Planning Conditions 03 – AWDM/1196/23

03. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Method Statement and shall be adhered to throughout the construction period. The Statement shall provide for:-

(i) the parking of vehicles of site operatives and visitors;
(ii) loading and unloading of plant and materials;
(iii) storage of plant and materials used in constructing the development;
(iv) the erection and maintenance of security hoarding;
(v) wheel-washing facilities;
(vi) measures to control the emission of dust and dirt during construction; and
(vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: *In the interests of highway safety and amenity.*

1) **The parking of vehicles of site operatives and visitors:**

Site operative and visitor parking will be available at the dedicated site compound based at Teville Gate – Worthing. Site logistics will follow a site-based traffic management plan for deliveries, material loading, and unloading. These areas will be segregated for safe passage vehicles and site-based operatives. A dedicated site-based supervisor will coordinate delivery times and traffic flow to and from the main access and egress gates onto Teville Road.

There will be no operative and visitor parking allocation within the agreed construction work zones on the highway. These zones and the associated traffic management solutions are pre agreed with the West Sussex County Council Highways department and form the basis of the road space booking permit being issued. Construction critical vehicles such at excavators, dumpers, vacuum excavators, waste spoil grab wagons, welding equipment vehicles, and traffic management vehicles will be allowed to access, egress and park within the agreed secured works zones located on the highway.

2) **Loading and unloading of plant and materials:**

All loading and unloading of plant and materials required for construction within the agreed secured work zones within the highway will be carried out by certified operators in line with the relevant approved Risk Assessments and Method Statements. The methodology will remain the same thought the project lifecycle with the location and environment changes factored into each procedure. The loading/unloading activities will take place within the confines of the agreed secured work zone during normal working hours, with additional requirements taken for vehicle access and egress to the secure areas being outside of peak traffic times. This is also agreed as part of the road space permit conditions.

Regular inspections from the West Sussex highways team will monitor individual work zones and the impact on pedestrian and vehicle safety. Any pre-agreed traffic management solutions that require enhancing can be carried out and the permit paperwork updated to reflect.

3) **Storage of plant and materials used in constructing the development:**

Bulk deliveries of materials such as the pre-insulated pipework, fittings, highway reinstatement and vehicles to transport said materials will be securely stored at the main construction compound located at Teville Gate. This is to keep the work zones within the highway free of excess hazards and

to allow the construction operatives to call off when material is required. When material is delivered to the work zones, this will be outside of peak travel hours and inline with the road space book permit conditions. Any material that can be dangerous to health and falls under COSHH regulations will be stored within localised secure COSHH cabinets within the work zone and removed and stored within secure COSHH cabinets at the main compound at the end of every shift.

Any material used for temporary works e.g. fencing, edge protection, and trench shoring will be kept within the main compound with a small supply kept tidy and isolated within the work zone. This is to allow for works progression and any safety enhancements that are required.

When not in use, all plant and materials used for construction will be securely stored at the main construction compound at Teville Gate.

4) **The erection and maintenance of security hoarding:**

Security hoarding within the highway will be of the double clipped heras fence type. This is to allow adequate segregation of operatives, vehicles, and pedestrians. All security fencing, signage, and lights will follow the 'chapter 8 regulations' to ensure the safety of road users, pedestrians, and workers during road and street works.

All security hoarding will be selected by the temporary works designer and approved by the temporary works coordinator. Once installed, these are checked by the temporary works supervisor and are logged within the temporary work register. Once installed and approved against the design, all fencing and temporary works are regularly inspected, recorded, and maintained.

Additional safety enhancements such as water filled barriers and bull nosed barriers which complement the standard heras fence proposal will be pre-agreed with highways and included with zone specific traffic management and temporary works designs.

5) **Wheel washing facilities:**

The main site compound is located on hard standing and will not require wheel washing facilities.

The works within the highways will not require localised wheel wash facilities.

The works within Homefield Park will be monitored as heavy-duty travel mats will used within the work zone, including access/egress routes to and from the work zone to mitigate the transfer of spoil to footpaths and the highway and to also protect the existing ground conditions.

Waste classification tests will be carried out in each work zone, followed by a WAC (Waste Acceptance Criteria) test. Essentially, a waste classification test states what's in the soil and a WAC test states where it can go. This information is passed on by the waste producer (Hemiko) to the landfill operator to ensure the correct procedure (if required) is followed.

Hemiko have also allowed for periodic road sweeping as and when required. This will be monitored by both Hemiko and West Sussex highways.

Where applicable, vacuum excavator equipment will be used. This method reduces the potential of spoil transfer from the work zone.

6) **A scheme for recycling/disposing of waste resulting from demolition and construction works:**

Hemiko have engaged with a local utilities company based in Sussex that specialises in spoil recycling.

Hemiko aim to recycle all waste spoil generated from the project if classification and WAC testing results ensure is it safe to do so.

The recycling operation is carried out under an environment agency standard rules number 10 permit which permits our partner to deal with the waste(spoil) and transform it into a reusable recycled material, the material is mixed with a stabilising agent “SMR” which ensures it can then be used in any backfilling situation including works in the public highway which in turn makes the reinstating of excavations environmental friendly rather than having to use primary aggregate excavated from a quarry.

OTHER BENEFITS FROM SMR



Using SMR Batch-Mix ensures that there is no need for landfill resulting in a cost effective option.



SMR Batch Mix will also reduce a company's carbon footprint as waste tipping and reinstatement material collection is from a single location, removing unnecessary lorry movements to stand alone landfills and quarries.



Customers can achieve high recovery rates as the SMR Batch Mix solution recovers <96% of the spoil, transforming it into high quality products that outperform traditional
materials such as Type1 GSB.



Traditional recycling facilities typically recover just 40% to 60% of the incoming waste with the balance ending up at landfill. This means landfill costs have to be added to the price of traditional recycled products.