

Porsche Mid Sussex



Construction Method Statement

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Table of Contents

Project Description and Scope of the Plan.....	4
Site Location	5
Site Logistics / Traffic Management Plan	6
Description of Development	6
Site Working Hours	6
Health and Safety.....	7
Project Waste Strategy.....	8
Materials	8
Storage	8
Construction Type and Method	8
Communication and Managing Change	9
Re-use.....	9
Noise, Dust and Smoke Control.....	9
Plant and Equipment	9
Supply Chain Management	9
Local Suppliers	10
Freight Operator Recognition Schemes (FORS)	10
Travel Plan and Car Parking	10
Parking.....	10
Public Transport	11
Bicycles.....	11
Major Highways	11
Preferred Access Routes	11
The primary site access point will be the existing site access from the roundabout junction on the B2118. Construction traffic flow will from and to the main A23 dual carriageway. Traffic speed at the site entrance is naturally controlled by the roundabout junction.....	11
Site Access.....	11
Neighbours	11
Programme.....	12
Safe Loading/Unloading Areas	12
Gate Proposals – Management of Access.....	12
Traffic Management.....	12

Pedestrians	13
Estimate of Total and Average Vehicle Movements	13
Load Booking and Management Scheme	13
Consolidation of Loads	14
Avoiding Peak Hour Deliveries	14
Control of dirt and dust on public highway	14
Considerate Constructors Scheme	15
Information Boards	15
Targets and Monitoring	15
Monitoring	16
Risk Assessment	16
Appendix 1 – Relevant Traffic Management Information	17
Appendix 2 – Estimated Material Load Count	20
Appendix 3 – Risk Assessment	21
Appendix 4 – Site logistics plan	22

Project Description and Scope of the Plan

The proposal is for the complete demolition of the existing buildings and build a new Porsche Centre with associated parking and landscaping.

This document describes how the appointed Principal Contractor and Axis 3 Design intend to manage the Construction Logistics for the project.

Axis 3 Design was commissioned by Sytner Group Ltd. to act as Architect to co-ordinate a Principal Contractor for all construction works for the project. The works will be completed in a single phase.

Programme

Commencement of Works: *TBC*
Duration: *Circa 70 weeks TBC*

This plan will remain a live document and will be reviewed by Axis 3 Design / Principal Contractor on a bi-monthly basis throughout the life of the project.

The main aim of the plan is to show that construction works and construction traffic will not have undue impact on the local environment. The site is located on Lower Wortley Ring Road and sits within commercial area car retail and light industry.

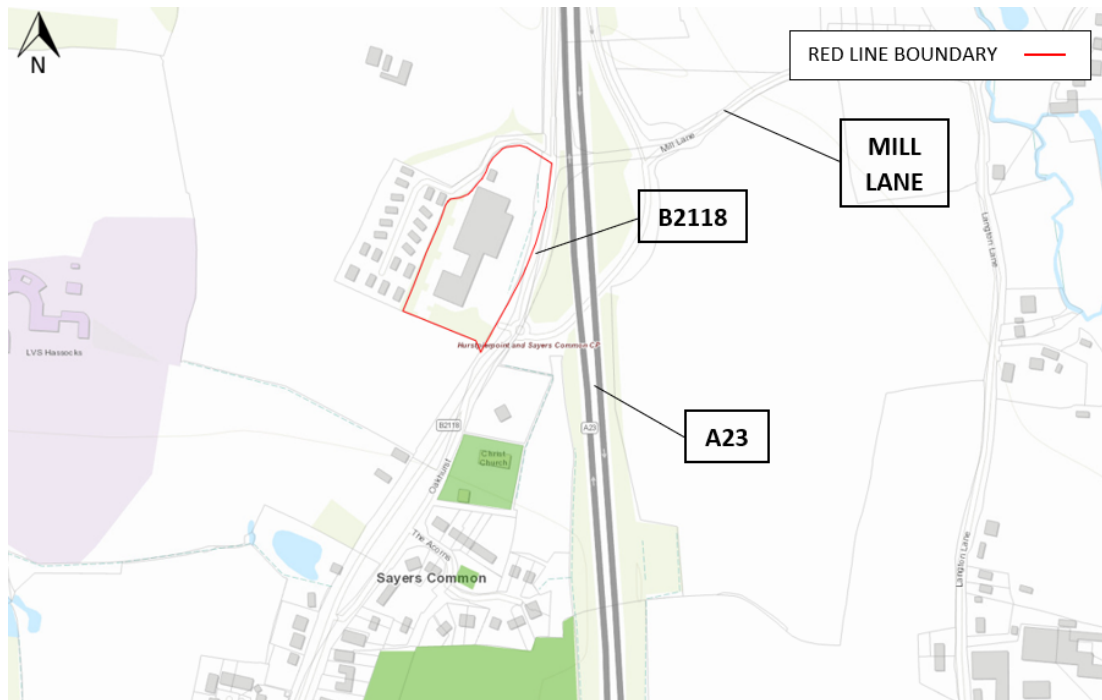
In this report, a vehicle routing strategy is considered, arterial routes to site highlighted and the methodology of managing and enforcing the construction logistics plan is outlined. The delivery and collection of abnormal loads is considered and the location of the single offloading and loading “pick point” is highlighted and given special treatment. The principal contractor will manage the plan during the life of the project. Any issues arising from mishaps or nuisance will be dealt promptly. Principal Contractor senior site staff will always be available for impromptu meetings to discuss any aspect of the plan.

A bi-monthly review of this document will be carried out and any revisions issued to Mid Sussex District Council for their information.

Site Location

The site, comprising an area of 3.6 acres.

The development site is the former FM House industrial and Office site. London Road (A23), Sayers Common, Hassocks, West Sussex, BN6 9HS. The original buildings still exist on the site which has been vacant for some time.



Site Logistics / Traffic Management Plan

Site logistics plan has been prepared to support this method statement to define the segregation of the area for construction works and traffic management. The site location has immediate access to primary highways infrastructure, no construction traffic will need to pass through any residential areas.

The primary site access point will be the existing site access from the roundabout junction on the B2118. Construction traffic flow will from and to the main A23 dual carriageway. Traffic speed at the site entrance is naturally controlled by the roundabout junction.

The site logistic plan is issued with this document.

Description of Development

The proposal is for the complete demolition of the existing buildings and build a new Porsche Centre with associated parking and landscaping.

The demolition work has sufficient clearance to the public highway to avoid the need for footpath or road closures. The closest footpath is 32m alongside the B2118, London Road to the east. Distance to public highway on north is more than 45.0m.



Site Working Hours

Site working hours are restricted to between 7.00am and 6.00pm Monday to Friday and 8.00am to 17.00pm Saturday. No works will be undertaken on Sunday.

Health and Safety

This Construction Logistics Plan is to be integrated with all other documentation pertaining to the Principal Contractor's overall Construction Execution and Planning for this project. In accordance with Construction (Design & Management) Regulations 2015, a detailed strategy for managing Health & Safety has been developed by the Principal Contractor. The Principal Contractor will have a qualified first aider on site at all times, fire extinguishers are stored on site and a first aid kit is always available and kept in date. The Principal Contractor will operate under an integrated management system combining the following company policies:

- Environmental policy statement
- Health & Safety Policy Statement
- Equal Opportunities Policy Statement
- Quality Management Policy Statement
- Resource Management Policy Statement
- Training and Development
- Policy Statement
- Customer Service Policy Statement
- Sustainability Policy Statement

The Site, Health, Welfare and Environmental Plan sets out the management structure for the project identifying key personnel and their responsibilities for managing this project. Included in the plan is the following:

- Health, safety and environmental standards
- Co-ordination and consultation
- Risk assessment
- Site rules
- Welfare
- Training
- Monitoring standards
- Reporting and investigating
- Security
- Accident reporting
- Site Staff organ gram
- General site safety rules

The approach to environmental standards applicable to all developments is outlined in our Environmental Manual; copy retained on site. The Manual is broken down to include the following parts:

- Environmental Policy
- Environmental Manual
- Register of Aspects and Impacts
- Environmental Procedures
- Environmental Objectives and Target
- Legislation and Regulatory Requirement
- EMS Forms and Templates

Project Waste Strategy

The Principal Contractor is required to tackle waste in a pro-active way; implementing the “Reduce-Reuse-Recycle” Strategies currently employed on other sites to minimise the volume of waste produced. Waste segregation strategies are developed and implemented in line with the overall logistics plan for the site.

The Principal Contractor will commission the services of a local Waste Management company to deliver and service waste skips from site. This third party will be required to hold a Certificate of Registration under the Control of Pollution (Amendment) Act 1989. Waste material from the site is taken to an appropriate vendor for recycling.

It is proposed that up to 90% of waste materials taken off site will be recycled. Non-recyclables will be taken to an appropriate landfill site.

Materials

The building will be constructed using a range of construction materials, concrete, steel, cladding, internal finishes, timber; all the usual materials normally associated with a building of this classification. Accurate design information, material specifications and drawings in electronic format are produced for all the building components, building layouts and elevations. This enables our purchasing department to specify precisely what materials are needed on site. This exercise reduces over-ordering, off-cut wastage and reworking. The detailed drawings prepared by our design team are provided to our sub-contractors to allow them to order materials in the same way. In a similar fashion, our sub-contractor provides detailed vendor drawings for building components they intend to supply.

Storage

Materials are stored on site in a way to prevent the likelihood of damage which would otherwise become waste. Due to very limited storage space on site, sub-contractors are encouraged to deliver materials on a “just in time” basis, this limits the amount of materials stored on site. The Principal Contractor Construction Site Manager is responsible for site tidiness and toolbox talks are held regularly with all of the sub-contractors to promote the effective use of the limited space available. Sub-contractors not adhering to the development policy for tidy site are reprimanded at site progress meetings and monies may be deducted from their contract should they fail to discharge their duties.

Construction Type and Method

The building is steel framed with concrete floors decks. The lift cores will be constructed in steelwork with lightweight ‘Shaftwall’ metal framed walling system. The building foundations are sheet piled with concrete capping beam. The end of life potential of the building has been considered. The design is adaptable for a variety of purposes that inevitably increase the life span of the building. There is repetition of design that reduces waste by reducing the number of variables.

Communication and Managing Change

Design freeze is employed at each hold point in the project to ensure that previous decisions are not revisited. Site meetings for both design and construction will be held regularly on site. The Client has provided a very detailed design brief to the architect and his design team and major changes are now unlikely. Both Axis 3 Design and Principal Contractor are responsible for ensuring that any design changes are properly communicated to the relevant members of the project team.

Re-use

Construction materials are re-used on site as follows:

- Timber is reused on site until it reaches the end of its life.

Noise, Dust and Smoke Control

The groundwork and demolition phases of this project are likely to create some noise and dust. Provision for the control and reduction of noise and dust will be made within specific method statements and risk assessments. In particular damping down during ground works will form an integral part of our dust management strategy. Noise will be managed in conjunction with the local authority and neighbours.

Plant and Equipment

The key item and largest item of plant on site will be a mobile crane for erecting steelwork. It will be managed by the Principal Contractor Construction Site Manager acting together with a dedicated and certified lifting supervisor. A certified slinger/banksman is also employed to ensure that all loads are safety tied and lifted. The crane will not need to over sail the public highway when lifting.

Other key items of construction plant are as follows:

- Concrete truck
- Mechanical Concrete pumping device
- MEWPs of various capacity
- Task lighting, tower light
- Compressor
- Generator

Plant and equipment is delivered to site to suit the task in hand.

Supply Chain Management

We recognise the impact this development can have on the local community and the environment so we encourage and challenge our supply chain to provide a better service. There are a number of key initiatives that we will promote with our supply chain. Existing and potential suppliers will be made aware of these initiatives and their importance to the project will be detailed. Many of the suppliers, the Principal Contractor will have dealt with on other

projects, however we will be appointing sub-contractors and suppliers who are new to the Principal Contractor and effective communication will be required in this case.

Local Suppliers

As part of the Project Team's Corporate Social Responsibility agenda, we aim to promote local employment and stimulate the local economy. Where feasible we will source services, materials and equipment locally. This principle is part of the overall sustainability criteria for the development.

Freight Operator Recognition Schemes (FORS)

FORS is a free membership scheme that is helping van and lorry operators to be safer, more efficient and more environmentally friendly. All suppliers and haulage companies will be encouraged to register with the Freight Operator Recognition Scheme.

The Project Team recognizes that FORS:

- Creates safer drivers – with significantly reduces collisions.
- Will encourage suppliers to improve in fuel economy associated with our project.
- Provides a system to identify 'at risk' drivers, allowing the Principal Contractor and our suppliers to target training and incentives effectively.
- More certainly with deliveries and collections.
- Promote less journeys to and from site.



The Project Team will encourage the inclusion of this requirement in our pre-qualification process. We will state that FORS members will be considered favourably in addition to those who commit to up-take within a set deadline.

Travel Plan and Car Parking

The site has provision for car parking for site staff, sub-contractors and visitors. Parking will be managed by the Principal Contractor.

All personnel will be inducted prior to commencing work on the site. The site induction is the primary means of communicating the project travel plan and supporting information. The site induction is carried out by the Construction Manager or the Site Engineer.

During the site induction, the Principal Contractor site representative will advise personnel of the following:

Parking

Parking on local roads is restricted. Provision has been made for visitor / staff / sub-contractor parking within the site area. This will be strictly monitored by the site manager. The site team will be vigilant in ensuring that site personnel or visitors do not park illegally. Should any sub-contractor decide to continue to park illegally, the Principal Contractor will not hesitate to remove that contractor from site.

Public Transport

The site is accessible by a choice of travel modes which reduces reliance on the private car.

Alternatives to private car use will be considered by Project Team and efforts are made to communicate the advantages of public transport to all site personnel. Site personnel are always encouraged to use public transport.

Site meetings are arranged with a view to ensuring that attendees can use the public transport system to arrive and disperse from the meetings. Details of the local bus and rail networks – identifying key routes to the project will be posted on site notice boards and will be covered in the site induction to promote the use of public transport. The site team is encouraged to become familiar with the local transport systems and operating times and to pass this information onto all personnel on site.

Bicycles

Secure cycle storage will be offered and use of public transport will be encouraged.

Major Highways

The site is well served by a number of arterial routes that will carry the majority of site traffic from the surrounding area.

Preferred Access Routes

The primary site access point will be the existing site access from the roundabout junction on the B2118. Construction traffic flow will from and to the main A23 dual carriageway. Traffic speed at the site entrance is naturally controlled by the roundabout junction.

Site Access

Site access will be via a single controlled point within the existing site. All gates swing inward, The Principal Contractor will control vehicle movements and keep debris from spreading onto the operational parts of the site and onto public roads.

Neighbours

The Principal Contractor will raise awareness of our project by endeavouring to hire local companies where possible, they will also inform all of the emergency services of our project and consulted especially with the Fire Brigade and Police. Their Construction Manager will be especially adept at forming lasting relationships with neighbours. We will promote a safe and a welcoming site, fairly but firmly managed by a flexible site team.

The site Construction Manager deals with any queries and provides immediate response to any issues raised. A 24 hour contact details will be posted on site signs. It is proposed to hold periodic meetings on site to explain the works anticipated during the next few weeks and how these will impact upon our neighbours. Special consideration will be given to

accommodate where possible any special requirements arising from activities within the local area.

The site will be screened by a 2.4m height heras fencing or solid timber hoarding with public view screens around the whole of the site. The hoarding will be maintained to a high standard throughout the progress of the development. As the building grows above the hoardings, measures will be introduced to control work at heights by task specific method statements and proprietary barriers to protect adjacent properties from the risks of falling materials.

It is noted that a community shop is located nearby in Sayers Common village.

Programme

A project programme is to be issued by the appointed Principal Contractor.

Safe Loading/Unloading Areas

Delivery vehicles will load and off-load from within the single designated "Pick Point" on the site. The pick point will be controlled by vehicle marshals and supervised by senior site staff. The vehicles will be unloaded by qualified slinger-signallers, supervised by a dedicated lift supervisor. These operations will be tightly controlled by senior site staff and job specific method statements will be prepared and distributed to the operatives.

The designated pick point is shown on the following site plan. Trucks delivering from this location will have standard loads.

The temporary measures will include traffic marshals, footpath/pedestrian marshals, cones and barriers and advance warning signage located at both ends of the pick point – all in accordance with the requirements.

Gate Proposals – Management of Access

Site access will be controlled during working hours by a gateman and there will be operatives on duty throughout the day with breaks covered. It will be the responsibility of the gateman to ensure that the gates remain closed, when not in use and are opened as soon as vehicles approach. It will be the responsibility of vehicle marshals to ensure that relevant paperwork is checked at the entrance and the vehicles parked correctly within the pick point zone.

The gates are locked every evening by Principal Contractor senior staff and the locking mechanism on both gates is chain wrap with padlock.

Traffic Management

The Principal Contracts policy will be to use best practice as detailed within their Health, Safety, Welfare and Environmental Plan and Policies, copies of which will be available on site. Traffic Management is controlled directly by senior site staff; Site Manager, Construction Manager and the Site Engineer. Together they monitor this activity on a daily basis, sharing information and holding meetings with suppliers and subcontractors as required. The traffic management practice on site is reviewed weekly by the visiting Safety Officer. If necessary, safety officers working with the various sub-contractors are invited to site for meetings and site reviews.

Traffic Management information available in Appendix 1.

Pedestrians

The Project Team is fully aware of the risks associated with working on an operational site. The Principal Contractor will ensure safe segregation of site works from operational parts of the site.

Estimate of Total and Average Vehicle Movements

A material load count and events time line to be provided on the appointment of the Principal Contractor in Appendix 2.

Load Booking and Management Scheme

The Project Team recognise that strict procedures will need to be in place and adhered to, to make the most effective use of the single pick point zone at the front of the site. Queuing of vehicles is not an option for this site. Only a single articulated truck can enter the pick point zone at any one time, there is no parking facility for additional vehicles when the pick point is in use. The Principal Contractor will coordinate deliveries and collections to optimise the frequency of deliveries, reduce congestion and make more efficient use of delivery vehicles.

The Construction Manager will produce a weekly programme of deliveries. A draft of this programme will be presented and discussed at the weekly progress meeting to ensure that the proposed delivery schedule meets with the programme requirements. Obvious bottlenecks and clashes must be smoothed out at this meeting such that on the Friday of each week a copy of the programme, identifying provisional delivery times and quantities for the next week, will be emailed to each of the relevant suppliers. Suppliers will be allocated specific times to deliver their materials to site.

Should vehicles arrive outside their allotted time then they may be turned away and the delivery organised for another time that is suitable. In this case the Principal Contractor senior representative will make contact with the supplier to agree an alternative slot.

Suppliers and sub-contractors who abuse the system will be reprimanded initially, but if they continue to abuse the system and not work in accordance with the Principal Contractor policy, their contract will be terminated and an alternative company sought.

The Principal Contractor will off load one delivery at any given time within the pick point zone. The Principal Contractor will not allow the zone to become congested.

Suppliers and subcontractors are encouraged to optimise transport efficiency and minimise transport impacts by adhering to the delivery plan. The Principal Contractor will maintain a register of approved suppliers that are used on our projects. Their environmental and contractual performance is constantly assessed against our requirements. Suppliers or subcontractors are not permitted to use sub-contractors or other third party organisations to supply products or services to the Principal Contractor other than those specified in their tender submission, without our approval. The Principal Contractor must ensure that details of the delivery plan is communicated to third parties.

All our deliveries will be sequenced to ensure that our site can accommodate delivery vehicles. No vehicles will arrive at our site outside an agreed time; this will further eliminate unnecessary congestion and nuisance especially for local traffic. Construction will be planned to minimise disruption to road traffic.

Consolidation of Loads

In promoting Corporate Social Responsibility, we promote local employment and economy. This is achieved by using local supply where feasible. This improves local health by reducing freight impacts such as fossil fuel usage, congestion, pollution, and road construction and road casualties.

Avoiding Peak Hour Deliveries

As part of the procedure for the allocation of delivery times to suppliers, care will be taken to reduce the amount of vehicle travelling time within peak periods. Where possible deliveries will be taken on site early to allow the vehicles to be offloaded during the peak period and then leave site once the peak period has ended. This allows greater efficiency in predicting delivery times and reduces haulage costs.

Similarly the latest delivery to site will be scheduled to ensure that it can be offloaded by 6.00pm and the vehicle leave site as the evening peak is subsiding and the site closed up in accordance with the working hours allowed by the planning consent.

We will endeavour to take deliveries outside of peak hours between the hours of 9.30am and 3.30pm. Deliveries of concrete and rebar will be sequenced so that we don't take both deliveries at the same time.

Where peak deliveries cannot be avoided we will limit activity during this period.

Control of dirt and dust on public highway

Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The Principal Contractor will make provision to minimise this problem.

In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.

The wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (subject to discharge consent).

We will also make provision for cleaning of the road if required by an approved road sweeper.

We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

We will consider spraying a fine spray to suppress dust on the following:

- Structures and building during demolition.
- Unpaved areas that are subject to traffic or wind.
- Sand, spoil and aggregate stockpiles.
- During loading/unloading of dust generating materials

Considerate Constructors Scheme

The Principal Contractor will be registered with the Considerate Constructors Scheme

Information Boards

An information board will be maintained on the external hoarding. The board will contain more project specific information relating to programme and progress. It will also detail any changes to the hoarding layout and accesses.

Targets and Monitoring

The following logistics targets are to be set for this scheme:

- No complaints from Environmental Health regarding the condition of the roads outside the site entrance as a result of our works.
- All suppliers and hauliers registered to FORS.
- Monitoring and recording of CO2 emissions for deliveries based on miles travelled by delivery vehicles.
- >80% of waste materials recycled via waste transfer station.
- Zero penalty charge notices issued for delivery vehicles in roads adjacent to the site.
- No waiting time charges from suppliers.
- Achieve a BREEAM rating of Very Good.
- Ensure good relationship with the neighbours.

The Principal Contractor will record the number of deliveries each day. This will provide data to establish CO2 quantities.

The following information will be provided:

- Date of vehicle movement
- Company name
- Purpose of vehicle movement
- Vehicle type
- Distance from source.

Principal Contractor senior staff person will record this data on a daily basis. This data will be made available to interested parties on a pre-arranged basis.

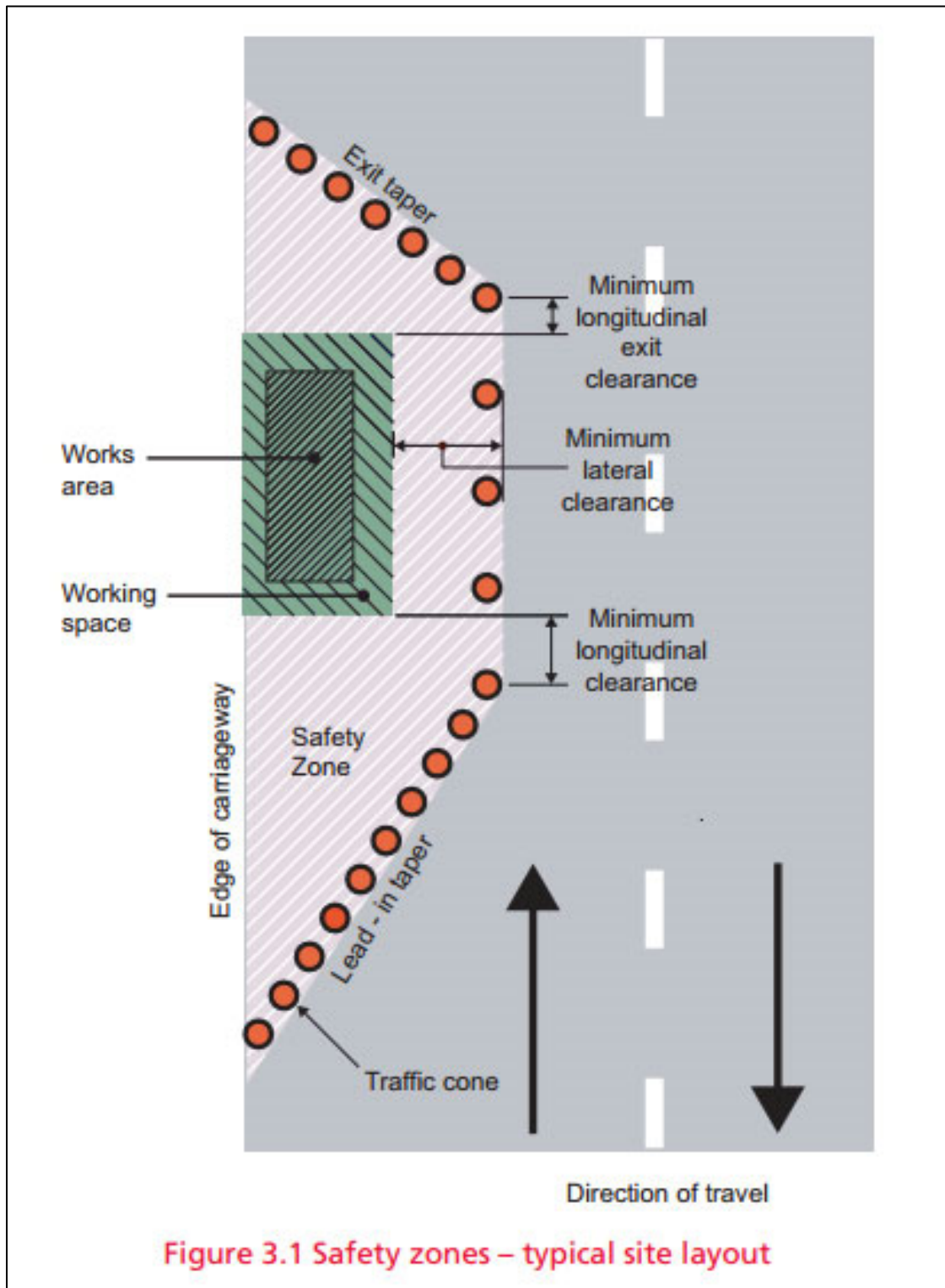
Monitoring

Monitoring and review of the procedures proposed in this plan will be carried out monthly or as required during the Health and Safety inspection carried out by the Health and Safety Manager. The inspection report will identify failures to comply with this plan and in consultation with the Project Manager detail actions and responsibilities to ensure on-going compliance.

Risk Assessment

We have provided a single risk assessment in Appendix 3.

Appendix 1 – Relevant Traffic Management Information



Safety clearances for working zone on the public carriageway

Table A1.1 Location and number of approach signs

Type of road (permanent speed limit)	Minimum siting distance of first sign in advance of the works metres and miles	Minimum clear visibility distance to first sign metres	Minimum size of warning or regulatory sign (Note 1) mm	Distance from end of works to "End of road works" signs metres
Single carriageway road (30 mph or less)	20 m – 45 m	60	600	10 – 30
Single carriageway road (40 mph)	45 m – 110 m	60	750	30 – 45
Single carriageway road (50 mph or more)	275 m – 450 m	75 at 50 mph 90 at 60 mph	900	30 – 45
Dual carriageway road (40 mph or less)	300 m	60	750	45
Dual carriageway road (50 mph)	Standard: 800 m (1 mile where congestion is likely) Relaxation: 800 m	75	1200	90
Dual carriageway road (60 mph)	Standard: 1 mile (2 miles where congestion is likely) Relaxation: 1 mile	90	1500	90
Dual carriageway road (national speed limit)	Standard: 2 miles (3 miles where congestion is likely) Relaxation: 1 mile	120	1500	90
Dual carriageway road (national speed limit) hard shoulder only closure	800 m	120	1500	90

Table A1.3 Recommended spacing and sizes of traffic cones

Road Type	Single carriageway road (permanent speed limit of 30 mph or less)	Single carriageway road (permanent speed limit of 40 mph)	Single carriageway road (permanent speed limit of 50 mph or more)		Dual carriageway road (permanent speed limit of 40 mph or less)	Dual carriageway road (permanent speed limit of 50 mph or 60 mph)		Dual carriageway road (national speed limit)	
				Relaxation			Relaxation		Relaxation
Rate of taper (see Note 3)	1 in 13	1 in 20	1 in 25		1 in 25	1 in 40		1 in 55	1 in 40
Taper length (m) for hazard of standard carriageway width between 3.6m and 4m	50	80	100	100	100	150	150	200	150
Minimum number of cones	18	28	68	35	35	101	51	135	51
Minimum cone size (mm)	450	450	750	750	450	750	750	1000 (see Note 5)	1000 (see Note 5)
Maximum cone spacing (m)	3	3	1.5	3	3	1.5	3	1.5	3
Maximum warning light spacing (m)	9	9	9	9	9	9	9	9	9
Minimum cone size (mm)	450	450	750	750	450	750	750	750 (see Note 5)	750 (see Note 5)
Maximum cone spacing (m)	9	9 (see Note 1)	9	9 (see Note 1)	9 (see Note 1)	9	9 (see Note 1)	9	18
Maximum warning light spacing (m)	9 (see Note 2)	9 (see Note 2)	18	18	18	18	18	18	18

Appendix 2 – Estimated Material Load Count

To be provided on the appointment of the Principal Contractor.

MATERIAL	VEIHCLE	LOADS
Imported Stone	Rigid 8 wheel Lorry	
Piling	Articulated Lorry	
Concrete	Concrete Lorry	
Masonry and sundries	Rigid Lorry	
Steel frame and sundries	Articulated Lorry	
Cladding and sundries	Articulated Lorry	
Plasterboard and sundries	Rigid Lorry	
Roof membrane	Rigid Lorry	
Mechanical plant	Rigid Lorry / Van	
Electrical plant and sundries	Rigid Lorry / Van	
Garage equipment	Articulated Lorry	
FF+E items	Rigid Lorry	
Goods Lift	Articulated Lorry	
Internal garage fit out equipment	Articulated Lorry	
Fabricated stairs	Rigid lorry	
Hand rails	Rigid lorry	
External Furniture and fencing	Articulated Lorry	
Carpark surfacing	Rigid 8 wheeler	
	Sub Total	
Allowance for unforeseen	1x Articulated Vehicle 3x Rigid Vehicle 3x Van delivery	
	Total to be included	

Appendix 3 – Risk Assessment

Design Risk Assessment

Project	Porsche Mid Sussex			File Ref.	P269
Author	Axis 3 Design	Date	10/12/23	Distribution	Tender

The design risks have been assessed on the basis that the site area will be in full possession of the Main Contractor for the full duration of the construction works.

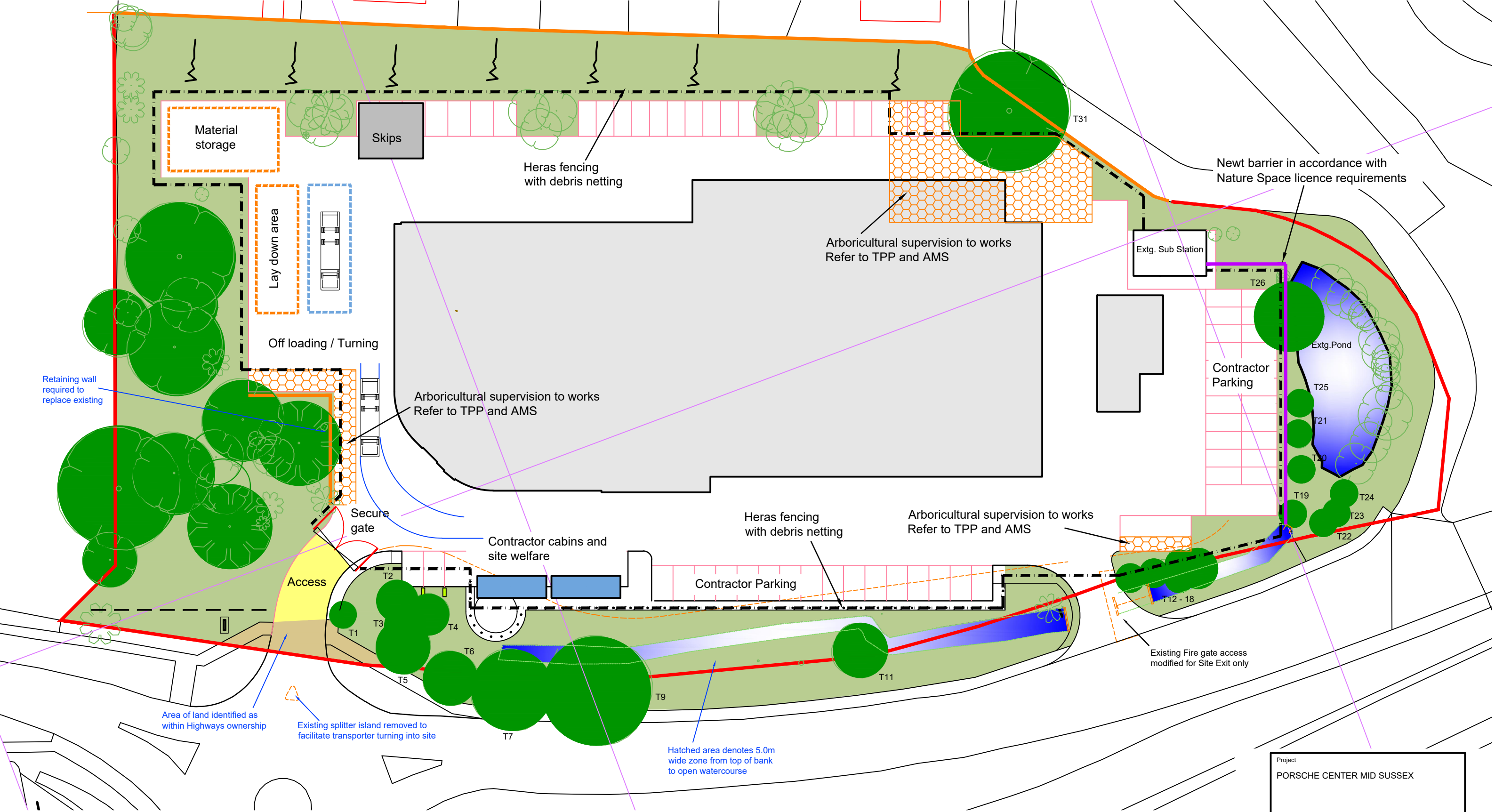
No	Hazardous Activity	At Risk	Level of Risk			Control Measures	Action
			High	Medium	Low		
1.	Implement safe working practices, briefing of site operatives before construction works commence.	Site Operatives		X		Construction Phase plan required	Main Contractor
2.	Main Contractor combined access and egress to the site	All		X		MC primary access/egress to site via B2118 frontage A high degree of control will be required for site traffic and to maintain public pedestrian safety to both of the site access/egress crossovers.	Main Contractor
3.	Working close to operational plant and moving vehicles.	Site Operatives	X			Safe access and egress onto public road; minimise reversing and segregate pedestrians and vehicles. Speed limit awareness, f high visibility clothing in and around all operational plant and moving vehicles.	Main Contractor
4.	Storage of materials (particularly hazardous materials) and site equipment	Site Operatives			X	Observe safe storage under lockable conditions if so necessary.	Main Contractor
5.	Working on existing services, water, gas, electricity etc and temporary installations in close proximity.	Site Operatives	X			Extreme care from initial site establishment required. Location of existing services to be verified and physically marked prior to any works commencing on site. Emergency contact numbers to be clearly displayed on site. Segregate client and operations.	Main Contractor Sub-Contractor
6.	Working in or close to deep excavations / Poor ground conditions, ie: for column foundations.	Site Operatives		X		Provide Ground Condition Survey. Limit design depths. Certain site works may require deep excavations in potentially unstable ground. Shoring measures to be Implemented to ensure safe working.	Design Team / Specialist design/ Main Contractor

7.	Ground Works/Contamination	Site Operatives			X	A Ground Investigation report has been undertaken. As an established commercially developed land with no history of any development that could be considered a risk together with the trial hole excavations carried out by the SE the site has been deemed 'Clean' with limited risk of contamination. Ground worker to be made aware that possible ground contamination may exist in pockets not identified by trial hole excavations. Hygiene regime to be implemented.	Design Team / Specialist design/ Main Contractor
8.	Breaking into existing Tarmac/ Block paving/Concrete	Site Operatives		X		Ensure suitable safety practice is implemented on site. Wearing of appropriate protective clothing in and around all operational plant required.	Main Contractor
9.	Working with Hazardous materials: exposure to irritants e.g. contact with wet cement.	Site Operatives		X		Use water-based adhesives where practically possible. Avoid fumes cross ventilating with other building users. COSHH assessment sheets required for non-water-based paints and coatings.	Main Contractor
10.	Working in noisy environments: Noise resulting in hearing loss	Site Operatives	X			Avoid saw cutting and shot firing. Wearing of appropriate protective clothing required	Main Contractor
11.	Work and Handling of heavy unwieldy components	Site Operatives		X		Large traditional components supplied and fitted in smaller configurations	Main Contractor
12.	Working in un-ergonomic / strenuous conditions: Lifting Steelwork/blockwork and handling large items etc.	Site Operatives		X		Incorporate lightweight materials if practically possible. Allow for mechanical aids. Concrete blockwork has not been specified. Standard precautions Required for cladding sheets In respect of wind and wet Weather working. Mechanical lift solution to be Implemented for kerbset Installation.	Main Contractor
13.	Working with glass: Broken glass, handling panels at high levels, falling tools and glass.	Site Operatives		X		Suitable space to be provided on-site for handling of glass. Method statement required from glazing sub-contractor.	Sub-Contractors

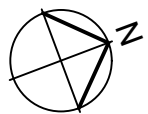
14.	Preventing Falls. Working at height. Handling materials at height, changing lamps, falling materials and tools.	Site Operatives	X			Use suitable platforms and supporting equipment erected by Trained Operatives. Cordon areas below works. Method statement required.	Main Contractor
15.	Roof Maintenance	Site Operatives		X		It is deemed that a specialist contractor will be employed to carry out roof maintenance works / gutter cleaning / rooflight and PV cleaning or replacement. Method statement required. Hazards working at height. A Mansafe fall arrest system has been implemented to showroom roof	Main Contractor Sub-Contractors Client
16.	Working in inclement weather	All	X			Adhere to "Work in windy conditions" guidance, an anemometer should be readily available for all work at height tasks	Main Contractor
17.	Exposure to UV radiation (from the sun)	All		X		Safe, suitable clothing to be worn	Main Contractor
18.	Cleaning Glazing	Maintenance Contractor			X	Max. glazing height 9.0m approx. Stipulate Cleaning by long reach softened water system – prohibit cleaning from ladders.	Client
19.	Non Smoking policy	All			X	The Main Contractor and Client must both ensure that the 'Workplace Non-Smoking Policy and Procedures are implemented and that notices are in place.	All

- Method statements to be provided for all specialist sub contractor works.
- Trained operatives only to be employed.
- PPE to be worn at all times within the site perimeter.
- All individuals on site to observe and comply with Health and Safety Legislation and Guidelines.

Appendix 4 – Site logistics plan



5m 10m 25m
Scale bar



Site Logistics

Project PORSCHE CENTER MID SUSSEX		
FMH SITE		
Axis 3 Design architectural design and services		
Unit 10 Athena Court Athena Drive Tachbrook Park Warwick CV34 6RT Telephone : 01926 833570		
Drawing SITE LOGISTICS PLAN		
Scale 1:250@A1	Date 13/01/25	Drawn KJC
Job No. P269	Drawing No.	Revision