Construction Traffic & Construction

Environmental Management Plan

Nursery Fields, Chalcraft Lane, North Bersted, West Sussex

Revision –
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ARUN DISTRICT COUNCIL BE/2/24/DOC

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Barratt Homes & David Wilson Homes Safety, Health and Environmental Management Systems (SHE), Site Timetable and stages for development.

Barratt Development PLC operates the Occupational SHE Management Systems across the group to set out and maintain high standards in Health, Safety and Environmental standards. With dedicated SHE Managers responsible for monthly inspections and auditing of Construction Sites throughout the Barratt Group this system is supported by Divisional Management Teams to ensure that our site activities are safe and cause minimum disruption to the communities within which we operate.

The site will be constructed over a 4-year period from commencement to completion. The external environment will be completed prior to the plot being occupied. The open spaces will be completed in line with occupation of surrounding plots. The site will be secured via Heras fencing to the front of the development which will be sympathetic to the surrounding environment. In terms of the local area a meet the builder session will be held with the local community prior to site start to ensure that impact in minimised on surrounding land.

1. **Access from Chalcraft Lane**

The access works will be completed as part of the Section 278 works (agreement with West Sussex County Council).
This access will be a combined access for construction vehicles and resident's use.

2. **Details of provisions of parking and turning of operative and construction vehicles during development.**

The Site Operatives and other visitors will be directed to the site operative's car park to park their vehicles. This car park will be located on the hard standing by the compound as shown on the plan in Appendix A. A turning circle will be provided adjacent to the site car park for turning.

The larger vehicles onsite will be supervised when reversing via a banksmen in line with the Health & Safety requirements

Any construction traffic to the site will be directed via the construction traffic route as shown in appendix B. Site deliveries will only take place during hours of site operation.

3. **Loading and Unloading**

All Contractors will be issued instruction to ensure that the route for construction vehicle access to the site is via Chalcraft Lane

Materials will be delivered between working hours of 07.30-17.30 Monday to Friday

Please refer to Appendix A showing place of compounds.

4. Storage of Materials

Materials will be stored close to the compound area for ease. This will be placed in the last phase of the building works to avoid problems and access for Lorries deliveries etc and also mainly for the occupants of the earlier plots for ease of access to their plot. Refer to Appendix E for ecologist input.

5. Security and Displays

The site will be secured with fencing (Herras or similar security) with information display boards close to the site entrance. This will be visible from the road side so that passing traffic is aware of the development.

Boards / hoarding adjacent to site entrance to be set back at least 3m in order to protect the visibility splays of emerging vehicles and not impede the ability of vehicles to pull clear of the highway if required to enter the site.

6. Measures to be undertaken to prevent mud from vehicles leaving site during construction works

To keep wheels clean on vehicles that are exiting the site, we will have a jet wash at the entrance to site. This will help keep levels of dirt onto Leigh Road to an absolute minimum. Also referring to point 7 below, this will also keep roads in site damp too and keep dust effects to a minimum.

The provision of a road sweeper is to be made available to ensure any mud / debris is cleared from the roads should the wheel wash facility not provide full cleaning of vehicles leaving the site.

7. Dust suppression, mitigation and avoidance measures.

Particular care would be required to maintain dust emissions at a practicable minimum when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation would be required during dry conditions.

Dust reduction measures would include:

- careful management of earth stockpiles
- sheeting of vehicles transporting materials to and from the site
- limiting the speed of general vehicles within the site to 10mph
- surfacing of the haul roads as soon as possible in the programme
- haul roads to be regularly cleansed
- visual monitoring would be carried out at sensitive locations on a daily basis

By using effective dust mitigation techniques, including good site planning, the potential for dust emissions to arise at a construction site and impact surrounding receptors can be minimised.

The potential for dust to arise during the groundbreaking, earth moving and excavation stage of the construction is highly weather dependent. If carried out in dry weather, increased water spraying may be required to ensure the surface material remains damp. In wet weather greater attention would be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust.

Throughout the construction period, care would be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site. Drop heights, when loading and unloading materials, would be minimised. All dusty loads would be sheeted appropriately. Dried mud and dust carried onto roads by Lorries and other machinery can be a significant source of dust. The Site Manager would ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned.

Once the building of the development commences there is less potential for significant emissions of dust from the site, although emissions may still arise from the storage of dusty materials. Generally, storage compounds would be screened, both for security and to prevent wind whipping. In addition, there are certain construction activities that are inherently dusty and would require additional controls e.g., stone or brick cutting. Such activities may require local screening, or the activities may be limited to certain areas or time periods in order to limit impacts.

Specific measures to prevent dust would include the following practices:

- the provision of easily cleaned hard standings for vehicles (to include the areas close to the site access)
- the regular cleaning by brushing and water spraying of heavily used hard surfaced area
- dusty materials stockpiles and dusty activities such as stone cutting and grinding to be sited away from the site boundary and/or effectively screened where practicable
- jet washing will be carried out at the site entrance

Refer to Appendix E for ecologist input.

8. Measures for minimising construction waste and provision to re-use and recycling of materials.

A site waste management plan will be put in place at the start of the site (prior to construction commencing) this will indicate in more detail the process and placing of disposal units. We will have a site segregation unit immediately adjacent to the compound area.

All waste management will be reportable via online management to ensure site recycling is efficient as possible. Any non-contaminated soil that is extracted for foundations will be reused on the development.

9. Hours of work on site

Hours of work on site will be:
Monday- Friday 07.30-18.00
Saturday- 08.00-13.00
Sunday- Minor works ie... Painting/Decorating/Electrical works etc...between the hours of 08.00-18.00 however no deliveries or heavy machinery to be operated on site.

10. Traffic Management Plan

The main construction traffic routing for the site will direct traffic from the A259 via the Bersted roundabout onto Chichester Road (B2259) and then onto Chalcraft Lane. Appendix B attached to the end of this document illustrates the route.

11. Public Engagement

BDW Southampton will be running a Meet the Builder evening prior to commencement on the site and residents will be offered an open invitation to attend. The evening will provide the residents with an opportunity to clarify any concerns they have regarding the proposals.

12. Number, type and frequency of vehicles to be used during the construction.

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by build programme and date specific requirements. The figures shown below are based on an assumed worst case scenario situation:

- Cars, Vans and other lightweight vehicles = 40 per day
- Forklift trucks = 2 per day
- Dumper Truck = 4 per day
- Site deliveries from large vehicles = 15 a day
- Site operated crane – 15 days per calendar month.

Provision will be made to ensure any overall spill of vehicles will be retained within the confines of the application site at all times.

13. Floodlighting and security lighting

The perimeter of the site compound will be provided with security lighting outside of working hours to ensure adequate site safety at all times. Any areas in which operatives are working with poor light will be lit adequately.

14. Code of Construction Practise

All construction works will be carried out under the CDM regs 2015. Building regulation certification and building warranty will be independently certified by the NHBC

15. Use of fences and barriers to protect adjacent land

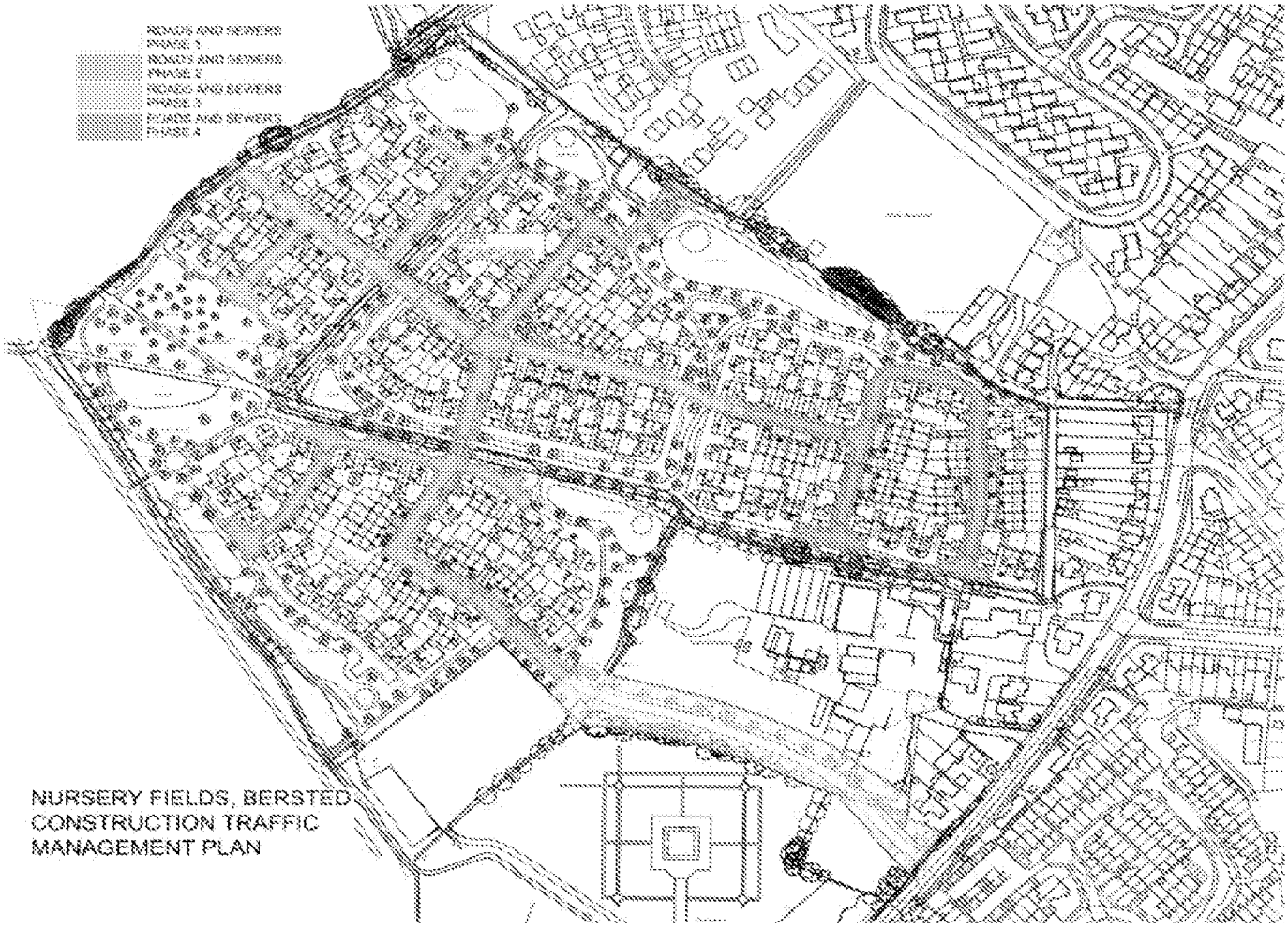
The extent of the perimeter of the site will be secured with fixed Heras fencing. This will make the site safe and secure. Any existing landscaping will be protected via the tree protecting fencing which is shown on the Arboriculture Impact Statement and left in place for the duration of the construction works on the development.

16. Measure to be undertaken to minimise impact on surrounding land

Noise and vibration will be kept to a minimum wherever possible, and works will only be carried out during the designated working hours (refer to section 9). All the plots on the site are designed with traditional strip footings so it will not be necessary for any piling works to be carried out on site nor the heavy machinery to do such. Any subcontractors working on site will be briefed on the sensitivities of keeping construction related noise to a minimum at all times when using machinery and vehicles. Refer to Appendix E for ecologist input.

Appendix A

Construction Management Plan



Appendix B
Construction Traffic Route



Appendix C

Site Compound Management Plan



Appendix D

Construction Phasing Plan

