



Land at Brockhampton West, Harts Farm Way, Havant

Clowes Developments (UK) Ltd

Drafted by: Lee Forster

Dated: 28th April 2021

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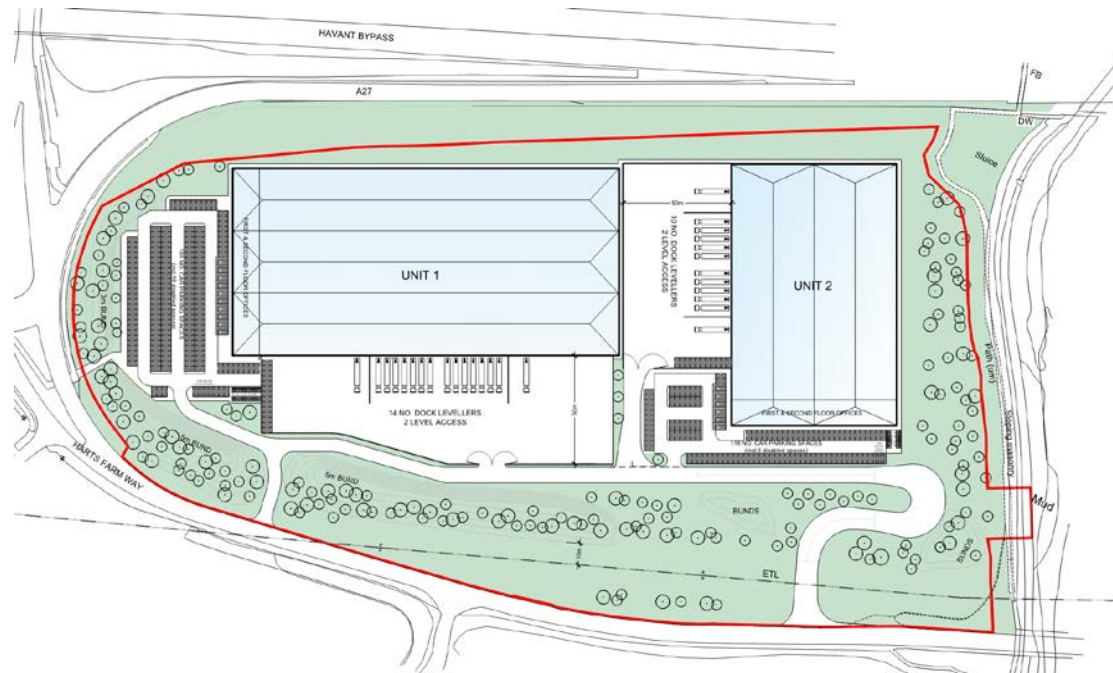
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Introduction & Overview

This method statement has been developed in line with the tender documentation provided and is as accurate as is practicable at the time of writing. It should be noted that this method statement has been written based on tender and preliminary information and as such is liable to change as the project develops. This document provides details relating to site set up and activities that will occur on site during the construction phase. Detailed briefings will be provided for staff relating to the traffic and pedestrian management plan, fire evacuation and logistic plans together with the detailed management systems governing the approach to the day-to-day running of the project, welfare provision, consultation with the workforce etc.

A construction Phase Plan will be produced prior to commencement and will be reviewed in conjunction with the project programme. The Construction Phase Plan will align with the approved Construction Method Statement. During the construction process and prior to each stage of the works job specific method statements will be produced and agreed with the Readie site management team and forwarded upon request to the Principle Designer in accordance with CDM Regulations 2015.



1. Description of works

The development being proposed (the “Development”) is for new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the Site.

The site is in close to the following features that will need to be considered during construction works:

- The Hermitage Stream located to the East of the Site;
- the Public Footpath that runs alongside the Hermitage Stream;
- The Broadmarsh Coastal Park located to the south and west and which is understood to provide habitat for wintering birds; and
- Langstone Harbour to the south of the site that is covered by various environmental designations (including SSSI, SPA & SAC).

Restrictions /Areas to consider:

- Details of transport logistics in accordance with section 6.1.2 of the Delta Simons Air Quality Assessment Report Reference 19-2099.03.
- Procedures for managing deliveries & collections at the site, including parking, loading, materials handover and transport to secure storage areas, and the means of minimising the risk of release of fuel and other materials capable of causing harm to health or the environment
- Provisions for the segregation & storage of wastes destined for treatment, recycling or disposal, alongside details on how leachate generation from stockpiles will be minimised &/or appropriately managed so as to prevent cross contamination of materials or release of leachate to controlled waters.
- Measures to ensure safe pedestrian movement on the public highway & footpaths
- The means of minimising dust, smoke and fume emissions from the site during construction works, including minimising dust emissions from vehicles transporting materials or waste from the site.
- The means of preventing track-out of mud & spoil on to the highway, and preventing runoff from the site adversely impacting adjacent surface waters.
- The means of minimising noise and vibration arising from construction processes
- Details of the training of site operatives to follow the Construction Management Plan requirements.
- Noise -especially any mitigation during piling
- Dust
- Lighting
- Pollution risks
- Harm to wildlife, particularly slow worms and how they will be protected in their refuge area on site, maintaining reptile fence etc

Refer to the following Appendices:

Appendix A – Site Logistics Plan

2. Site Establishment and Site Set Up

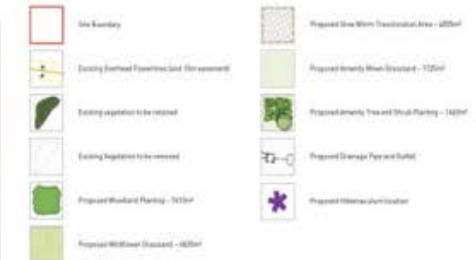
Before any works commence on site confirmation will need to be received that the mitigation measures as set out in the 'AEL1786 HartsFarmWay EcologyReport 20210215' have been completed.

The requirements set out in the above are as follows;

Reptile Impacts and Mitigation

- 9.12 *All areas of open grassland within the Site will be impacted during construction which could result in the killing and/or injury of slow worm during Site clearance and have long-term effects due to a reduction in the extent and quality of reptile habitat.*
- 9.13 *The following reptile mitigation strategy is being proposed:*
- *Slow worms within the Site will be caught and moved to a temporary receptor area in advance of construction. See Landscape Masterplan, shown on page of this document, for proposed receptor area location.*
 - *The temporary receptor area is located beneath existing power lines and currently consists of bramble scrub and bracken that is unsuitable for reptiles. The proposed receptor area will be cleared of scrub before the end of February 2021 to avoid the bird nesting season. The cleared ground will be subject to grass reseeding, weed control, and hibernacula creation to create a suitable reptile habitat. The designated receptor will be enclosed within reptile fencing prior to beginning the reptile capture and this fencing will remain in place while Site clearance and construction is ongoing. The location of this reptile receptor area is identified on the drawing included overleaf.*

In addition, in order to avoid killing and/or injuring breeding birds, the clearance of any potential bird nesting habitat (e.g. trees and scrub) will be programmed to take place outside of the bird breeding season. If any clearance works of potential bird nesting habitat is undertaken during the breeding season (between the months of March to August), then this will only happen immediately after a check by an experienced ornithologist to verify the absence of nesting birds.



Indicative Planting Schedule

Plant	Species	Quantity	Planting Date	Planting Method	Planting Location	Planting Notes
Unit 1	Unit 1	1	2023/03/01	1	1	1
Unit 2	Unit 2	1	2023/03/01	1	1	1
Unit 3	Unit 3	1	2023/03/01	1	1	1
Unit 4	Unit 4	1	2023/03/01	1	1	1
Unit 5	Unit 5	1	2023/03/01	1	1	1
Unit 6	Unit 6	1	2023/03/01	1	1	1
Unit 7	Unit 7	1	2023/03/01	1	1	1
Unit 8	Unit 8	1	2023/03/01	1	1	1
Unit 9	Unit 9	1	2023/03/01	1	1	1
Unit 10	Unit 10	1	2023/03/01	1	1	1
Unit 11	Unit 11	1	2023/03/01	1	1	1
Unit 12	Unit 12	1	2023/03/01	1	1	1
Unit 13	Unit 13	1	2023/03/01	1	1	1
Unit 14	Unit 14	1	2023/03/01	1	1	1
Unit 15	Unit 15	1	2023/03/01	1	1	1
Unit 16	Unit 16	1	2023/03/01	1	1	1
Unit 17	Unit 17	1	2023/03/01	1	1	1
Unit 18	Unit 18	1	2023/03/01	1	1	1
Unit 19	Unit 19	1	2023/03/01	1	1	1
Unit 20	Unit 20	1	2023/03/01	1	1	1

Plant	Species	Quantity	Planting Date	Planting Method	Planting Location	Planting Notes
Unit 1	Unit 1	1	2023/03/01	1	1	1
Unit 2	Unit 2	1	2023/03/01	1	1	1
Unit 3	Unit 3	1	2023/03/01	1	1	1
Unit 4	Unit 4	1	2023/03/01	1	1	1
Unit 5	Unit 5	1	2023/03/01	1	1	1
Unit 6	Unit 6	1	2023/03/01	1	1	1
Unit 7	Unit 7	1	2023/03/01	1	1	1
Unit 8	Unit 8	1	2023/03/01	1	1	1
Unit 9	Unit 9	1	2023/03/01	1	1	1
Unit 10	Unit 10	1	2023/03/01	1	1	1
Unit 11	Unit 11	1	2023/03/01	1	1	1
Unit 12	Unit 12	1	2023/03/01	1	1	1
Unit 13	Unit 13	1	2023/03/01	1	1	1
Unit 14	Unit 14	1	2023/03/01	1	1	1
Unit 15	Unit 15	1	2023/03/01	1	1	1
Unit 16	Unit 16	1	2023/03/01	1	1	1
Unit 17	Unit 17	1	2023/03/01	1	1	1
Unit 18	Unit 18	1	2023/03/01	1	1	1
Unit 19	Unit 19	1	2023/03/01	1	1	1
Unit 20	Unit 20	1	2023/03/01	1	1	1

Emorsgate EH10 Tussock Grassland Mix

Plant	Species	Quantity	Planting Date	Planting Method	Planting Location	Planting Notes
Unit 1	Unit 1	1	2023/03/01	1	1	1
Unit 2	Unit 2	1	2023/03/01	1	1	1
Unit 3	Unit 3	1	2023/03/01	1	1	1
Unit 4	Unit 4	1	2023/03/01	1	1	1
Unit 5	Unit 5	1	2023/03/01	1	1	1
Unit 6	Unit 6	1	2023/03/01	1	1	1
Unit 7	Unit 7	1	2023/03/01	1	1	1
Unit 8	Unit 8	1	2023/03/01	1	1	1
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Unit 17	Unit 17	1	2023/03/01	1	1	1
Unit 18	Unit 18	1	2023/03/01	1	1	1
Unit 19	Unit 19	1	2023/03/01	1	1	1
Unit 20	Unit 20	1	2023/03/01	1	1	1



2.1 Dilapidation Survey

Prior to any works commencing a full detailed photographic dilapidation survey will be carried out covering the condition of the site and adjoining roadways, footpaths, neighboring properties, access routes etc.

The survey will be undertaken and referenced to a site plan and issued to the necessary parties and retained on site for record purposes.

2.2 Personal Protective Equipment

All site workers will utilise appropriate PPE to comprise the following (as a minimum)-

- Hard Hat
- Hi-Vis Vest
- Steel-Toe Capped Boots
- Covid recommendations as advised at the time.

Additional PPE will be specified by the sub-contractors when developing their site and task specific RAMS, PPE specified during this process will be made available by the respective sub-contractor.

2.3 Boundary Fencing

The first operation on site will be to secure the site boundaries on both sites with a secure heras fencing around the perimeters attached to any existing fencing that may be in place, this will be double clipped for security and braced to prevent toppling due to wind. Statutory signage will be installed along with direction signage for deliveries and visitors etc.

Where there is any existing fencing to be retained this will be inspected for any defects and any defects highlighted will be repaired to ensure the site is secure at the perimeter. The perimeter fencing will be inspected daily to ensure it is fit for purpose and its layout and composition reviewed regularly in accordance with HSG 151. The area where works are needed adjacent to the Hermitage Stream will only be fenced when works are necessary in this area to minimise disruption to users of the footpath.

2.4 Setting Out and Service Detection

The main control setting out will then be carried out by the project engineer and will provide a reference and basis for the main construction operation. Once the main control station has been established, the building will be set out and checked against the site boundaries. The engineers will remain on site to carry out all setting out, checking, monitoring of the works and quality control. Prior to any works commencing on site, a desktop study will be carried out of the works area and the roads immediately adjacent to the development. We will then instruct an on-site service detection survey to be carried out with all services located during both this and the desk-top study marked out on site and illustrated in a CAD format drawing for records. These will be maintained on site for the duration of the works. In the event that services are found the authorities and the client will be notified immediately and work stopped until a solution is developed.

2.5 Site Investigation

Whilst the site boundaries are being fenced the project manager, site manager and site engineer will thoroughly survey the site to identify any areas of concern as standard practice as part of the pre-commencement process.

The survey will include but not be limited to the following (where applicable);

- Exposed edges (to be protected)
- Uncovered chambers (to be protected)
- Covered chambers (to be opened/reviewed)
- Tree and Vegetation Protection
- Wildlife protection and habitation

- Any areas of obvious contamination (see section on contamination) also note the planning requirements for notification and procedures.
- Underground Services (see section on underground services)
- Proximity to highways.
- Proximity to third party land specifically external areas.
- Locations of services for connection to Temporary Accommodation Units
- Coordination of any boundary conditions
- Neighbor/Boundary liaison

All of the above shall be superimposed onto the Site Plan as required for future reference.

2.6 Underground Services

Where relevant, Hand dug trial holes will be used to investigate / verify the presence of services identified in the tender documents or service survey. All trial holes will be surveyed by the site engineer with photographic records made to allow reference later.

Underground services known or become evident at a later date will be marked on site with suitable warning signage, and all staff and personnel inducted on the location of the service, type of service and the size.

The record drawings generated during this process will be combined with the desktop study and on-site service detection exercise to provide a site-wide master record drawing – this will be known as the “Engineer’s Master Record Drawing”. This will be used to develop the risk assessment and method statements for the ensuing bulk earthwork and subsequent groundworks operations and to allow the permits used to control these operations to be appropriately detailed and specific.

2.7 Additional Precautions in Respect of Work in the Ground

Readie Construction operates a Permit to dig system for all ground breaking activities. This procedure prevents any ground breaking activities (including driving pins for setting out, landscaping etc.) from commencing until a permit has been issued.

This system of work ensures that the appropriate checks have been made in accordance with legislation but specifically refers to the Engineer’s Master Record Drawing and addresses HSG 47 and HSG 144.

2.8 Temporary Site Accommodation

The secure staff accommodation will comprise of temporary accommodation providing the following facilities;

- Offices for Staff
- Meeting Room
- Male and Female Toilets.
- Canteen/kitchenette area.

In addition, within the same complex welfare facilities for operatives will be provided in line with HSE guidelines and will comprise of;

- Canteen/eating area
- Drying Rooms
- Toilet / Washing Facilities

A limited area will be made available for domestic sub-contractor offices for key trades.

The offices will be equipped with a full telephone system providing extensions to all office areas. In addition, ISDN lines will be installed to provide satisfactory connection for e-mail.

The site accommodation will be suitably located to ensure the close proximity of both the works, and the main entrance to site in an area within the site. The most ideal location and general site-setup proposal has been identified within Appendix A. This is the preferred option at this stage. The set-up will be identified and agreed with the Client prior to works commencing. The site accommodation will be used for accommodating our full site team and welfare facilities and this position would allow both effective control of the site operations and monitoring of vehicle and pedestrian movements on and off site. The office location together with the layout of traffic management system will be developed as part of the site wide logistic plan. This will be developed and recorded concurrent with the site surveying operation and will be maintained throughout the construction phase. Whilst the office location will be intended to be static throughout the works the traffic and pedestrian management will be regularly reviewed and will be subject to change to suit the ongoing site progress.

The units will arrive on a flatbed lorry and be offloaded by means of either the lorry-mounted crane (HIAB) or a hired crane situated alongside the lorry as close as possible to the final location of the unit. The location for the lifting operation will be assessed for suitability prior to scheduling the works and plate load tests carried out to demonstrate the load bearing capacity of the ground. Early contact with the Statutory Authorities will be made in order to secure temporary service connections for telephone, water, electricity and foul connections. Alternative measures will be taken until the supplies are installed. All live temporary feeds will be protected throughout the works and stripped out prior to handover.

2.9 Security

We will fully fence the site as detailed above. No access will be permitted for un-authorised persons and all newly arriving operatives will receive a full induction prior to works commencement.

2.10 External Lighting for Construction Purposes

When required at the relevant stages of the construction, temporary lighting will be provided to allow a safe and secure working environment for all personnel on and off of site. The site compound will be lit by floodlights fed from the site compound generator/mains connection. The site will be lit by light towers which will be switched off nightly by the site management team.

Lighting will be hooded and directed away from the site boundary to prevent spillage onto adjacent land. Lighting will only be directed to the areas of the site where it is needed to provide safe working conditions, to ensure that any light spillage to adjacent areas is minimised.

2.11 Site Working Hours

The site working hours are to be 07.00 to 18.30 Monday to Friday and 08.00 to 13.00 on Saturday. Any work on Sundays or Public Holidays will be by prior arrangement only.

2.12 Site Access

All traffic to site will be via an entrance off of Harts Farm Way which is accessed via the A27 Havant Bypass. (Refer to Appendix A). Signage will be established to indicate construction traffic of routes and limitations. Signage will be installed at the main site gate to facilitate the safe access/egress of traffic onto site.

The gates will be managed by RCL operatives at all times and left in the secure closed position at all times when not in use. Clear signage will be in place to identify crossing points of pedestrians/plant/vehicles. All operative's/delivery drivers will be inducted upon arrival and briefed on these restrictions. Anyone found in breach of these restrictions will receive a formal warning from Readie Construction Management, should a repeat offence occur they will be formerly removed from the project. All vehicles will be logged on arrival and all visitors/operatives will be asked to provide car registration numbers for record purposes.

All deliveries will be requested to register on arrival with the site team to ensure accurate recording of vehicle movements and knowledge of operatives on site in the event of an emergency evacuation. All drivers will be directed to report to the site offices prior to offloading with a holding area provided within the site fencing. Signage will be clearly visible to stop any parking in the entrance. Separate pedestrian access will be provided onto site from that of deliveries. This will be determined by the position of the site accommodation.

2.13 Signage

Around the perimeter of the site statutory signage will be displayed to deter trespassers and advise the general public of the nature of the works. This signage will also be used to direct visitors and deliveries to the appropriate site access points.

Within the site, signage will be established to provide direction to site operatives and delivery drivers and warning to site operatives, delivery drivers and site visitors.

Such signage will include but not be limited to information regarding:

- Access routes
- Speed limits
- Height restrictions
- Overhead/Underground services
- Safety helmet, footwear and PPE requirements
- Noise restrictions
- Warning notices

Within adjacent roads directional signage will be displayed to advise all deliveries of the site location, and possible holding areas until such time as the site have authorized offloading within site boundaries.

2.14 Parking Facilities

A hard standing area will be provided adjacent to the site accommodation for staff and visitor parking in a prepared area of service yard. Subcontractors will be advised of parking areas, prior to commencement of their works on site (Refer to Appendix A). Pedestrian access to this area will be segregated from that of the vehicular access. Delivery vehicles will not be permitted to use the area and upon delivery a stopping zone will be provided on site adjacent to the storage area to ensure delivery vehicles do not block the access to site. The site gateman will direct the delivery vehicle to the agreed storage location and confirm the drop off point for deliveries. Under no circumstances whatsoever shall off-site parking be permitted.

Exclusion Zones will form part of Readie Construction's weekly Health & Safety Inspection rota to ensure no contractors are breaching these rules. Car Registrations will be checked against details secured at induction to verify that contractors are not parking off site. The Health and Safety inspection will include daily sweeps of the surrounding exclusion zone roads to check for breaches in parking controls, at random times. Should no breaches be found, then inspections will decrease to every other day, Inspections of the surrounding streets will be reviewed to ensure that when new trades and/or contractors start work on the project they do not park off site.

2.15 Storage

The storage area will enable bulk materials to be stored for use in accordance with the site programme. The materials will be transported around site from the storage areas by forklift as and when required.

It is intended that lockable storage cabins are provided on site and will be utilised for the storage of small items of material, small plant and have facilities for storage and testing of materials.

The storage cabins will be kept locked at all times with a designated person holding the keys. No hazardous materials will be kept within these unless appropriate precautions are taken. Due to the use of forklifts and other mechanical plant, diesel will be required to be stored on site. For this purpose, double skin tanks with integral bund will be utilised.

Site Fuel Storage will be kept between RCL compound area or designated fuel storage areas around the site which will have all necessary exclusion zones, drip trays and signage.

2.16 Waste Disposal

All sub-contractors will deposit waste materials in skips located at suitable locations on site. The skips will then be taken to a registered waste management facility for segregation and processing. Our target will be 95% waste recycled/diverted from landfill.

Waste that cannot be stored in a combined skip will be stored in skips segregated on site. This will generally be limited to plasterboard/gypsum based materials, metals, canteen waste and COSHH materials. All segregated waste will be sent to waste management sites/direct to processing plants dependent upon the material being carried. Gypsum skips will be covered at all times to prevent release of wind-blown dust. All waste will be recorded within our Site Waste Management Plan.

2.17 Traffic Management and Pedestrian Management

Deliveries will be restricted to access routes identified on the Traffic Management Plan within Appendix A and will be scheduled 48 hours prior to arrival to mitigate the risk of queuing traffic on the site approach roads.

All delivery drivers will receive an induction sheet that lets them know the site requirements once these requirements are accepted by the driver the delivery is then allowed to proceed onto the site.

All deliveries will be escorted by a Banks man to the unloading area. Once the vehicles are unloaded, he will be escorted by the banks man off site.

The Traffic management adopted by the site will be changeable throughout the project this will be monitored by Readie Construction and altered as required. There will be dedicated pedestrian routes throughout the site and these will be changeable in line with the works being undertaken. Site signage will be provided as necessary to advise visitors and deliveries of the site plant and Traffic movements.

2.18 Wheel Cleansing Facilities and Arrangements

In conjunction with the establishment of the site vehicle entrance we will establish the vehicle wheel cleansing procedure and procure equipment and operatives to maintain and operate this facility. The wheel cleansing will generally be carried out on an area of temporary hard standing sufficiently sized to allow vehicles to carry out one full wheel revolution whilst within the wheel cleansing area – this is to allow cleansing of the entire circumference of the tyre via jet washing facilities.

This hard standing will be removed on completion of the works to return the site to its original condition. If site requirements dictate, then a bespoke wheel washing facility will be utilised to manage this process.

Drainage of the wheel wash will be achieved by use of a membrane lined French drain with aggregates removed and replaced periodically to be maintained.

Surface run-off from washing areas can contain high levels of pollutants such as:

- Detergents
- Oil and Fuel
- Suspended Solids
- Antifreeze

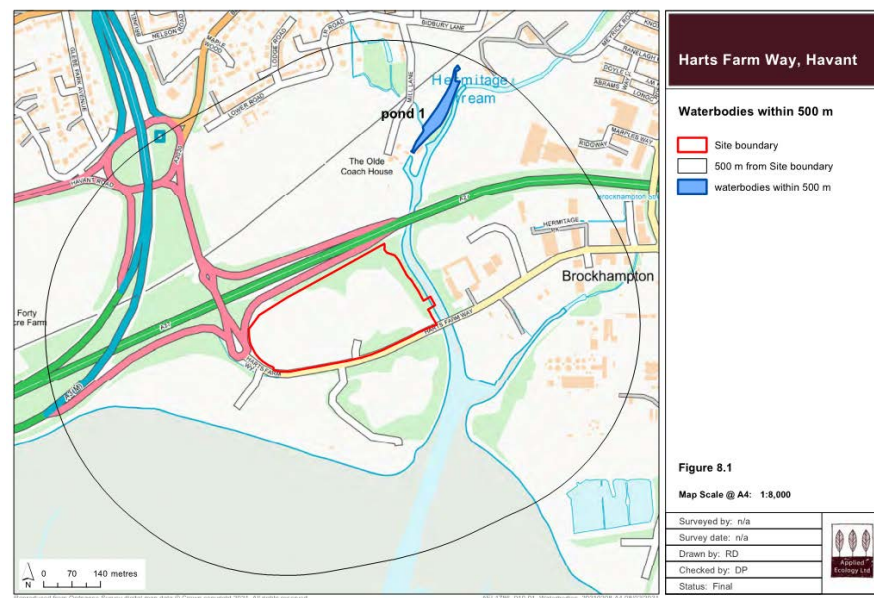
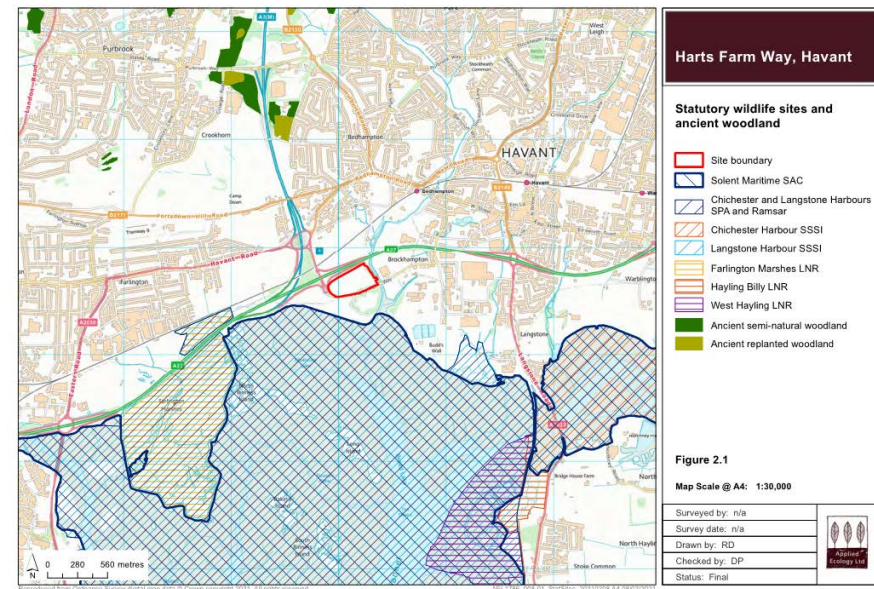
2.19 Pollution control

As identified above, site activities have the potential to generate contaminated surface water discharge. As identified within the 'Applied Ecology Harts Farm Way Ecology Report 20210215' the site is within 500m of an existing water body as well as the Hermitage Stream. There are also the following areas identified within the ecology report;

The closest statutory designated sites of international significance are the Solent Maritime Special Area of Conservation (SAC), Chichester and Langstone Harbours Special Protection Area (SPA), and Chichester and Langstone Harbours Ramsar, which are located 170 m to the south of the Site. The SPA is comprised of two component nationally important Sites of Special Scientific Interest, namely Langstone Harbour SSSI and Chichester Harbour SSSI.

As part of the site pollution control measures the below actions will be taken, please note this list is not exhaustive but captures the main points;

- All Fuel to be kept in double bunded tanks with spill kits and drip trays present
- The RCL re-fueling procedure to be followed.
- All surface water run off to pass through suitably sized silt buster to ensure clean water discharge.
- RCL Environmental procedures to be followed at all times.



2.20 Noise Management and Potential Impact to Broadmarsh Coastal Park

A Noise Assessment Report was completed on 14th April 2021 by Sharps Redmore which included on site monitoring assessments to understand and record the baseline noise levels on the development site. This will help to set the bench mark of the noise levels that the Broadmarsh Coastal Park area is already exposed too. Section 3.6 of the Sharps Redmoor report identified the below as the measured noise levels.

- 3.6 Based on the above survey results typical at the northern boundary of the Broadmarsh Coastal Park, this being the closest boundary to the development site have been determined as follows:

TABLE 3: Measured Noise Levels

Day	Night
Ambient Noise Levels (L_{AeqT}) – 59 dB	Ambient Noise Levels – 56 dB
Background Noise Levels (L_{A90T}) – 55 dB	Background Noise Level – 48 dB
Maximum Noise Levels (L_{Amax}) – 71 dB	Maximum Noise Levels – 71 dB

The Sharps Redmore Report also makes recommendations in section 4.12. All on site works will be in accordance with Industry ‘Best Practice Guidance’ and will also incorporate the below Sharps Redmoor noise control measures.

- Where possible, locating plant so that it is screened from receptors by on-site structures, such as cabins.
- Siting stationary plant away from the southern boundary of the site.
- Using localised screening to shield receptors from particularly noisy equipment/activities;
- Using modern quiet equipment and ensuring such equipment is properly maintained and operated by trained staff;
- Applying silencers/enclosures to particularly noisy equipment where possible;

The Sharps Redmore report considered the worst case for construction noise, which was the use of driven piles for building foundations. Noise impacts were only considered likely within 100 metres from the piling rig.

As identified with the Sharps Redmore Report we believe the Piling works will be the noisiest construction operation. These works will have an on-site duration of circa 16 weeks. These works will be sequenced so that where feasible, the piling works nearest the Broadmarsh Coastal Park boundary are completed first so that any piling works left will be to the northern part of the site which is then further away from the Broadmarsh Coastal Park. Where possible piling rigs will be located to face away from the Coastal Park to minimise noise breakout.

FIGURE 6: 100m contour from building foundations



2.21 Site Management

The Project / Site Manager will:

- Assume responsibility for the management of the site;
- Make sure personnel and operatives are advised of their roles to minimise the generation of dust;
- Deploy suitable dust mitigation measures based on visual observation and weather conditions;
- Review the performance of the operatives and efficiency of dust reduction measures;
- Ensure that records are maintained; and
- Ensure that equipment is maintained.

2.22 Dust Management Planning

Site operation, dust control and monitoring procedures will be designed to minimize emissions of dust in accordance with the Environmental Act 1995 and the UK Air Quality Strategy. This will ensure that operations at the site will not constitute a nuisance on residential or susceptible habitat within the vicinity of the development. These procedures will run in conjunction with the '*Delta Simons Air Quality Assessment Report Reference 19-2099.03*'. All recommendations and requirements identified within this document will be incorporated into the site specific procedures.

Best Practice Guideline

Readie Construction Ltd will adopt "Best Practice Guidance" as recommended.

Dust Control Measures

Control measures for reducing dust emissions will be based on best management practice. Details of the general dust controls are as follows:

- A water suppression equipment will be maintained on site at all times to suppress dust during periods of dry and/or windy weather;
- Wind speed and direction will be taken into account when organising operations; and
- All site staff will receive appropriate training in order to ensure that employees are conversant with the site dust control strategy.

Specific control measures for all plant and machinery, external storage areas and vehicle movement routes are listed below:

A) Plant and machinery

- All site plant will have upward facing exhausts and radiator cowls to reduce the generation of dust;

- Process plant will be operated, and screened material will be stockpiled, in accordance with Process Guidance Note PG3/8(04) Secretary of State's Guidance for Quarry Processes;
- Existing screening will be provided by the soil mounds as the location of the processing plant will remain unchanged. This will reduce the levels of dust propagating from the plant to outside of the site; and
- Drop heights into and out of vehicles will be minimised.

B) External Storage Areas

- The water suppression equipment will be used, as and when necessary, to control dust arising from stockpiles.
- Soil storage areas, top soiled bunds and restored areas will be seeded with grass as soon as possible to prevent wind erosion of soils;
- The loading area will be maintained in a damp condition during dry and windy weather using the water bowser.
- The unprocessed storage piles or other long term stocks will be treated with additives in order to seal the surfaces to control dust if required to control dust emissions

C) Vehicle Movement Routes

- The site access road between the site compound and local road will be suitably surfaced;
- The access road and other hard surfaced areas and roads will be kept clean at all times and watered by motorised spray units during dry conditions;
- Haul roads will be graded regularly to remove loose material from the surface; and
- A speed limit of 10mph will be enforced to minimise disturbance on internal haul roads.

2.23 Dust Action Plan

In the event that unacceptable dust impact is caused at a nearby sensitive receptor, and a justified complaint is received by the site management, the following dust action plan will be implemented:

If an activity at the site results in unacceptable levels of dust being generated, then that activity shall cease until sufficient measures have been adopted which prevent or minimise the dust emission. The implementation of such measures will be the responsibility of the site manager.

Conditions which may require the use of dust suppression at the site include the following:

- Dry surfaces where mud or debris is present;
- Any part of the site where movement of vehicles generates dust;
- Any part of the site where dust may be generated by wind;
- Stockpiles and Earth mounds without vegetation or cover;
- Material handling operations; and
- Any other activities which result in dust generation.

The project / site manager will be responsible for monitoring dust levels associated with the conditions and activities identified above. The site manager shall implement adequate dust suppression measures to control dust from any activity which causes unacceptable emissions of dust.

Dust Complaints

In the event of an external complaint being received regarding nuisance dust, details of the complaints will be logged and potential sources or occurrences on site will be investigated. Records of all complaints received and remedial actions will be held on site within the dedicated site log book.

2.24 Liaison with other Contractors

Where possible and where relevant, we will liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts to the immediate vicinity and surrounding area.

2.25 Booking in deliveries

To minimise disruption to the area we will ensure we carry out our standard delivery process where a booking system is operated for all deliveries to the site. This process ensures we avoid peak hours for deliveries and removes the potential for delivery vehicles waiting on the public highway.

2.26 Public Footpath

Works adjacent to the Hermitage Stream are proposed to provide a drainage connection from the site to this watercourse. Subject to securing the relevant permits for this connection, the works will require the closure of the footpath for a limited period of time to provide a safe working environment. Relevant approvals will be sought to close the footpath to progress these works. It is intended to minimise the length of any disruption to this area.

3. On-Site Methodology Statement

3.1 Site Establishment (incl access control, security, vehicle movements)

Access to the site will be gained from Harts Farm Way. All vehicles on site will be restricted to a reduced speed limit and segregated from pedestrians by means of barriers and fencing. Traffic entering site will be directed either onto site for delivery vehicles with all other vehicles being directed to the secure on site car parking area where they will report to the RCL reception within the site offices. Site parking will be located within the compound by the office setup (Refer to Appendix A). It is imperative that full segregation of vehicles and pedestrians, is maintained at all times whilst one or both parties are in transit. Vehicle running lanes will be established with marked up crossing points and defined walkways for pedestrians on site. All personnel entering the site will only do so after completing a site-specific induction. Access to site will be restricted to two points, manned vehicle access control and a pedestrian turnstile access control from the safety of the site compound. It is of the upmost importance to ensure the minimum amount of dirt is deposited onto the public highways, therefore we will ensure that wheel wash facilities are in place at the egress point to ensure that the vehicles are clean prior to leaving the site. These vehicles will be checked by our gateman before they are released onto the roadways.

3.2 Construction Programme

The initial process will be the Topsoil Strip. It is anticipated whilst this exercise is being undertaken by our appointed sub-contractor will also commence with the required earthworks process in line with the Engineers design. There will be an overlap between these two activities to ensure the programme is kept as compact as possible Levels will be worked out to optimise the cut and fill utilising landscaped areas and modifying soils where necessary and completing the pilling at the end of the package and to ensure we can commence the groundworks/foundations as promptly as possible. We will have a temporary site set-up to start with and then after approx. 4 weeks our permanent accommodation will arrive.

3.3 Sub-Structure Works

The sub-structure works consists of foundations starting from the office end of the building. The foundations for the main warehouse then will follow. The foundations have been shown as starting at this gridline (general office area) and moving towards the main building which is a standard process for Readie for projects of this type. The intention as shown on the programme is to commence the steel frame towards the latter stages of the sub-structure works to create an overlap of works. The retaining walls to the dock pits will be completed as a follow on from the completion of the foundation works.

3.4 Superstructure

Steel - Due to the size of the proposed building and the space available on the site it is proposed to commence the steel frame partway through the foundation works. This is to ensure the programme is as compact as possible whilst ensuring it remains realistic. The purpose of commencing from general office end is to enable these offices to be started earlier. This means earlier programme dates for cladding and glazing etc. This will then mean we can commence fit out of these areas earlier also. Again the sequence for the steel frame is to be starting at this end of the building.

Cladding – as per the intention for the steel frame overlapping with the foundations, we will be looking to mirror this process with the cladding element. The cladding will start once the steel frame is approximately 50% complete and will follow the sequence previously detailed in terms of gridline sequencing. The roof will be installed as part of the cladding works as this will be included as part of the cladding sub-contractors package of works. This ensures consistency in terms of quality and delivery on site.

3.5 GF Slab

Once the structure is sufficiently advanced and we have achieved weather tightness to ensure adverse conditions will not affect the quality of the Pour and pouring period, the Slab to the GF will commence. The slab duration will be 4 weeks for the whole building which includes the standard curing period required for this element of works.

3.6 Glazing/Doors

The windows and external doors to the main office areas (general and transport) will be commenced once that section of cladding is completed as shown on the programme. The duration of the glazing installation to the office area will be 2 weeks and also 2 weeks for the transport office. The external entrance door canopies can then be installed once the external doors have been completed.

3.7 Mechanical & Electrical Installations

The mechanical and electrical installation periods are shown on the programme. This includes specified durations for items such as lighting, data, fire alarm, security and wc's. The timescales required for the necessary Testing and Commissioning has also been stated on the programme.

3.8 Finishes/Decoration

The Finishes to all areas which included flooring/decoration have been programmed in to tie in with the M&E Installations as these elements will cross-over in areas and will need careful co-ordination and sequencing on site.

3.8 External Works

The external works will be commenced towards the later stages of the steel frame completion. As soon as areas are made available the SW & FW drainage, water mains and services onto site and service ducts will be progressed. As shown on the proposed drainage drawings the outfall is the go into the existing Hermitage stream. Works for this final connection will require a footpath closure/diversion to be approved by the local authority. This closure will only be required for a short duration and will be able to be re-opened once the works completed. Once the ducts have been completed the installation of the cabling and external lighting columns will be installed. When the drainage and underground services are well progressed the kerbing and drainage channels will be installed. Once these works and the cladding to these elevations are completed the car-park will commence along with any pedestrian./walkways/footpath areas, the gatehouse, cycle shelter and smoking shelter will be installed at this stage. Once these external works have been completed along with the final finish to the car park and the spine road the line marking will be undertaken just prior to completion. The fencing works will commence once the majority of the site prep sub-structure drainage and services are completed.

3.9 Stats

The stats works will be subject to discussions with the relevant providers. It will be the intention to undertake as much of the stats works as early in the programme as possible. Upon receipt of an instruction or letter of intent from the Client. We will liaise directly with the stats providers to ensure all applications are approved and relevant payments are made. Ongoing liaison and dialogue will be continued throughout to ensure the commencement of the stats installs as early as possible.

4. Health and Safety

Health, Safety, Environment & Quality

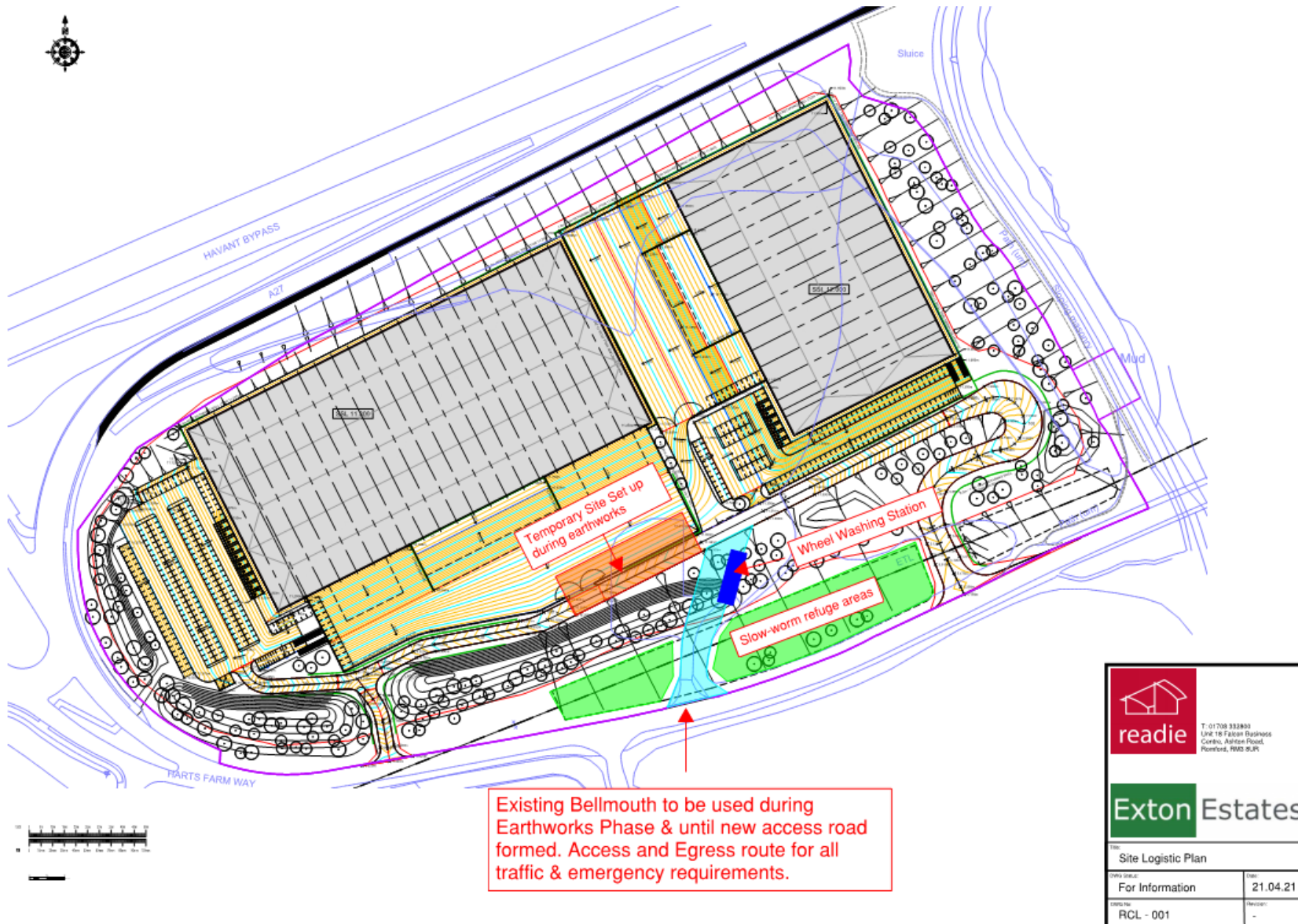
Readie Construction operates a quality management system in accordance with BS EN ISO 9001:2015 & BS EN ISO 14001:2015, the management system provides the framework for operating the business in accordance with statute and any other requirements including amongst others the Health and Safety at Work Act 1974 and the Environmental Protection Act 1990.

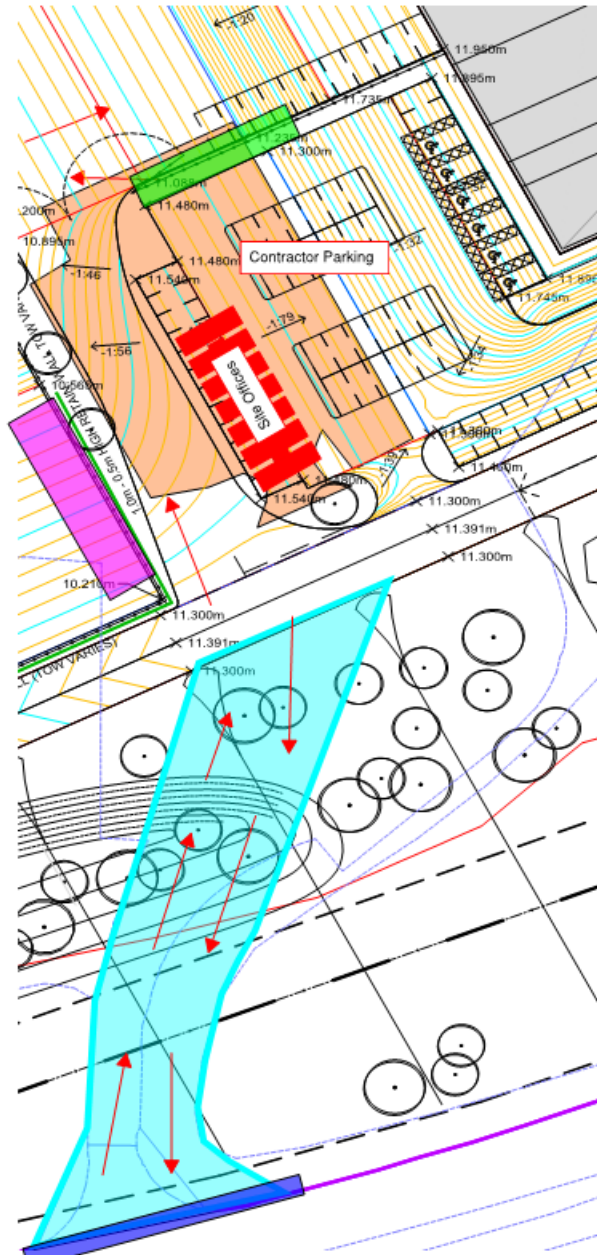
The company operates the system in a way that would be similar to any top 10 national contractor in the UK. The directors and staff have wide experience of managing health and safety in a positive and pro-active way. Stuart played a key role in developing the management systems at his previous employer.

We have an exemplary safety record on our sites demonstrated by our accident statistics overleaf.



Appendix A – Site Logistics Plan





-  Site offices
-  Site Car Parking (Site Operatives & Visitors)
-  Site Entrance Gates
-  Waste / Recycling / Skip Areas
-  Delivery drop off Area
-  Access and Egress route for all traffic & emergency requirements.



Note: Site will be completely enclosed by Herras Fencing, with works to the Hermitage Stream phased to minimise disruption to this area.

Note: Site operating hours will be 07.00 to 18.30.

Note: Access to site offices from Harts Farm Way. This entrance will be controlled by a Gateman.

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Title: Site Logistic Plan	
Drawn By: For Information	Date: 21.04.21
Drawn By: RCL - 002	Revision: -

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