Construction Environmental

Management Plan

and

Construction Management Plan

"Pebble Walk"
– Sinah Lane, Hayling Island

Date : 10.03.23

BARRATT
HOMES

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Barratt 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 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 Sinah Lane**

A Section 278 will be constructed, as per the approved designs, these will form the entrance into the development from Sinah Lane. The new junction will be shared with construction vehicles once plots are occupied. No homes will be occupied until the s278 works have been completed.

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. All contractor parking shall take place internal to the site, restricting from parking along Sinah Lane and the neighbouring residential estates. The car parks are 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 location of the compound will be located as per the Construction Phasing Plan and Appendix B.

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 A. 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 Sinah Lane.

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.

Any fuels or chemical containers are double bunded and a secondary blockwork bund built around to prevent spillage. This is all carried out in accordance with Barratt Homes good practice guidelines

5. **Security hoarding 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 roadside so that passing traffic is aware of the development.

Fencing 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**

The roads will be maintained regularly to keep the levels of dirt onto Sinah Lane to an absolute minimum by provision of a jet wash/wheel wash facilities at the site access. Also referring to point eight 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 daily to ensure any mud / debris is cleared from the roads.

Ongoing monitoring will take place between BDW and HCC to ensure that additional measures are in place should this not be sufficient e.g. increased rate of road sweepers.

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, in accordance with the guidance as laid out in the BRE Report 456 - Control of Dust from Construction and Demolition activities.

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 and any areas where tracked excavators, dozers are working, are to be kept damp at all times
- visual monitoring would be carried out at sensitive locations on a daily basis
- Jet wash to be provided located on the main entrance.
- No groundworks or construction will commence on site before a suitable and adequate water supply has been made provided & made available for use in the mitigation of construction impacts.

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

- 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
- No Piling

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.

A bailer may 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.

Under no circumstances are any materials to be burnt on site and this is reiterated to all trades during tool box talks, any trades caught will be immediately removed from site.

9. Hours of work on site

Hours of work on site:
No works or ancillary operations associated with any excavation, clearance and construction works at the development, which are audible at the site boundary, will take place on any Sunday or Bank / Public Holiday, nor on any other day except between the following times: Monday to Friday: 8.00 – 18.00 and Saturday: 8:00 – 13.00.

Deliveries will be made outside of peak hours (after 0900 and before 1630).

10. Condition Survey of Existing Highway

Prior to commencing construction works, a photographic record survey of the existing highway will be carried out to the vicinity of the S278 works, extent as per Appendix D.

11. Traffic Management Plan

The main construction traffic routing for the site will direct traffic from A3023 and into Sinah Lane from Station Road.

12. Public Engagement

The site manager 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.

The details of the rest of the team who will provide assistance are as follows:
Kenny De Guzman –Technical Co-ordinator
Tel: 01489 779200

Anthony Dimmick – Community Liaison Officer
Tel: 01489 779200
Email: anthony.dimmick@barratthomes.co.uk

Mick Aldridge – Contracts Manager
Tel: 01489 779200

13. 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 = 2.4 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.

14. 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. Any of the above lighting, will be positioned as not to cause a light nuisance to any neighbouring residential receptors, during the occupation period of this site.

15. Code of Construction Practise

The site will operate under the banner of the considerate constructor's scheme. 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

16. 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 Arboricultural plans and left in place for the duration of the construction works on the development.

17. Measures to be undertaken to minimise impact on surrounding land.

The measures to be employed to control the emission of noise & vibration during the excavation and construction phases will follow the guidance as provided in BS5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, and Part 2: Vibration (BSI, 2014v) provide guidance on the requirements and indicative noise and vibration levels and criteria; All of the plots on the site are designed as strip foundations. The piling zones (red, drawing 9418-20-B) do not coincide with the envelope of any proposed units (or ancillary buildings), and that no piling will therefore be required.

18. Protection of SPA birds

Acoustic fence (close board fence) to be installed along northern boundary as per fencing layout. This will be checked by taking noise meter readings between Oct – March at the southern boundary of the Winter Bird Mitigation Area to make sure noise levels remain below 69dBAmax during these operations. The Phasing of the development has been planned to avoid any disturbance to the SPA birds between these dates. Further detail of protection can be found in WYG Ecology report.

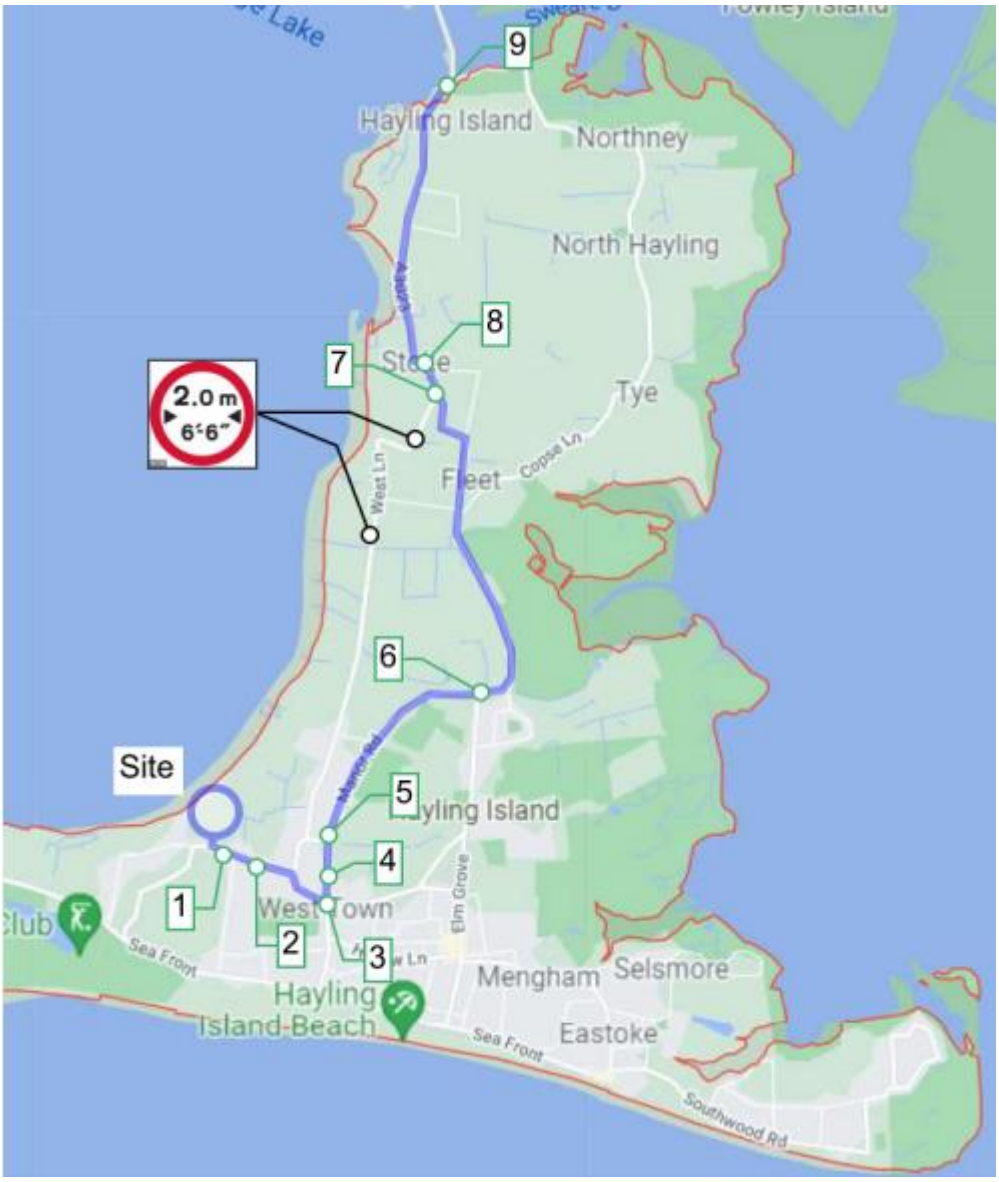
19. Construction Phase Drainage Scheme

Three stages of treatment has been superseded by the current SUDs manual. The current proposal includes Suds to mitigate and provide a level of treatment in accordance with new SUDs Manual Series 753.

Please refer to the FRA Chapter 5.5.4 Water Quality (page 19) which provides the SUDs mitigation

Appendix A

Construction Traffic Management Plan



Appendix B

Site Traffic Management and Road Phasing Plan