

Construction Environmental Management
Plan
Felpham – Phases 4 & 5 2017

Rev B – 05/04/17



BARRATT
— HOMES —

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Appendices

Appendix A – Construction Management Plan

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1. Barratt Homes Safety, Health and Environmental Management Systems (SHE)

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.

2. Temporary access from Stanover Lane

The existing site access to the site via Stanover Lane will be maintained for construction access. All ecology works within the affected area will be managed and the appropriate protection fencing erected prior to commencement of the works. BDW will ensure that adequate road signage will be in place from Stanover Lane to warn oncoming traffic of the works.

3. Parking for site and Visitors

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

4. Loading and Unloading

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

Materials will be delivered between working hours of 08.00-18.00 Monday to Friday
Please refer to drawing showing place of compound.

5. 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.

6. 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.

7. Wheel Washing

To keep wheels clean on vehicles that are exiting the site, we will have a wheel wash operating in all areas of the site. This will help keep levels of dirt on to the existing estate to an absolute minimum. Also referring to point 8 below, this will also keep roads in site damp too and keep dust effects to a minimum.

8. Controlling emissions of dust, fumes and dirt

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 20mph
- surfacing of the haul roads as soon as possible in the programme
- haul roads to be regularly cleansed
- provision of wheel washing facilities at access points into local roads (to prevent mud from getting on the public highways)
- 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 ground breaking, 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 actual 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
- the provision of wheel washing facilities or high pressure hose to ensure all vehicles leaving the site are in a satisfactory state of cleanliness
- 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

9. Controlling noise and vibration from construction activities

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 11). All of the piling works which will be carried out under strictly controlled conditions and monitored appropriately. Heavy machinery will only operate during the approved working hours. 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.

The appointed piling contractor shall work strictly in line with BDW health and safety policies.

Noise levels for all operations will be assessed. All plant with a Laeq of 85Db(A) will have mandatory ear protection zone signage. Ear protection available and issued to operatives. Where reasonably practicable, noise reduction methods will be used i.e acoustic blankets.

Vibration levels will be monitored for the duration of the piling works. If vibration levels are found to exceed the recommended levels, work will cease immediately on site. The appointed piling contractor's risk assessment for this development is appended (Appendix B) to the rear of this document.

10. A Scheme for Recycling/disposing of waste

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.

11. Hours of work on site

Hours of work on site will be:

Monday- Friday 08.00-18.00

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.

No machinery, vehicles or plant shall be operated on the site/premises except between the hours of: 8.00am – 6.00pm on Mondays to Fridays inclusive, 8.00am – 1.00pm on Saturdays and not at any time on Sundays or Public Holidays.

12. Construction Traffic

The main construction traffic routing for the site will direct traffic from the Stanover Lane Roundabout via the A259 (BNRR). Appendix B attached to the end of this document illustrates the route.

13. Public Engagement

Historically a meet the builder session has been carried out to ensure members of the public are able to meet the site team.

The details of the team who will provide assistance are as follows:

Robert Barber – Technical Manager

Tel: 01489 779221

Email: robert.barber@barratthomes.co.uk

Anthony Dimmick – Community Liaison Officer

Tel: 01489 779200

Email: anthony.dimmick@barratthomes.co.uk

Mark Keen – Contracts Manager

Tel: 01489 779200

Email: mark.keen@barratthomes.co.uk

14. 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 = 1 per day
- Site deliveries from large vehicles = 5 a day
- Site operated crane – 5 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.

15. Temporary Lighting 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.

First issue: January 2017.

Appendix A

Construction Management Plan /
Materials Storage Plan
To be submitted separately.

Appendix B

Piling Risk Assessments