



Construction Management & Logistics Plan - CMP



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| Project: | Lingfield Lodge |
| Project Number | JR004046 |
| Date: | 14 September 2018 |
| Prepared by | Engie Regeneration Ltd |
| Delivery Address | Lingfield Lodge, London Rd, East Grinstead, RH19 1PG |

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1. Introduction

1.1. The Site and Location

The site address is: Lingfield lodge, London Road, East Grinstead, RH19 1PG

Local Authority: Mid Sussex District Council

Ward: East Grinstead Baldwin's Ward

Current Use: Former Retirement Home.

The self-contained site is approximately one mile to the west of East Grinstead town centre. It lies a mile from East Grinstead Station.

The site is flanked by 2 roads, London road (A22) where the existing access is located and Newlands Crescent to the south and east boundaries.

The site is surrounded by a number of schools, and hospitals (See fig 1) and consideration has been given to these in the preparation of this document.

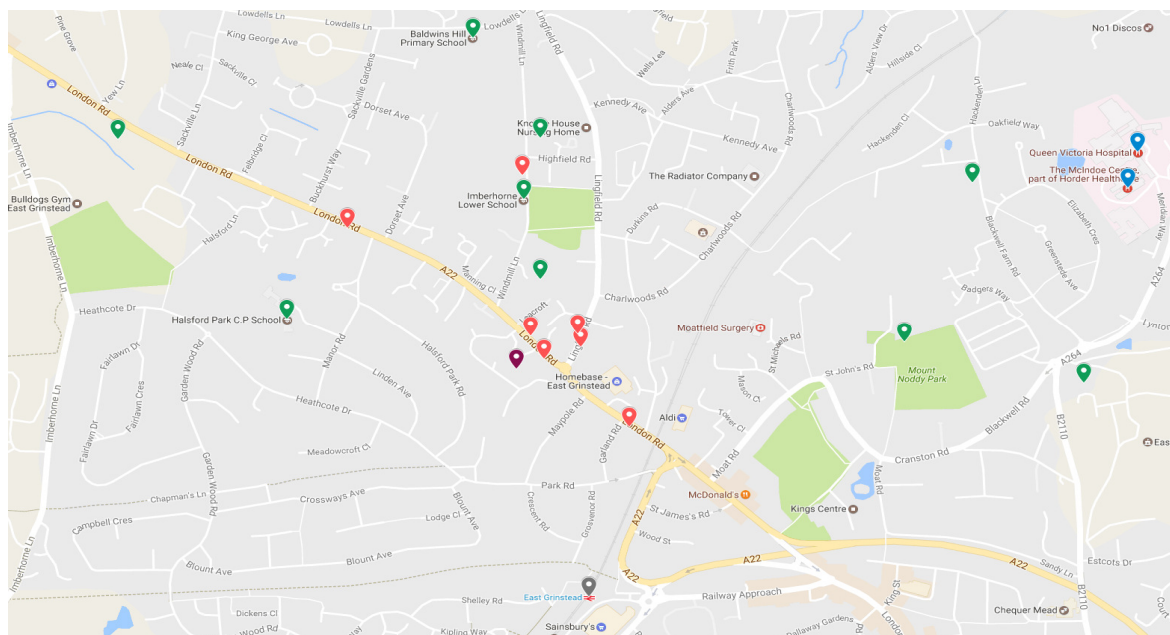


Figure 1

KEY:

- Purple – Site Location
- Green – local school locations
- Red – Nearest two Bus stops
- Blue – Hospital and medical centre
- Grey – East Grinstead Train Station

The Local Area contains a mixture of low to medium rise house types, typically pitched roof terrace houses. The adjacent building to the east is a 3 story residential block and to the west is a 2 story pitched roof terrace house. To the east of the site lies secondary shopping, two council owned surface car parks and a leisure complex.

The site is situated within close proximity to local public amenity such as Mount Noddy Park and Brooklands Park. They are approximately over half a mile to the north east of the site. There is a regular bus service to East Grinstead station from Lingfield Road which provides a good rail connection to central London.

Lingfield lodge is a very tired outdated building and in accordance with the transfer agreement with East Grinstead Housing Society, the site is to be redeveloped to provide modern accommodation and facilities for older people in the East Grinstead and surrounding areas (See Fig 2) aerial map of the area with the site shaded in red).



Map of the Area

Figure 2

Engie have been appointed by Eldon Housing, to carry out the design and construction of a replacement facility comprising 48 new, modern energy efficient extra care homes.

This plan relates specifically to the demolition of the existing premises and construction of the new facility.

This plan therefore is a live document that will be regularly reviewed and developed where necessary by the Engie team throughout the life of the project.

2. Construction Management & Logistics Plan

2.1. Health & Safety

This CMP integrates with all other documentation pertaining to Engie overall construction execution and planning for this project. In accordance with the CDM regulations 2015 a detailed approach to management of Health & Safety on the project is being developed. A copy of the **construction Phase health & safety plan** is being developed and a copy will always be available on site. A copy can be provided to Mid Sussex council should they wish. Engie are fully compliant with all regulations, and as a matter of course, and as an accredited operator, operate within the requirements of

- ISO 9001 (Quality management system)
- ISO 14001 (Environmental management system)
- ISO 18001 (Safety Management system)

Included in the Construction phase plan are details of amongst others:

- Health & Safety and Environmental Policy
- Training policies
- As a minimum, Engie will always have at least one 1st Aider on site
- The site will be visited regularly by one of Engie's dedicated SHEQ advisors and will have regular internal audits by the internal audit team.

In addition to the CPH & S plan our site management system includes;

- H & S and environmental standards
- Risk Assessments and Method statements
- Site Rules
- Welfare
- Training
- Induction records
- Waste manage system
- Security
- Accident reporting
- Site Fire management fire plan and strategy
- Our site notice board including contractor and operative of the month

Noise Dust and Smoke control

The demolition and groundworks phase of the project is likely to create some noise and dust, although given to the scope of work is not considered to be a significant. Provision for the control of and reduction of noise and dust will be made within the specific risk assessments and method statements. In particular damping down and where necessary temporary seeding will form an integral part of our dust management strategy. Noise will be managed in conjunction with regular communications with neighbours and local authority.

Community Engagement

Engie have a dedicated team of community impact managers who are allocated to all projects. As part of their brief and due the number and location of schools in the area would as a matter of course make

contact with all schools and carry out health and safety presentations to the staff and pupils to describe what is happening whilst highlighting the dangers associated with activities on site.

Consultation with neighbours will be via regular newsletters, advising them of the status of the works, and any upcoming activities or issues that may affect them. These will be posted to neighbours prior to commencing and then regularly throughout the project.

The site management team will also make personal contact with adjacent neighbours to introduce themselves and provide details of who they should contact if they have any concerns.

There will be a nominated person on site who will be the main point of contact with neighbours and the public and will deal with and record any comments, complaints or compliments - this will be recorded in the on-site log book and reviewed regularly by site management.

Access considerations

The site entrance does cross over a busy pedestrian walkway with access to the bus stop located adjacent to the site.

Ideally, we would want to relocate pedestrian traffic to the opposite side of the road but given the nature of the road and the location of the existing bus stop, this is not practical solution.

The entrance will be secured by vehicle site access gates, with a separate pedestrian gate alongside with barrier access to the site compound and welfare facilities to segregate movements. Access through the gates will be managed by a dedicated Gateman.

2.2. Site operating hours

The normal site working hours will be Monday to Friday 8:00 to 18:00, and Saturdays from 8:00 to 13:00.

It is not intended to carry out works outside these times unless to carry out specific specialist operations that require them in which case we will communicate with the relevant parties including the immediate neighbours and other key stakeholders whilst obtaining the necessary approvals.

We have carried out consultation meetings with neighbours and other key stake holders during the design process.

2.3. Supply Chain

Freight Operator Recognition Scheme (FORS)

FORS is a free membership scheme that is helping van and lorry operators in London to be safe, more efficient and more environmentally friendly. All suppliers and haulage companies working for Engie are encouraged to register with FORS.

Although the project is outside the greater London region (which is where FORS operates), we still encourage all our operators to embrace the principals that FORS stand for, namely,

- Creating safer drivers- with significant collision reduction
- Encourages suppliers to improve in fuel economy associated with our project
- Provides a system that assists in identifying at risk drivers, allowing Engie to target training at them.
- Create more certainty and compliance with our delivery strategy
- Promote fewer journeys to and from site.

FORS membership will be favourably considered during the procurement process.

Routes to and from site

In order to minimise the pedestrian/ site traffic interface during peak times, Material and Plant delivery times will be limited to the hours of 9:30 to 15:00. These times also tie in with peak traffic on London road and the afternoon school run.

Engie will have a full time on site project manager who has ultimate control of all logistics on site. Any deliveries attempted outside these hours will be turned away.

All scheduled deliveries to site will be by vehicle. They will be directed along London road through the existing entrance onto site where they will offload their goods.

There is sufficient space within the current entrance/ exit to use the existing access as both an entrance and exit point for the site.

Exiting traffic will be marshalled back onto London road by the gate man where they will turn left with the existing flow, from where they can follow the normal traffic route.

As we will be maintaining the use of the existing access facilities there should be no muck arising from the wheels on departing traffic. The traffic marshal / gateman will carry out inspection to ensure compliance prior to allowing departure from site.

In the eventuality that wheels are seen to contain muck a wheel cleaning station will be in place to deal with this eventuality.

All waste generated on site will where possible be segregated on site for possible reuse and or recycling. Engie will operate site waste management protocols will be employed on site.

Estimated Vehicle movements.

All traffic will be directed to approach site from London road (A22) turning right (blue Arrow) across the oncoming traffic into site. On departure they will turn left with the flow of the traffic back along the A22 Orange arrow (see fig3)



Figure 3

When orders are placed, they will state delivery and collection times that are allowed and that no vehicles will be permitted to stack during deliveries.

Deliveries will be scheduled using Engie's traffic movement schedule.

All Lorries will contact the site gateman via mobile phone prior to arrival to confirm that access is suitable and as such avoiding any number of vehicles arriving at the same time.

The maximum number deliveries on any given day should not exceed 8 per day, but on most days the number will be lower.

Where possible we will operate a "just in time" delivery philosophy reducing the need for onsite storage

Vehicle types

London Road is particularly busy at peak times and in quite times remains an active road as is evidenced in the photograph Fig 4



Figure 4

As such vehicle deliveries will be limited to a rigid lorry with an 18 Ton payload and articulated vehicles will only be permitted in exceptional circumstances where there is no alternative.

2.6 Refuse collection.

As the site will be an unoccupied construction site, existing rubbish removal will be suspended and all waste will be removed by skip or grab lorry.

2.7 Estimated Construction Programme

| Task | When | Approximate Duration Weeks | Maximum number of Vehicles/day |
|------------------------------|--------------|----------------------------|--------------------------------|
| Site Setup | Oct 2018 | 4 | 3 |
| Soft strip & Initial surveys | Oct 2018 | 4 | 3 |
| Asbestos removal | Oct 2018 | 4 | 3 |
| Enabling works & Demolition | Oct/Dec 2018 | 9 | 8 |
| Groundworks | Jan 2019 | 16 | 8 |
| Concrete Frame | Apr 2019 | 13 | 8 |
| Construction | June 2019 | 24 | 6 |
| Landscaping | Dec 2019 | 8 | 6 |
| Demobilisation | Mar 2020 | 4 | 4 |

3. Site establishment

The site compound will be established on the London Road boundary within the current footprint. It is intended that the compound will be made up of double stacked site units. The layout of the site compound will be decided nearer works commencement.

Once demolition has been completed an internal temporary access road will be built from the existing parking bays to rear boundary of the site.

It is intended that the existing topsoil will be stockpiled on site for later reuse on completion of the project. This will be temporally seeded and regularly watered down to minimise dust.

3.1. Site Access.

The site has a substantial tarmac entrance and parking spaces, from London Road and it is the intention to use this both during construction and as the entrance for the future development.



Figure 5

3.2 Parking Strategy

The existing entrance road (See Fig 5) and parking spaces (See Fig 6) will remain in place for use as long as possible to both maintain a healthy environment and reduce any adverse effects of the construction process. On-site parking will be restricted to the Site Team and visiting officials.

Contractors will be encouraged to 'car share' as much as possible or use public transport, in addition to this secure cycle storage will be provided. Contractors will not be allowed to park on neighbouring streets and cause disruption to local residents.

East Grinstead has a total of eight public carparks within reasonable walking distance from the site. When attending site, contractors will be able to drop off tools and equipment and will have to park vehicles in any of these public carparks.



Figure 6

The entrance will have segregated secured vehicular and pedestrian access (see fig 7 as an example), and the site boundary will be hoarded where necessary to prevent unwanted access and to minimise the impact to the neighbours.



Figure 7

During the demolition phase, it is intended that the skips will be located in the existing parking bays maintaining easy and clean access to and from London Road.

In addition, the existing trees on the perimeter fence will be maintained to both soften the visual impact of the site and assist with noise spillage, to the neighbours and the traffic on London Road.

Given the close location of both Rail and bus routes to the site, all contractors and site staff will be actively encouraged to use public transport, where possible and those residing close to site to make use of walking and or cycling to work to reduce congestion.

See fig 1 for location of public transport.

A dedicated bicycle lockup facility will be provided for this purpose (see fig 8 as an example).



Figure 8

4. Site contacts

All contacts will be provided and emergency details will be displayed on the project notice board situated alongside of the site entrance.

In keeping with Engie's status as an associate member of the considerate constructor's scheme, the site will be registered with the CCS and monitored and audited regularly by them.

A contractor's handbook will be prepared to provide support for both site management team and support supervisors, ensuring that the conditions of the CMP are met by everyone working at the site. The CMP Handbook will include, but not be limited to:

- Aims and objectives of the CMP
- Clearly explain all site specific CMP agreements and methods of working
- Sets out Main contractors general practices and standards
- A site map
- Hours of site opening
- Details of other related site issues.
- Health & Safety information
- Staff Travel plans
- Main contractor details.

5. Review of the CMP

The CMP will be reviewed regularly throughout the duration but as a minimum every 2 months to check it remains effective in reducing any traffic congestion, air pollution, noise and visual intrusion as much

as possible, whilst addressing the changing conditions on site. As part of this process, and complaints, compliments and breaches will be discussed.

Targets for the CMP need to be SMART (Specific, Measurable, Achievable, Realistic, Timely) and easily collected and interpreted. They will be agreed by all parties prior to commencement of the works.

6. Conclusion

It is acknowledged that the details of this plan could change as the design is developed and detailed construction methodologies have been finalised.

It is hoped that the measures outlined in this plan will satisfy Local Planning Authority and the Local Highway Authority that the applicant intention is to minimise the impact and inconvenience to the local residents and highway users.

| Issue | Date | Compiled | Checked |
|-------|--------------|----------|---------|
| A | 14 Sept 2018 | WE | JC |
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