



Scouts Storage Facility 75 Marlborough Road BN15 8UG

Construction Environmental Management Plan



The construction of a new storage facility for the Scouts. This will be located on the site of an existing Scouts owned facility within an industrial area of Lancing. The works comprise of the demolition of the existing facility, clearance of the site and the construction of the new facility, including the main building as well as all associated ground works, soft and hard landscape, parking facilities and fencing.

The following details the vehicle routing and access arrangements for the routing/manoeuvring of construction vehicles to and from the Site. These arrangements have been designed to minimise the impact of construction traffic on the wider highway network and the surrounding neighbourhood. This section provides details of construction access, on-site loading/unloading, compound and set down.

Site Entrance - signage will be present and relevant numbers for contact of Site Management

Construction traffic will be required to use strategic roads and limit access through the local roads as far as possible. The access route from the SRN is illustrated below. This route is to be adhered to for all contractors on site carrying out all works as detailed in overall layout for site.

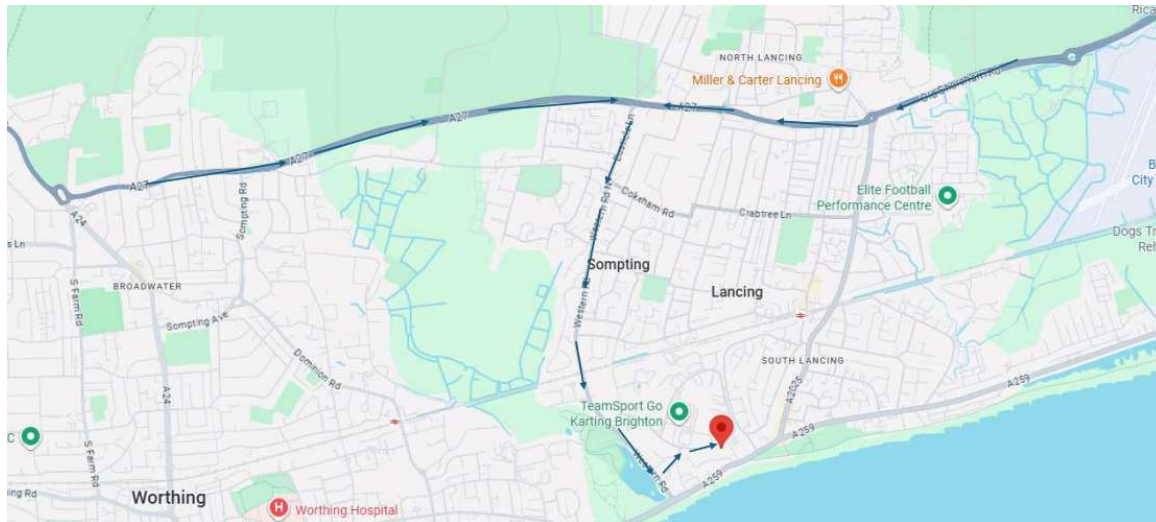




Figure 1: The above photo is of the Site Access (Beard signage will be positioned at this entrance and on the lead up). Please call Manager before arrival to ensure gates are open and no other traffic is on the access road.

Good access is provided from marlborough road and there is a one way system in place that will aid with turning into site (no oncoming traffic)

Vehicle Route (delivery and site traffic)

All contractors to gain access to site

The deliveries of plant, materials and the removal of waste shall be prior planned with the Beard site management, Details of which are provided within this document. The vehicles are also not allowed to enter or leave the site in a reversing gear, they are to enter the site, drive down to beard's compound and carry out a 3-point turn manoeuvre to then be able to leave the site in a forward motion.

Local Road Network and Site Accessibility

There is good access to the proposed site from the existing road network.

There are some areas of AQMAs on road ways that will need to be utilised to access the site:



Area above shows zoning for surrounding AQMAs

For delivery vehicles, mainly HGVs, we will request that our supply chain look to avoid these zones where possible, especially through towns and more populated areas.

There may still be a requirement to travel through part of these zones, mainly the area of the A27.

Contact Prior to Arrival

All deliveries must be booked with the Site Manager or Banksman 30 min in advance of arrival on site.

Contact Name / Number: *Site Manager telephone number to be issued*

IF THE DELIVERY HAS NOT BEEN BOOKED IN, THEN IT WILL NOT BE ACCEPTED.

Vehicles will not be allowed to wait on any of the surrounding areas as this could potentially cause a nuisance to traffic. Deliveries will be arranged to allow for direct access onto the site without the need for waiting. Should a situation arise where a vehicle is required to wait for any unforeseen circumstance, it will instead be directed to an appropriate waiting area by the Beard Site Management Team to an area which does not affect local traffic or neighbours.

There will be a dedicated space on site to house 1-2 lorries at any given time, this space is to the side of the hall road into site identified in the logistics plan and site lay out. This area will also act as a vehicular passing point on the hall road for all construction traffic.

NO REVERSING OR ENTERING SITE WITHOUT A TRAFFIC MARSHALL OR BANKSMAN

Adjoining roads will be monitored and swept daily, if necessary, to remove any spoil or debris deposited on the highway as a result of construction traffic. Should it be required a road sweep will be organised to clean the road. Hall road is to be closely monitored with use of it being shared with demolition contractors for the development Clarion Housing Developments.

SPEED LIMIT ON SITE – DEAD SLOW, LESS THAN 5 MPH

Display your hazards lights when entering the site, no reversing without a Traffic Marshall or Banksman, speed limit of 5mph, observe this when entering and exiting the site.

Separate routes for vehicular traffic and pedestrians with priority This principle will include for the elimination of reversing vehicles wherever possible. The traffic plan is to be made available to all suppliers and contractors working on site.

Adequate signage will be displayed directing traffic to/from site and traffic movements into/out of site will be controlled by the Traffic Marshall or Beard Site Manager.



Unloading Protocol

- All vehicles fitted with suitable edge protection to the vehicle bed to prevent falls from height.
- Where a vehicle is not fitted i.e. flat bed, post and rail type edge protection plus ladder access will be provided to mitigate falls from height.
- To aid off-loading a forklift will be made available where suitable
- When protection cannot be fitted, a slinger will work from a harness attached to a work position/restraint system i.e. a pole and arm or similar system.
- Audible warning devices will be fitted to vehicles that need to reverse and they will be supervised by a Banksman during this operation.
- To minimise any mud being carried out onto the Public highway any temporary access road will be constructed at an early stage with existing hard standings maintained. Whilst early ground works are being carried out the site entrance will be monitored with water pressure washers available as / or when required will be located near the entrance to the site if required.
- A visiting lorry mounted road sweeper will also be made available when required.
- All Contractors and suppliers will be issued a route map to the site.
- Deliveries will be planned and co-ordinated to avoid busy times where possible.
- The Site contact number will be issued to all drivers for contact in advance of arriving on site.

- All this information will be issued during at pre-start meetings with co-contractors and issued with orders to our suppliers.
- A Banksman will be on Site to control site traffic/plant movement.
- All vehicles will be escorted into the unloading area where they will be unloaded to the material storage area.
- Reversing without a Banksman is prohibited.
- A daily briefing will take place to determine expected deliveries and vehicle movements.
- Site egress and access points will always be kept clear.
- Roads/paths/emergency routes will always be kept clear.
- Speed on the site will be kept to a maximum of 5mph and hazard warning lights will be in use.
- Allocated site parking bays are only to be used by the contractors.
- Road and footpaths will always be kept clean.

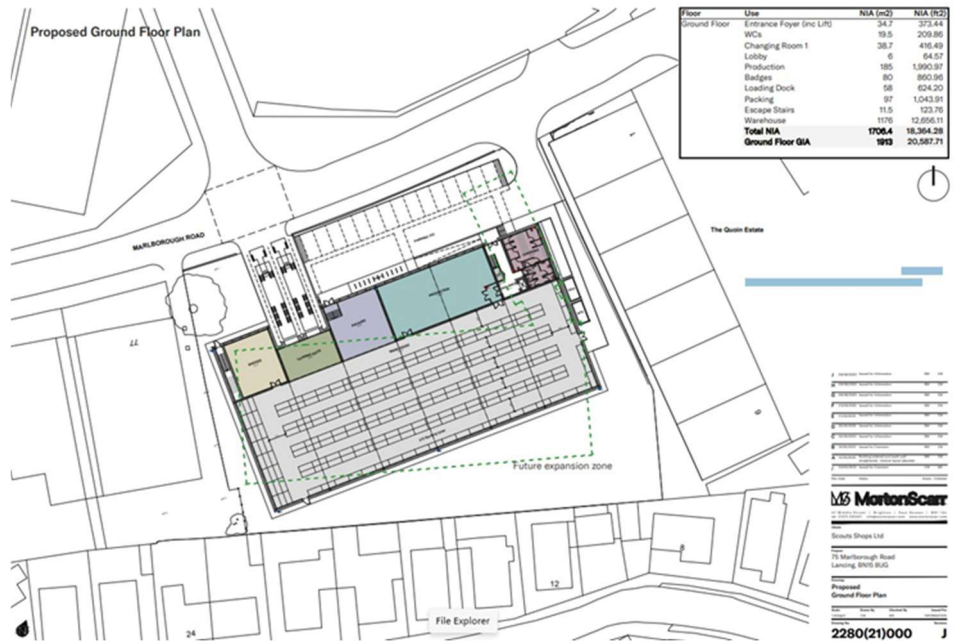
The estimated number of deliveries to site will be a maximum of **1-2 HGVs** per day and **3 van** deliveries maximum per day.

Temp Road Signage

Beard will display highways approved construction site traffic signs. These signs be connected to existing streetlamps and will conform with all current highways' regulations and requirements. The signs will not only guide our construction traffic to site but will also be displayed on other entry routes to inform deliveries that they can only use the permitted routes for deliveries. As mentioned earlier in the document as well, there will be general signage out on the main roads, then once within the confines of the space, there will be more directional signage to each of the specific sites.



Site Layout



Details of Parking of Vehicles of Site Operatives and Visitors

Formation of any temporary road access will be progressed early to facilitate on-site parking within the construction site boundary. Parking for operatives, visitors and site management will be provided within the site compound carpark areas. However, we do encourage alternative methods of travelling to work, such as car sharing and cycling. Beard will be making every effort to promote alternative means of transport. Having the parking within the compound restraints, will reduce the impact on the existing occupiers and neighbouring businesses/properties.

Loading and Unloading of Plant Material

The protocol as previously listed is to be adhered to. A member of the Beard Site Team is to be in attendance and adequate barriers to prevent pedestrian access should be in place prior to any loading / unloading of plant.

Storage of Plant and Materials

Storage of plant will be located in the materials section site compound, separated by a fenced area. Materials will be stored appropriately, not over stacked and checked regularly to ensure packaging and protection is in place. They will be kept away from boundaries. Once at a further stage of the build, materials will be dropped to a lay down area then moved straight into the building to be used.

Programme of Works

Works are programmed to commence in Spring 2026 and continue for an approximate period of 52 weeks

Measures to Prevent the Deposit of Materials on the Highway

With the initial formation of a type 1 temporary road with the respective storage areas, passing and turning points, this should dictate that no traffic will need to move off this hard surface, thus preventing deposit of materials on the highway. In the unlikely event that a vehicle does, a wheel washing facility will be available at the site access / egress point prior to turning on to Marlborough Road.

On-Site Turning and passing point for Construction Traffic

Once the temporary road surface is constructed (after hard standings removed) it will facilitate turning of HGV within the confines of the site. During construction, delivery vehicles will be controlled by the use of a bank's person. This area will also facilitate material / plant unloading.

There will also be the Lorry and van waiting area on the side of site on the existing hard standing. This area will allow for the parking of 1-2 large lorries as well as a few numbers of smaller vans.

Suspension of public facilities

As the construction works are carried out within private grounds, there are no requirements for suspension of bus stops, pavements, road space or parking bays.

Details of scheme for disposing of waste

A Site Waste management plan will be developed to suit the works. It will be implemented and monitored throughout the project. It will be kept on site and available for any person to access.

Demolition waste- this will come from the existing building on the site being removed. Any hazardous materials will be removed in the first instance and removed by a suitably qualified contractor and disposed of in line with local regulations at an appropriately licensed facility. Demolition waste will be segregated and removed from site in its category of either:

- Rubble and hardcore
- Plasterboard and gypsum products
- Timber or wood products
- Metals

This is carried out so that waste can be recycled at the highest percentage possible, reducing the need for waste product to be taken to landfill.

Excavation spoil- this will be classed under Waste Acceptance Criteria (WAC testing) and will be removed from site to a suitable facility based on its characteristics. It will be removed by a suitably licensed contractor.

Site waste for construction works- these will be split into the following categories:

- Canteen/food waste
- Plasterboard and gypsum products
- Timber or wood products

- Cardboard/packaging
- Metal

Skips for each will be located within the site compound, stored safely and clearly labelled as to what materials will be put into each. Skip exchanges will be carried out by a suitably licenced contractor and all waste transfer notes will be kept as copies on site to ensure compliance with regulations. Where possible all materials taken from site will be recycled as they have been segregated on site.

There will be **NO BURNING OF WASTE** on site at any time. This will **NOT** be permitted.

Highway licenses and traffic orders

During the construction of the project, there are no items that will lead to the requirement to apply for highway licenses or traffic orders.

Arboricultural report

There are currently no trees or tree protection zones within the boundary of the site.

Emergency contact number

During the construction works, there will be a direct number to the emergency contact. This will be: *Site Management contact number to be provided*

Communication to the local community

The site is within a predominantly industrial area however to the rear there are some domestic properties on Lancing Park. To promote clear communication and positive engagement with neighbours and the local community, we will carry out a letter drop prior to commencing works to all neighbouring properties. This will include contact details for the site team and the method of approach for contacting them with any questions or queries. Throughout the works and ahead of key points in the build, further letter drops with comms would be carried out. The site front hoarding will also have a notice board that displays contact details and the works that are upcoming over the next working period.

Non-Road Mobile Machinery (NRMM)

All non-road mobile machinery on the project will meet the stage IIIB emissions criteria throughout the duration of the project. Due to the nature of NRMM, all of the machinery will be regularly maintained to a high standard and the records of this maintenance will be kept on file and logged within the site offices across the projects.

Erection and maintenance of security hoarding



The above image shows the extent of the site boundary (red line). The front of the site (Marlborough Road) will have a solid timber hoarding with two sets of vehicle gates at the existing entry points into the site. The timber hoarding will be designed and installed in line with the calculations from a structural engineer to ensure compliance with wind loading and signage weights. This will be checked daily for its condition by the site management team. Any issue with the hoarding will be reported and will be rectified by our competent contractor.

The two boundaries to either side of the site (adjacent industrial properties) will be constructed from 2.1m anti climb Heras type fencing panels. These will be double clipped together, have stays and counter weights at appropriately designed intervals and will be debris netted, to reduce the outfall at any minor debris at the boundary positions. These hoardings will be checked daily by the site management team and checks will be undertaken to maintain their condition, including ensuring all clips remain in place, the Heras panels have no broken sections, stays and counter weights are maintaining where they should be.

To the rear boundary (domestic properties on Lancing Park) there are existing fence lines already in place. However, to keep clear of these and maintain their condition an anti climb Heras fence line will be erected to the site side.

All gates and access points will be closed when not in use. Out of working hours, these will be securely locked with heavy duty padlocks.

Control of Dust

Certain elements of the project may create dust. To ensure this does not create an issue or become airborne we would ensure the following are put into practice:

- Demolition works- ensure demolition is undertaken in an appropriate manner. Ensure water cannons for dampening whilst demolition works are undertaken
- Excavation of spoil and loading- locate away from neighbouring properties, dampen as required. In particular, during hot or dry spells ensure water suppression is in place particularly for loading vehicles
- Cutting of concrete/masonry- employ wet cut saws for all cuts that are undertaken
- Wash down

Control of Noise and Vibration

Throughout the project, we are committed to following BS5228: Code of Practice for noise and vibration on construction and open sites.

To help aid this, we will continue to review, implement and monitor our construction techniques to ensure the best suited is always applied in terms of noise and vibration reduction.

We will carry this out at each stage of the project and agree suitable methods and restrictions ahead of each stage commencing.

Stages where particular care with noise and vibration would be:

- Demolition
- Excavation for foundations, including spoil away/vehicle movements
- Piling
- Superstructure works/steel frame
- External hard surface finishes

Noting that the site lies within a mix of industrial and residential areas, works will be strictly limited to those dictated by planning conditions, including 0800-1700 weekdays and 0800-1300 Saturdays if needed.