

# **Construction Environment Management Plan**

## **Progress Garage, Yapton Lane, Walberton**

The purpose of this Management Plan is to ensure that the correct procedures are in place, commensurate to the construction of 6 dwellings at the above site. To have measures in place to minimize any disruption to adjacent properties.

### **Hours of Operation**

No work relating to the construction of the development, including works of demolition or preparation prior to operations, shall take place before the hours of 8.00am nor after 18.00pm Monday to Friday, before 8.00am nor after 13.00pm Saturdays and not at all on Sundays or recognised public holidays, unless agreed with Planning Office at Arun Council

### **Fuel Storage**

Due to the small scale of this development no more than 4 x 25l of fuel held in appropriate containers will be stored on site on hard surfaced areas (see attached plan)

### **Idle Plant and Machinery.**

Plant and machinery when not in operation is to be stored on hard standing area. The refueling of plant will only to be carried out in this location which is away from any watercourse and drainage connections. An oil spillage kit will be present whilst plant is operating on site. All plant to be fitted with drip trays to avoid potential pollution.

### **Excavated Material.**

Vehicles exiting the site will be cleaned with wheel-wash facilities will be provided close to the access and measures put in place to deal with the draining away from this area. Any mud that is deposited on the highway will be cleared immediately by operatives.

### **Material Storage/Stockpiles.**

Cement will be stored in secure containers in material storage areas. Sand and ballast is to be supplied in tote bags so remain fully covered and stored in the area indicated on the plan which is away from any watercourse.

### **Site Planning**

Erect effective barriers around dusty activities or the site boundary

No bonfires;

Plan site layout machinery and dust causing activities should be located away from sensitive receptors (existing properties).

### **Deliveries.**

In order to mitigate any disruption to adjacent properties deliveries to site will be by smaller non-HGV vehicles where possible. This will ensure that large vehicle movements are minimized. On average 3 sub contractor vehicles to arrive and park on site at 8am, with 1 to 2 delivery lorries per day

In total 6 construction vehicles (1/2 lorries, 4 cars/vans) per day.

All vehicles to switch off engines – no idling vehicles;

Effective vehicle cleaning and specific wheel-washing on leaving site;

All loads entering and leaving site to be covered

### **Transport**

It is the developer's intention to:-

Encourage site operatives to cycle by ensuring adequate provision of cycle facilities.

Recognise and encourage the provision of safe and secure pedestrian and cycle access routes on the development.

Recognise the consideration given to accommodating a range of travel options for the site operatives, (bus / train) thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.

Encourage the use of alternative means of transport to the building other than the private car, thereby helping to reduce transport related emissions and traffic congestion.

Ensure that safety is maintained and disruption due to delivery vehicles minimised through well planned layout and access to the site.

### **Site Activities**

Minimise dust generating activities;

Use water as dust suppressant where applicable;

Enclose stockpiles or keep them securely sheeted;

### **Pre-Site Preparation**

For all sites with areas of open ground that are close to sensitive receptors, developers should follow best practice to prevent dust and other pollutant emissions from being carried outside the boundary.

Machinery, fuel and chemical storage and dust generating activities should not be located close to boundaries and sensitive receptors if at all possible;

Erect effective barriers around dusty activities or the site boundary.

### **Damping Down**

Developers will need to wash or damp down haul routes both within and outside the site. This is particularly important for sites close to residential properties or other sensitive receptors. Developers should consider the environmental and economic benefits from the use of groundwater sources on site, as opposed to bringing drinking water onto site for the purpose of dust suppression. Where possible the source of water should be sustainable to maximise use and re-use of this resource.

Use agreed wet cleaning methods or mechanical road sweepers on all roads during periods of dry weather;

Clean road edges and pavements using agreed wet cleaning methods.

### **Site Entrances and Exits**

Developers should employ the following control measures to help prevent dust being spread outside the site boundary by site vehicles at entrances and exits.

No extra control measures required if there are no nearby sensitive receptors;

Wash or clean all vehicles effectively before leaving the site if it is close to sensitive receptors. Ideally there should be a paved area between the wheel wash and before the public road.

### **Excavation and Earthworks**

Excavation and earthwork activities can be a potential source of dust outside the site if they are not properly controlled. If these activities are essential, then developers need to act to minimise dust disturbance as much as possible.

All dusty activities should be damped down, especially during dry weather;

Temporarily cover earthworks if possible;

Minimise drop heights to control the fall of materials.

### **Site Monitoring Protocols**

Employ best practice methods at all times;

Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment;

Keep an accurate log of complaints from the public.

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