

Construction & Environment
Management Plan

Saxon Fields, Emsworth
Hampshire

Rev B. 30/10/18



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.

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Barratt David Wilson Homes, 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 5 year period from commencement to completion. This is on the basis that 40 units will be completed per year. The external environment will be completed prior to the plot being occupied. The open space facing the area of construction will be completed prior to occupation. The site will be secured via hoarding 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. Temporary access from Havant road.

A temporary construction access will be created at the entrance of the site via Havant Road, this will be superseded by the permanent construction access shortly after. This will take the form of hard standing to provide an access into the site. All ecology works within the affected area will be managed and the appropriate protection fencing erected prior to commencement of the works. A section 171 application will be submitted to Hampshire County Council - Highways prior to commencement of any works. BDW will ensure that adequate road signage will be in place from Havant Road to warn oncoming traffic of the works.

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

BDW agree to enter into a S278 agreement for the bellmouth entrance to the site, upon which visibility splays will conform to an adoptable standard. We confirm vegetation maintenance to be agreed with the adopting authority (HCC).

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 larger 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.

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.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

3. Loading and Unloading

All Contractors will be issued instruction to ensure that the route for construction vehicle access to the site is via the new access at Havant Road.

Materials will be delivered between working hours of 08.00-18.00 Monday to Friday Please refer to drawing showing place of compound.

4. Storage of Materials and Minerals Extraction

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.

As part of the planning obligation (condition 14), the site has not been identified as a viable option for large and medium to small minerals extraction. However, 'Incidental Extraction' is possible. The ground worker will be required to appropriately stockpile arisings across the site for suitable reuse.

The Minerals Assessment for this site concluded that there was a potential for Incidental Extraction and recovery of aggregates that could be reused as part of the construction works at this site. In the event of a surplus of aggregates being produced as part of the development then there is also a potential for off site reuse by third parties.

A key element of the Incidental Extraction and recovery will be the segregation of materials. The quality of the aggregate will be detrimentally affected if the clay and topsoil cannot be adequately segregated and will render the material unsuitable for reuse.

Segregated site won aggregate should be separately excavated and transported to a designated stockpile that shall be clearly signed and bounded by temporary fencing to mitigate the potential for physical contamination with clay or topsoil.

The location of the segregated stockpile shall be documented and testing shall be carried out to determine the Material Classification and demonstrate the quality of the material for any engineering reuse (such as construction of roads and pavements, car parking areas, temporary haul roads or backfill to service trenches for example).

A weekly 'stock check' should be carried out to assess the volume of material that has been generated and the volume of material that has been reused. This is required to determine the efficacy of the works and track the generation of any surplus materials in order that timely provision can be made for potential reuse off site as necessary.

The ground worker shall be responsible for forming and maintaining the segregated stockpile or stockpiles, tracking the reuse of materials and identifying the formation of any surplus materials that could be considered for off site use. The ground worker shall be required to document these works through marked up plans, photographs and a site Materials Management Diary that may be subject to auditing by BDW or Wilson Bailey (nominated geotechnical consultant for this site).

See appendix E for area of incidental extraction plan. This is to be read on conjunction with the minerals assessment report ref: J11145/DB/c07.

Note:

Temporary compound to be created as shown on the Construction Management Plan whilst Main compound and Sales/Show arena is set up.

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 side 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 - Wheel Washing

To keep wheels clean on vehicles that are exiting the site, we will have a jet wash at the entrance to site. This will help keep levels of dirt onto Havant Road 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.

The wheel jet will be set back from the site entrance gates. The water runoff will be controlled to ensure no discharge onto Havant Road.

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.

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 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

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.

9. Hours of work on site

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 and B for traffic movements within and externally of the application site.

The access track to the north of the site (under the ownership of the BDW Trading Ltd) is to be temporarily used for site preparatory works including ecology, archaeology and services installation.

Main construction traffic will access the site via the permanent bell mouth solution off Havant Road.

11. 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:

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

Adie Morgan – Contracts Manager

Tel: 01489 779200

Email: adie.morgan@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 = 2 per day
- Dumper Truck = 1 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.

13. 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.

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

First issue: July 2017.

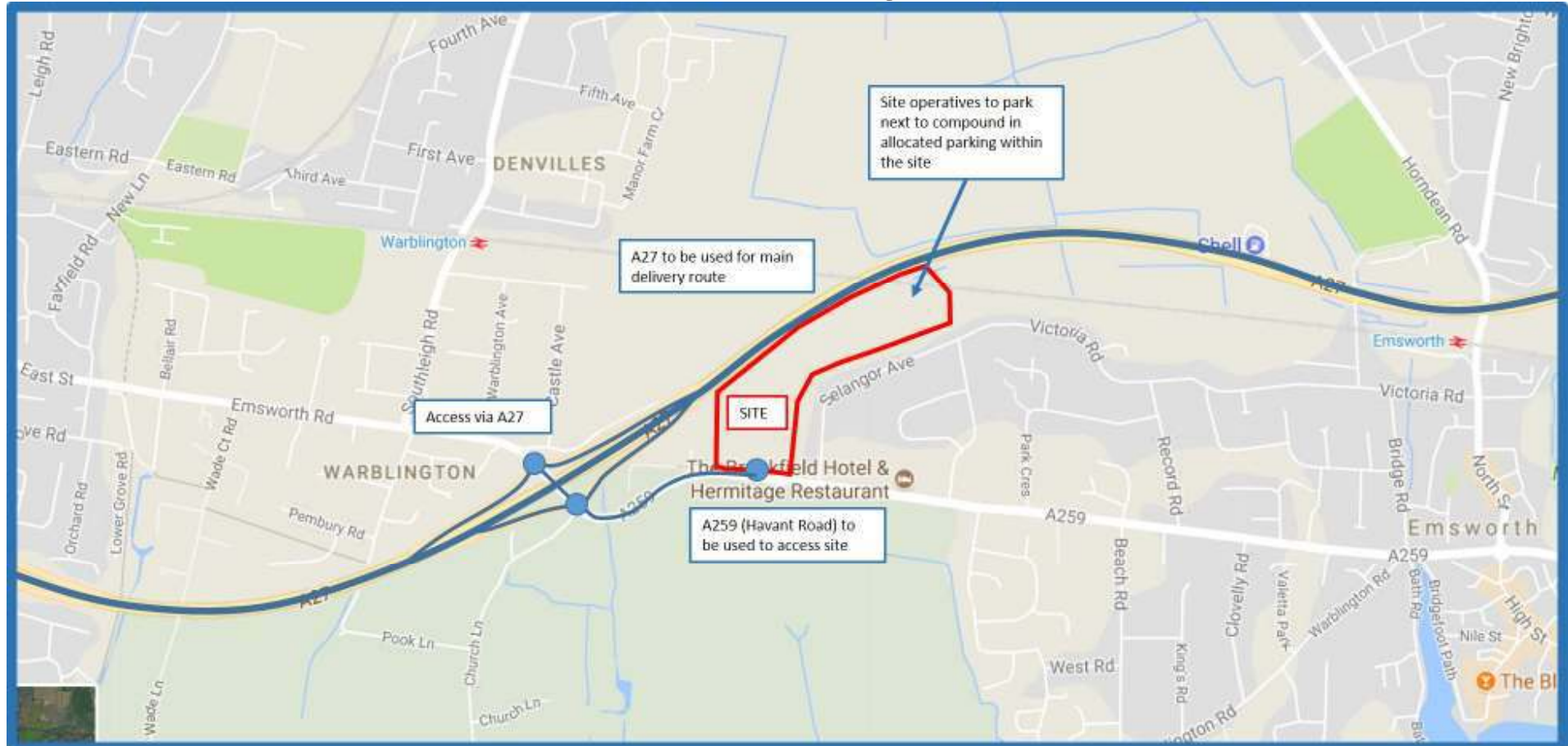
Appendix A – Construction Management Plan

HAYANT ROAD ENDSWORTH 147					
Overall Summary					
Item	Qty	Description	Unit Price	Qty	Total
1	1	Site Preparation	100	1	100
2	1	Site Access	100	1	100
3	1	Site Security	100	1	100
4	1	Site Clearance	100	1	100
5	1	Site Fencing	100	1	100
6	1	Site Lighting	100	1	100
7	1	Site Signage	100	1	100
8	1	Site Survey	100	1	100
9	1	Site Design	100	1	100
10	1	Site Construction	100	1	100
11	1	Site Completion	100	1	100
12	1	Site Handover	100	1	100
13	1	Site Decommission	100	1	100
14	1	Site Restoration	100	1	100
15	1	Site Monitoring	100	1	100
16	1	Site Reporting	100	1	100
17	1	Site Archiving	100	1	100
18	1	Site Review	100	1	100
19	1	Site Feedback	100	1	100
20	1	Site Evaluation	100	1	100
21	1	Site Improvement	100	1	100
22	1	Site Maintenance	100	1	100
23	1	Site Management	100	1	100
24	1	Site Planning	100	1	100
25	1	Site Scheduling	100	1	100
26	1	Site Coordination	100	1	100
27	1	Site Communication	100	1	100
28	1	Site Collaboration	100	1	100
29	1	Site Integration	100	1	100
30	1	Site Optimization	100	1	100
31	1	Site Innovation	100	1	100
32	1	Site Creativity	100	1	100
33	1	Site Problem Solving	100	1	100
34	1	Site Decision Making	100	1	100
35	1	Site Risk Management	100	1	100
36	1	Site Quality Assurance	100	1	100
37	1	Site Compliance	100	1	100
38	1	Site Safety	100	1	100
39	1	Site Health	100	1	100
40	1	Site Environment	100	1	100
41	1	Site Community	100	1	100
42	1	Site Culture	100	1	100
43	1	Site Values	100	1	100
44	1	Site Beliefs	100	1	100
45	1	Site Attitudes	100	1	100
46	1	Site Behaviors	100	1	100
47	1	Site Emotions	100	1	100
48	1	Site Thoughts	100	1	100
49	1	Site Feelings	100	1	100
50	1	Site Opinions	100	1	100
51	1	Site Beliefs	100	1	100
52	1	Site Values	100	1	100
53	1	Site Beliefs	100	1	100
54	1	Site Values	100	1	100
55	1	Site Beliefs	100	1	100
56	1	Site Values	100	1	100
57	1	Site Beliefs	100	1	100
58	1	Site Values	100	1	100
59	1	Site Beliefs	100	1	100
60	1	Site Values	100	1	100
61	1	Site Beliefs	100	1	100
62	1	Site Values	100	1	100
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92	1	Site Values	100	1	100
93	1	Site Beliefs	100	1	100
94	1	Site Values	100	1	100
95	1	Site Beliefs	100	1	100
96	1	Site Values	100	1	100
97	1	Site Beliefs	100	1	100
98	1	Site Values	100	1	100
99	1	Site Beliefs	100	1	100
100	1	Site Values	100	1	100



Sales Area & Parking
 Site Compound
 Road - Phase 1
 Road - Phase 2
 Road - Phase 3
 Pedestrian Footways
 Driveways/Vehicle IN ➔
 Driveways/Vehicle OUT ➔

Appendix B – Traffic Management Route



Appendix C – Directional Signage to Site Entrance (AA Signs)

Details to be confirmed by third party contractor – Approval from Hampshire Highways to be obtained prior to installation for signs.

Appendix D – Minerals Extraction

