



Saltbox Site

Construction Management Plan
Rev A (3.0)

December 2018
Reissued March 2019

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1.0 Generally

- 1.01 This Construction Management Plan has been drafted to address the requirement of Condition 7 and 9 of planning consent reference BE/102/17/OUT. It is intended that this document provides an indicative guideline for the management, control and site logistics during construction of this development but it is recognised that, following contractor selection, this document may need to be refined and amended to suit specific design or programme constraints.
- 1.02 It should be noted, and borne in mind, that the construction of this business park will be undertaken over 3-4 Phases. The area is substantial in size and provides ample opportunity for construction works and visitors to co-exist on the site without relatively little interaction. The area is sufficiently large to also enable multiple phases of work to be carried out concurrently. The indicated location of the contractor's site compound is located in the future yard area of the Phase 4 development – the location of the site compound is therefore sufficient to serve all phases of work.
- 1.03 This document broadly considers the issues noted in Condition 9 as follows:
- Construction traffic and access to the site
 - Parking on site for contractors and delivery vehicles;
 - The management and coordination of deliveries of plant and materials as well as disposing of waste resulting from demolition and construction activities;
 - Areas for loading and unloading;
 - Areas for the storage of plant and materials;
 - The position of security hoarding;
 - Site office / compound location;
 - Dust and dirt control measures;
 - A scheme for the recycling of construction waste;
 - Wheel washing facilities;
 - Construction lighting details;
 - Vegetation clearance details.

2.0 Management of the works

- 2.01 The site will be managed from the contractor's main site offices which will be situated in area to be agreed but likely to the Central extent of the site – to the south of the Phase 1 development area, and within the area indicated on planning drawing 1744-U02-002-A. The site working hours will be 8:00 to 18:00 hrs Monday to Friday and 8:00 to 13:00 hrs on Saturday.
- 2.02 The site will be secured by way of a mixture soil bunds; banked up to prevent unauthorised vehicular access, and site security hoarding to be erected around the site compound area, and also around the plant storage and material storage areas. The entrance will be gated to prevent un-authorised access to the site.

3.0 Control of Noise and Vibration

- 3.01 Noise & Vibration will be monitored and managed on site. The foundation solution will be designed and constructed to minimise vibration into the adjacent properties. As traditional foundation solutions are anticipated for the development no specific noisy operations e.g. piling, is anticipated however, should an alternative piling solution be proposed then monitoring for both noise and vibration should be implemented adjacent to the site and on sensitive boundaries e.g. acoustic screening to Herras fencing. The adjacent occupier is over 150m away from the location of the foundation works so it is not envisaged that there will be any issues in this regard.
- 3.02 All plant should be suitably silenced to ensure no noise levels exceed 80 dbA at any site boundary and all plant start ups and movement should be constrained within the above working hours.
- 3.03 There may be occasions when works will necessitate out of hours working to avoid interference with the adjacent occupier - Ordnance Survey – but these will be notified to neighbouring occupiers in advance of these out of hours operations whilst using all reasonable endeavours in the operation of plant and equipment to minimise noise breakout from the works

4.0 Dust and Dirt control measures

- 4.01 Dampening of all vehicle movement routes within the site and the adjacent roads shall be maintained and monitored throughout the project, especially in dry and windy weather conditions. This will be monitored by both the site management team and the gate man.
- 4.02 If concerns are raised over apparent dust emissions, the dust levels shall be measured by either hand held or static positioned monitors with the results recorded to demonstrate control measures are containing dust emissions.
- 4.03 Control of dusty materials – dusty materials shall be delivered to site on sheeted vehicles and be stored on site with appropriate dust control measures implemented in locations where prevailing conditions assist in the minimising of air borne dust being carried to neighbouring properties in particular the residential properties
- 4.04 It should be noted that the scope of works include for retaining both sub- and top-soil on the subject site, as far as practicable, and losing any 'surplus' in the cut and fill of the site (to make levels appropriate for buildings or parking areas), or to be used to form security bunds. This aim being to:
- minimise the extent of dirt and dust being carried back to the public highways and pavements
 - minimise the number of lorries carting away material more generally
 - deter joyriders from being drawn to the area
 - deter travellers from being drawn to the area

- 4.05 Furthermore, as the developer is also the owner of the adjacent farm, it is the intention that any further surplus, from the initial or the subsequent phases of work, will be stockpiled in the adjacent farm for redistribution in the farm extent. Again, further reducing the number of lorries carting away material and also dirt being carried off the site.

5.0 Wheel wash facilities - Control of mud offsite

- 5.01 Whilst all works within the ground are ongoing and until permanent hardstanding is complete, wheel wash facilities will be provided within the site close to the egress on to the A29 to prevent mud being transported from the site onto the adjacent highway. The system shall ensure that the mud is contained and not simply washed down the site storm or foul drainage systems.
- 5.02 A road sweeper will be brought to site as required to ensure the adjacent roads are regularly swept to keep them free from debris.

6.0 The Management of deliveries - Traffic Management Plan

- 6.01 Construction traffic will enter and leave the site via the A29 / A259 roundabout and the first operation on occupying the site will be to construct the first section of the main access road up to base course level and then via a stoned haul road to the site compound.
- 6.02 Initially it may be necessary to bring some of the earthmoving equipment to site via the existing field access on the A29, Shripney Road which is located about half way up the eastern boundary of the site.
- 6.03 Contractor's vehicles will be allocated parking space within the site and NO vehicles will be permitted to park on the surrounding road network. All operatives & visitors entering the site should be signed in or logged-in by a monitored site entry system which will be located far enough in to the site to prevent waiting vehicles to back up on to the A29. An experienced gateman will be engaged to direct visitors and contractors attending the site to the correct location, to aid security and to ensure that the traffic management plan is followed by those visiting and working at the site e.g. use of wheel washing and correctly parking and monitoring visitors/staff.
- 6.04 Visitors parking will be provided close to the site cabins. The car parks and haul roads will be stoned up to minimise the transfer of mud to the surrounding road network. There will also be a waiting/drop-off area to accommodate larger delivery vehicles.
- 6.05 All materials and site deliveries will come through a security gate where the drivers will be directed to a material lay down area – located in the vicinity of the contractor's site compound and offices. The area available around the proposed site compound is sufficiently large to allow vehicles – large or small - to enter, wait, unload, and leave in forward gear without causing harm to members of the public or

other construction road users. Deliveries will access and egress via the gated site access on to the A29 /A279 roundabout.

- 6.06 Site speed limits will be enforced. The speed limits will be determined by the contractor and be appropriate to ensure safe operation of the site, ensure the safety of persons within the site and to minimise dust emissions dependant on prevailing conditions.
- 6.07 Clear pedestrian routes will be installed using fixed barriers to permit easy access from any parking areas to both the site offices and welfare facility as well as to the construction area.
- 6.08 To ensure against the simultaneously arrival of construction and delivery vehicles on site, the contractor will be expected to operate a system for deliveries with allocated arrival and departure time slots.
- 6.09 Anticipated number, frequency and types of vehicles expected during the course of the construction phase will be advised by contractor when selected.
- 6.10 The locations of the cabins, storage and delivery areas, and vehicle routes will be clarified and agreed with the contractor when selected. Until then, a preferred location has been indicated on the plan 1744_U02_002. It is envisaged that this location will be appropriate for both the initial and subsequent Phases of work.

7.0 Scheme for the recycling of construction waste - Site Waste Management Plan

- 7.01 A site waste management plan will be produced, implemented and monitored in accordance with statutory and good practice requirements.
- 7.02 The site waste management plan will address as a minimum the following areas:
 - Identify personnel roles and responsibilities
 - Elimination of waste
 - Reduction of waste
 - Re-use of materials and packaging
 - Recycling
 - Storage of waste
 - Classification of waste
 - Segregation of materials
 - Waste transfer and disposal
 - Record and monitor waste management targets

6.0 Construction Lighting

- 6.1 Lighting will be kept to a minimum save where required to comply with Health & Safety legislation and Good Practice.

- 6.2 During the winter months when there are less daylight hours, delivery times will be adjusted to reduce vehicle movements during the hours of darkness.
- 6.3 The Developer will request that the Contractor prepares a Lighting Plan for the darker months of construction (likely only being towards the close of 2019 when external works are being carried out).
- 6.4 Any lighting will be set at the minimum luminosity necessary with the use of low energy consumption fittings (i.e. LEDs)

7.0 Vegetation Clearance

- 7.1 The Contractor will remove vegetation only where necessary; preserving as much of the natural vegetation as possible without causing risk to the project, the public or the building users.
- 7.2 The contractor will dispose of any vegetation felled/removed appropriately. In the unlikely event of discovering any vegetation harmful to the environment the Contractor will deploy Best Practice to prevent the spread of any harmful vegetation to other sites.



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General Notes

This drawing shall not be scaled. All dimensions are in mm unless otherwise stated.

All dimensions shall be checked on site prior to commencing the works and errors and omissions to be reported to the architects.

All works shall conform to the current edition of the building regulations and other statutory requirements.

All materials and workmanship shall conform with the relevant British Standard specifications and codes of practice.

If this drawing forms part of an application for planning permission on behalf of the applicant named below, it shall not be used for any other purpose without the express permission of Mountford Pigott LLP.

This drawing may incorporate information from other professionals. Mountford Pigott LLP cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additions that are required appertaining to such information should be sought from the relevant profession or their appointment representative as listed below.

LIST OF INFORMANTS
OS SURVEY MAP

GENERAL NOTES

THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE EMPLOYER'S REQUIREMENTS & DESIGN SPECIFICATION AND ALL OTHER RELEVANT CONSULTANTS' DRAWINGS

COMPATIBILITY OF DPC MATERIALS MUST BE CHECKED WITH THE ARCHITECT PRIOR TO PROCUREMENT AND/OR SITE USAGE

ALL PRODUCTS SPECIFIED ON THIS DRAWING MUST BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS' INSTRUCTIONS. RELEVANT BRITISH AND EUROPEAN STANDARDS CODES OF PRACTICE AND RELEVANT BBA CERTIFICATES

MOUNTFORD PIGOTT LLP TENDER STATEMENT

- The designs and specifications prepared for tender form part of the Employer's Requirements Documents describing the Scope of Works required. The Design Team has prepared this information without the Contractor's input. The Contractor should therefore note that these are not final designs suitable for construction purposes. The final design will be carried out post-ovation by the Design Team for the Contractor. As such the Contractor is required to make financial and programme provisions within his tender to reflect all the risks that would be anticipated by a Contractor experienced in constructing projects of a similar nature. The Contractor is to allow for all necessary design development to meet the Employer's Requirements.
- If there are any discrepancies between drawings, specifications and other documents issued by Mountford Pigott LLP or any other parties for tender purposes the Contractor is to bring them to the attention of Employer's Agent for clarification. Should this not happen prior to tender return, the contractor is deemed to have allowed for the requirements of the higher specification.
- Should the contractor wish to vary the specification of products and or components etc. from those indicated by the Design Team, specific approval from the appropriate Design Team member must be obtained.

DRAWING, SPECIFICATION & SCHEDULE CO-ORDINATION NOTES:-

Drawings, specifications and schedules are to be read in conjunction with the following where applicable:-

- a) Employer's Requirements documents
- b) Agreements to Lease
- c) Structural Engineer's drawings and specifications
- d) Civil Engineer's drawings and specifications
- e) M & E Engineer's drawings and specifications
- f) Highways Engineer's drawings and specifications
- g) Landscape Architect's drawings and specifications
- h) Survey drawings
- i) Party Wall / Boundary Awards
- j) Other specialist design consultant's requirements as appointed by the contractor
- k) Other specialist design sub-contractor's requirements as appointed by the contractor
- l) Steel sub-contractor is to check with cladding sub-contractor to ensure all necessary steelwork has been provided and located as required for the full completion of both sub-contracts
- m) The Contractor will have the final responsibility for ensuring the interface requirements of the design sub-contractors is fully accounted for in his tender
- n) The Contractor will be responsible for procuring the sub-contractors' design (or sub-contractors' information) in sufficient time to allow the Design Team to co-ordinate their works into the scheme within the production information programme.

CONTINUITY OF INSULATION AND SEALED BUILDING

The design and installation of all elements and components must ensure that there are no thermal bridges caused by gaps within and between elements of construction, and that the completed building will achieve an air leakage rate not exceeding 10m³ of air per m² of envelope per hour at 50 Pascals by the use of robust construction details. The main contractor and specialist subcontractors will be responsible for ensuring all installations meet these requirements within the elements of construction for which they are responsible and at junctions with adjoining elements of construction

This drawing contains critical information in colour. To ensure this information is legible, only print or copy this drawing in full colour.

ISSUED FOR TENDER	03.12.18	MW	TS	A
REVISIONS	DATE	DRN	CHK	REV
ISSUE STATUS				

TENDER

CLIENT
LANDLINK ESTATES

PROJECT
SALTBOX SITE - BOGNOR REGIS

TITLE
PHASE 1 MASTERPLAN
SECTIONAL COMPLETION PHASES

DRAWN	CHECKED	SCALE	DATE
MW	TS	1:1000 @ A1	23.11.18
DRAWING NO	REV		

1744-U02-002 A

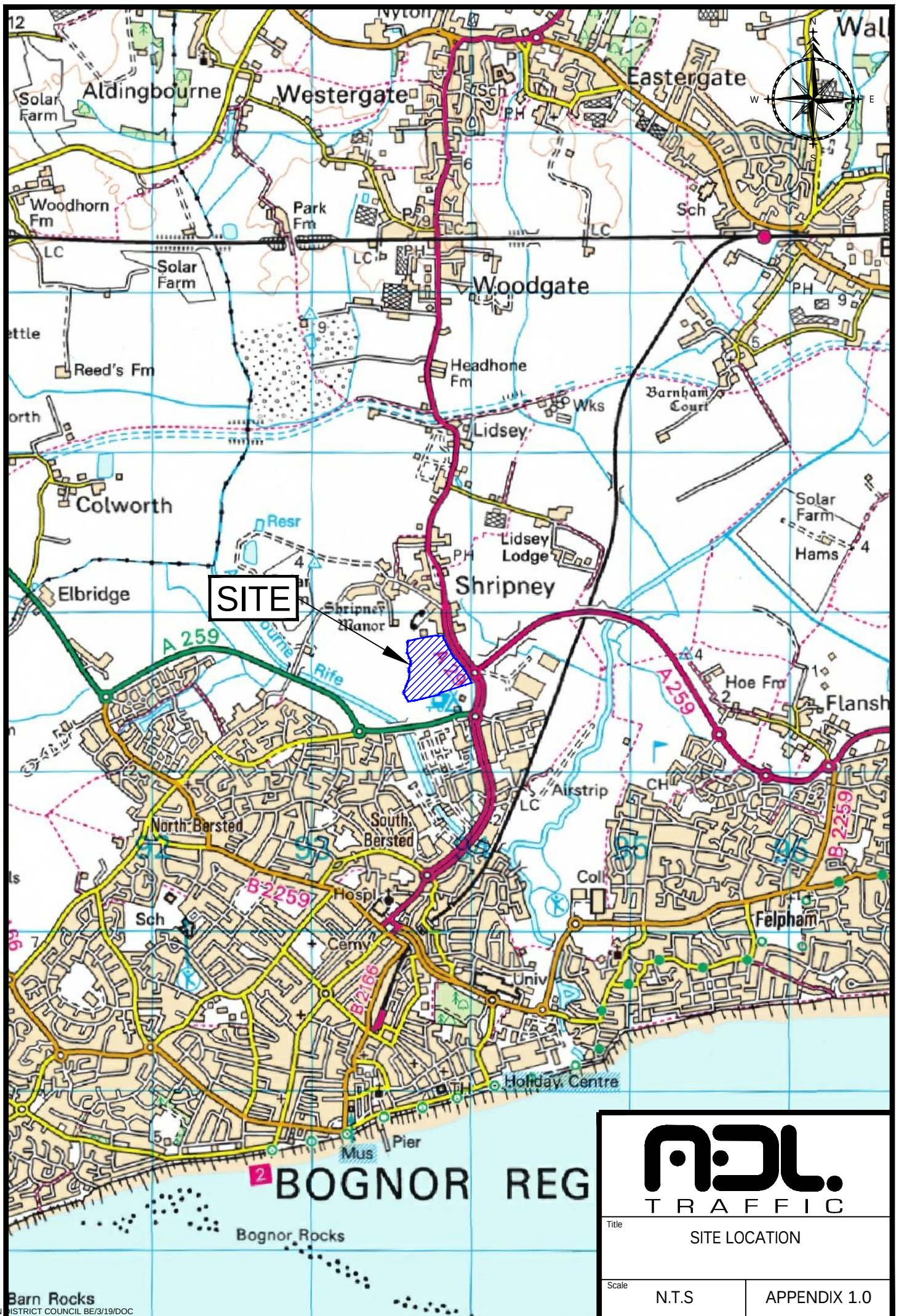
Architecture
Masterplanning
Design

MountfordPigott
Architecture Masterplanning Design

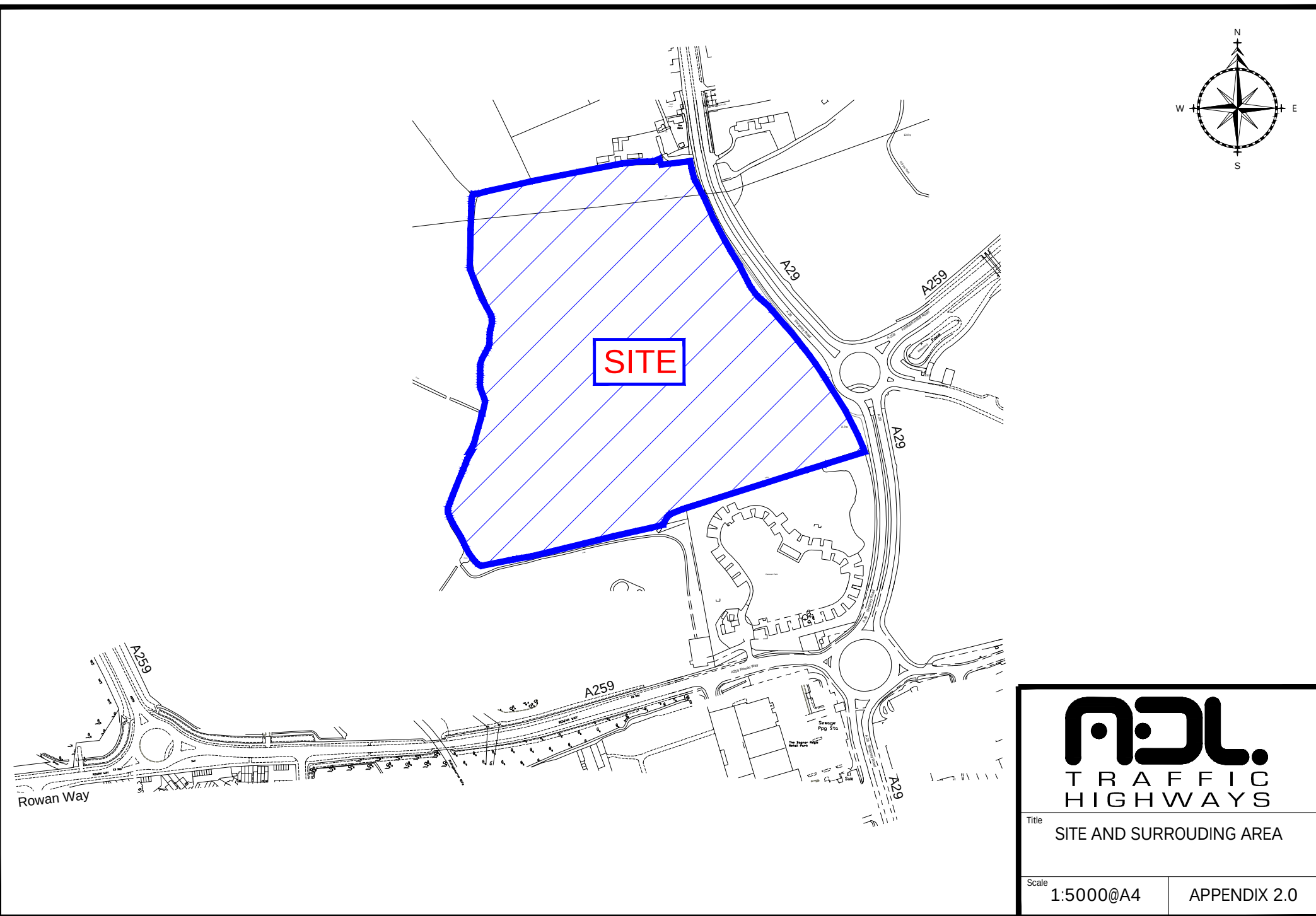
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Appendix 1.0



Appendix 2.0



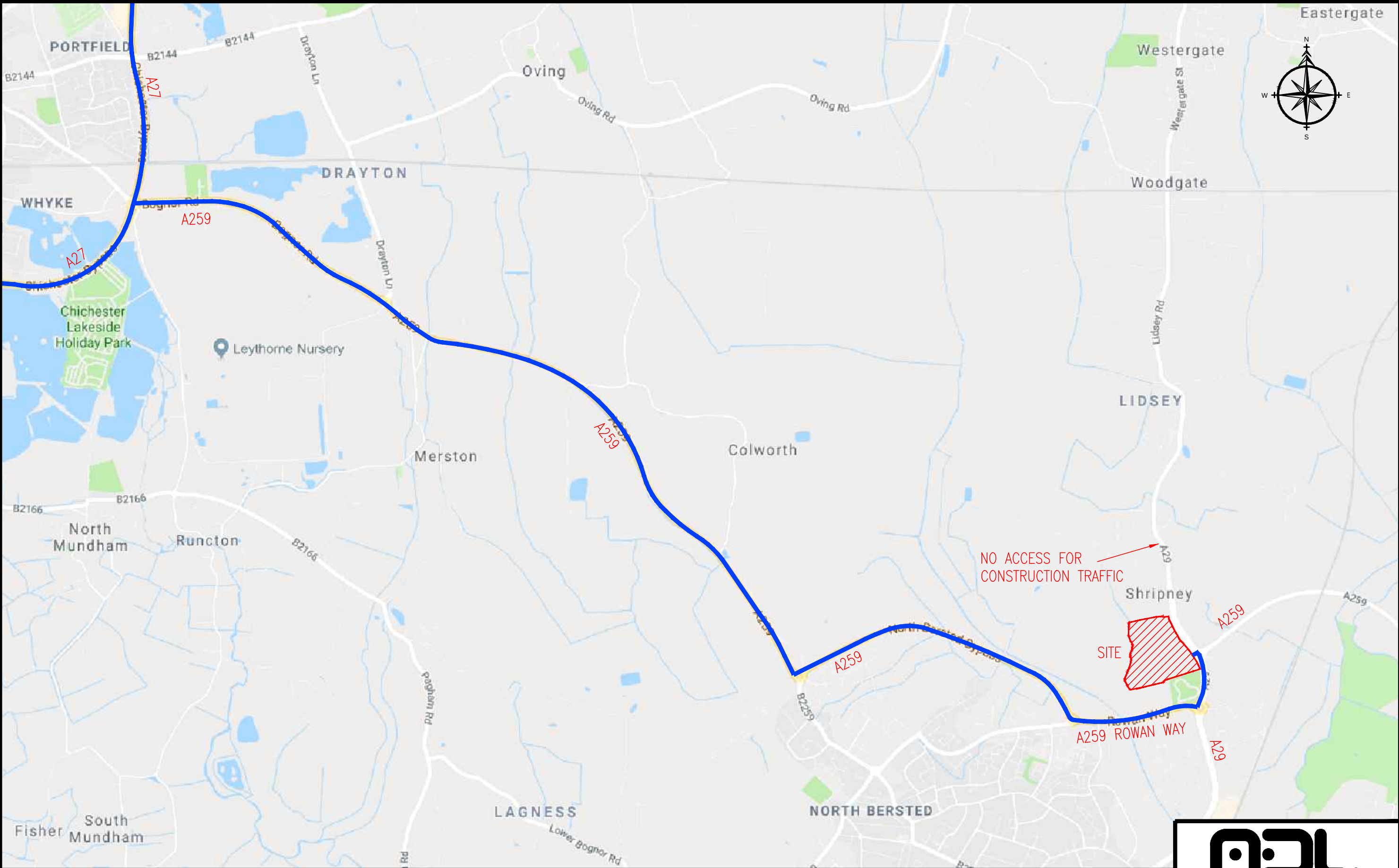
LDL.
TRAFFIC
HIGHWAYS

Title
SITE AND SURROUDING AREA

Scale
1:5000@A4

APPENDIX 2.0

Appendix 3.0



KEY:

— CONSTRUCTION TRAFFIC ROUTE

SITE LOCATION



ADL
TRAFFIC
HIGHWAYS

Title

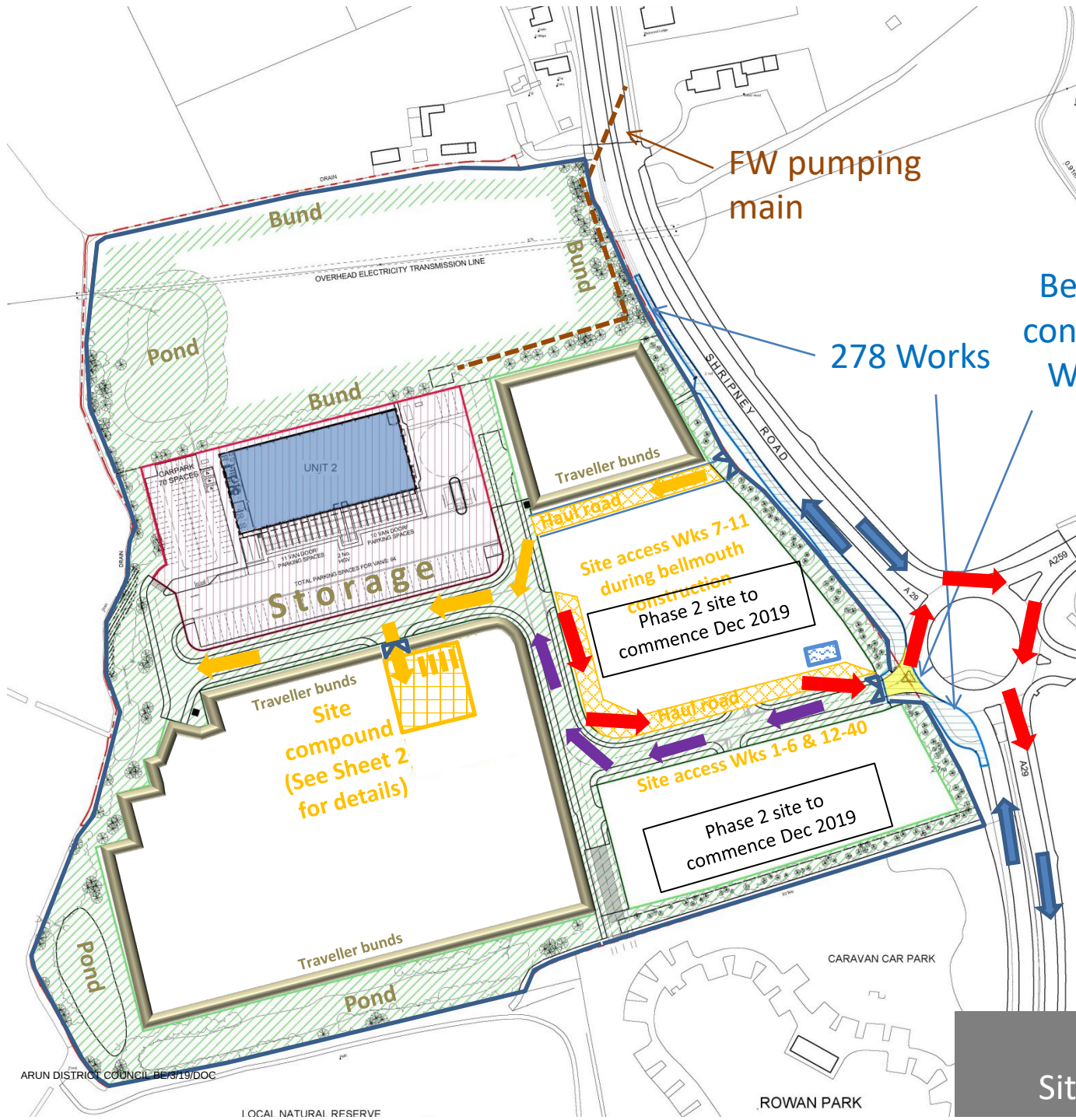
CONSTRUCTION TRAFFIC
ROUTING PLAN

Scale

N.T.S.

APPENDIX 3.0

Appendix 4.0



KEY

-  Site accommodation
-  Hoarding
-  Gates
-  Site access (wk7-11)
-  Site access (wk 11+)
-  Site egress
-  Traffic direction
-  Wheel washing

For detailed plan of site compound see Sheet 2

Saltbox Phase 1
Site plan Rev B (Sheet 1)

Unloading, loading & storage on Phase 1 site

Access from haul road during bellmouth construction

Staff & visitor parking 40 cars & light vans)

KEY

-  Site accommodation
-  Staircase
-  Hoarding/fencing
-  Pedestrian barriers
-  Gates
-  Construction access

Site accommodation double-stacked
Top – 1 x site office + 1 x meeting room
Bottom - 1 x canteen + 1 x drying room

Plus 1 x toilet block + 1 x sub-contractor

Access from roundabout

Saltbox Phase 1
Site plan Rev B (Sheet 2)

Appendix 5.0

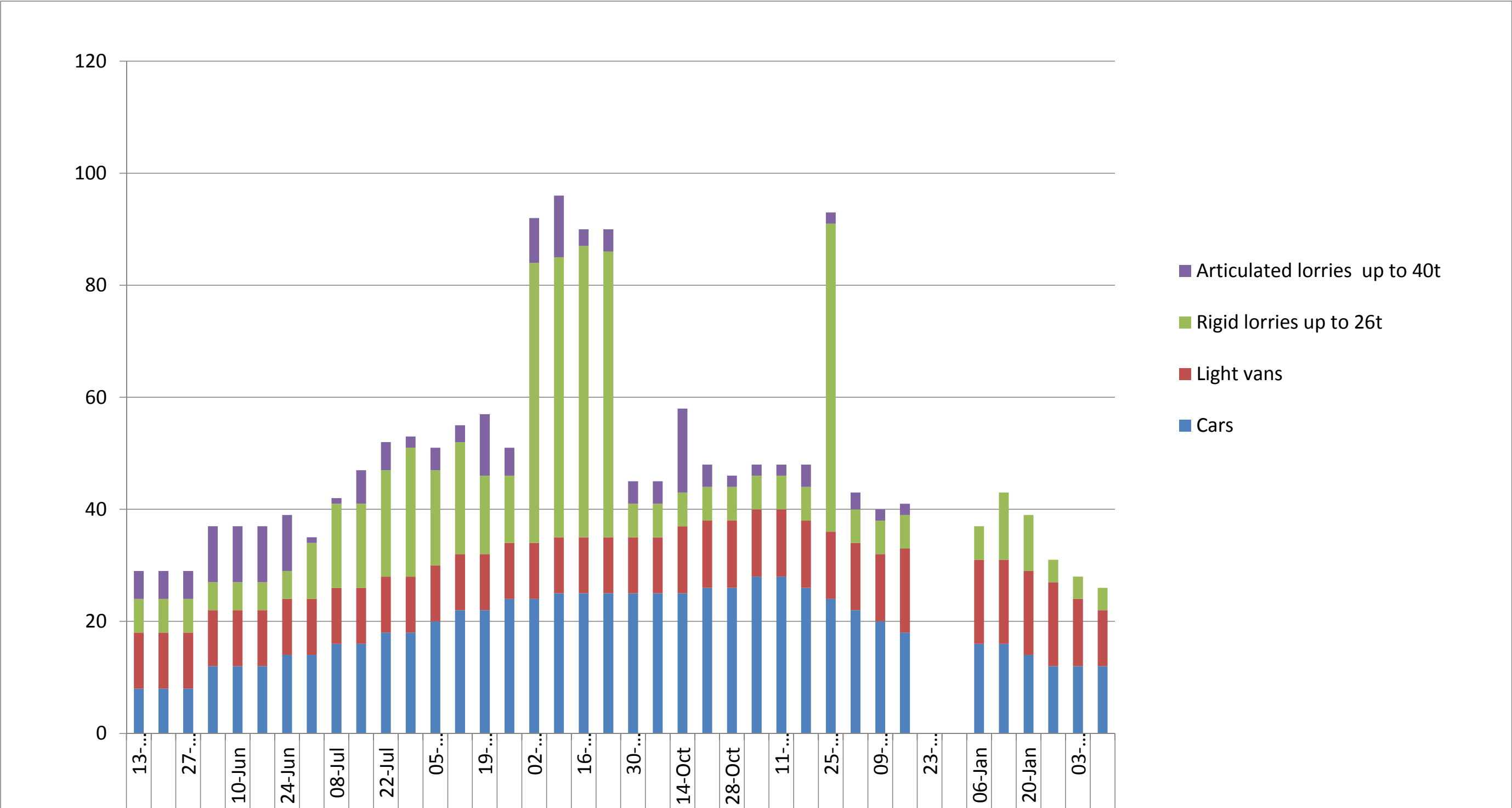
Saltbox, Bognor Regis



Week No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Cars	8	8	8	12	12	12	14	14	16	16	18	18	20	22	22	24	24	25	25	25	25	25	25	26	26	28	28	26	24	22	20	18	0	0	16	16	14	12	12	12
Light vans	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	12	12	12	12	12	12	12	12	15	0	0	15	15	15	15	12	10	
Rigid lorries up to 26t	6	6	6	5	5	5	5	10	15	15	19	23	17	20	14	12	50	50	52	51	6	6	6	6	6	6	6	6	55	6	6	6	0	0	6	12	10	4	4	4
Articulated lorries up to 40t	5	5	5	10	10	10	10	1	1	6	5	2	4	3	11	5	8	11	3	4	4	4	15	4	2	2	2	4	2	3	2	2	0	0						
Total vehicles	29	29	29	37	37	37	39	35	42	47	52	53	51	55	57	51	92	96	90	90	45	45	58	48	46	48	48	48	93	43	40	41	0	0	37	43	39	31	28	26
Staff numbers	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	0	0	5	5	5	5	5	5
Labour numbers	6	8	10	12	12	12	14	16	18	20	22	25	27	29	31	34	37	38	40	40	40	40	40	42	42	44	45	42	38	34	30	24	0	0	22	20	18	15	12	12
Week No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Week commencing	13-May	20-May	27-May	03-Jun	10-Jun	17-Jun	24-Jun	01-Jul	08-Jul	15-Jul	22-Jul	29-Jul	05-Aug	12-Aug	19-Aug	26-Aug	02-Sep	09-Sep	16-Sep	23-Sep	30-Sep	07-Oct	14-Oct	21-Oct	28-Oct	04-Nov	11-Nov	18-Nov	25-Nov	02-Dec	09-Dec	16-Dec	23-Dec	30-Dec	06-Jan	13-Jan	20-Jan	27-Jan	03-Feb	10-Feb

Vehicles entering site each week

Saltbox, Bognor Regis



Appendix 6.0

Construction Method Statement

The purpose of this DRAFT statement is to outline the methods and sequence by which the Preferred Contractor would carry out the construction of Saltbox Phase 1.

A. Programme & sequence

Our Construction Programme assumes a start on site date of 13 May 2019 for a period of 40 weeks giving completion by 17 February 2020.

Site establishment

A temporary bellmouth will be constructed from the roundabout and a temporary haul road laid up to the site compound area. We will then construct a site compound in the NE corner of the Phase 4 site.

An additional haul road will be constructed from the existing gated access to the north of the roundabout for use when the permanent bellmouth is being constructed.

A topsoil strip will be carried out to the building & external areas followed by RL excavation, cappings and piling mat. The bunds will be formed from the stripped topsoil and excavated material.

Substructure

Piling and filling to the building footprint will then be undertaken allowing the pile caps and ground beams to be constructed. Dock leveller pits and retaining walls will be constructed around the perimeter followed by filling behind the walls to provide a level surface for steelwork erection.

Superstructure

The steel frame will be erected using mobile cranes working from west to east which will allow the composite decks to the office areas to be constructed early.

Roofing and cladding will then follow to provide a watertight envelope.

The RC ground slabs to the office and switchroom will be constructed ahead of the main warehouse slab so that the fit-out can commence early.

Warehouse

The warehouse slab will be constructed following completion of the cladding to the envelope. The services installation will then be undertaken with the resin floor being laid at the end to minimise the risk of damage.

Internal fit-out

The blockwork division wall at ground floor will be constructed following the ground slab. The jumbo stud wall can then be built to segregate the offices from the warehouse.

The finishes and services will follow a traditional sequence with weather susceptible trades being introduced following phased completion of the envelope.

The finishes will be vulnerable during the construction process and as such suitable protection will be applied to the finished surfaces to prevent damage.

Work will commence with services first fix and testing at high level in conjunction with riser services.

The ceilings will then be installed allowing building services to be second fixed and joinery items installed in preparation for decoration and final trades. Temporary heating will be provided as necessary.

A period for initial snagging has been allowed prior to decoration with further periods for commissioning services, final cleaning and inspection of the buildings prior to handover.

Commissioning Proposals

Commissioning and testing procedures will be discussed in detail at an early stage to ensure comprehensive procedures are properly identified and programmed. A detailed programme will be produced once all information has been accumulated from the services subcontractors.

Regular meetings will be held to ensure all interfaces are identified and that all aspects of the work are correctly and safely brought into operation. Pre-commissioning checks will be carried out and on proving these to be satisfactory, full system checks will commence when power is available and all systems are complete and ready to function as designed.

External works

Following completion of capping layers to the main site area, we will commence construction of the access roads. This will also include the mains services coming into Phase 1 from the A29. When the 278 Works are completed, this will link to the new access roads which will then be used for access to the site.

Final surfacing will take place towards the end of the project to minimise the risk of damage.

B. Site accommodation

The site accommodation will be established in the compound and will be stacked with staircase access to save space.

The accommodation will incorporate offices for the site management, a meeting room for site meetings, welfare facilities including a canteen, drying room and toilets. The offices will meet the requirements of the Health and Safety Act and will include:-

- Means of heating food (normally a microwave)
- Means of heating water
- Drinking water supply
- Rest area for breaks away from the work area
- Drying area/Changing area separated from rest area e.g. separate cabin or partition wall.
- Washing facilities ie. hot and cold water including cleaning agents and drying facilities. Basins will be large enough to allow people to wash their face, hands and forearms.
- Toilet facilities for both male and female, the ratio being 25 employees to 1 toilet/washing facility.

Material storage areas will be provided within the compound and on the hardstanding areas on the Phase 1 site. Midas will ensure that materials are safely/properly stored and distributed such that they are in satisfactory condition when incorporated into the works and that waste is reduced to the minimum.

Small plant will be stored in security containers while large plant will generally remain on site and be locked and immobilised out of working hours.

Storage areas on site will be allocated to the subcontractors according to their current needs. It is essential that these areas be effectively managed so that the progress and smooth running of works is not affected.

C.Vehicles used during construction

Using the construction programme and building quantities, we have assessed the number, frequency & types of vehicle to be used during construction.

The chart and histogram show the number of each type of vehicle entering the site every week. There will be a corresponding number of vehicles leaving the site. Vehicle types are categorised as cars, light vans, rigid lorries up to 26t (including concrete mixers) and articulated lorries up to 40t. These figures are for guidance and could vary subject to progress on site. The highest frequencies are during external & internal concrete slab pours which have been planned to avoid the holiday season in August.

D. Deliveries and access to site

All deliveries for the project will be subject to advance notice and split to suit the programme and save unnecessary storage on site so that we can prevent damage and ensure that offloading will not compromise other site activities. We will develop and encourage a “just in time” policy for deliveries in order to ensure the site does not become congested with materials. Designated material storage areas will be established and agreed with subcontractors during various phases of construction.

The following details will be confirmed prior to arrival at site:

- Time of arrival, nature of transport, nature of materials
- Type of packaging or material, means of unloading and distribution
- Any risks and subsequent assessments associated with the materials and/or their handling
- Storage requirements, availability of suitable safe site storage.
- Environmental consideration, Quality Assurance documentation

Delivery vehicles will initially enter & exit the site from the A29 roundabout using a temporary crossover onto the haul road. When the access roads and 278 Works are constructed vehicles will use these. All vehicles will use the unloading areas within the site boundary or site compound. During construction of the permanent bellmouth, the secondary haul road will be used as access further up the A29.

The intended delivery routes will be clearly identified and the relevant signage displayed. Site delivery drivers, sub-contractors and visitors will be made aware of these designated

routes prior to visiting site. The roads will be kept clear, clean and safe throughout the contract period to provide continued access to adjacent facilities. Where appropriate, this will form part of the sub-contractors terms and conditions on appointment.

Midas is committed to using delivery contractors that are Fleet Operator Recognition Scheme (FORS) members where possible. The scheme requires fleet operators to fit equipment to vehicles safeguarding vulnerable roads users such as cyclists.

E. Contractor parking

All contractor and visitor parking will be within the site compound.

F. Control of dust & dirt

Construction of the development will be undertaken in accordance with the approved Dust Management Plan which considers all aspects of the work being undertaken on site and includes mitigation measures which follow good practice and are site specific.

Activities will be controlled to ensure that there are no risks posed to the health of construction operatives or neighbours..

We will ensure that there is a close working relationship between the project team and neighbours to ensure that we are aware of any sensitive areas in terms of dust. Dust monitoring will be ongoing throughout the works, with the greatest risk being during dry periods of weather between May and August.

Site Planning

The following measures will be implemented during the project:

- No burning of any material is permitted on site.
- Machinery and dust causing activities will be located away from sensitive receptors

Site Activities

- Minimise dust generating activities.
- Use water as dust suppressant where applicable
- Enclose stockpiles or keep them securely sheeted

Haul routes

- Use of consolidated surfaces on roads near to site boundary
- Regularly inspect haul routes for integrity and repair if required.
- Impose an appropriate speed limit around site.

Cutting, grinding and sawing

- All equipment should use water suppressant or suitable local exhaust ventilation

systems.

- Use dust extraction techniques where available.
- All other equipment should be fitted with water suppressant systems.
- Use local exhaust ventilation.
- Service all fans and filters regularly to ensure they are properly maintained.

Chutes and skips

- Securely cover skips.
- Minimise drop heights to control the fall of materials.
- Regularly damp down surfaces with water.

Site monitoring protocols

If the best practicable means identified above are followed correctly, then formation of dust and harmful emissions from construction sites should be minimised as much as possible. However, continuous site monitoring is still an important way of helping to manage dust and emissions from construction.

- Determine the prevailing wind direction across the site using data from a nearby weather station.
- 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 by visual assessment.

G. Control of noise and vibration

Noise will be controlled by use of the following:-

- All plant will be fitted with adequate silencers and mufflers
- Noisy operations will be carried out at times when they will cause least inconvenience.
- Plant will be positioned to minimise nuisance
- Noise break out screens will be utilised to improve sound insulation.

H. Recycling & control of waste

The site will be strictly controlled to ensure the efficient removal of contaminated ground, materials waste and construction debris.

A clean, tidy and organised site will be maintained to promote and ensure the health and safety of those employed on it.

Local accumulations will not be permitted and surplus material will be regularly removed from site. This will be particularly applicable to more combustible materials or those requiring special treatment i.e. under the COSHH and environmental regulations.

It is the policy of Midas to preclude or minimise waste whenever possible and to dispose of or recycle surplus materials with particular regard to legislation and the environment.

Waste Recycling/Minimisation

- Set in 2015 a target to divert 90% of waste from landfill. Since March 2016 we consistently recover and recycle over 95% of construction waste/demolition materials.
- SWMPs are integrated in our project management processes. Monthly waste performance monitoring reports are provided by the appointed waste contractors measuring our supply chain's waste performance, divided by individual waste streams and volume/weight.
- Midas sets agreements in place with local merchants and suppliers to minimise, remove, and reuse delivery packaging.
- We visit off-site manufacturing facilities to look at ways to reduce packaging needed to transport orders to site.
- Collection arrangements have been set up with our provider of onsite consumables to collect their packaging for re-use. Items collected include pallets, cardboard boxes and packaging materials. They have committed to reduced packaging for smaller items.

Reuse and Recycling

- By implementing Site Waste Management Plans ('SWMPs') we set measurable KPIs for waste reduction, re-use/recycling and target suppliers/manufacturers for packaging reduction initiatives. eg. crushing materials for hard core and re-use on site, and recycling materials off-site for use by others on site or for community benefit.
- Midas engaged with social enterprise National Community Wood Recycling Project, who recycles waste timber and creates jobs and training for local vulnerable people. By end of 2017, wood was re-used or recycled from 16 of our sites totalling 189 tonnes with 17% for high grade re-use, 30% for low grade re-use and 52% for recycling.
- Creating reuse initiatives. eg. donating surplus materials to the Architecture, Construction and Built Environment School.

I. Wheel washing

Wheel washing facilities will be located at the site entrance during the groundworks phase of the project to ensure the highway is kept clean at all times. A road sweeper will be available if required during all phases of the project.

J. Mitigation of impact on public highway

Directional & warning signage will be erected on the approaches to the site. Details of vehicle routing will be included in all sub-contract and supplier orders. When the temporary bellmouth and 278 Works are constructed, a Traffic Management Plan will be implemented incorporating Chapter 8 roadworks signage.

K. Hoardings

At the earliest opportunity site boundaries will be established and associated safety signage erected to establish the site as a dangerous working area, with no admittance to non-site personnel.

Solid timber hoardings will be erected at the front of the site facing onto the A29. They will be in corporate colours and have signage to promote the project and the Considerate Constructors Scheme.

The remainder of the site will be enclosed with mesh fencing panels.

We will ensure that our site perimeter is presentable and is regularly checked and well maintained at all times. This will enhance the image of our site to the wider public.

L. Hours of construction including deliveries

Site working hours will be determined by the local planning authority but will generally be 0730 to 1800 Monday to Friday and 0800 to 1400 on Saturdays.

No deliveries will be accepted outside these hours.