

BARGATE

CONSTRUCTION TRAFFIC AND ENVIRONMENTAL MANAGEMENT PLAN

Pagham

DATE:-	Rev 1	Rev 2			
Draft 3-10-25	3-10-25	4-11-25			

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1. Purpose of the document

This plan has been developed in response to the following planning conditions:-

- 16) No development shall commence, including any works of demolition, until a Construction and Environmental Management Plan (CEMP) and accompanying Site Setup Plan has been submitted to and approved in writing by the local planning authority (who shall consult with the local highway authority and the Council's Environmental Health Officer and Ecologist as appropriate). Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period. This shall require disturbance during demolition and construction to be minimised and will include (but not be limited to) details of the following information for approval:
- a) the phased programme of construction works;
 - b) the anticipated, number, frequency, types, and timing of vehicles used during construction (construction vehicles should avoid the strategic road network during the peak hours of 0800-0900 and 1700-1800 where practicable);
 - c) the sheeting of any loose loads;
 - d) the means of access and road routing for all construction traffic associated with the development;
 - e) provision of wheel washing facilities (details of their operation & location) and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulations Orders);
 - f) details of street sweeping;
 - g) construction vehicle delivery times;
 - h) details of a means of suppressing dust & dirt arising from the development;
 - i) a scheme for recycling/disposing of waste resulting from demolition and construction works (i.e., no burning permitted);
 - j) details of all proposed external lighting to be used during construction (including location, height, type & direction of light sources and intensity of illumination);
 - k) details of areas for the loading, unloading, parking, and turning of vehicles associated with the construction of the development;
 - l) details of areas to be used for the storage of plant and materials associated with the development;
 - m) details of the temporary construction site enclosure to be used throughout the course of construction (including access gates, decorative displays & facilities for public viewing, where appropriate);
 - n) contact details for the site contractor, site supervisor and CDM co-ordinator (including out-of-hours contact details);
 - o) details of the arrangements for public engagement/consultation both prior to and continued liaison during the construction works;
 - p) details of any temporary traffic management that may be required to facilitate the development including traffic signage; and
 - q) measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s).

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed to deal with complaints and shall be available on site and their availability made known to all relevant parties. The CEMP shall also include reference measures to minimise disturbance to bats and other wildlife during construction including the briefing of site operatives, monitoring by an ecologist, and either securing or providing a means of escape for all deep pits, trenches, and/or holes present on the site during periods of darkness.

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- 29) Immediately following implementation of the approved surface water drainage system and prior to the occupation of any part of the development, the local planning authority shall be provided with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.
- 31) No demolition/construction activities shall take place other than from 08:00 hours until 18:00 hours on Mondays to Fridays and from 08:00 hours until 13:00 hours on Saturdays, with no work on Sundays or Bank/Public Holidays.

2. Programme of works

The site will be constructed in a sequence which maintains as far as reasonably practicable a retreating construction line. This will ensure safe integration between occupation and the working site. Occupation blocks will be used to isolate the compound along with a series of linked haul roads to form a circular retreat.

the total site duration will be 165w encompassing the following

26 weeks site preparation to include

- Setting up compound
- formation of SUDS basin to accept SW drainage
- entrance formation
- location of outfalls and connections onto site
- Foul and surface water drainage to the main spine road to allow a rolling connection of plots, no plot will be occupied unless it is capable of being drained.
- Service infrastructure
- Road and footpath formation to Base and Binder

135w Plot delivery

4 w decamp to include

- Raising ironworks
- Final surfacing
- Jetting of sewers
- Removal of compound

The following ROUTE TO BUILD has been planned to ensure this philosophy is maintained:-

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ROUTE TO BUILD



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3. Construction team roles and responsibilities

a. Management team

The site will be managed from start to finish by an appointed management team consisting of the following:-

Construction director	Mick Hanson [REDACTED]
Production Manager	Tony Mathews [REDACTED]
Contracts Manager	Graham Palmer [REDACTED]
Site Manager	TBC info needed
assistant Site Manager	TBC info needed

The site manager will be the responsible person on site. He will monitor all site boundaries on a daily basis. He will monitor all adjacent roads on a daily basis and will ensure where practicable that material deliveries are spread out to avoid congestion.

Responsibilities:-

Site manager

The site manager will be responsible for the day-to-day management of Health and safety, environmental and quality performance during the construction of the proposed development. The site manager will also be responsible for implementing the CTEMP, monitoring the performance of subcontractors, and maintaining records.

In addition, the site manager will be responsible for ensuring that all staff and operatives receive a site-specific health, safety and environmental induction prior to starting work on-site and are provided with relevant information concerning environmental sensitivities and protection measures.

Production Manager

The Production Manager will be responsible for on site delivery and programming and will report on progress

Contracts Manager

The contract manager will support and reinforce the site manager in his duties. They will monitor the site during their visits and follow up on any observations with the offending parties.

The Contracts manager will be responsible for keeping the public informed of any major events

Construction Director

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The construction director will be responsible for dealing with all queries and complaints from the general public, local community and new occupations. He will investigate the complaints, respond and maintain a register of complaints in head office.

All staff and subcontractors

All staff and sub-contractors will be responsible to work to agreed plans, methods and procedures to eliminate and minimise environmental impacts.

Understand the importance of avoiding pollution on site, including noise and dust, and how to respond in the event of an incident to avoid or limit environmental impact

Report all incidents immediately to their line manager

Monitor the work place for potential environmental risks and alert the immediate line manager if any are observed

Co-operate as required with site inspections and audits

b. Working hours

THE SITE WILL BE OPERATIONAL AT THE FOLLOWING TIMES:-

MONDAY TO FRIDAY	8 am to 6 pm
SATURDAY	8 am to 1 pm
There will be no Construction work undertaken outside of the above hours or on any public or bank holidays without the prior approval of the local Planning Authority.	

c. Communication and complaints procedure

In case of any formal complaints these should be addressed to the construction director Mick Hanson

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Any formal complaint will be logged into a complaint's register. It will be investigated and responded to formally. Any complaint which is deemed to be valid in nature will be actioned in a positive manner.

d. Public Communication and consultation

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The Contracts manager will keep all contiguous neighbours informed in writing of any significant events likely to affect them, such as off site road works and start on site. The communications will highlight formal communication lines.

4. Control of pollutants

In order to protect the drainage system and manage run-off during construction A number of measures will be employed including:-

- Cut-off ditches and or silt fences will prevent unrestricted release of sediments from the site or into the SUDS feature
- Surface water drains will be fitted with sediment traps
- Earth Movement will be controlled which will reduce the risk of surface water run-off combining with silt
- Contained wheel wash facilities will be used

In addition to the constructed safeguards the following will be implemented: -

- All fuel used on site will be delivered directly to a central fuelling station where it will be stored in locked and Bunded fuel safes.
- 240l spill kits will be located adjacent to the refuelling station as below:-



- 35l spill kits will also be available in the site office



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- All small petrol operated plant will be run and refuelled over drip trays

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5. Ecological Constraints

All site operatives will be fully briefed on the ecological constraints relevant to the project, in accordance with the findings and recommendations outlined in Letter Report (9831 Pagham Conditions Discharge 01.10.25 as submitted under condition 9 & 10 of the Outline Appeal Application) and Ecology Report (9831 Pagham Ecological Appraisal as listed within condition 9 of the Outline Appeal Application). This briefing will ensure that all personnel are aware of their responsibilities in protecting local wildlife and habitats throughout the course of the works.

In the event that any incident occurs on site which could potentially harm wildlife or breach ecological protections, all works in the affected area will cease immediately. The appointed project ecologist will be contacted without delay for guidance on appropriate next steps and mitigation measures.

Appointed Ecologist:

Name: Dani Collins

Company: FPCR Environment and Design

Phone: [REDACTED]

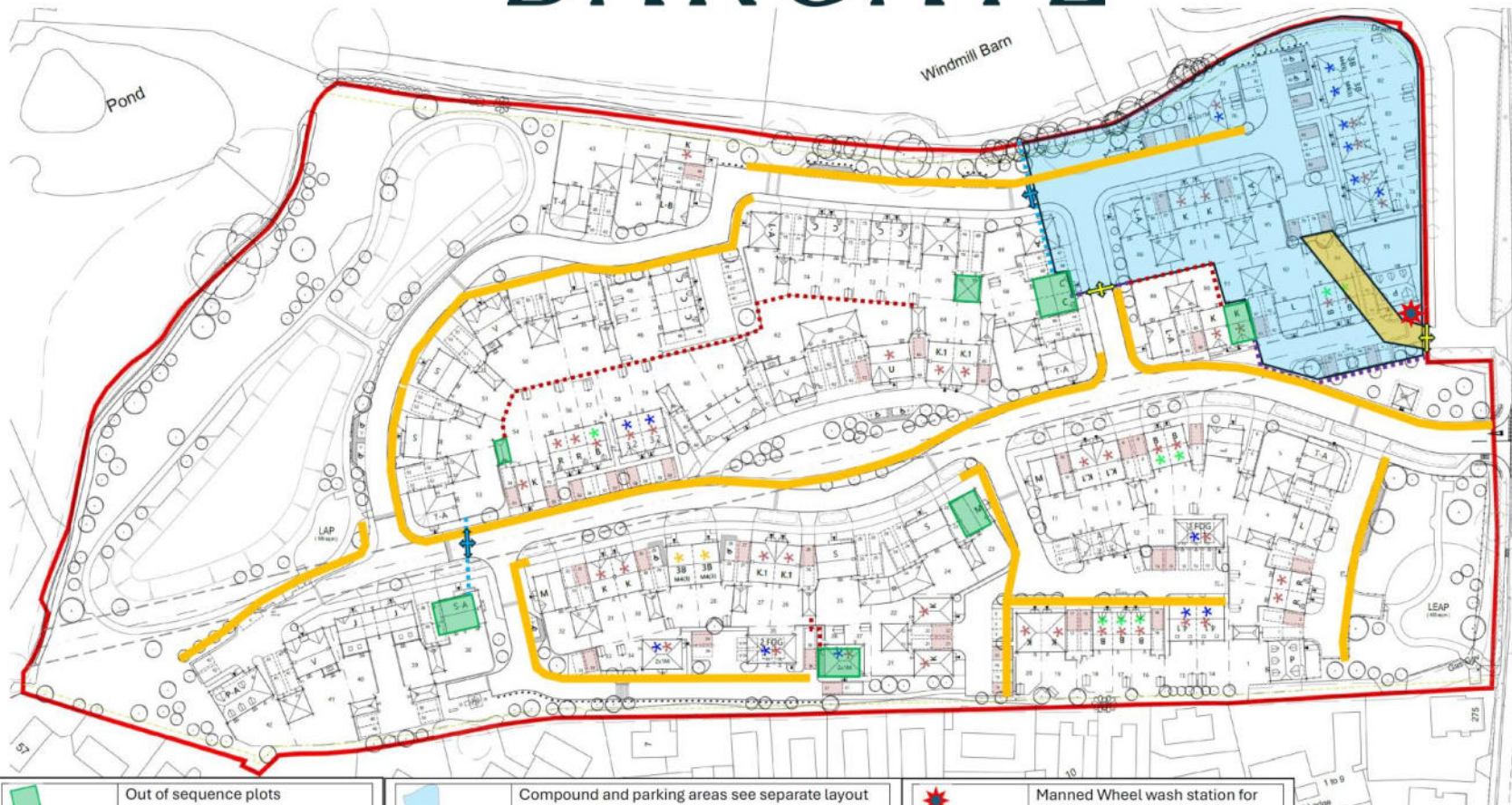
Email: [REDACTED]

To prevent accidental harm to animals, all deep pits, trenches, or excavated holes will be either securely covered or fitted with appropriate escape routes (e.g., graded ramps or escape ladders) during periods of darkness and when not in use.

6. Site Set up indicating location of temporary accommodation storage and parking

The following indicates the set up of the site which will be maintained until the closing stages of the site

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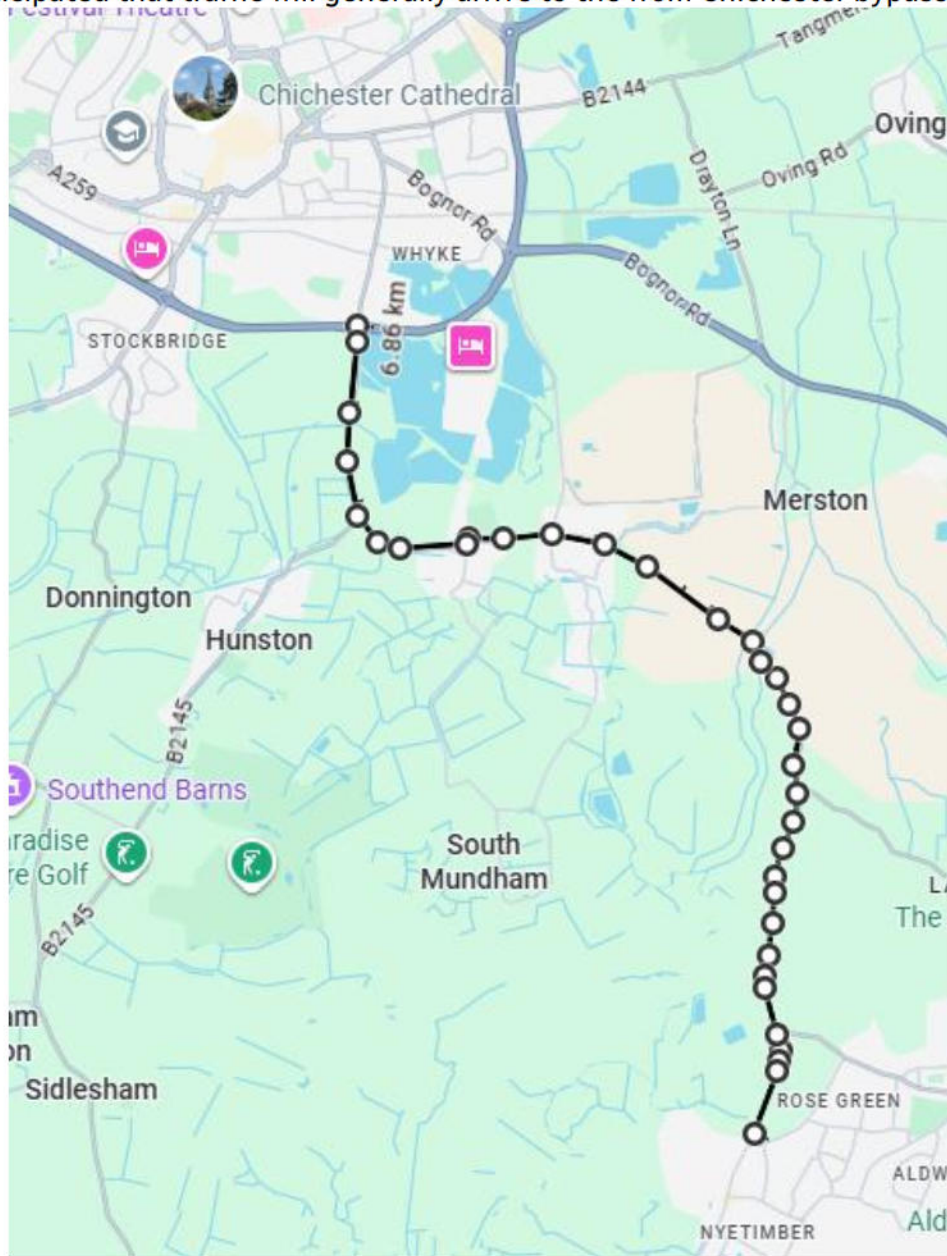
	Out of sequence plots
	2m close board
	1.8m close board
	Haul roads
	Permanent site gates with separate pedestrian access
	Moveable site gates
	Heras fencing on feet
	Perimeter fence to be heras double clipped to poles / timber
	Pedestrian walkways MOT finish with barriers to road side. To include remaking after service connections
	Scaffold allocation to be -1 loading bay per plot / semi -1 loading bay per garage block -2 loading bays for blocks over 2 units or apartments -3 loading bays for blocks over 5 units
	Parking / storage MOT finish
	Stacked 30' x 10' office / mess facility
	30' x 10' 5+2 toilet block
	10' x 10' drying room
	Manned Wheel wash station for the life of the job. To include acco catch grid and sump for wash out Twin silo and base to TW design
	Waste transfer station
	Container array 3 x 24' x 8' with overscaffold
	Heavy storage and distribution compound tarmac finish
	Truss rack allow 3 x moves

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7. Off site traffic Management

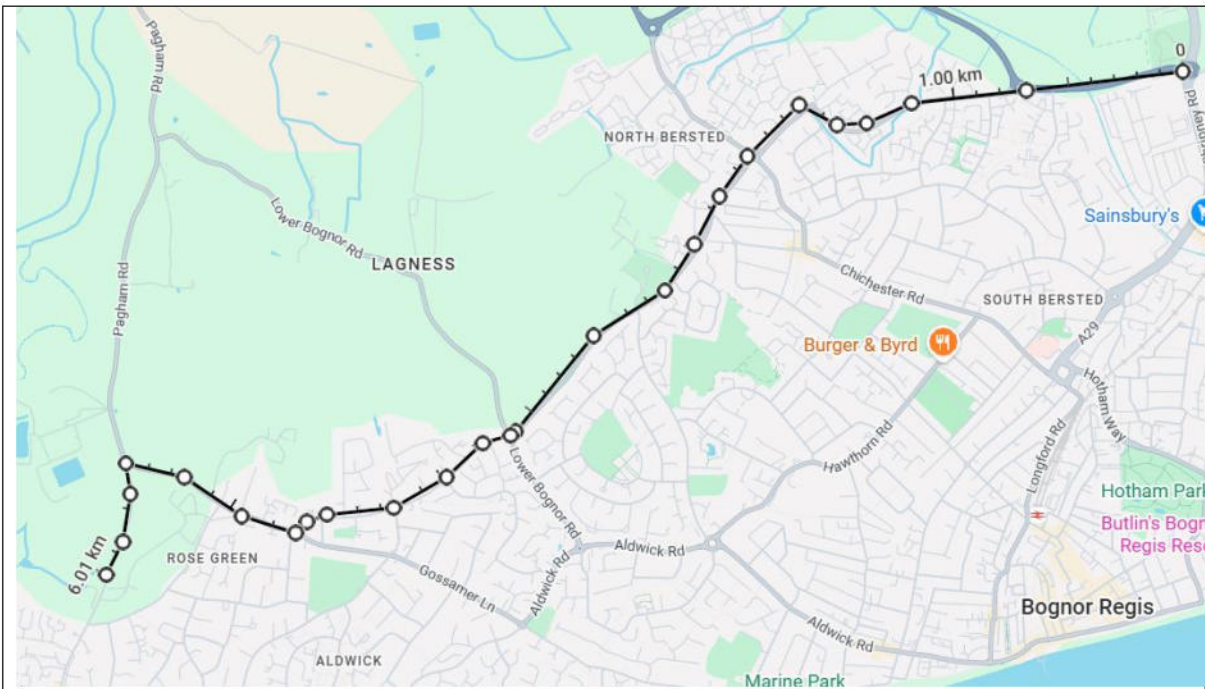
A series of linked Haul roads will allow for the turning of delivery vehicles behind the occupation line.

It is anticipated that traffic will generally arrive to the from Chichester bypass



Any traffic arriving from the East will be directed from the A259 along rowans way

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Plant and Materials will be loaded and unloaded in the material compounds as shown on the site set up plan.

On site distribution of materials will be via a telescopic handler which will remain behind the occupation line as much as reasonably practicable

It is anticipated that the following vehicle movements will occur weekly:-

Articulated trucks	10
Rigid twin rear axles	40
Rigid single rear axle merchant trucks	20
Skip lorries	5
cranes	2

In addition to the above there will be occasional need for site clearance / Muck away. This usually involves a fleet of upto 10 twin axle tipper trucks on 6 load turn around and will be dependent on quantity and distance to the depository. These events are infrequent and short in duration.

It will be requested at the time of placing orders with both sub-contractors and the supply chain to avoid peak traffic times of 8am to 9am and after 5pm.

All loads carrying exiting materials will be sheeted in accordance with the current law

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8. Site Parking and On Site traffic Management

Parking on site will be initially restricted to the zone marked up on the site set up plan.

All parking associated with the development will be accommodated within the development.

It is anticipated that the site will generate the need for circa 40 cars, the quantum of which will diminish as the site closes.

Since the area allocated for parking sits over plot footprints there will be a point where it becomes no longer feasible to park within the zone identified on the site layout. Conflicting conditions prevent the use of alternative areas within the development for the temporary accommodation of site vehicles such as the LEAP and the Drainage attenuation zones. At this time onsite parking will be distributed to the site estate roads, gable end zones, un-occupied drives / communal parking areas and visitors bays. At this stage however the impact on vehicle quantum will gradually reduce as the site closes.

A full time gate man will be utilised who will monitor exiting vehicles and clean them as necessary.

9. Dust mitigation

The following Mitigation measures will be implemented throughout the life of the construction project as follows: -

- All petrol operated cutting will be fitted with dust suppression to minimise the potential for airborne particles.



- The estate roads and all track out roads will be monitored daily by the site manager and swept as required using water dampened sweeping equipment to remove dust residue rather than suppress it.
- Where appropriate wagons removing waste from the development which are likely to produce dust will be sheeted.
- Idling wagons will be instructed to turn off engines
- The site manager will continually monitor for any increased levels of dust and water bowsers will be on site with spray valves to allow any emergency suppression.

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- a supply of water will be made available at all times for dust suppression measures to be implemented
- all stockpiled materials will be screened with Heras fencing and mesh sheeting if it becomes apparent that they are likely to become airborne.
- A wheel wash facility will be provided at the site entrance.
- Activities which are likely to produce dust will be screened if required.
- Site haul roads will be tarmacked
- Mortar will be delivered in silos.
- A record of complaints will be kept in the site office recording appropriate measures implemented to alleviate any issues.

10.Noise

It is inevitable that construction sites will make noise, but the site is limited to low level housing operations, plant and equipment will be commensurate with this type of work. Main plant such as telescopic handlers, excavators, dumpers, tarmac laying plant will all be utilised throughout the construction phase.

The workforce

Bargate Ltd and its contractors will ensure that, where reasonably practicable, nobody on site is exposed to noise in excess of 80db (A). Where noise levels are suspected to be at or above 80db(A) the direct employer will be responsible for ensuring a suitable noise assessment is carried out. Suitable hearing protection must be made available to all affected personnel on request. Contractors undertaking work that continuously exceeds the noise level of 80db(A) hearing protection zones must be set up with clear warning signs positioned

Completed workplace noise assessments or contractors equivalent will be filed in the H&S file on site.

On completion of the noise assessment Bargate Ltd and its contractors will provide relevant information, instruction, and training to employees at risk from excessive noise levels.

Except where expressly permitted and agreed with the local authority, no operations which are audible above this range will be carried out outside of the working hours.

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BARGATE Site Noise Safety

	Orbital Sander	85 Db	 or 		Generator	73 Db	N/A
	Paslode Nailer	101 Db	 or 		5x3 1/2 Mixer	85 Db*	 or 
	Petrol Cut-off Saw	106 Db*	 or 		Jigsaw	101 Db	 or 
	Planer	105 Db*	 or 		Petrol Mixer	92 Db	 or 
	Radial Arm Saw	106 Db*	 or 		Angle Grinder	102 Db*	 or 
	Router	85 Db	 or 		Cartridge Tool	116 Db*	 and 
	SDS Drill	101 Db	 or 		Demolition Hammer	106 Db*	 or 
	Wacker Plate	96 Db	 or 		Poker Vibrator	88 Db*	 or 
	Circular Saw	100 Db	 or 		Magic Screed	99 Db	 or 
	Concrete Planer	103 Db	 or 		Power Float	119 Db	 and 

NOTE:

PPE is always a last resort, should it fail, you will be injured.

If you are wearing hearing protection, then Ear muffs should be worn in preference to ear plugs.

Please be aware of noise level when working in close proximity to Machinery.

A 3 decibel increase equates to the noise level doubling.

For Machinery not listed above please contact the Site Manager.

*Indicates measured levels, all other Db ratings are from manufacturers guidelines.

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The surrounding area

The site investigation indicates some piled foundations, however, where these are required locally, they will be Augured to eliminate any excessive noise and vibration

the following general mitigation measures will be maintained at all times:-

- No work will be undertaken outside of the operational hours without the prior agreement of the local planning authority.
- There will be no radios permitted on site, this will form part of the site induction.
- No work will be undertaken outside of the operational hours without the prior agreement of the local planning authority.
- All plant and equipment will be maintained at regular intervals as defined by the PUWER regulations.
- three section acoustic barrier will be available on site to screen any petrol cut off tools should the need arise.



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- the site fork truck will be fitted with a BSS white noise alarm to minimise the impact of reversing warnings.
- Speed limit signage will be positioned to minimise the potential for any adverse disruption from excess speed.
- All cars arriving pre-start will switch off their engines. No idling will be permitted.
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11. Disposal of rubbish

Prior to the site commencing we will identify the waste streams that the site is likely to develop to determine a strategy for dealing with the waste

A designated waste handling area will be established within the site material compound where pre-identified waste streams will be segregated. Waste will be delivered to this station using smaller tipping skips carried by the fork truck:-



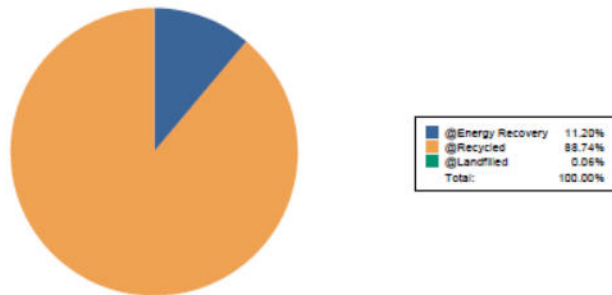
All waste leaving Bargate sites will be handled by one of our dedicated waste handling partners and sent to a recycling facility. At the facility the waste is broken down into its component parts and re-cycled.

We receive live reports from the re-cycling partners highlighting the percentage of waste diverted from landfill and the percentage of each of the recovered components. Copies of the waste results will be displayed in the site office. Example overleaf.

There will be NO burning permitted on the site

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Waste Recycling Overview

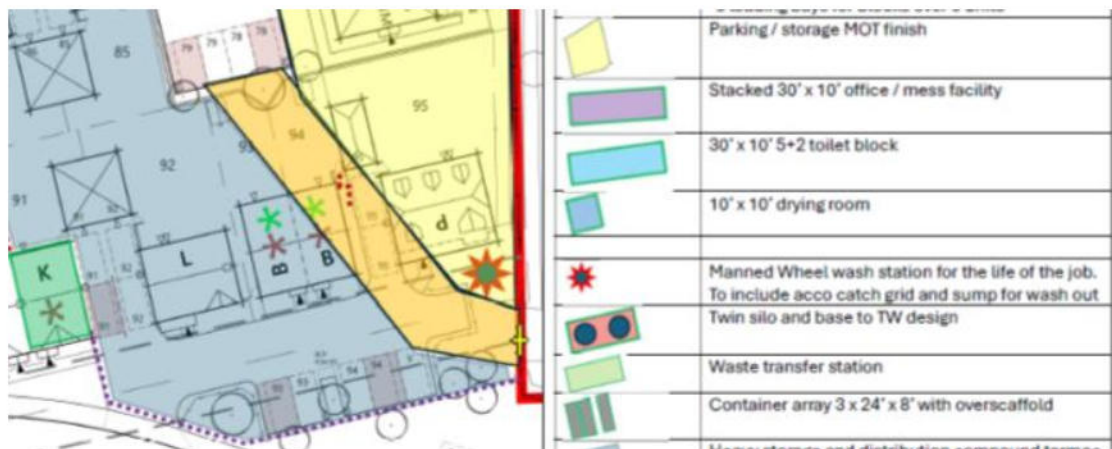


Product Description	RDF	Recycled	Total
Bricks	0.00	100.00	100.00
Bulky Waste	0.00	93.99	93.99
Cable	0.00	100.00	100.00
Cans	0.00	100.00	100.00
Cardboard Transfer	0.00	100.00	100.00
Carpet	0.00	100.00	100.00
Concrete	0.00	100.00	100.00
Dry Mixed Recycling	0.00	100.00	100.00
General Non Recyclable	95.00	4.12	99.12
General Waste	11.00	89.00	100.00
General Waste - Household	11.00	89.00	100.00
Glass	0.00	100.00	100.00
Green Waste	0.00	100.00	100.00
Green Waste 200201	0.00	100.00	100.00
Hardcore	0.00	100.00	100.00
Inert	0.00	100.00	100.00
Inert Sand	0.00	100.00	100.00
Insulation	90.71	0.00	90.71
Mattress	100.00	0.00	100.00
Mixed Metals	0.00	100.00	100.00
Mixed Paper	0.00	100.00	100.00
Packaging Mixed	0.00	100.00	100.00
Paper	0.00	100.00	100.00
Paper And Cardboard	0.00	100.00	100.00
Plasterboard	0.00	100.00	100.00
Plastic 17 02 03	0.00	100.00	100.00
Plastic 20 01 39	0.00	100.00	100.00
Plastic Hard	0.00	100.00	100.00
PP Bags	0.00	100.00	100.00
RDF	100.00	0.00	100.00
Small Stone	0.00	100.00	100.00
Stryfoam	0.00	100.00	100.00
UPVC	0.00	100.00	100.00
22/11/2022			
WEEE	0.00	100.00	100.00
Wood	0.00	100.00	100.00
Wood Household	0.00	100.00	100.00

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12. Control of Mud

The Site Manager will ensure wagons leaving site are checked and wheels cleaned as necessary of any surplus residue picked up on site. To facilitate this a wheel washing station will be established to ensure minimal impact of the surrounding area. This will consist of the gate man monitoring exiting vehicles and using a pressure lance to removed debris from them. The wash facility will be made operational as the need arises. The station will be positioned for the life of the development as indicated on the site set up drawing:-



Off-site roads will be monitored continually by the site manager and road sweeping measures will be implemented as required to ensure the surrounding areas are kept clean.

On site roads will be cleaned with road sweepers following any activity or weather event which is likely to cause re-distribution of construction arisings onto the wider highway network. Immediate spillages on site will be cleaned up before re-distribution becomes an issue.

The site Manager and his assistant will constantly monitor the state of the site roads and implement measures as appropriate to control any surface material from spreading

13. Fencing and barriers

The boundary of the construction activities will be established and maintained throughout the life of the development. Or until such time as properties become occupied. It will be inspected weekly for breaches and steps taken to rectify any failure of the perimeter as soon. as they are known.

The perimeter fencing and screening will be in accordance with the site setup drawings

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There will be a receding line of fencing following the occupation route which will consist of Heras type moveable fencing and gates.

There will be walkways to the site office segregated from the construction activities using approved chapter 8 barriers.

14. Lighting spill control

Should it be unavoidable to work outside of daylight hours any lighting used will be directed away from highways and neighbouring properties.

The compound lighting will be limited to low level lighting that is PIR activated purely for the safety of those moving around the compound. There will be no permanent lighting installed which is likely to become a nuisance. And any temporary lighting will face away from sensitive receptors and boundaries

15. Temporary Traffic Management

Any temporary traffic management will be controlled by formal application to the highways authority, using the section 278 or section 50 processes. These will be made as the need arises to control off site works whether by our sub-contractors or the statutory undertakers and will be designed and implemented in accordance with chapter 8 of the New Roads and Streetworks Act.