

CODE OF CONSTRUCTION CONDUCT

a) Suitable mitigation measures to minimise noise pollution and vibration during the construction phase including the insulation of fixed plant and the silencing of vehicles and mobile machinery;

Our measures to minimise noise pollution and vibration include:

- ◆ Sources of noise likely to exceed occupational action levels will be assessed prior to commencement of the works. Our in-house SHEQ team will assist the project management team in this regard, and any details regarding the assessment and control of noise will be included in the site filing system.
- ◆ Where possible, plant and machinery that minimises noise emissions will be selected.
- ◆ Discussions will be held with subcontractors to ensure that noise suppression equipment is utilised if practicable.
- ◆ Local screening will be incorporated to prevent the travel of noise from site to sensitive locations.
- ◆ Acoustic doors, hoods and panels will be kept closed on plant and machinery.
- ◆ The reversing of large delivery vehicles will be kept to a minimum, with our proposals ensuring that vehicles can travel forwards for the majority of their time on-site.
- ◆ Our site management team, with the assistance of our in-house SHEQ team will carry out thorough reviews of each subcontractors' method statement, not less than 2 weeks before the commencement of their works. Their proposals for mitigating noise during their works will be reviewed and assessed. If their proposals are deemed unsuitable, they will be required to make amendments ahead of their commencement.
- ◆ We will encourage feedback from members of the local community and will ensure that any complaints relating to noise/disruption are taken seriously and used to adapt our methods or working, if possible.

b) A Dust Management Plan to minimise emissions to air and to prevent nuisance from wind-blown dust including fencing and the dampening down with water of excavated construction and cover materials on site, and other areas traversed by plant vehicles and machinery;

- ◆ We will utilise our site inductions and method statement reviews to remind operatives that they are to remain mindful and vigilant towards the potential creation of dust throughout their works.
- ◆ Where applicable our subcontractors will review their techniques to ensure that those with the least amount of potential for dust creation are the ones adopted.
- ◆ Covered skips will be provided locally to eliminate the requirement for waste materials to be carried long distances for disposal.
- ◆ "Damping down" will be utilised by our supply chain when carrying out certain operations that have the potential to create excess dust.
- ◆ Solid timber hoarding will be installed to the front of the site, to further prevent dust escaping working areas onto surrounding roads/properties.

c) A Construction Traffic Management Plan covering:

- Routing of delivery vehicles to and from the site;
- Parking and turning areas for construction traffic and timing of deliveries;
- Type and location of wheel washing and chassis cleaning facilities;
- Temporary traffic management/signage.

This section is to be read in conjunction with our Site Logistics Proposal (BC1953/SLP/001 Rev.B), which outlines our proposals for traffic management. The below further outlines our approach:

Vehicle Access & Egress

Access will be via a single vehicle gate off of Coldharbour Road. Signage will be erected at the site entrance to inform all drivers reporting to the site to proceed with extreme caution. All subcontract orders will carry a note stating the above.

On arrival, delivery drivers will be instructed by our full-time Banksman to discuss and explain the Traffic Management Procedures to the driver. Our site management team will then either contact the relevant subcontractor or our Banksman. The vehicle will then be permitted to enter the site and proceed to unload their delivery, under the guidance of our Banksman.

Site Rules

All vehicles entering the site are to be regularly maintained vehicles. Drivers must obey all Safety and Traffic signage and beware of pedestrians and site operatives.

No entry will be permitted unless:

- ◆ The driver has reported to our Site Manager or Banksman
- ◆ The driver is aware of other vehicles on-site
- ◆ Our Banksman is in attendance to control all vehicle movements
- ◆ The driver is aware of the 5mph speed limit on-site
- ◆ The driver is aware that no reversing is permitted, unless under the guidance of our Banksman

Having loaded or unloaded the vehicle, the driver will be required to ensure that their load is secured and that their wheels are clean, before re-entering Coldharbour Road.

Vehicle & Pedestrian Controls

Clear signage will be erected to inform both drivers and pedestrians of site traffic control measures.

Vehicle Loading, Securing Loads & Unloading

Loading of vehicles will be via HIABS or imported material via 360 excavators. All methods will be detailed in the relevant subcontract method statement. All vehicles will then be checked prior to leaving the site, to confirm the security of their loads. When necessary, loads will be secured using ropes, straps, netting or tarpaulins.

Methods of unloading will be via forklift, crane or HIAB and are to be covered in the relevant subcontract method statements, including details of a competent person, plant authorisation, vehicle certificates, valid certificates. Method statements will be issued to us not less than 2 weeks before commencement of the relevant works, this will then be reviewed by our site management team.

Signage

The following signage will be deployed when entering the site and within the grounds:

- ◆ Speed limit
- ◆ No reversing without Banksman in attendance

- ◆ Caution moving traffic
- ◆ No unauthorised access beyond this point
- ◆ Restricted area
- ◆ Keep clear
- ◆ No parking
- ◆ Traffic management signage in road/footway where required

d) Details of the location of the proposed construction compound

Please refer to our Site Logistics Plan (BC1953/SLP/001 Rev.B) for details of the location of the proposed construction compound.

e) Details of security fencing;

Our security fencing proposal considers the privacy requirements of the Hospice, as well as ensuring that the working areas are suitably and safely secured.

To enhance this, our proposals include the following:

- ◆ Heras fencing will be installed to the majority of the perimeter, due to its inherent benefits in terms of security and its adaptability, should the works require.
- ◆ To further increase security, our proposals include the installation of 2 vehicle gates, as indicated on our logistics plan, to ensure that during periods where the construction site is not operational, it remains closed and secure whilst also allowing the Hospice to utilise Gate No.1 as an entrance.
- ◆ During site operating hours, the aforementioned gates will be under the close control of our full-time Banksman.
- ◆ Our vehicle and pedestrian gates will be locked by combination padlocks. The combinations of which will be known by our site management team and the relevant members of the Ellenor Hospice team.
- ◆ We view the existing timber fence to be secure and effective, as such we propose to incorporate this into our perimeter fencing. When carrying out works to replace the fence, we will carry out the removal and installation sequentially, to ensure that no areas of the perimeter are left exposed for extended periods.
- ◆ Our site management team will carry out perimeter checks at the start and end of each working day to ensure that the perimeter remains secure and uncompromised.

f) Details of stockpile areas for building materials or for fill or removed top soil;

Our proposals are as follows:

- ◆ Building materials will remain in the laydown areas until they are required for the works, at which point they will be loaded onto the forklift and transported to the loading bay.
- ◆ As indicated on our logistics plan, laydown areas will be secured with heras fencing to ensure that they are kept separate from other site areas and vehicle movements.
- ◆ Spoil heaps will be kept and maintained by our incumbent groundworker. This will be located at the west of the proposed extension, to ensure that they can be easily accessed for muckaway vehicles. Further details of these proposals will be confirmed in our groundworkers method statement once they are appointed to the scheme.

g) A Construction Drainage Design Plan to identify the required devices to prevent construction run off from flowing into existing drainage;

It is our understanding, that owing to the fact that the site is lower than Coldharbour Road, there is no risk relating to run-off from our site. As such, no Construction Drainage Design Plan will be required at this stage.

See Section “i” for details of measures which will be undertaken to protect any public sewers and water apparatus.

h) Ecological mitigation measures;

Ahead of project commencement, we will develop an Environmental Aspects & Impacts Register. This register will consider all site-specific environmental hazards. Alongside each hazard, details of the potential impact and the likelihood/severity will be identified along with proposed mitigation measures. This will then be maintained as a live document into and through the construction phase, to ensure that the environment is specifically considered throughout the project.

Each subcontractor will also be required to assess the potential impact of their works on the environment and outline their mitigation proposals within their method statement. This will then be reviewed by our site management team ahead of the commencement of their works.

i) Measures to be undertaken to protect any public sewers and water apparatus;

Preventing construction run off from flowing into existing drainage is an item that will be included on our Environmental Aspects & Impacts Register (see Section “h”) and will be collaboratively reviewed with key subcontractors following order placement.

As standard we will ensure the following:

- ◆ In all circumstances there will be:
 - ◆ A means for detecting that water is flowing when it should not be
 - ◆ A means for rapidly shutting down the system when such water flow is detected
- ◆ All temporary water suppliers will be switched off outside of working hours
- ◆ The locations and positions of existing drainage have been considered during the tender planning phase, to ensure that the proposed location of our welfare and working areas are in suitable locations to minimise risk

j) Details of vibration monitoring and mitigation during any necessary piling works;

Not applicable to this project. For general details on how vibration will be mitigated, please refer to Section (a) of this document.

k) Details of the location, form and visual appearance of any site hoardings along road frontages and public footpaths;

Please refer to our Site Logistics Plan, for details of the locations of any site hoardings along road frontages and public footpaths. For clarity, please see below images of heras fencing and solid timber hoarding, utilised on previous projects, that will be installed for the Ellenor Hospice Phase 1 development.



l) Details of temporary construction or security lighting;

Our welfare arrangements will be complete with external lighting to maximise security outside of the working day. This will ensure that our compound area and all associated material and plant storage areas are kept suitably lit.

Task lighting will also be in operation in each of the working areas to ensure that our workforce are given appropriate lighting to carry out their works safely and effectively. This will consist of lighting provision through the corridors (shown below) and any localised lighting as required by our subcontractors.



m) Monitoring and review provisions with the Local Planning Authority.

Whilst these proposals outline our current approach to the management of the project, if required we will be able to review such measures in order to comply with the Local Planning Authority.