plant transferring mud from site to compound	LOW
Vehicles transferring mud from compound to road network	VERY LOW

The site size does not permit a self contained wheel wash station. A dedicated wheel cleaning area will be set up within the site compound / car park area.

Should there be arisings on wheels then a power washer (either mains or bowser fed) will be kept near the work area gates to clean this down before going onto the road network. This will be monitored by the Site Manager and Key Operative. Washdown will be kept to a minimum with SW drains being protected/monitored.



When required a road sweeper will be called in to sweep the immediate area and/or gullies and interceptors cleaned.

Noise

The operations undertaken during this programme of works may periodically generate high levels of noise, however and where practical, suitable controls will be put in place to ensure noise generation is either eliminated or reduced to an acceptable level for Operatives, Contractors and Subcontractors on site and the general public in the local vicinity.

Plant will not be allowed to idle and equipment which emits noise will be subject to service and maintenance in line with manufacturer's instructions to reduce noise generation.

The demolition / dismantling of the existing building will be undertaken by a 13T machine which does not generate excessive noise. For safety reasons reversing buzzers cannot be disabled. Cutting wheel works will not take place outside of site hours.

Structural steel members will be bolted using power tools and impact wrenches these can

cause noise at point of use but is undertaken away from the site boundary,

Internally mandatory cutting areas will be put in place to reduce exposure of noise further signage will be installed to warn of this area.

Vibration

The operations undertaken during this programme of works may occasionally and for short spells only, generate high levels of vibration. Portakabin recognises that the regular exposure to Hand Arm Vibration (HAV) can present considerable risks to the health of the operator. Therefore, in accordance with the *Control of Vibration at Work Regulations 2005*, Portakabin will, see that:

- Operatives, Contractors and Subcontractors attempt to eliminate vibration risk totally during the works and where the risk cannot be totally eradicated, they reduce the risk of harm from exposure to HAV to levels that are "as low as is reasonably practicable".
- Portakabin Operatives will record trigger times on specified equipment which will be submitted to line management.
- All Portakabin vibrating equipment must be tagged with vibration levels.

Contractors and Subcontractors will make available for inspection, on request, copies of maintenance records for relevant items of Work Equipment (WE). Regular maintenance of WE limits the possibility of such items producing increased vibration levels over their lifetime.

There is no driven piles on this site. Vibration can be transferred through plant movement and vibrating plant i.e. rollers and whacker plates. These will be used within the general site operating hours.

3. Material Delivery & Offload

Where practicable to do so delivery vehicle sizes will be minimised for easier access onto site. Where this is not possible control measures will be implemented to manage the offloading of materials.

These will include;

- Phasing of deliveries to avoid backlogs
- Implementation of material delivery and look ahead schedules
- Implementation of a strict 5 mph speed limit site wide
- Use of appropriately trained, qualified and certified banksmen for guiding vehicles unloading
- Use of appropriately trained, qualified and certified banksmen to manage pedestrian movements passed the site entrance during vehicle unloading.
- Appropriate warning signage

4. Parking Arrangements

Parking on site will be limited to a maximum of 5 vehicles so as to be able to still manoeuvre plant and equipment.

Additional parking shall be in accordance with local restrictions. Vehicles should not block any residential or “permit only” parking. The queuing up or “stacking” of vehicles on West Street will not be permitted. Planning is critical and should any companies or suppliers infringe this site rule then action will be taken against them. The site in by it’s nature self contained.

5. Public Engagement

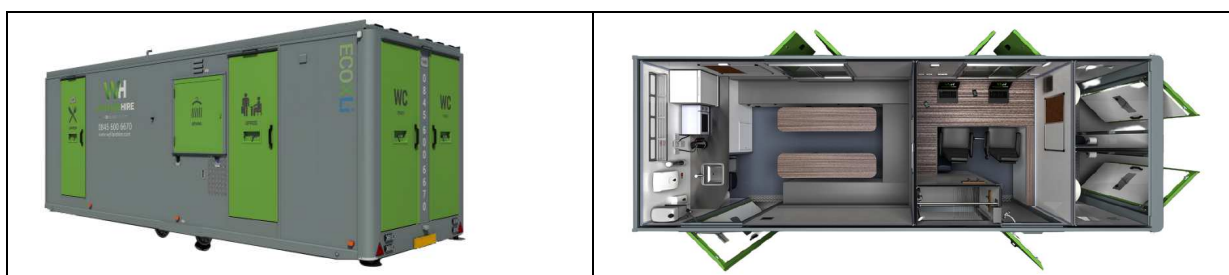
We will endeavour to engage with members of the general public who may be affected by our works. Regular updates on noisy works, bulk deliveries and general site progress will be communicated via the following platforms;

- Progress and Update Board displayed at the site frontage as well as on Portakabin Limited social media channels
- Letters will be delivered to all properties within the site vicinity at key stages of the project, as a minimum:
 - Ssite possession – identifying the projects, it’s necessity to the community, key project personnel and our company aims and expectations
 - Pre modular delivery – outlining the large vehicle deliveries, the timings and any additional parking restrictions
 - Approaching completion – thanking everyone for their co-operation

6. Welfare Provision

In accordance with the Heath, Safety and Welfare Regulations welfare and office provisions will be provided on site. These are scaled to reflect the numbers of operatives, managers and quantum/type of works being undertaken.

In the initial phase this will be “Self Contained” stand-alone units such as the Welfare Hire unit or similar – depending on hire availability. These do not require mains connections and are powered by built in generators supplemented with PV panels. These meet the necessary requirements and are sized according to site numbers.



Secure container storage will be within the compound and in areas closer to the workplace.

No smoking will be permitted on site.

7. Phasing Plans

