

Construction & Environment
Management Plan

Saxon Corner, Emsworth
Hampshire

Rev C. 07/01/19



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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3. Loading and unloading
4. Storage of Materials and Minerals Extraction
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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.

BDW will make use of two access points to the site:

- 1) **Existing gated entrance off Havant Road.**
- 2) A temporary construction access will be created at the entrance of the site via Havant Road, this will be superseded by the permanent construction access shortly after.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 (**Appendix G**) 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 (**Appendix E**).

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 car park will be adequately sized (3 no. long vehicle and 42 no. car) by the number of contractors proposed in section 12. A typical example of a compound layout has been provided in Appendix F (Please note this is subject to site constraints).**

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. **A wheel wash station will be available during the initial ground works stage, estimated as 3 months, until the initial length of road is installed to base course.** 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 wheel jet will be moved further in site as the site progresses and the site gates are re-positioned.**

During the months of October-February, a road sweeper will be made available everyday Monday-Friday, especially during initial ground works stage. During March-September, a road brush will be made available once a week. 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 **all** 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 gate to the south 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

TBC – Contracts Manager
Tel: 01489 779200
Email: TBC

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

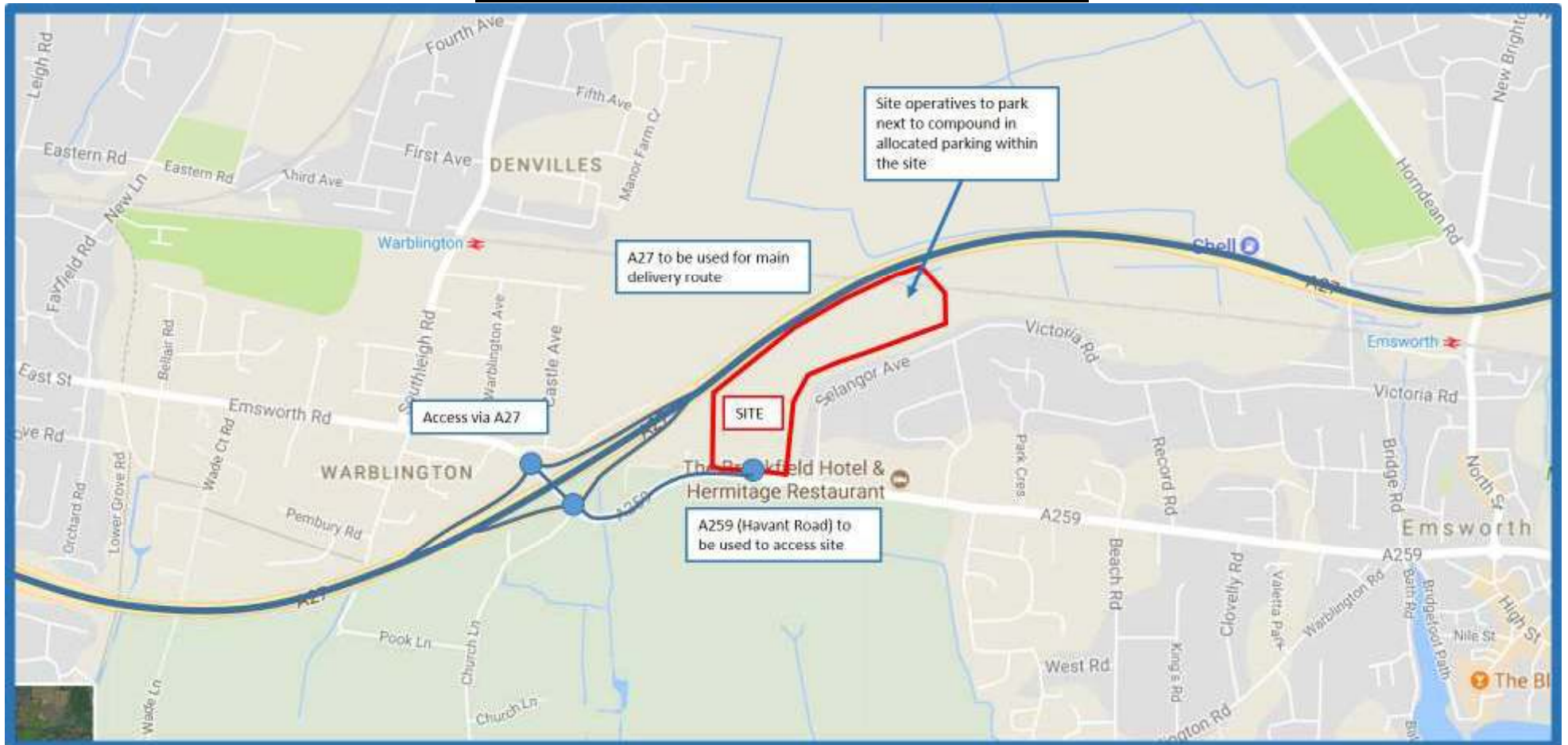
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3 RPD HOUSE	2.0	926	2	1852
2 RPD COACH HOUSE	2.0	704	1	704
2 BLD HOUSE	2.0	842	6	5052
2 RPD FLAT	3.0	676	6	4056
2 BLD FLAT	3.0	584	6	3504
3 RPD HOUSE	2.0	1058	1	1058
3 BLD HOUSE	2.0	958	6	5748
3 RPD HOUSE	2.0	926	1	926
2 BLD COACH HOUSE	2.0	704	2	1408
2 RPD HOUSE	2.0	842	12	10104
			44	35370
			147	127714



Deliveries/Vehicle IN



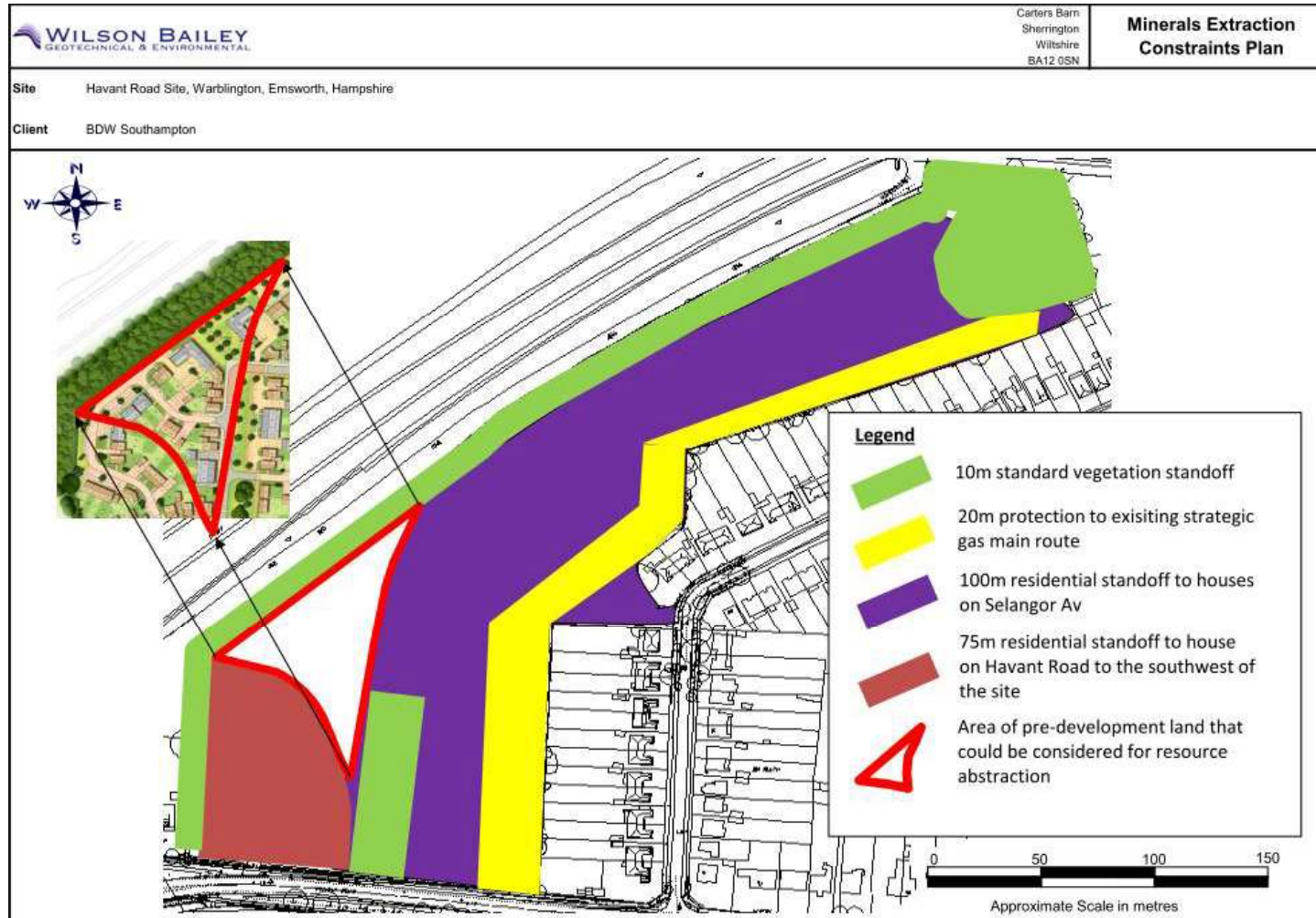
Appendix B – Traffic Management Route



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



Appendix E – Site Entrance Signage and Traffic Management

Havant Rd. Emsworth Site Entrance Works

This drawing is the property of the Safe TM Services LTD, no part of this drawing may be reproduced in any form without prior permission.

The information in this drawing is compliant with Chapter 8 of the Traffic Signs Manual & customer instructions.

This layout is for installation by an NRSWA, 12A, 12B, 12D qualified engineer and may be modified to suit the conditions at the time of installation.

Work Area



Sign



Cone



Ped route



Notes:

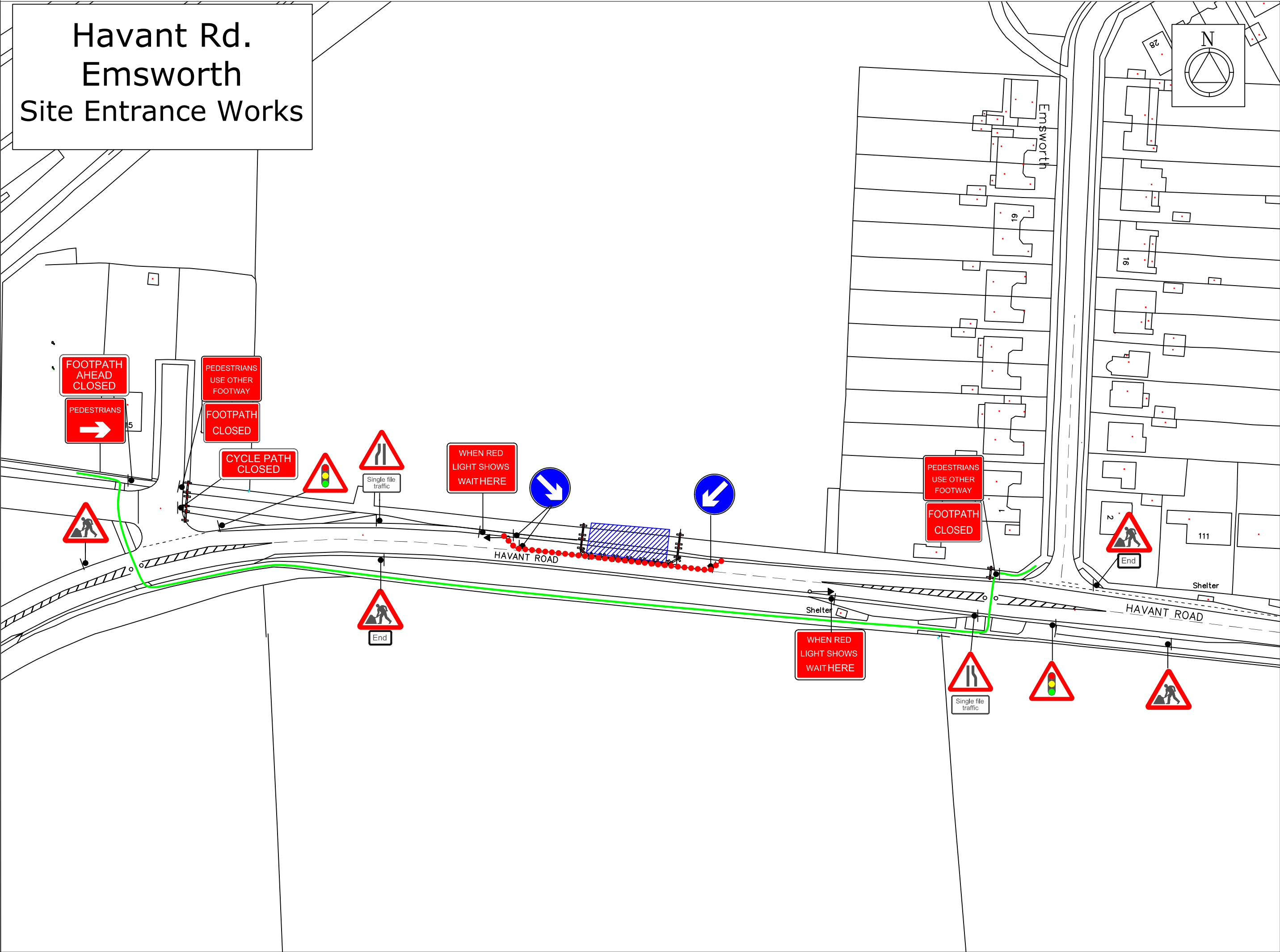
Scheme

Havant Rd.
Emsworth

Client



109 Ash Tree Rd
Southampton
SO18 1NA
Tel. 02380 170349



Havant Rd. Emsworth Vegetation Clearance

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Work Area



Sign



Cone



Ped route



Notes:

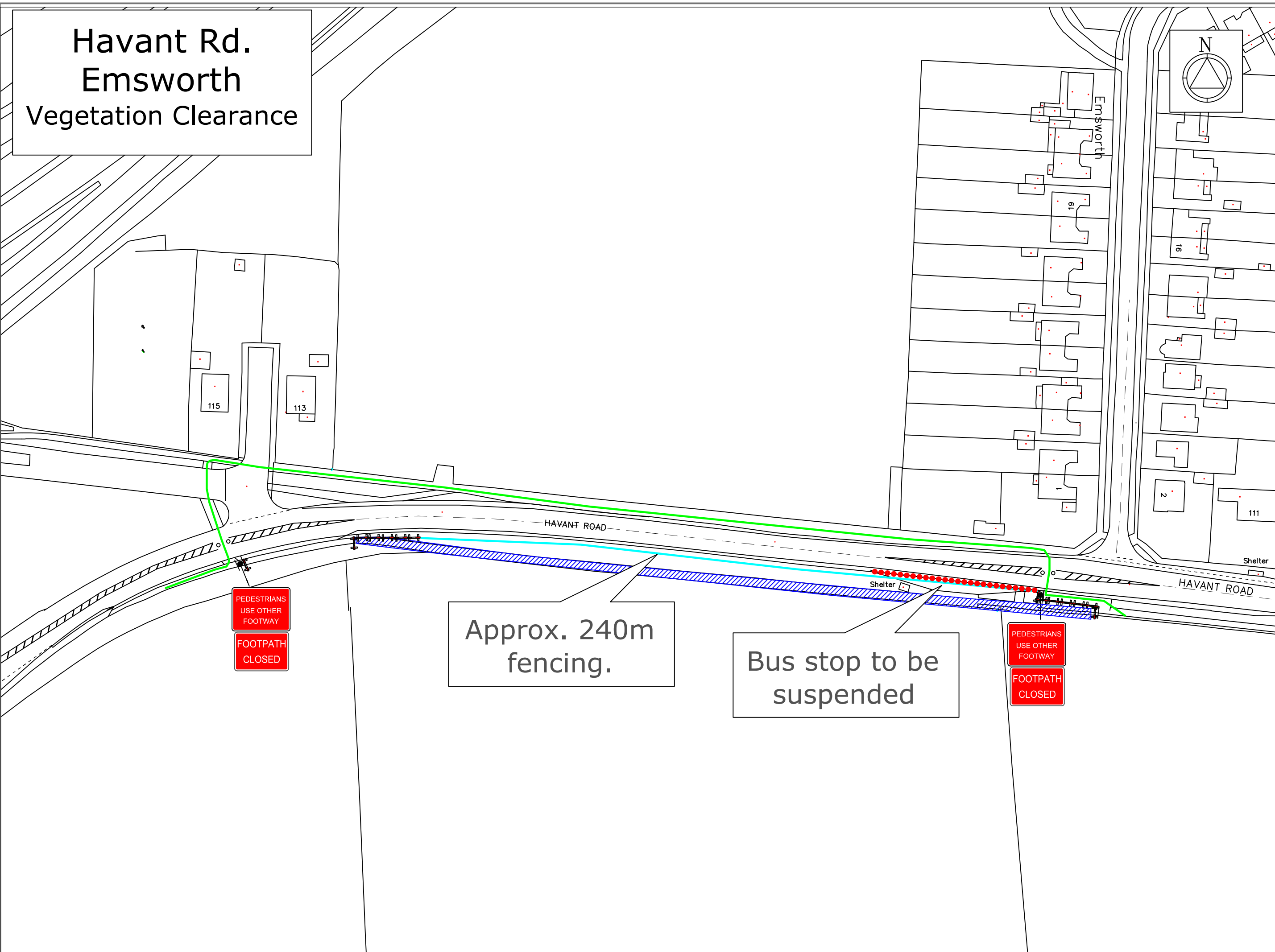
Scheme

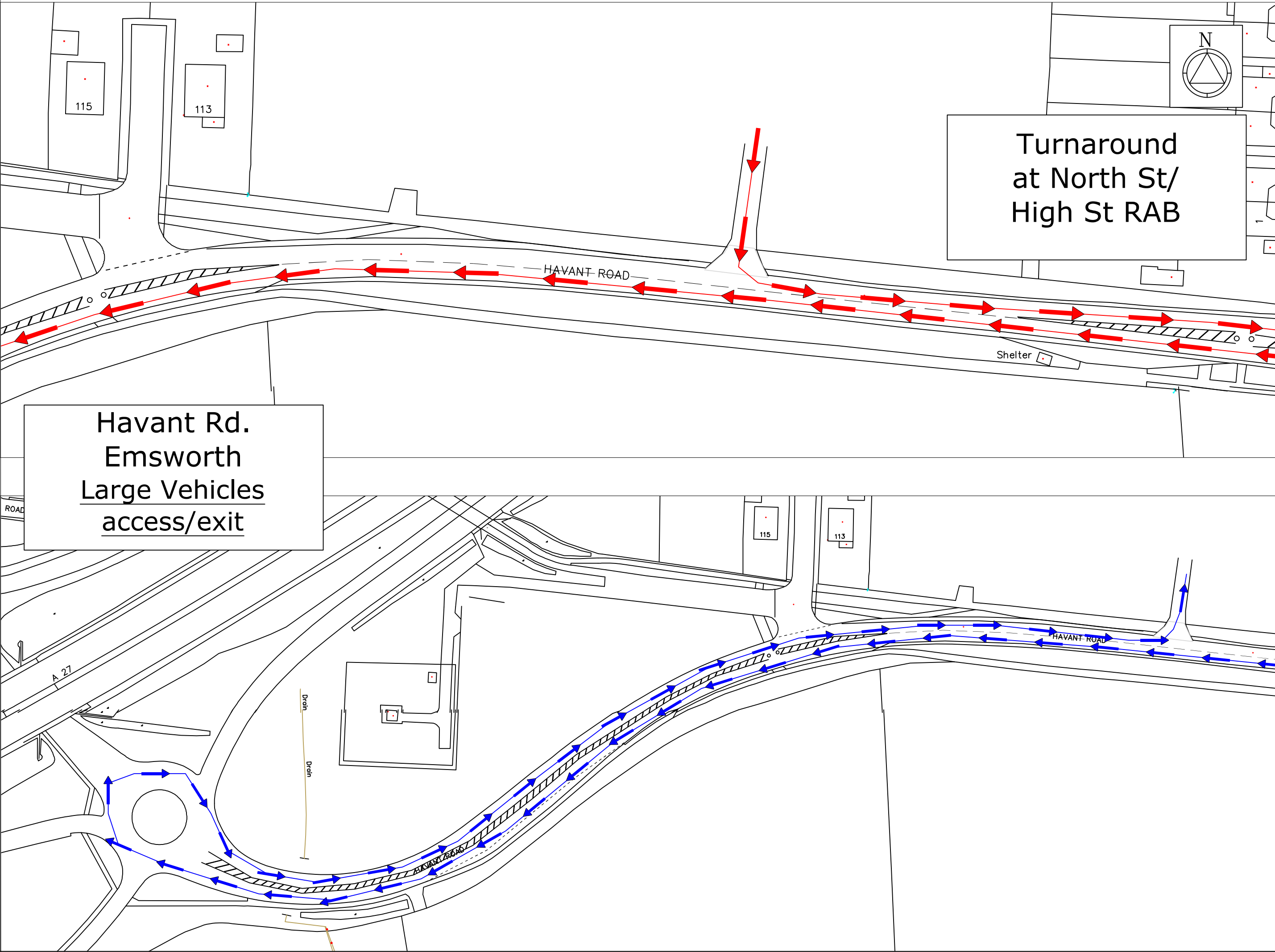
Havant Rd.
Emsworth

Client



109 Ash Tree Rd
Southampton
SO18 1NA
Tel. 02380 170349





Turnaround
at North St/
High St RAB

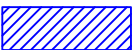
Havant Rd.
Emsworth
Large Vehicles
access/exit

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Work Area



Sign



Cone



Ped route



Notes:

Scheme

Havant Rd.
Emsworth

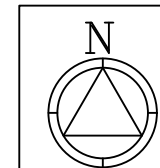
Client





109 Ash Tree Rd
Southampton
SO18 1NA
Tel. 02380 170349

Havant Rd.
Emsworth
White lanes,
single c/way section



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This layout is for installation by an NRSWA, 12A, 12B, 12D qualified engineer and may be modified to suit the conditions at the time of installation.

Work Area



Sign



Cone



Ped route



Notes:

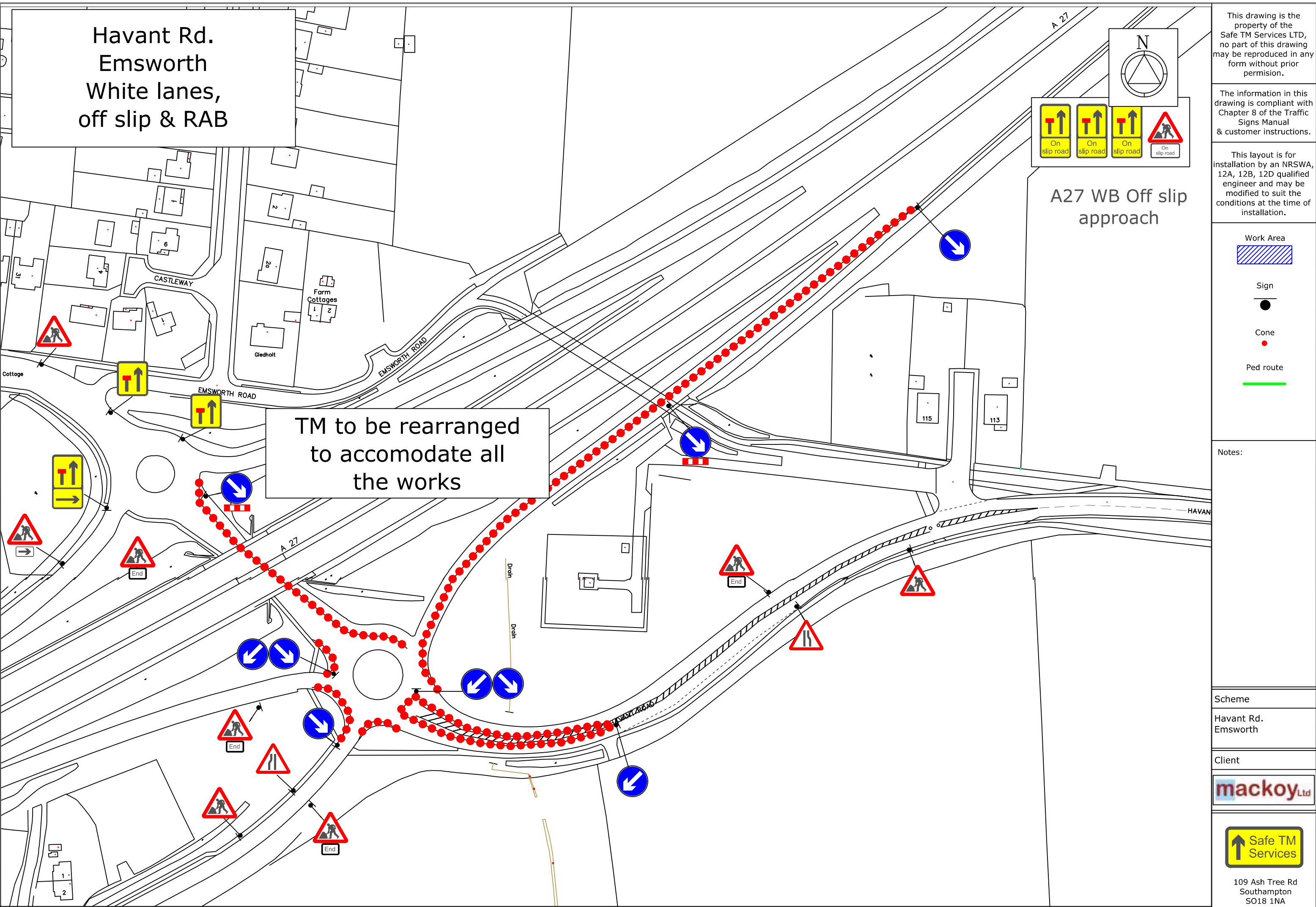
Scheme

Havant Rd.
Emsworth

Client



109 Ash Tree Rd
Southampton
SO18 1NA
Tel. 02380 170349



Havant Rd.
Emsworth
White lanes,
off slip & RAB

On slip road

On slip road

On slip road

On slip road

A27 WB Off slip approach

TM to be rearranged
to accomodate all
the works

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This layout is for installation by an NRSWA, 12A, 12B, 12D qualified engineer and may be modified to suit the conditions at the time of installation.

Work Area

Sign

Cone

Ped route

Notes:

Scheme

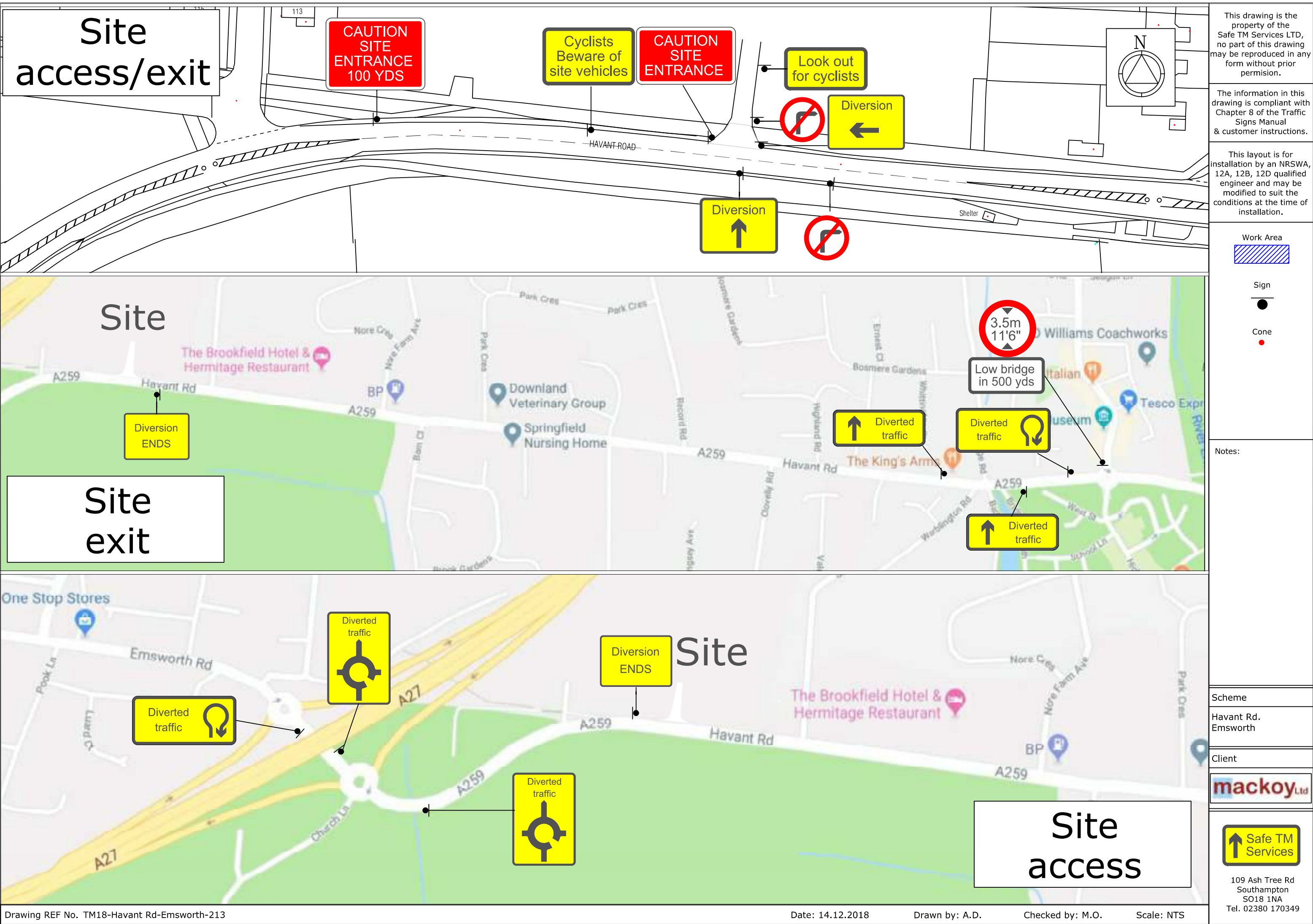
Havant Rd. Emsworth

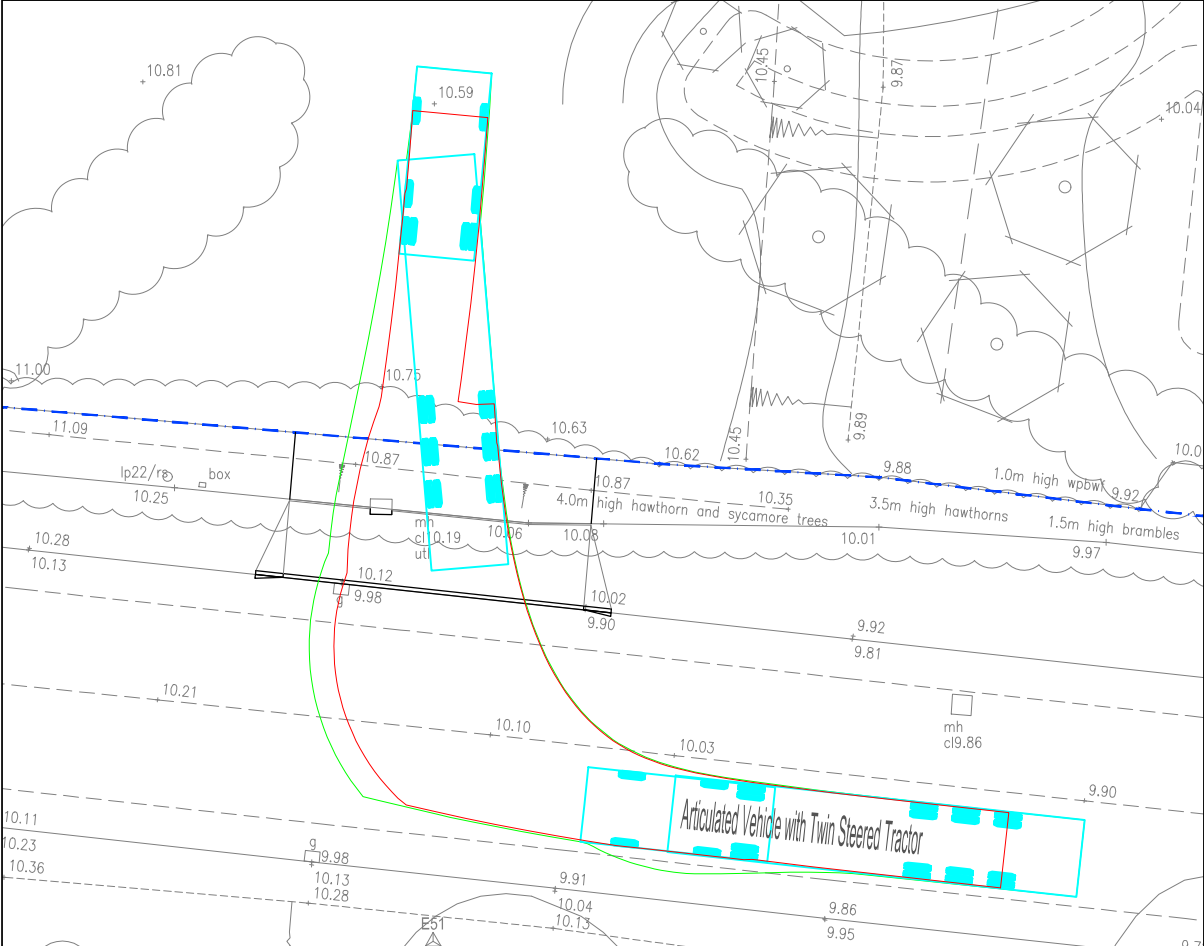
Client

mackoyLtd

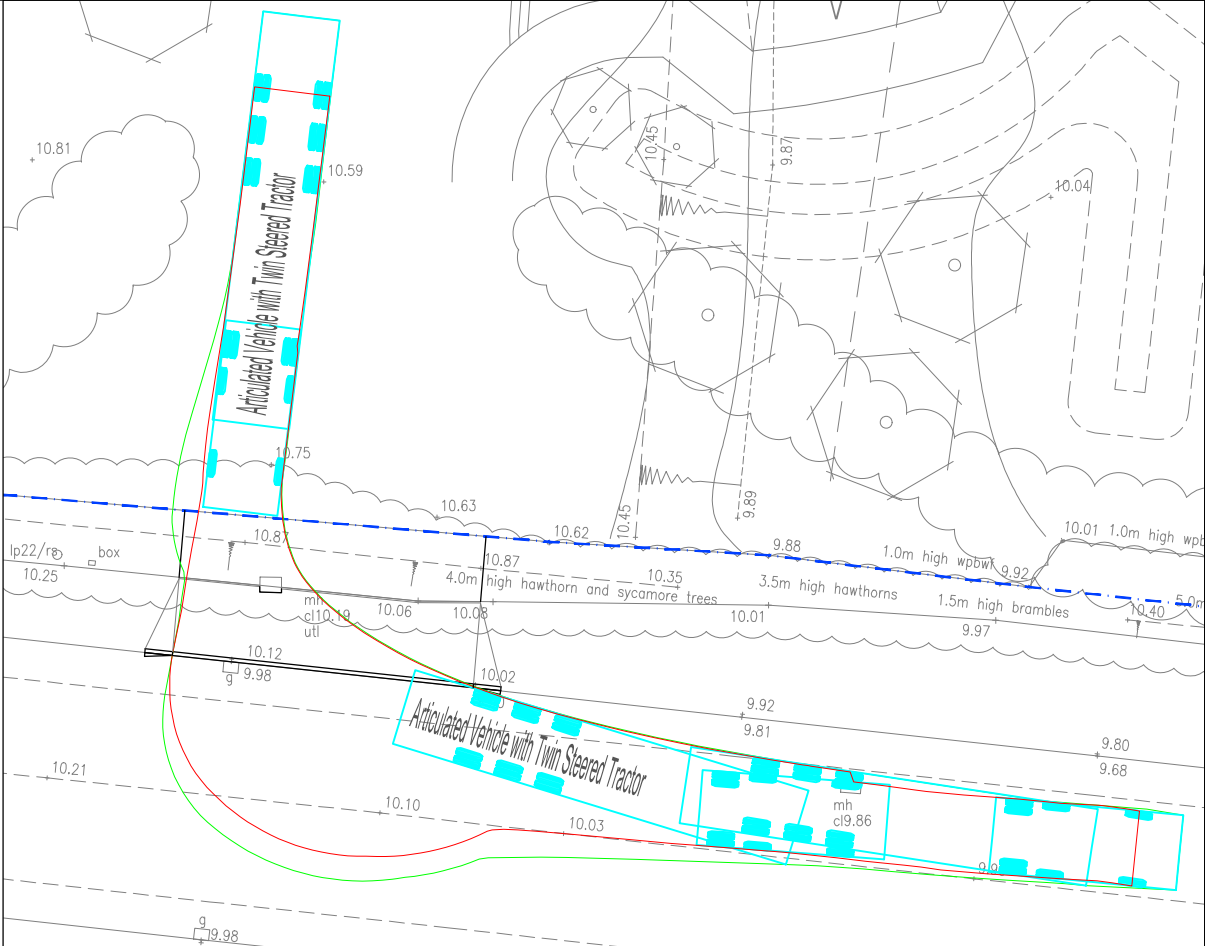
Safe TM Services

109 Ash Tree Rd
Southampton
SO18 1NA
Tel. 02380 170349

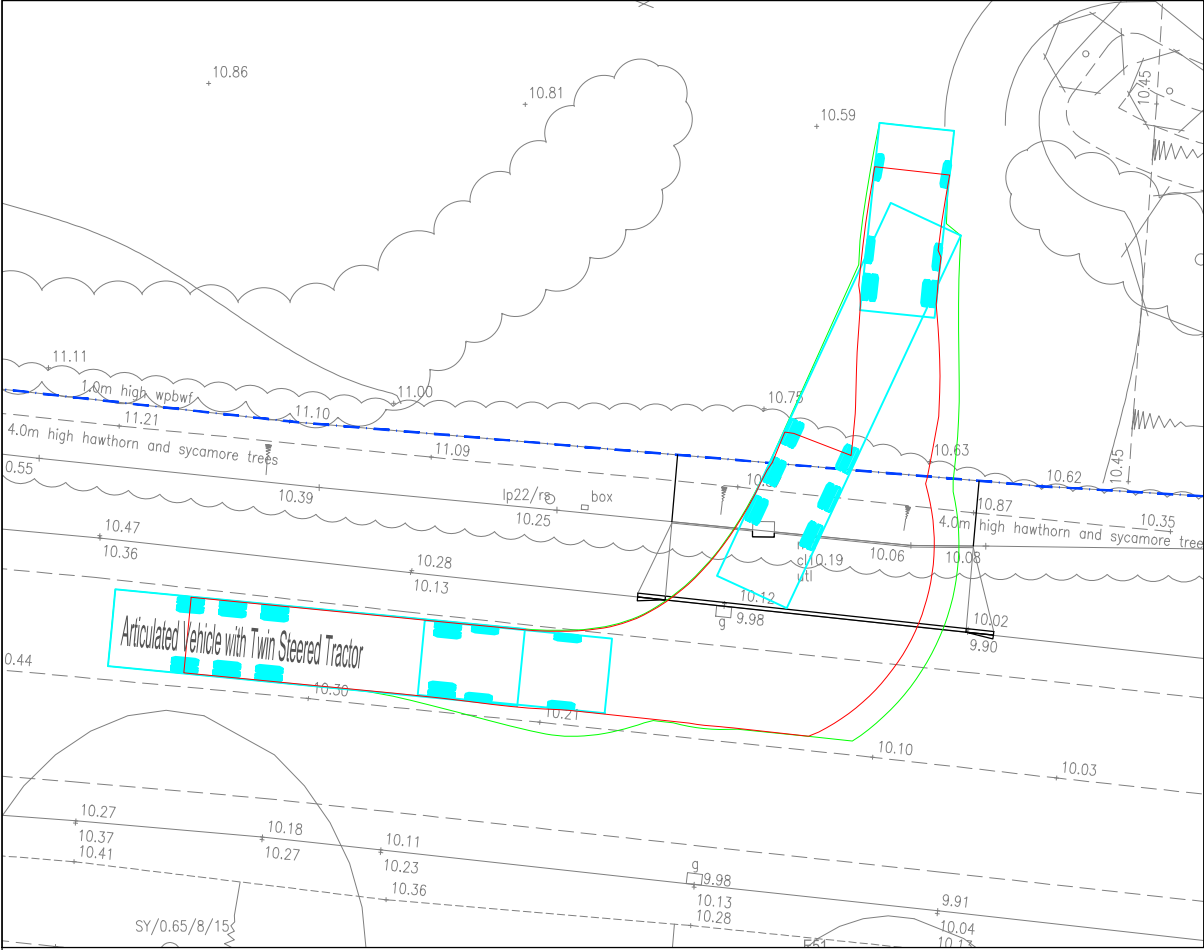




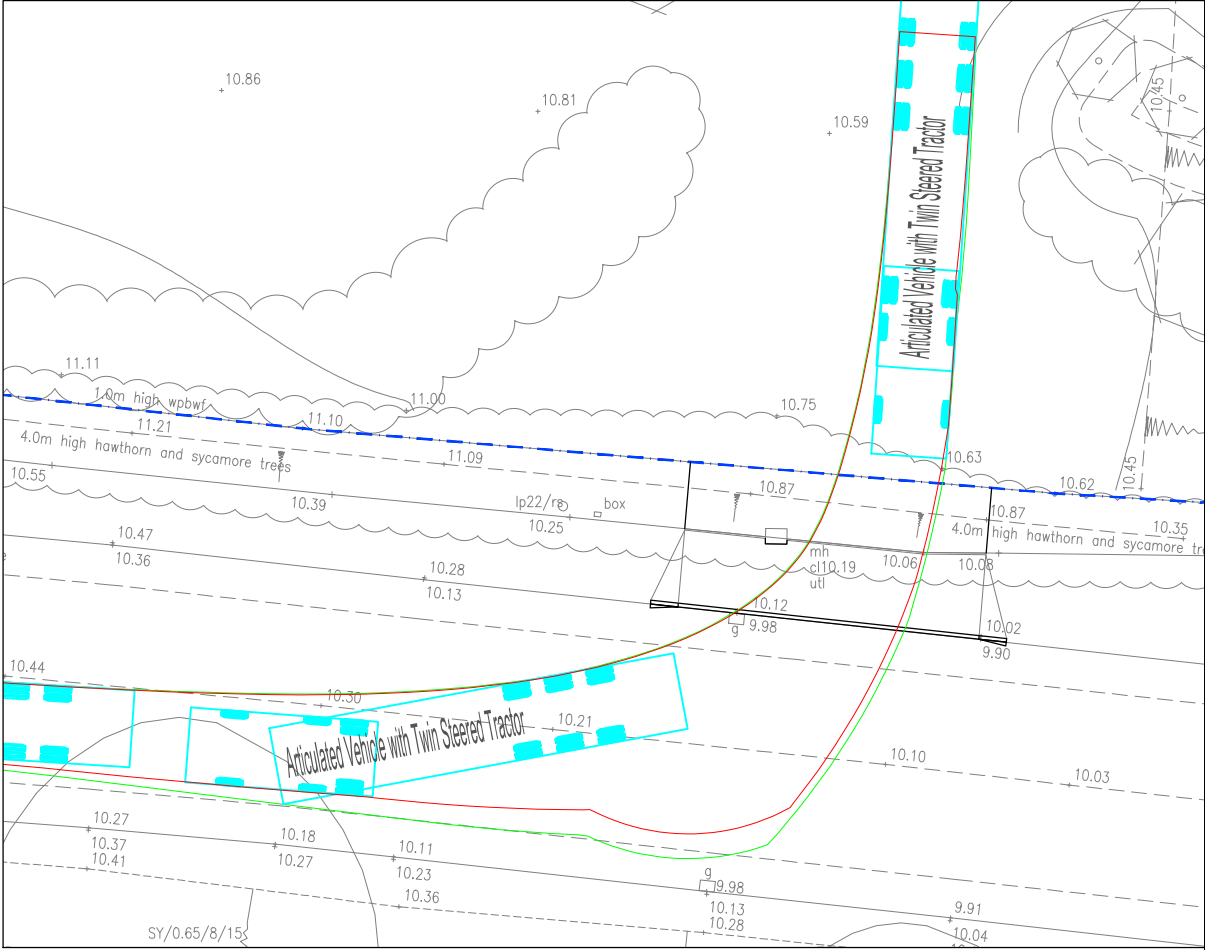
ARTICULATED VEHICLE TURNING RIGHT IN (SCALE 1:500)



ARTICULATED VEHICLE TURNING LEFT OUT (SCALE 1:500)



ARTICULATED VEHICLE TURNING LEFT IN (SCALE 1:500)



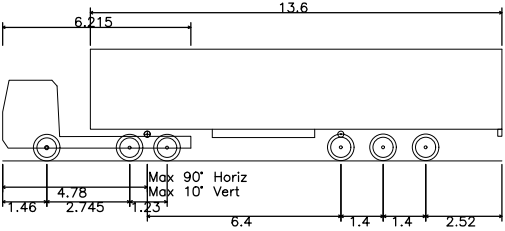
ARTICULATED VEHICLE TURNING RIGHT OUT (SCALE 1:500)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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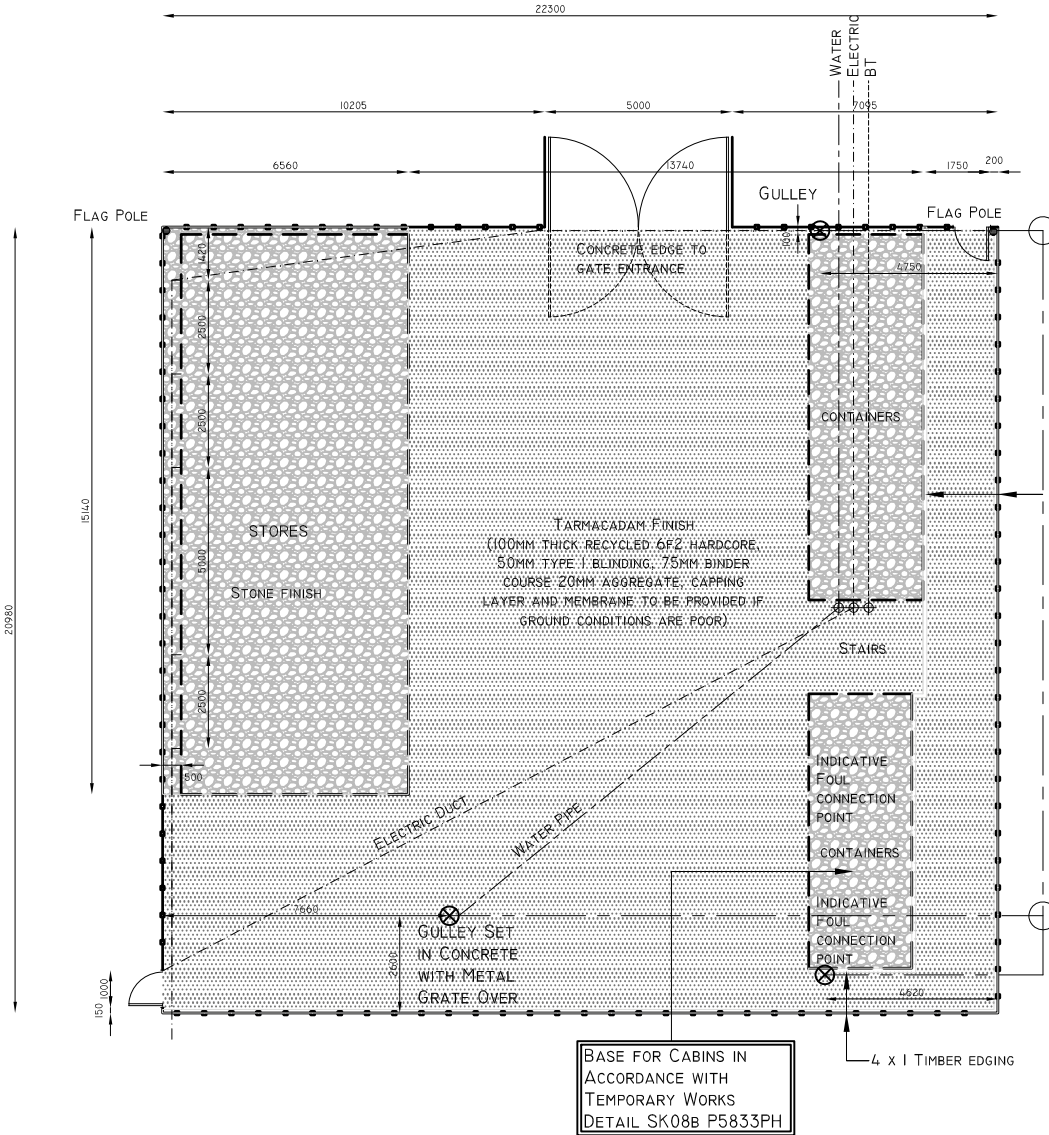
VEHICLE PROFILE



Articulated Vehicle with Twin Steered Tractor
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.691m
Min Body Ground Clearance 0.426m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.987m

Project Name HAVANT ROAD, EMSWORTH		Title S171 VEHICLE TRACKING		 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU info@paulbashamassociates.com www.paulbashamassociates.com		Client 		Checked By RW	Checked Date 13.12.18	Scale AS SHOWN (AT A3 SIZE)		
Project Phase DETAILED DESIGN								Drawn By EK	Drawn Date 13.12.18	Client Drawing No. -	PBA Drawing No. 041.5025.112	Revision A

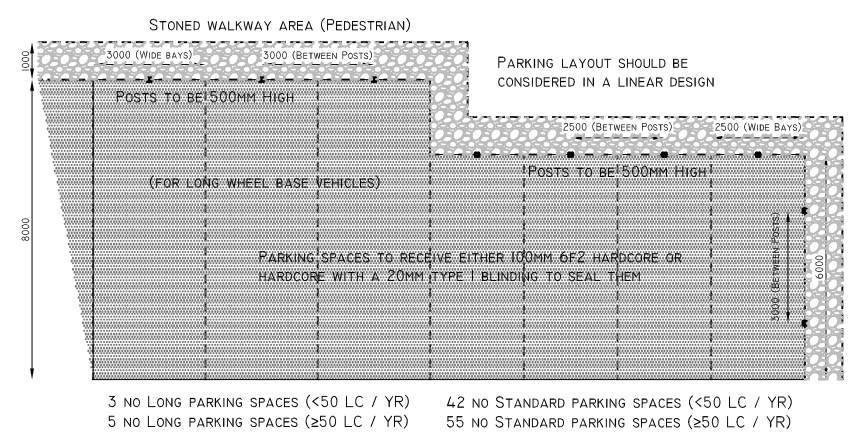
Appendix F – Example Compound Layout



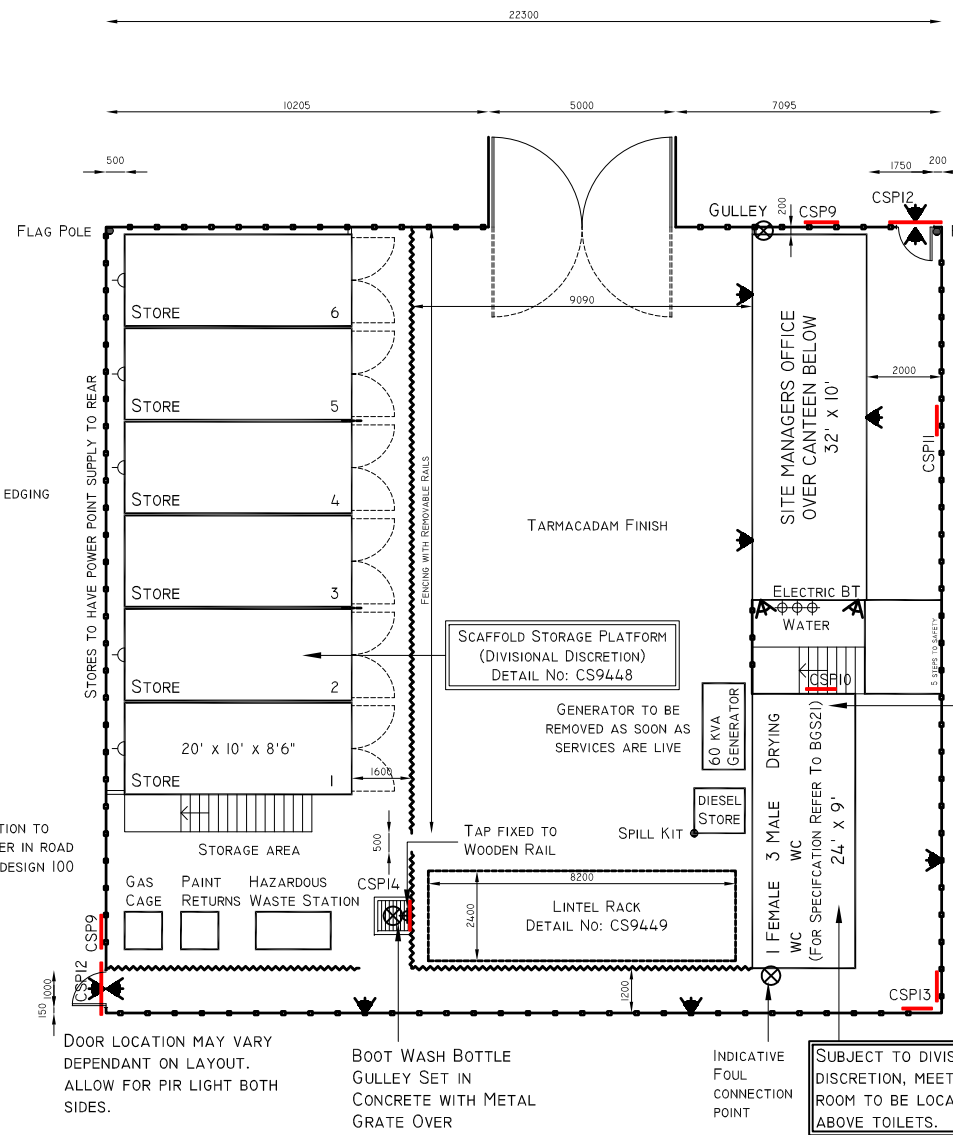
GROUNDWORKS LAYOUT

- PARTS LIST:**
- 6 x STEEL CONTAINERS
 - 1 x OFFICE
 - 1 x MEETING ROOM (IF REQUIRED)
 - 1 x CANTEEN
 - 1 x TOILET BLOCK
 - 1 x STAIR
 - 1 x HAZARDOUS WASTE STATION
 - 1 x GAS CAGE
 - 1 x PAINT TIN RETURN STATION
 - 1 x DIESEL TANK AND SPILL KIT

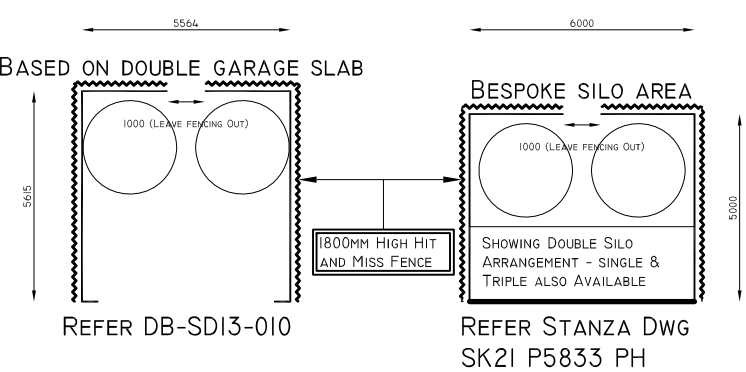
BE AWARE:
IF CHANGING THE HANDING OF THE COMPOUND, ENSURE DOOR AND DRAINAGE POSITIONS ARE TAKEN INTO CONSIDERATION.



CARPARK LAYOUT

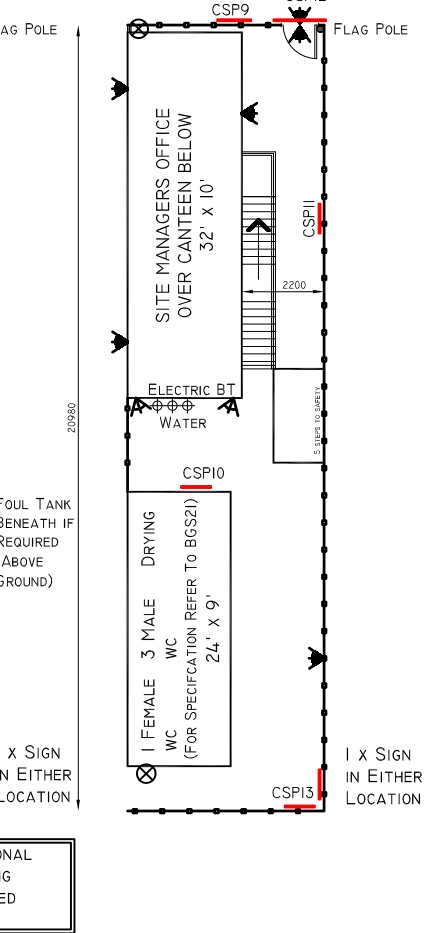


STANDARD COMPOUND

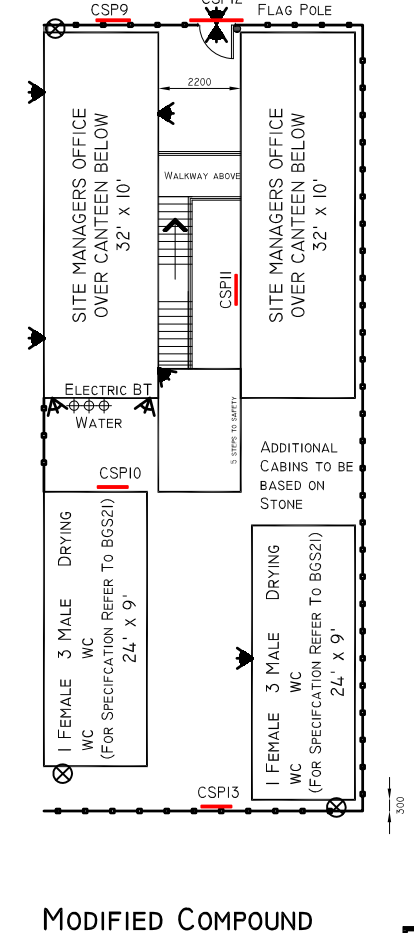


SILO AREA LAYOUT

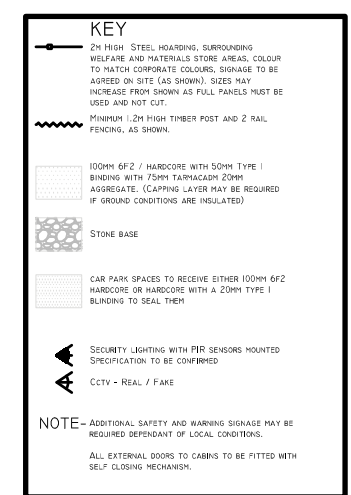
DOOR LOCATION MAY VARY DEPENDANT ON LAYOUT. ALLOW FOR PIR LIGHT BOTH SIDES.



MODIFIED COMPOUND FOR STRAIGHT STAIRCASE (ADDITIONAL 1M WIDTH)



MODIFIED COMPOUND FOR SITES ACHIEVING >50 LEGAL COMPLETIONS PER YEAR (ADDITIONAL 4.25M WIDTH) (REFER TO BGS21)



EXTERNAL REFERENCE :

Brand: BARRATT / DAVID WILSON HOMES
Range: 2010 / 2016 & -5 / -7
Title: Generic Standard (External) Site Compound
Detail No: DB-SD13-008
Drawn: GDT
Checked: GDT
Scale: 1:100
Date: Feb 17

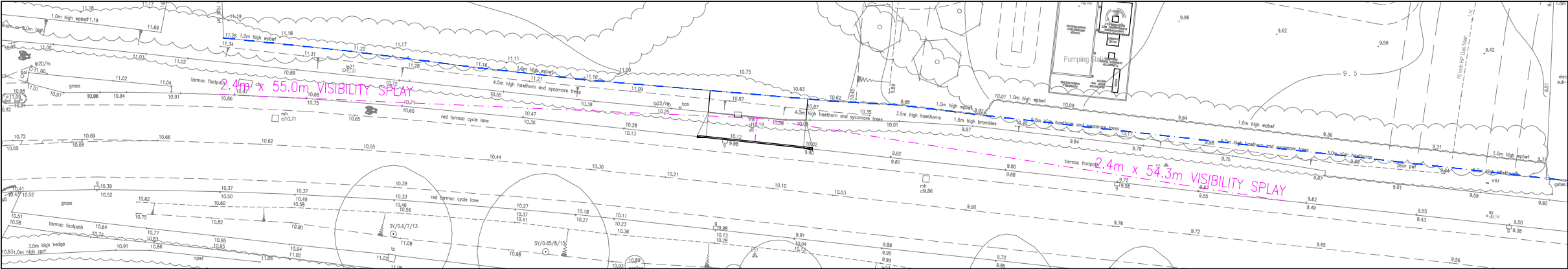
Date: Jan 16

Description: To be used for appropriate comments from Group Procurement feedback.

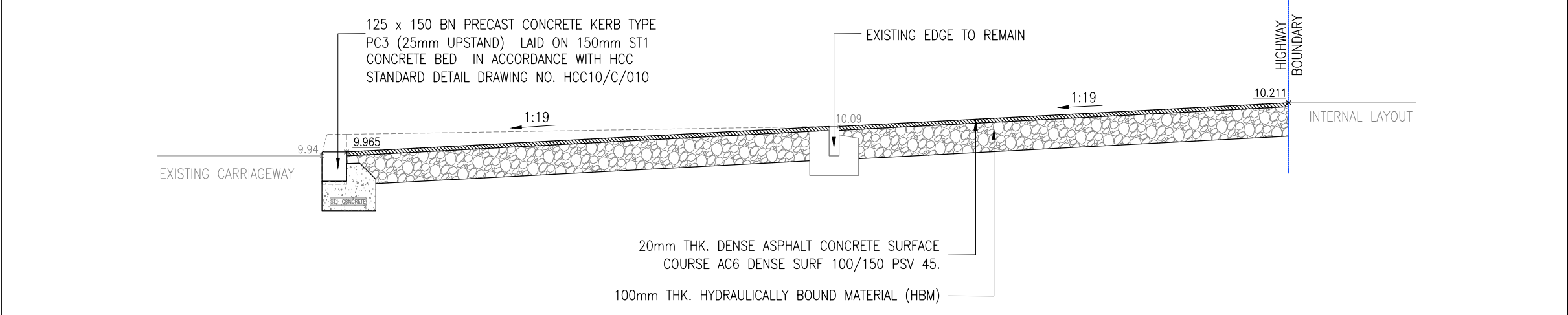
Rev: 5

David Wilson Homes
BARRATT DEVELOPMENTS PLC

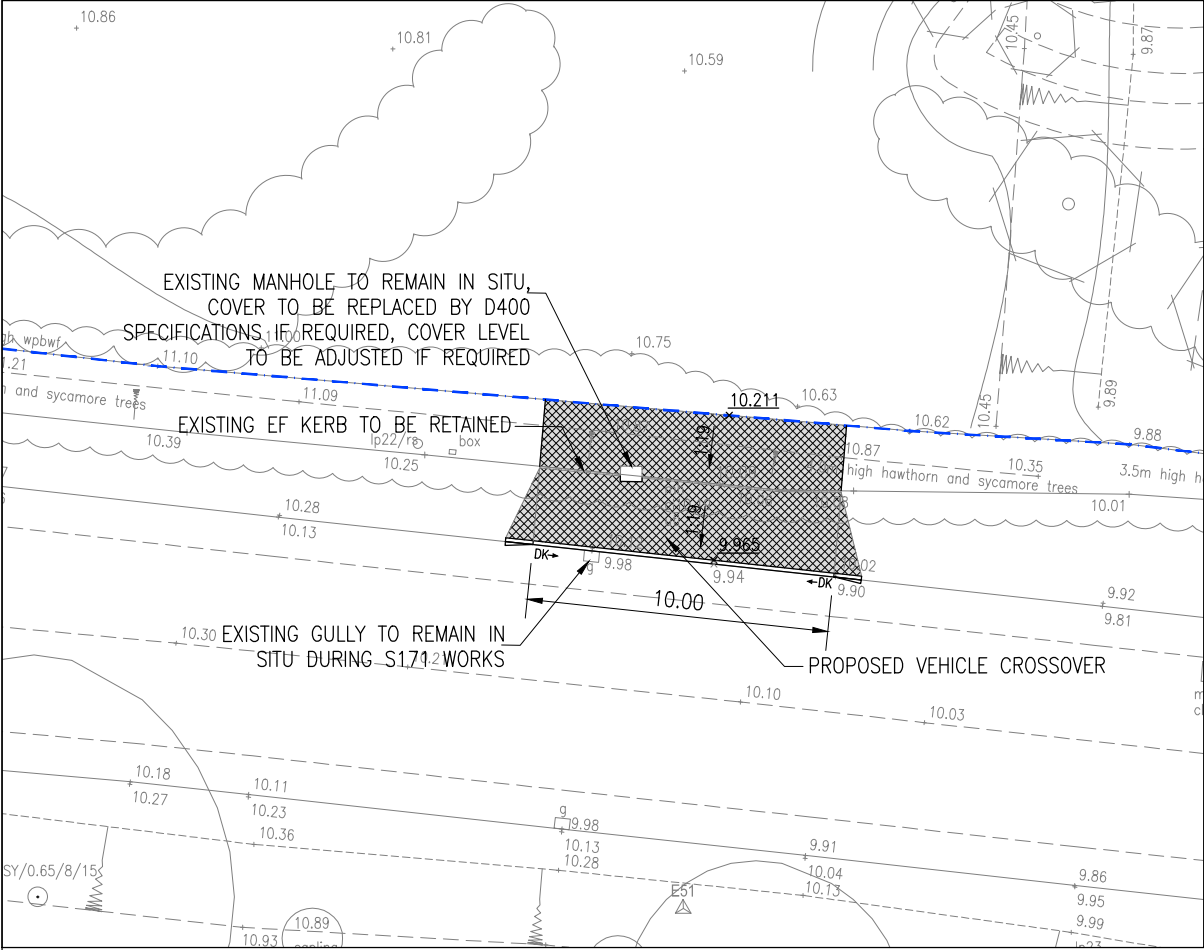
Appendix G – S171 Construction Detail



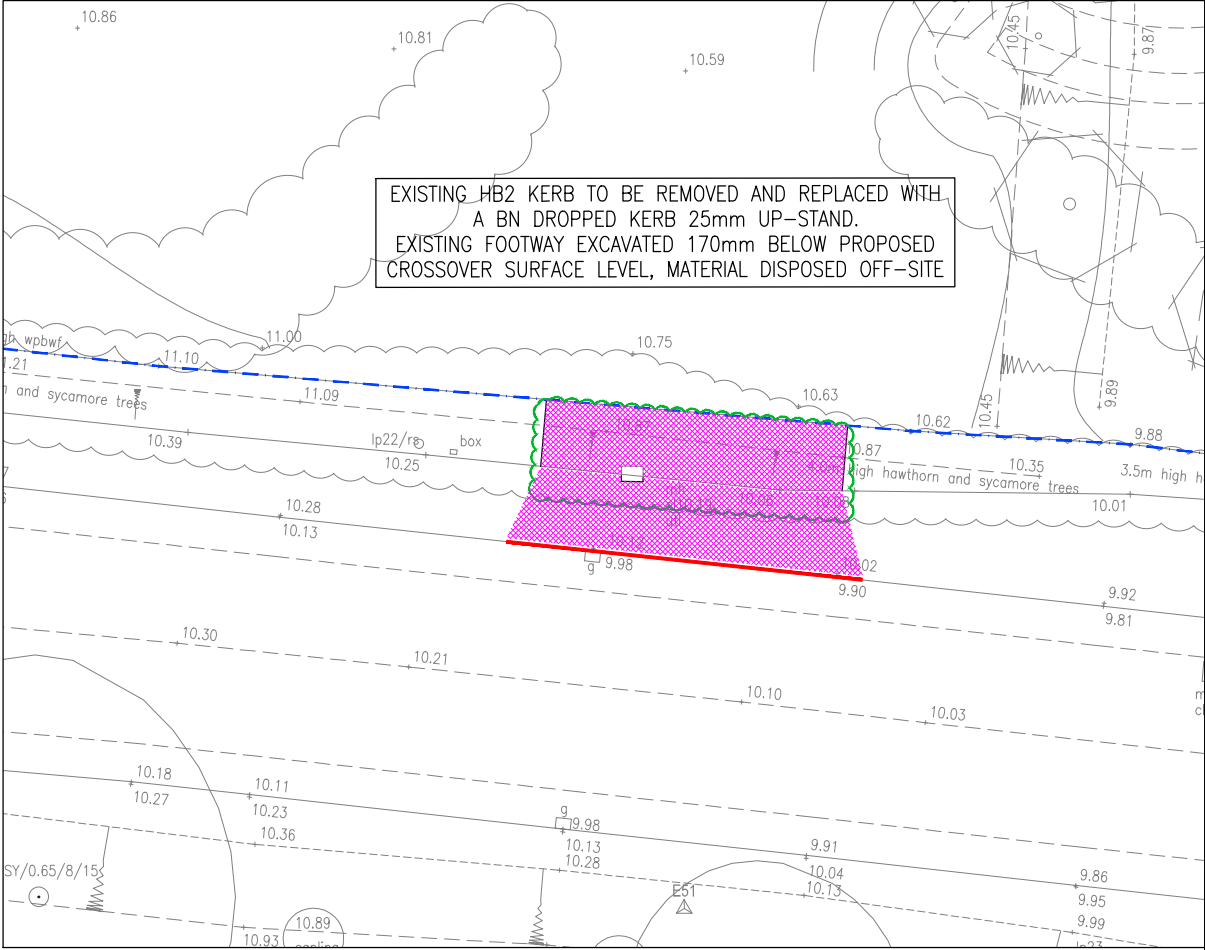
VISIBILITY SPLAYS (SCALE 1:500)



CONSTRUCTION DETAILS (SCALE 1:25)



VEHICLE CROSSOVER LAYOUT (SCALE 1:250)



GENERAL NOTES

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EXISTING SERVICES

- IT IS THE RESPONSIBILITY OF ANY ON SITE CONTRACTOR TO IDENTIFY AND LOCATE ANY UTILITY PLANT PRIOR TO CONSTRUCTION WORK BEING UNDERTAKEN.
- THE INFORMATION PROVIDED ON THIS DRAWING ABOUT THE EXISTING UTILITY SERVICES IS BASED ON HISTORICAL RECORDS PROVIDED BY THE STATUTORY UTILITIES. THE ACTUAL POSITION AND STATUS OF ANY MAINS AND SERVICES MUST BE VERIFIED AND ESTABLISHED ON SITE. THIS DRAWING IS PROVIDED FOR INFORMATION ONLY.
- CABLES TO STREET LIGHTING, ROAD SIGNS AND ILLUMINATED BOLLARDS ARE NOT SHOWN BUT MUST BE ASSUMED TO EXIST.

VISIBILITY SPLAYS

- VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 35.3MPH WESTBOUND & 35.6MPH EASTBOUND ON HAVANT ROAD.



KEY

VEHICLE CROSSOVER LAYOUT

- VEHICLE CROSSOVER CONSTRUCTION
 - 20mm THK. DENSE ASPHALT CONCRETE SURFACE COURSE AC6
 - DENSE SURF 100/150 PSV 45.
 - 150mm THK. HYDRAULICALLY BOUND MATERIAL (HBM)
- BN 125 x 150 BN PRECAST CONCRETE KERB (25mm UP STAND)
- EF 150 x 50 PRECAST CONCRETE EDGING EF
- DK 125 x 150 BN PRECAST CONCRETE DROPPER KERB
- 125.00 EXISTING LEVELS
- 125.00 PROPOSED LEVELS
- 1:40 CAMBER / CROSS FALL DIRECTION
- INDICATIVE HIGHWAY BOUNDARY
- VISIBILITY SPLAYS

SITE CLEARANCE

- EXISTING MATERIAL EXCAVATED 170mm BELOW PROPOSED CROSSOVER SURFACE LEVEL, MATERIAL DISPOSED OFF-SITE
- EXISTING PCC KERBING BROKEN OUT AND DISPOSED OFF SITE
- EXISTING VEGETATION/TREE TO BE GRUBBED UP/REMOVED AND DISPOSED OFF-SITE

B	REVISED DRAWING	02.01.19	EK	RW
A	REVISED DRAWING	13.12.18	EK	RW
Rev	Description	Date	By	Chkd

Project Name HAVANT ROAD, EMSWORTH	Title S171 LAYOUT	Client BARRATT HOMES	Checked By RW	Checked Date 06.12.18	Scale AS SHOWN (AT A3 SIZE)
Project Phase DETAILED DESIGN		Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU info@paulbashamassociates.com www.paulbashamassociates.com	Drawn By EK	Drawn Date 04.12.18	Client Drawing No. - PBA Drawing No. 041.5025.111 Revision B