

Construction Traffic & Construction
Environmental Management Plan
Harbour Place, Bedhampton



DAVID WILSON HOMES
WHERE QUALITY LIVES

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Barratt Homes & David Wilson 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 is minimised on surrounding land.

1. Access from Havant Road

Two Section 278s will be constructed, as per the approved designs, these will form the entrances into the development from Havant Road, however the existing track will be utilised for all construction traffic and closed off following completion of S278 works. The new junctions will be shared with construction vehicles once plots are occupied. The existing track will also be utilised for the filling of the site. The track will be upgraded with additional road construction to ensure protection of existing surface water sewer and to ensure road remains structurally sound.

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 Havant Road (A2030) 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 on the existing hardstanding will be for both David Wilson and Barratts compounds. Approx. 16-20 weeks from site start, a new compound will be formed for the Barratt compound, separating the two brands.

The larger vehicles onsite will be supervised when reversing via a banksman 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 B. 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 Havant Road.

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 - Wheel Washing

To keep wheels clean on vehicles that are exiting the site, we will install a wheel wash facility, location as indicated on (dwg ref) This will help keep levels of dirt onto Havant Road to an absolute minimum. 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 should the wheel wash facility not provide full cleaning of vehicles leaving the site.

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.

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

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 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.

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 will be:

Monday- Friday 07.30-17.00

Saturday- 08.00-13.00

Sunday- Minor works i.e. Painting/Decorating/Electrical works etc. between the hours of 08.00-18.00 however no deliveries or heavy machinery to be operated on site.

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

11. Traffic Management Plan

The main construction traffic routing for the site will direct traffic from A27 and into Havant 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:

Darren Schofield– Senior Technical Co-ordinator

Tel: 01489 779200

Email: darren.schofield@barratthomes.co.uk

Anthony Dimmick – Community Liaison Officer

Tel: 01489 779200

Email: anthony.dimmick@barratthomes.co.uk

David Baily– Contracts Manager

Tel: 01489 779200

Email: david.baily@barratthomes.co.uk

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.

The vehicles for transporting the materials for filling the site levels will travel to Junction 5 of the A3(M) the Rusty Cutter gyratory and the existing access from Havant Road, approximating to a total of 2,060 large tippers.

Condition survey shall be undertaken prior to commencement of development. The extent is shown on plans in Appendix F.

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.

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 Impact Statement 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.

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 9). All of the plots on the site are designed with a mix of piled and strip foundations.

18. Protection of Existing Surface water Sewer

The existing track will be over laid with 100mm of crushed material, plus 100mm of base course tarmac.

19. Protection of SPA birds

Acoustic fence to be installed along Eastern boundary as per fencing layout. No construction or demolition to take place between Oct- March in sensitive locations. 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.

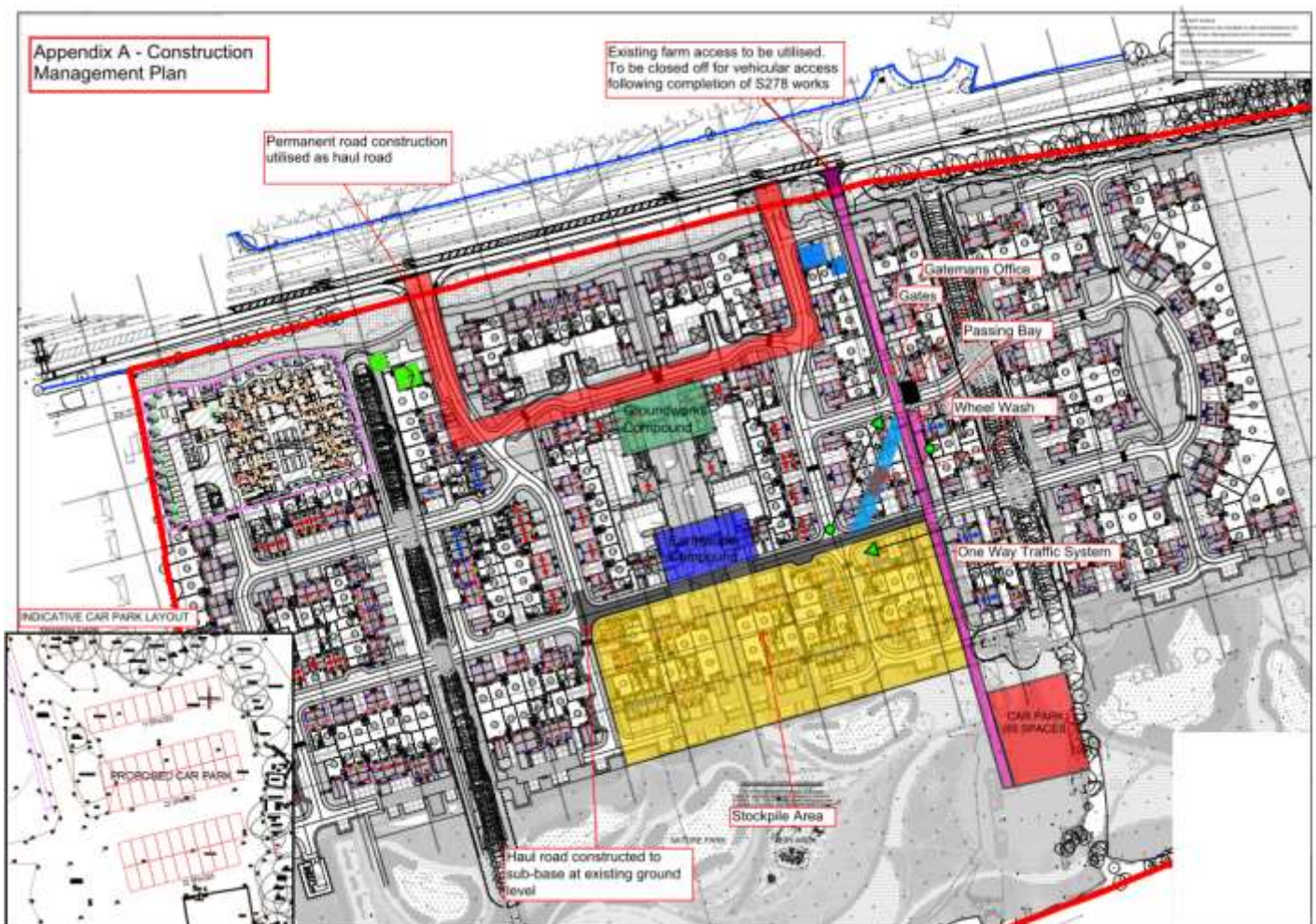
20. Construction Phase Drainage Scheme

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

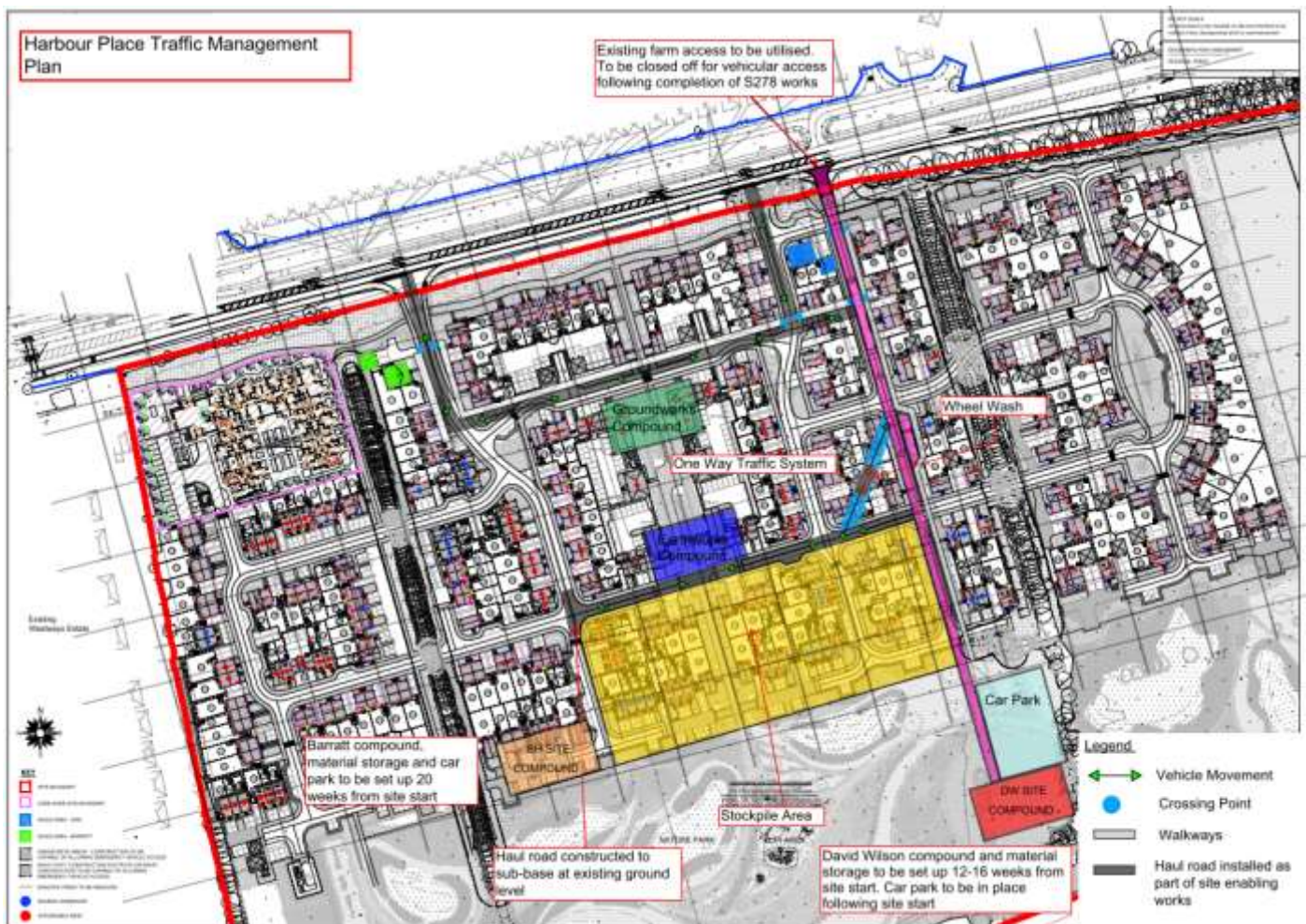
Appendix A

Construction Management Plan



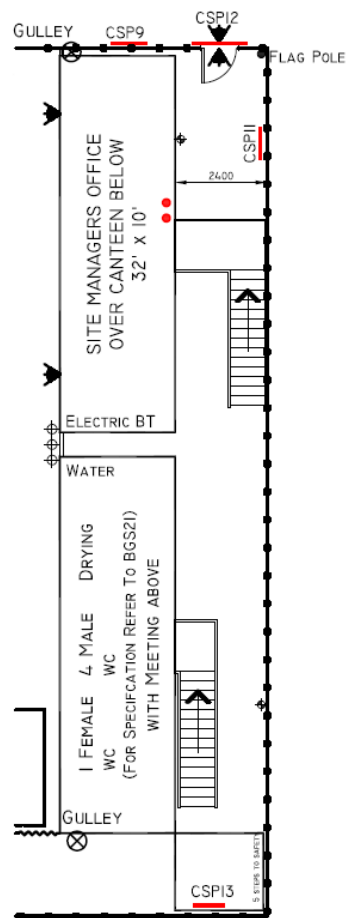
Appendix B

Construction Traffic Route



Appendix C

Site Compound Management Plan



OPTION 2

MODIFIED COMPOUND

FOR MEETING ROOM ABOVE WC'S

50-75 LC / YEAR

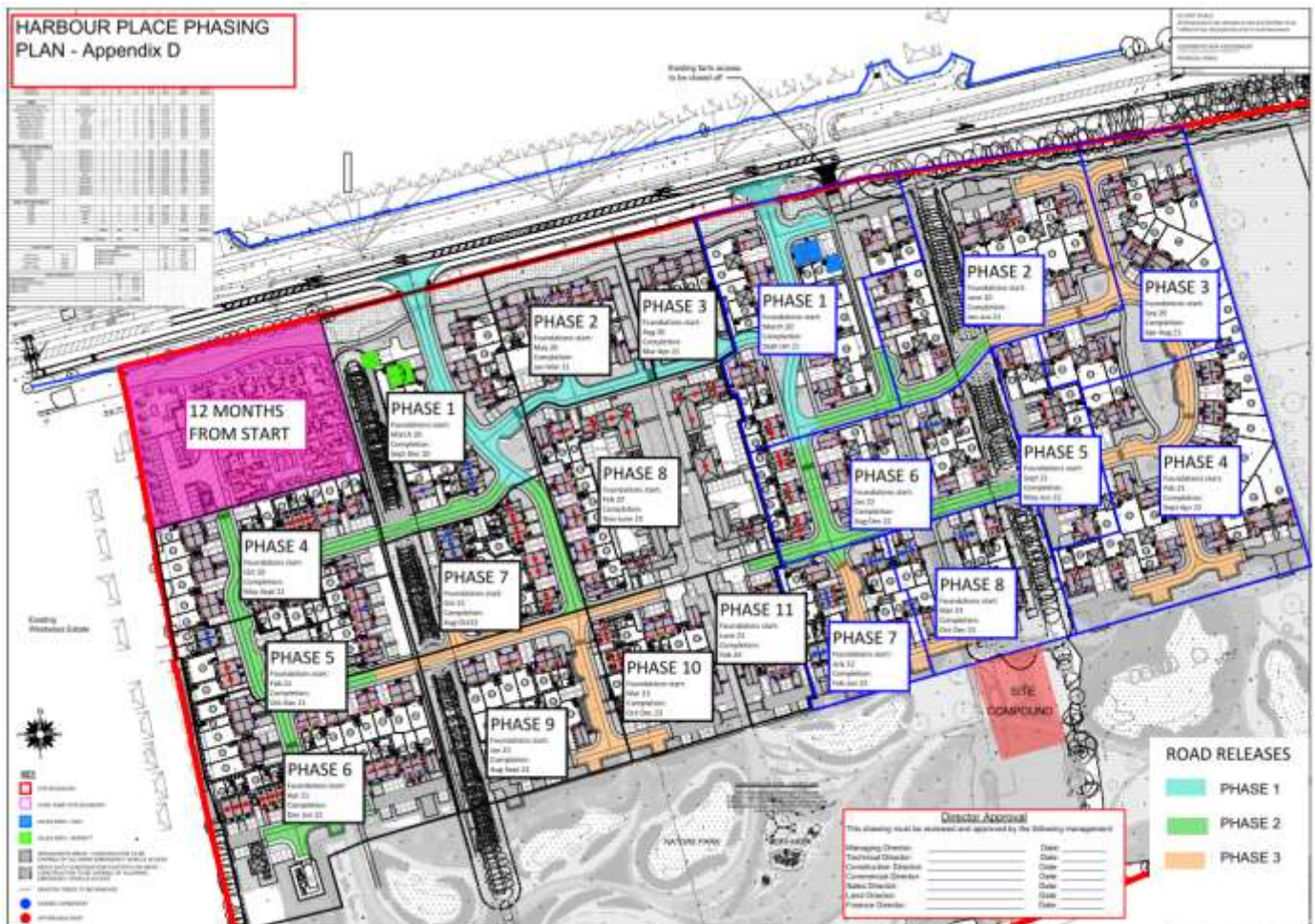
OPTION 2

PARTS LIST:

- 5 x STORES
- 1 x KITCHEN / OFFICE
- 1 x MEETING ROOM C/W KITCHEN FACILITIES
- 1 x CANTEEN
- 1 x DRYING ROOM / TOILET (4+1)
- 2 x STAIR
- 1 x HAZARDOUS WASTE STATION
- 1 x GAS CAGE
- 1 x PAINT TIN RETURN STATION

Appendix D

Construction Phasing Plan



Appendix E

Foundation Strategy Plan



Appendix F

Extent for Condition Survey

