S&C SLATTER

TRUSTED SOLUTIONS FOR SPORT LEISURE & EDUCATION



CONSTRUCTION METHOD STATEMENT

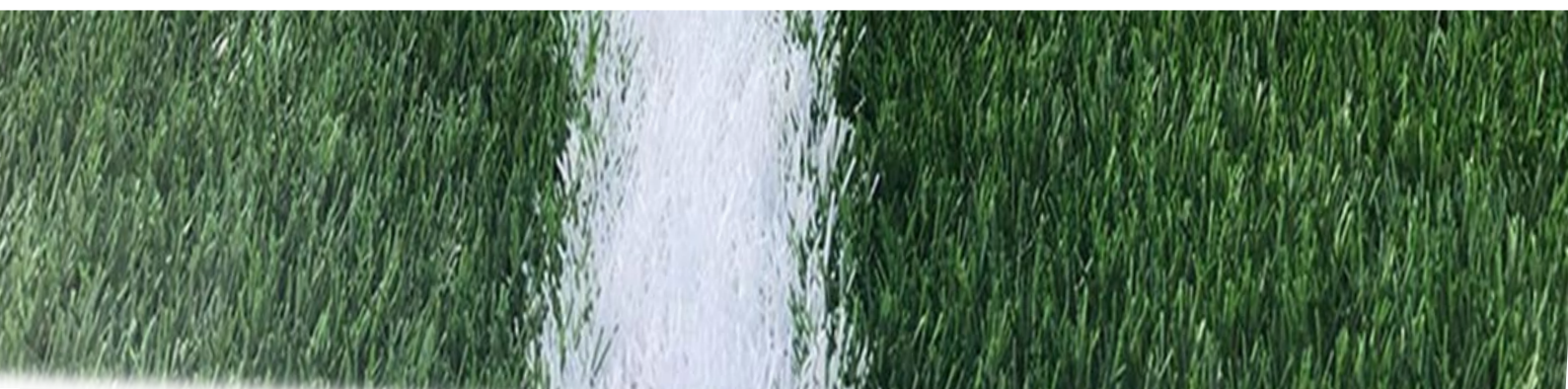
For

NEW BUILD 3G ARTIFICIAL SPORTS PITCH

At

DAVISON CofE HIGH SCHOOL FOR GIRLS
SELBOURNE ROAD
WORTHING
EAST SUSSEX
BN11 2JX

Project code: S24-049
Rev no: 01
Date: 22/04/2024
Prepared by: Jordan Ostrowski CMIOSH – Head of SHEQ
Approved by: Jon Fisher – Contracts Manager



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1. INTRODUCTION

This Construction Method Statement (CMS) has been produced on behalf of Davison Church of England High School for Girls, as part of their planning application to install a new 3G sports pitch, inclusive of fencing, drainage & floodlighting at Davison Church of England High School for girls, Selborne Road, Worthing, West Sussex BN11 2JX.

2. REGULATORY FRAMEWORK AND PLANNING CONDITIONS

The proposal has been granted consent by Worthing Borough Council (reference AWDM/1688/22) and this CMS details the arrangements that will be implemented during the Construction phase to discharge the pre- commencement planning Condition 06, which reads:

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

(i) the parking of vehicles of site operatives and visitors;
(ii) loading and unloading of plant and materials;
(iii) storage of plant and materials used in constructing the development;
(iv) measures to control the emission of dust and dirt during construction.

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

3. PROJECT DESCRIPTION

The project is the construction of 1nr 97m x 61m 3G Artificial Turf Pitch (ATP) with associated features. The full scope includes:

- New LED Floodlighting
- Installation of 4.5m high ball stop fencing to the ATP perimeter, inclusive of a single, and double gate.
- Hard-standing areas complete with porous asphalt surfacing for portable goals storage, pedestrian circulation, and access as well as vehicular maintenance and emergency access.
- Supply and install new sports equipment and ancillary equipment.

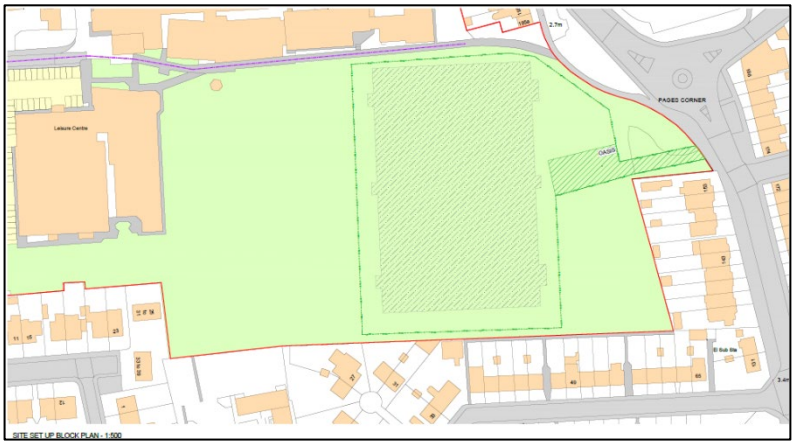


Image 1: Red boundary shows the location of the new pitch

4. SITE OPERATING HOURS

The proposed operating hours are outlined below. During the construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur the hours and duration of these works will be subject to consultation with the client and the Local Authority.

Official site working hours would be:

- Monday - Friday: 8:00am - 6:00pm
- Saturday 8:00 - 1 :00pm
- Sunday/Bank Holidays: No Work

In order to maintain these working hours, contractor(s) will require a period of 30 minutes before and at the end of the working shift to start up and close down the works activities.

5. EMERGENCY CONTACTS

	NAME	LOCATION	CONTACT NUMBER
CONTRACTS DIRECTOR	JON TURNBULL	HEAD OFFICE	
CONTRACTS MANAGER	JOHN FISHER	HEAD OFFICE	
CONTRACTS SUPERVISOR	JASON SMART	VARIOUS	
SITE MANAGER	FIN SMART	SITE OFFICE	
HEAD OF SHEQ	JORDAN OSTROWSKI	HEAD OFFICE	
HSE		INTERNATIONAL HOUSE DOVER PLACE ASHFORD KENT TN23 1HU	0300 790 6787
ENVIRONMENT AGENCY			0800 80 70 60
NEAREST A&E	WORTHING HOSPITAL	LYNDHURST ROAD WORTHING BN11 2DH	01903 205 111 (999 EMERGENCY)
FIRE SERVICE	WORTHING FIRE STATION	57 ARDSHEAL ROAD WORTHING BN14 7RN	01243 786 211 (999 EMERGENCY)
SUSSEX POLICE	CHATSWORTH HOUSE	21 CHATSWORTH ROAD WORTHING BN11 1LY	101 (999 EMERGENCY)

6. CONSTRUCTION TRAFFIC MANAGEMENT

Construction site access will be via the existing double gates off of the B2223 to the east of the playing fields. To ensure a safe means of access and prevent excessive damage to the fields, a temporary haul road will be formed using compacted aggregates.

All construction vehicles must park in the designated parking bays within the site perimeter. Parking outside of the site is prohibited. Plant will be parked in a safe manner and de-mobilized during non-working hours and break times. Plant will be parked away from sensitive boundaries.

S & C Slatter Limited have produced a Traffic Management Plan which will be in place as part of the site set up. To ensure that the targets set out in the plan are met, S & C Slatter Limited will have a trained traffic marshal/banksman/signaller on site to direct and monitor delivery vehicles to site.

It is expected that the following plant shown below will be used on site;

Telescopic forklifts	Asphalt Paving machines
360 Excavators	Loading Shovels
Ride on Rollers	MEWPS
Dumpers	Articulated Lorries
Road sweepers	Vans / cars
Dozers	HGV's

The following traffic and plant management checks will also be implemented;

- Delivery vehicles whenever practical will avoid 'peak public traffic hours' to reduce traffic congestion and nuisance to the existing road and highway network.
- To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of traffic routes.
- Site entrances will be maintained and kept clean and clear. There will be a road sweeper in operation when required and in line with the works activities to ensure no mud is left on the public path and access roads.
- All materials will be loaded within the site compound as shown on the Site set up plan to minimise congestion.
- For environmental and road safety all material containers leaving site will be appropriately covered to avoid soiling of the roads and public path.
- Engines of all vehicles, mobile and fixed plant on site are not left running unnecessarily.
- Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Use of low sulphur fuels in plant and vehicles will be recommended where possible.
- All plants used on site will be well maintained, with routine servicing of plant to be completed in accordance with the manufacturer's recommendations and records maintained for the work undertaken.
- All project vehicles, including off-road vehicles, will hold current MOT certificates, where applicable and where required due to the age of the vehicle and that they will comply with exhaust emission regulations for their class.

The controls detailed within the plan will also be implemented prior to commencement of the development. The plan has been developed to ensure that the following objectives are met;

- Demonstrate that construction materials will be delivered, waste removed in a safe, efficient and environmentally friendly way;
- Help cut congestion on local roads and ease pressure on the environment

- Reduce CO2 emissions by reducing multiple deliveries
- Help subcontractors and suppliers to reduce fuel costs

Site management will provide subcontractors information regarding the public transport timetable and delivery routes to site.

7. LOADING AND UNLOADING AND STORAGE OF MATERIALS

All plant and materials will be unloaded and stored in the construction compound to the east of the pitch. Areas for the storage of materials and plant will be limited to the compound area noted above. An area has been allocated adjacent to the site offices to hold delivery vehicles on the site plan. Containers and skips will be located nearby the work areas to limit movements.

Delivery drivers will be advised to use the shortest possible route between the site and larger roads. In the interest of noise control and subject to risk assessment, delivery vehicles and site plant are to make use of white noise alarm systems or are to disable reversing alarms (in presence of an experienced banksman).

Delivery vehicles will not be permitted to park on the surrounding roads to avoid congestion. Loading and unloading must be undertaken in the designated area within the fenced work site (drawing ref: S24-049_DWG_TM PLAN.01 Construction Traffic Management Plan).

A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is always ensured. Other methods to optimize deliveries and to reduce their impact on traffic and congestion include:

- Consolidating deliveries whenever possible
- Not accepting part loads unless essential
- Issuing notices to sub-contractors and delivery companies stipulating that deliveries that have not been booked in advance or happen outside agreed delivery slots may be turned back and re-scheduled.
- Following the “just in time delivery” principle for deliveries. This avoids congestion by ensuring that plant, machinery, and materials are not stored on site before they are required for the building works

8. DUST CONTROL

Owing to the sensitivity of the school’s immediate neighbouring residents, businesses, and road users there will be frequent site inspections by the Contracts Manager, as the person accountable for air quality and dust issues on site, when activities with a high potential to produce dust are being carried out and during prolonged dry or windy weather conditions. During the pre-start phase, contractor’s method statements and risk assessments will be scrutinized to ensure consideration is taken where dust producing activities could potentially take place.

When reasonably practicable in dry windy conditions, areas will be damped down regularly to prevent dust forming on site. Any sawing or drilling works will only take place if water suppression systems or dust extracts are in place. Flexible plastic sheeting will be used to surround work activities where appropriate. Any skips located on site will be in a position limiting dust and rubbish and have covers / sheeting to prevent dust and also any other materials escaping.

9. A SITE BANKSMAN/FOREMAN TO MANAGE CONSTRUCTION TRAFFIC AND DELIVERIES

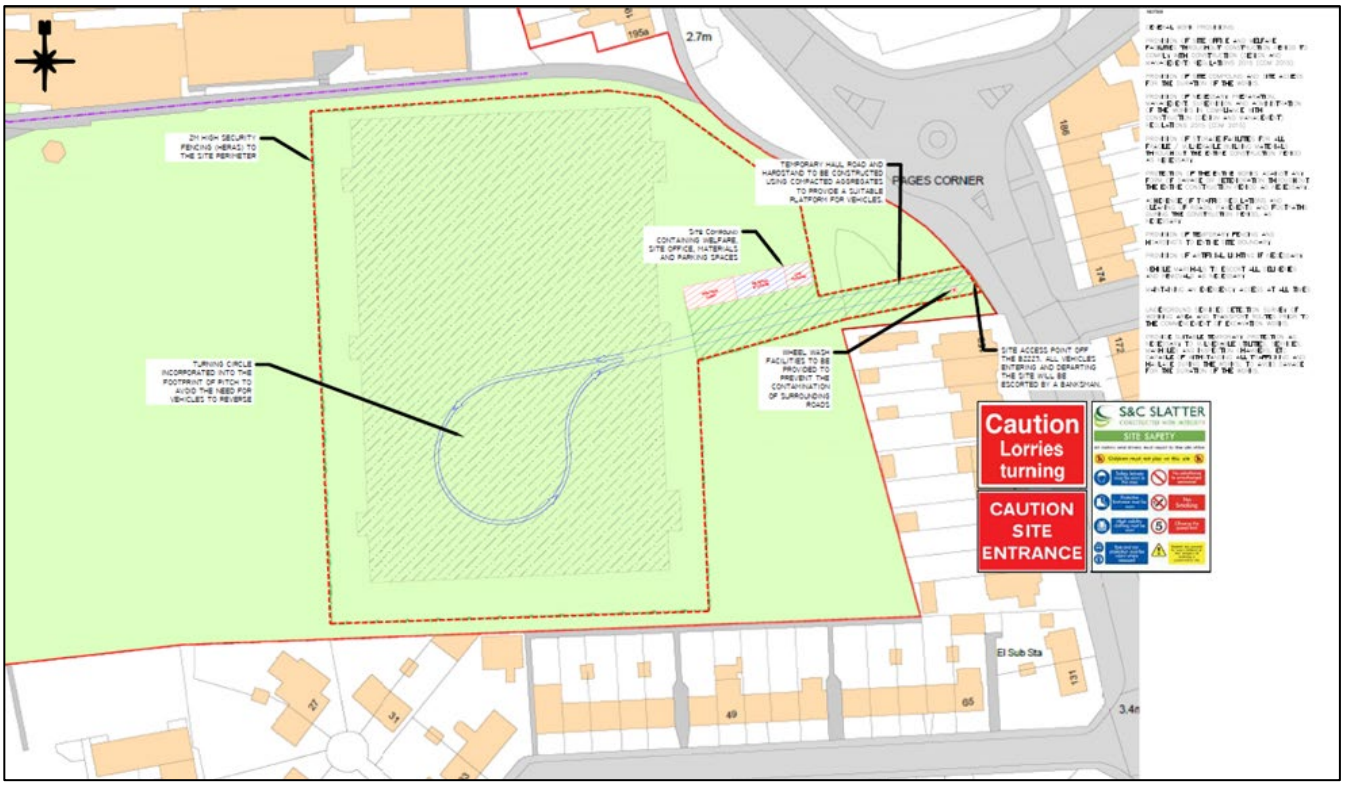
A trained banksman will be utilized to supervise the access and egress of construction vehicles. Suppliers will be advised to contact the site manager 30 mins prior to their arrival, as there is to be no parking on surrounding roads. The banksman

will give pedestrians priority over vehicles passing the footpath. Drivers will then be directed in to the site and requisite unloading and turning positions, which will be set to avoid risk of harm to site and any other member of the public in the vicinity.

10. CONSTRUCTION SITE ACCESS AND VEHICLE ROUTE

Car sharing will be encouraged where applicable and smart procurement will be implemented to reduce multiple deliveries to site.

All information with respect to delivery and logistics can be found in the Construction Traffic Plan (image shown below).



11. CONSTRUCTION SITE SECURITY

A 2.4m high construction hoarding, or similar, will be erected around the perimeter fencing with a gated access put in place. Banksmen will aid HGVs in entering and exiting the Site, and open and close the gates.

Only authorised personnel will be permitted on Site. All visitors will be required to enter through the main entrance gate to the Site and report to the Construction Manager/Site Manager.

All visitors will be required to sign in and out to ensure that Site management are aware of the number of people on- site in the event of an emergency. Visitors will be required to undergo induction training, wear the necessary PPE i.e. safety helmet, hi-visibility attire, safety footwear and will be accompanied by a representative on-site at all times.

The hoarding and all storage areas will be checked on a daily basis to ensure that it is maintained in good condition and remains secure. All entrance and exit gates into the Site will be secure at all times.

All mobile plant/equipment will be parked safely and locked within a designated area to prevent tampering, and keys to all

plant/equipment will be kept in a secured location.

12. CONSTRUCTION NOISE

S & C Slatter Limited are aware that existing facilities on the site and adjacent to the will remain open to the public throughout the works, and as such, our construction personnel, including subcontractors will be made aware of the sensitive receptors and the requirement to use the correct tools during work.

The potential noise sources from work undertaken in connection with this project may include:

- Earthworks
- Excavations
- Transportation
- Cleaning
- Construction
- Waste Management

The site team will implement the necessary management and operational controls in order to minimise any adverse impacts on the local community from construction activities.

Work hours will be as per those stated within the approved planning permission. Work and noise outside of these agreed hours is strictly prohibited without prior agreement of the Local Planning Authority.

Contractors will ensure the implementation of best practicable means to reduce noise levels and to ensure compliance with acceptable levels. The best practicable mean for reducing noise will also be discussed during site induction and also carried out during toolbox talks.

Where there is a noise or vibration issue from site, the Site team will review the relevant method statement and identify as reasonably practicable strategies to control noise at source.

The maximum level of vibration level at construction sites will be required to meet the criterion set out in in BS 5228- 2:2009 as 0.3mm/s.

S & C Slatter Limited high light there may be vibration issues during the course of the project and all complaints from the neighbours or other sensitive receptors will be investigated.

Monitoring of noise and vibration will be undertaken when:

- Upon receipt of substantiated complainants
- At the request of the Local Planning Authority following any substantiated complaints The site team will implement the following checks to ensure that noise is kept to a minimum.
- Plant not in continual operational use will be switched off and noise suppression covers will be used where practicable.
- Vehicle noise will be kept to a minimum. (e.g. excessive revving of vehicles will not be permitted)
- Where possible noisy plant and equipment will be sited away from sensitive noise boundaries.
- Loading and unloading of vehicles, dismantling of site equipment, such as scaffolding, will be conducted in such a manner that noise generation is kept to a minimum.

- Reversing alarms will be set to the minimum required setting by the HSE, and consideration given to the use of alternative types of alarm, e.g. White noise that has less potential for annoyance.

13. CONSTRUCTION WASTE

S & C Slatter Limited will take all reasonable steps to ensure that:

- All waste from the site is dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991; and
- Materials will be handled efficiently and waste managed appropriately.
- The waste hierarchy which will be implemented on site is as follows; Prevention/Reduction: Good planning will reduce the amount of waste generated.
- Re-use: Products and material can sometimes be used again, for the same or a different purpose. Recycling and composting- Resources can often be recovered from waste.
- Disposal- Only if none of the above options offer an appropriate solution should waste be disposed of.

WASTE SEGREGATION

Wherever possible, different types of waste should be segregated as they are produced to allow for correct disposal. The site team will review the logistics and also puts checks to prevent pollution and cross contamination of waste on site.

14. AIR QUALITY

AIR QUALITY AND DUST MANAGEMENT FROM CONSTRUCTION ACTIVITIES EMMISSIONS

FROM VEHICLE

A Traffic Management Plan has been produced for this site and the aim is to ensure smart delivery management and smart procurement of materials for this project.

As part of the TMP and procurement targets, subcontractors will be encouraged so far as reasonably practicable to prefabricate materials off site prior to delivery to site.

This strategy will minimise multiple deliveries, reduce emissions from the vehicles and maintain the neighbourhood air quality.

EMMISSIONS FROM CONSTRUCTION ON-SITE ACTIVITIES

S & C Slatter Limited also understands the requirement of reducing emissions of dust, from construction and demolition.

Some of the proposed checks and strategies to control emissions include the following;

- Site Management will endeavour to locate machinery and dust generating activities away from receptors.
- Subcontractors will be encouraged as far as is reasonably practicable to prefabricate material off site prior to delivery to site.
- Smart procurement will minimise multiple deliveries, reduce emissions from vehicle and maintain the neighbourhood air quality.
- Site management will endeavour to minimise cutting, grinding and sawing on site.

- Where such activities must take place subcontractors will be required to spray water preferably from a water efficient spray pump over the material as it is being cut. This will reduce the amount of dust generated.
- Site Management will check that cement, sand, fine aggregates and other fine powders are sealed after use.
- Mud and debris will be cleaned as they become dust once they dry out.
- For all activities involving release of silica dust and persons carrying out sweeping activities, all personnel will be expected to be face fit tested and wear a suitable Face Fit P3 mask.

Site transport that creates substantial amounts of dust must ensure the following;

- Hierarchy of prevention is implemented:
- Adequate ventilation provided, or
- Water Suppression System used, or
- Local Ventilation Systems (vacuum) systems used.

Where the above hierarchy cannot be implemented, those exposed to the dust must wear Respiratory Protection Equipment (RPE) - to grade APF 40 (full face respirator with filter to P3 standard).

15. ENVIRONMENTAL MANAGEMENT AND MONITORING

Site investigation works completed onsite will never give a 100%/o confidence level as to the exact ground conditions per square metre of the site.

There are various scenarios that may be encountered during excavation, such as the identification of a former underground storage tank or other underground structure, identification of discoloured soils, a localised but significant change in the type of material encountered and/or detection of unusual or "chemical" odours in the soils, There is the possibility that sources of contamination may be present on the site that was previously unforeseen. In the event of identification of such conditions, this method statement should be followed by the Contractors:

- Should such contamination be identified or suspected during the site clearance or ground works, these should be dealt with accordingly.
- Any Employee of the Principal Contractor, or a subcontractor who discovers an area of 'contaminated land' or comes across 'polluted' ground water, during the course of construction will report the matter immediately to the Site Manager, or in his absence, the most senior member of staff at the site.
- The Site Manager will inform The Client and design team, at the earliest opportunity, and in the meantime instruct staff to stop works in the specific area.
- Relevant contractors will inspect the site and carry out/or arrange for an appropriate risk assessment to take place.
- The matter will be recorded, and reported to the ECoW in the first instance, then the Local Authority and/or the Environment Agency.
- Samples will be taken if needed to determine the contamination levels and to determine classification of the waste.
- Where the waste is removed from site, it will be transported to a suitable landfill site, and detailed logs recorded.
- Work will only re-commence in the affected area when the client team have informed S & C Slatter Limited that the matter is completed, (guidance, where appropriate, will be obtained from the appointed consultant, the Local Authority and/or the Environment Agency, should a change in the methodology be required).
- Details of the incident, the assessment, and remedial action taken will be logged by the appointed consultant and added to the Health and Safety File on site.

16. POLLUTION, PREVENTION AND HAZARDOUS MATIERIAL STORAGE

Rain water and surface water run off mitigation measures

- Road Gulley's and waste water receptors.
- Locate all gullies that would be effected by the works.
- Check that these Gullies are working correctly and are not blocked.
- If necessary create sumps and run routes to divert waste water away from gulley.
- Create Bund around gullies to prevent waste water entering the public sewer system
- Keep site access and road clear by scrapping vehicle wheels clean and regular sweeping
- Regularly clear area around bund to prevent over flow
- Once complete allow area to dry and remove bund.

Protecting Existing Drainage from pollution egress during excavation

- Dig carefully around any drainage runs by hand.
- Expose fully around the pipe ensuring no waste can fall into the hole created.
- Ensure the drain is blocked either end using bungs to prevent run off of live sewerage.
- Cut fully around the pipe, taking care not break further down the line.
- Once fully cut place collar and bung onto pipe to ensure no building waste egress.

Chemicals and hazardous materials such as fuels and lubricants may be stored on site during the construction phase of the project. These include but are not limited to:

- Fuels
- Oils
- Lubricants
- Paint and Coating
- Adhesives and resins
- Solvents
- Compressed gases
- Cements and binders

Measures will be developed, implemented, maintained and monitored in order to comply with the Water Resources Act (1991) section 85 and associated Regulations.
The following list shows measures that will be put in place to prevent pollution and would conform to the best practice policy proposed by the Environment Agency (EA) via the Pollution Prevention Guidelines (PPGs):

- The handling, use and storage of hazardous materials to be undertaken in line with the EA's Pollution Prevention Guidelines (e.g. PPG2 Above Ground Oil Storage Tanks);
- Adequately bunded and secure areas with impervious walls and floor for the temporary storage of fuel, oil and chemicals on site during construction;
- Drip trays to collect leaks from diesel pumps or from standing plant;
- Oil interceptor(s) fitted to all temporary discharge points and for discharge from any temporary oil storage/ refuelling areas;
- Development of pollution control procedures in line with the EA's Pollution Prevention Guidelines, and appropriate

training for all construction staff;

- Provision of spill containment equipment such as absorbent material on site.

There is a potential that hazardous waste will be stored on the site and therefore it must be stored in accordance with the Environment Agency Pollution Prevention Guidance (PPG2) so as not to cause any water/land contamination.

Pollution Prevention Guidelines (PPGs) are based on relevant legislation and reflect current good practice. Although some of the pollution prevention guidance documents have been withdrawn/archived, the information detailed in some of the document are still good practises for pollution prevention. The following Pollution Prevention guidance document are listed below;

PPG2: Above ground oil storage tanks: Provides information about storing oil in above-ground storage tanks, for new installations and existing tanks. The guidance is for small to medium size commercial oil storage. It gives advice on choosing, installing, using and maintaining oil tanks and how to deal with spills.

PPG3: Use and design of oil separators in surface water drainage systems: provides information about choosing and using oil interceptors to comply with environmental law and prevent pollution. It gives information about choosing, installing and maintaining an oil separator. Oil separators can be fitted to surface water drains to protect the aquatic environment.

PPG7 Refuelling facilities: It includes guidance on planning, designing, operating and maintaining refuelling facilities, plus information on storing other related, non-fuel products and dealing with environmental incidents.

PPG13: Vehicle Washing & Cleaning: provides information on how to comply with the law and prevent pollution when washing and cleaning vehicles. It includes advice on dealing with effluent, waste management and storing and using chemicals.

PPG26 Drums and intermediate bulk containers: gives information to store and handle drums and intermediate bulk containers (IBCs). It provides advice on choosing drums and IBCs, designing storage areas, delivery and handling, maintenance, dealing with spills and waste management.

All contractors will be familiar with and apply the relevant best practice listed in the above guidance documents. The Environment Agency incident hotline number is 0800 807 060

FUELS AND OIL

All fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage)

(England) Regulations 2001 and they will be handled in such a way that risk of pollution is minimised, this will include: Fuel and oil storage tanks will comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and will be locked when not in use.

Storage areas will not be located within 10 meters of the watercourse or highway gully. Mobile bowsers will be bunded and will comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and will be locked when not in use.

Drums will be stored in bunded areas with a minimum capacity of 25% of the total volume contained within the bund, or 110% of the largest container, whichever is greater. Drums will be maintained in good condition, fitted with lids and labelled to indicate the contents.
Trained operatives only will carry out refuelling of plant and equipment.

Static combustion engine plant (e.g. compressors, lighting sets) will be integrally bunded or placed on drip trays. Plant will be regularly checked for leaks and will be regularly maintained.
Spill kits will be provided within close proximity to fuel and oil storage areas and operatives will be trained in their use.

17. COMMUNICATION AND NEIGHBOURHOOD LIAISON NEIGHBOURHOOD LIAISON

Due to the location of the site, it is recognised that effective communication with people who may be affected by the project is maintained to show good neighbourhood relations during the course of this project.

The maintenance of good relations, effective communication and implementation of strategies to reduce disruption will form an important aspect of the successful management of this project.
The following action will be implemented;

I. Site information which includes contact name for project manager, site manager and community liaison contact number will be displaced in front of site entrance.
II. Site working hours will be displayed on site.
III. Effective communication and notices will be in place for advanced works that may cause disruption.

CONSIDERATE CONSTRUCTORS

Whilst the site will not be registered with the Considerate Constructors Scheme, S & C Slatter Limited will work to achieve the best practice measures under the Code.

Constructors should ensure sites appear professional and well managed.

- Ensuring that the external appearance of the sites enhances the image of the industry
- Being organised, clean and tidy
- Enhancing the appearance of facilities
- Raising the image of the workforce by their appearance

RESPECTING THE COMMUNITY

Constructors should give utmost consideration to their impact on neighbours and the public.

- Informing, respecting and showing courtesy to those affected to the work
- Minimising the impact of deliveries, parking and work on the public highway
- Contributing to and supporting the local community and economy
- Working to create a positive and enduring impression, and promoting the Code

PROTECTING THE ENVIRONMENT

Constructors should protect and enhance the environment.

- Identifying, managing and promoting environmental issues
- Seeking sustainable solutions, and minimising waste, the carbon footprint and resources
- Minimising the impact of vibration, and air, light and noise pollution
- Protecting the ecology, the landscape, wildlife, vegetation and water courses

SECURING EVERYONE'S SAFETY

Constructors should contain the highest level of safety performance.

- Having systems that care for the safety of the public, visitors and the workforce
- Minimising security risks to neighbours
- Having initiatives for continuous safety improvement
- Embedding attitudes and behaviours that enhance safety performance

CARING FOR THE WORKPLACE

Constructors should provide a supportive and caring working environment.

- Providing a workplace where everyone is respected, treated fairly, encouraged and supported
- Identify personal development needs and promoting training
- Caring for health and wellbeing of the workforce
- Providing and maintaining high standards of welfare

The Code of Considerate Practice outlines the Schemes expectations of all registered sites and companies, describing those areas that are considered fundamental by the Scheme in helping improve the image of construction.

COMMUNICATION

Effective communication of the environmental controls set out and construction safe practices is deemed a requirement for the successful management of this project.

To ensure the above is achieved, the CEMP will be distributed to the project team, including sub-contractors, to ensure that the environmental requirements are communicated effectively. Key activities and environmentally sensitive operations will also be briefed to staff and Contractors.

The Contractor will define procedures for internal and external communication. The client may require that any communication with external parties such as environmental regulators or the public is undertaken through a nominated client representative.

The agreed CEMP will be published on the project website.

During the construction phase, internal communication will include regular progress meetings, which should cover:

- Training undertaken
- Progress reports
- Inspections, audits and non-conformance
- Complaints received
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance.

External communication may include letter drops or meetings, and liaison with statutory authorities.

18. COMPLAINTS AND NON-CONFORMANCES

A formal complaints procedure will be developed and the procedure will include the following;

- Date of the complaint
- Time
- Nature of the complaint- All complaints are put into one of the following categories: Noise, Dirt and Dust. Parking, Safety, Inconsiderate Behaviour, Road Conditions and Vehicle Movements, Environmental Concerns, Pedestrian Access Obstruction, Property Damage, Site Lighting, Working Hours and Other.
- Actions or investigation carried out with updates
- Communication updates with the complainant

The project manager and site management will be the first point of contact with respect to any complaint and will carry out all investigations and respond to external complaints.

19. MONITORING AND CEMP REVIEW

CMS REVIEW

The CMS is a live document and the project team on site will ensure that controls outlined in the CEMP are properly implemented and regularly monitored to ensure their effectiveness. Changes to the controls will be instigated if they are not achieving their objectives.

The CMS will be revised once new changes have been implemented to address the environmental controls set out. The aim is to ensure control set out remains consistent with environmental regulatory requirements and also meet conditions of planning approval.

ENVIRONMENTAL MONITORING

Scheduled monitoring of environmental performance will be conducted during the course of the development. This will enable the overall effectiveness of established environmental measures and compliance procedures to be assessed, and allow areas of underperformance to be identified so corrective actions can be taken to strengthen environmental safeguards or improve outcomes.

SAFETY INSPECTIONS

Regular inspections will be carried out on all construction activities and work areas in order to check compliance with this CMS and regulatory conditions. The results of these inspections shall be recorded as part of the Health and safety auditing procedure.

EVENT BASED INSPECTIONS

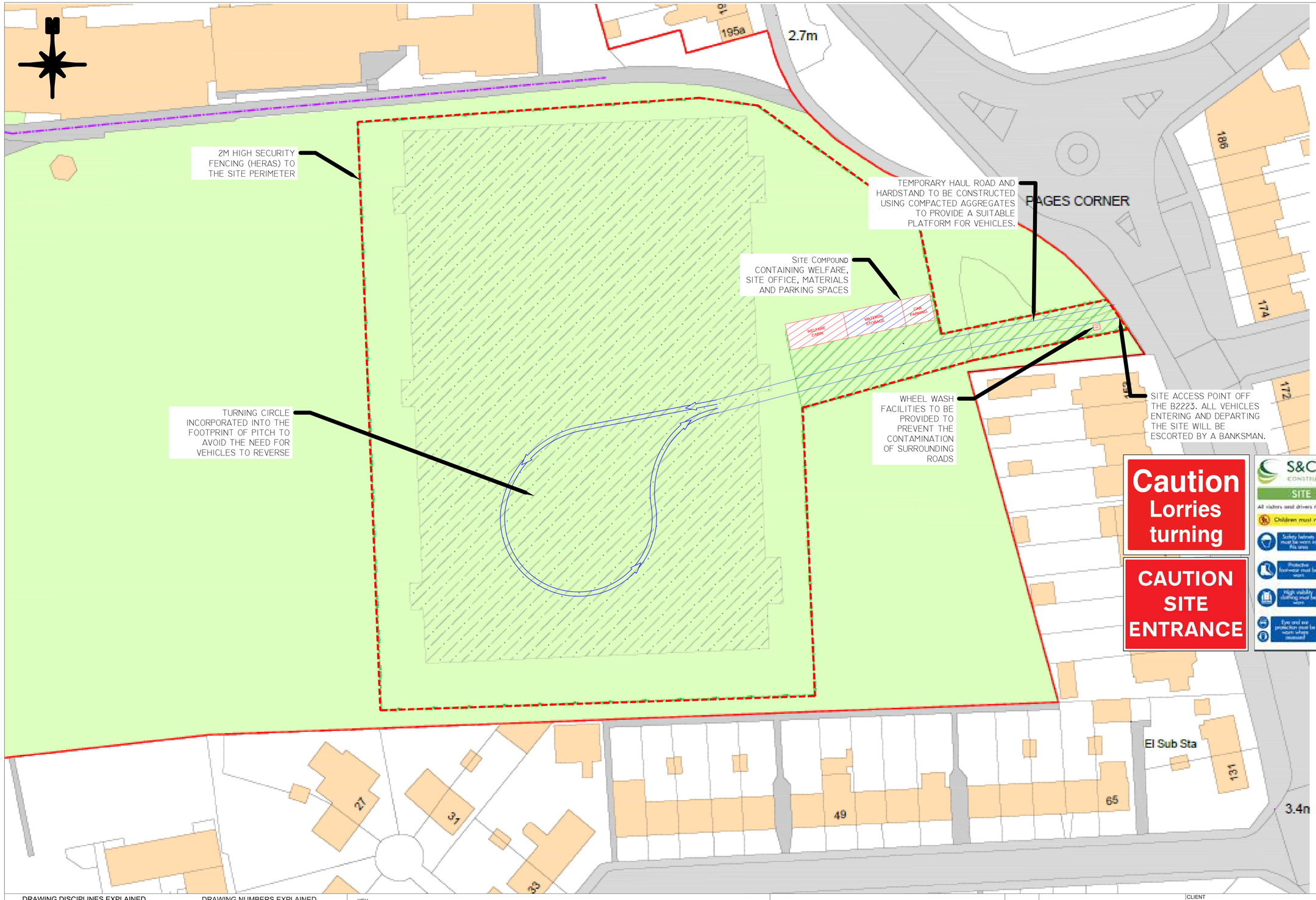
Event based checks shall be conducted by the Contracts Manager following any significant event such as rainfall of sufficient quantity to generate run off, high winds, the receipt of an environmental complaint, issue of a non- compliance report or any exceedance in monitoring results. Event based checks will be recorded on a separate inspection form detailing the reasons, observations, findings and outcomes of the inspection which should then be recorded and actions closed out.

PERFORMANCE AND PROGRESS MEETING

A regular progress meeting will be held with the stakeholders and the subcontractors to discuss the construction updates and check that controls are effective.

20. APPENDIX

S24-049_DWG_TM PLAN.01



NOTES

GENERAL WORK PROVISIONS:

PROVISION OF SITE OFFICE AND WELFARE FACILITIES THROUGHOUT CONSTRUCTION PERIOD TO COMPLY WITH CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015 (CDM 2015).

PROVISION OF SITE COMPOUND AND SITE ACCESS FOR THE DURATION OF THE WORKS.

PROVISION OF NECESSARY PREPARATION, MANAGEMENT, SUPERVISION AND ADMINISTRATION OF THE WORKS IN COMPLIANCE WITH CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015 (CDM 2015)

PROVISION OF STORAGE FACILITIES FOR ALL FRAGILE / VULNERABLE BUILDING MATERIALS THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD AS NECESSARY.

PROTECTION OF THE ENTIRE WORKS AGAINST ANY FORM OF DAMAGE OR DETERIORATION THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD AS NECESSARY.

ADHERENCE OF TRAFFIC REGULATIONS AND CLEANING OF ROADS, PAVEMENTS AND FOOTPATHS DURING THE CONSTRUCTION PERIOD, AS NECESSARY.

PROVISION OF TEMPORARY FENCING AND HOARDING'S TO ENTIRE SITE BOUNDARY.

PROVISION OF ARTIFICIAL LIGHTING IF NECESSARY.

VEHICLE MARSHALS TO ESCORT ALL DELIVERIES AND REMOVALS AS NECESSARY

MAINTAINING AN EMERGENCY ACCESS AT ALL TIMES

UNDERGROUND SERVICES DETECTION SURVEY OF WORKING AREA AND TRANSPORT ROUTES PRIOR TO THE COMMENCEMENT OF EXCAVATION WORKS.

PROVIDE SUITABLE TEMPORARY PROTECTION AS NECESSARY TO VULNERABLE UTILITIES, SERVICES, MANHOLES AND INSPECTION CHAMBERS, ETC CAPABLE OF WITHSTANDING ALL TRAFFICKING AND HAULAGE DURING THE WORKS; TO AVOID DAMAGE FOR THE DURATION OF THE WORKS.

DRAWING DISCIPLINES EXPLAINED

CD - CONSTRUCTION DETAILS
CS - CROSS SECTIONAL (DRAWING)
DIM - DIMENSIONED LAYOUT (DRAWING)
DL - DRAINAGE LAYOUT
DLP - DRAINAGE AND LEVEL PLAN
DS - DRONE SURVEY
ED - EARTHWORKS DRAWING
EV - ELEVATIONS VIEWS
FP - FENCING PLAN
IP - ISOMETRIC PLAN
LM - LINE MARKING (DETAILS)
LP - LAYOUT PLAN
SP - SITE PLAN
TM - TRAFFIC MANAGEMENT (PLAN)
TS - TOPOGRAPHICAL SURVEY

DRAWING NUMBERS EXPLAINED

SXX-XXX / DWG or VW / XX-0001.01

Project Number
Software In Which The File Has Been Created - AutoCAD (DWG) or VectorWorks (VW)
Drawing Discipline
Drawing Number
Revision Number

ALL DIMENSIONS EXPRESSED IN MILLIMETRES (MM).
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO WORK COMMENCING.
DO NOT SCALE FROM THIS DRAWING.
DO NOT COPY, RE-PRINT OR RE-USE WITHOUT PERMISSION.
THIS DRAWING IS COPYRIGHT BY S&C SLATTER.
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KEY

BL : MEASUREMENT FROM THE BACK OF THE LINE
CL : MEASUREMENT FROM THE CENTRE OF THE LINE
B : MEASUREMENT FROM THE BOUNDARY
CC : MEASUREMENT FROM THE CENTRE OF THE CIRCLE
OR : MEASUREMENT FROM THE OUTSIDE OF THE RADIUS

DRAWING APPROVAL SIGN OFF

Signature confirming acceptance of all details shown on this drawing., (example: line marking, colours, fencing, sports, sizes, notes, etc.)

SIGNATURE

PRINT NAME

DATE

01.	22/04/2024	ORIGINAL ISSUE. JO

CLIENT: DAVISON CofE

PROJECT: NEW BUILD 3G ATP

DRAWING TITLE: TRAFFIC MANAGEMENT PLAN

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DRAWING STAGE: CONCEPT DESIGN

PROJECT NO.	SOFTWARE	DISCIPLINE	DRAWING NO.	REVISION NO.
S24-049	DWG	TM	0001	.00

SCALE	SIZE	DRAWN	CHECKED
NTS	A1	JO	AC

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