

Construction & Environment

Management Plan

Changing Facility and Football Pitches, Felpham

Rev A, 12.05.2021



BARRATT
— HOMES —

Contents

The construction method statement covers the following aspects:

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

1. Access
2. Details of provisions of parking and turning of operative and construction vehicles during development.
3. Loading and unloading
4. Storage of Materials
5. Security hoarding and decorative displays
6. Measures to be undertaken to prevent mud from vehicles leaving site during construction works
7. Dust suppression, mitigation and avoidance measures.
8. Measures for minimising construction waste and provision to re-use and recycling of materials.
9. Controlling noise and vibration from construction activities
10. Hours of work on site
11. Traffic Management Plan
12. Public Engagement
13. Number, type and frequency of vehicles to be used during the construction.
14. Floodlighting and security lighting.
16. Code of Construction Practise

Appendices

Appendix A – Construction Management Plan

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 an estimated two year period from commencement to completion. The external environment will be completed prior to the facilities coming into use. The open space in the area of construction will be completed prior to occupation. The site will be secured via hoarding/fencing to all boundaries.

1. Access

Access will be obtained via Stanhorn Grove, which connects from Charley Purley Way/Felpham Relief Road.

Directional site signage will be sought via an approved signage contractor, whom will seek the necessary consent/approvals from Hampshire Highways Team with regards to locations of these signs.

The entrance road is constructed including the main parking area serving the proposed facilities.

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 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. A turning circle will be provided adjacent to the site car park for turning. The existing car park will be used by the number of contractors proposed in section 12.

Large vehicles onsite will be supervised when reversing via a banksman/member of site team in line with the Health & Safety requirements including to the entrance of the site. The access road comprises of two lanes, and a banksman for vehicle egress onto Stanhorn Grove is not required.

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

3. Loading and Unloading

Instructions will be issued to all contractors and suppliers to convey the access point.

Materials will be delivered between working hours of 08.00-18.00 Monday to Friday.

4. Storage of Materials

Materials will be stored close to the compound area for ease. This will likely be placed adjacent to the car park to avoid problems and access for lorries deliveries. Separate areas for hazardous waste will be provided within the compound area.

5. Security and Displays

The site will be secured with fencing (Heras or similar security) with information display boards close to the site entrance. This will be visible from the road, 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, a jet wash will be made available and set back from the entrance to site. This will help keep levels of dirt onto Stanhorn Grove and the surrounding roads to an absolute minimum. Also referring to point 7 below, this will also keep roads in site damp and keep dust effects to a minimum. As the access road is constructed, this will help prevent and detect mud on roads.

The jet wash will be set back from the Stanhorn Grove.

During March-August, the provision of a road sweeper is to be made available to ensure any mud / debris is cleared from the roads should the wheel jet facility not provide full cleaning of vehicles leaving the site. The road sweeper will be xavailable Monday-Friday during September-February.

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 20mph
- 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 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 will 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 will 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 will ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned.

In addition, there are certain construction activities that inherently create dust and will 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

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. A site segregation unit will be available immediately adjacent to the compound area.

A bailer will be provided on site to ensure that as much site waste is recycled as possible. 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. 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 10). All of the piling works 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. Noise and vibration levels will be calculated and monitored against BS5228:2009.

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.

10. Hours of work on site

Unless otherwise agreed in writing with the Local Planning Authority, 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.

10. Traffic Management Plan

Please refer to Appendix A for traffic movements within and externally of the application site.

Main construction traffic will access the site via the access road and permanent bell mouth solution off Stanhorn Grove.

11. Public Engagement

The site manager will be available to deal with any local concerns. Details of the site management team will be made available via signage upon commencement.

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

Bradley Slingo – Technical Co-ordinator

Tel: 01489 779200

Email: bradley.slingo@barratthomes.co.uk

Anthony Dimmick – Community Liaison Officer

Tel: 01489 779200

Email: anthony.dimmick@barratthomes.co.uk

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 = 1 per day
- Dumper Truck = 1 per day
- Site deliveries from large vehicles = 5 a day
- Site operated crane – 2 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 construction areas and compound will be illuminated 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 Practice

This will enforce standards by an independent assessment on an annual basis. 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 or similar.

First issue: May 2021.

Appendix A – Construction Management Plan

