



Land South of Bellfield, Titchfield

Construction Method Statement

August 2026



CLIMPING
HOMES

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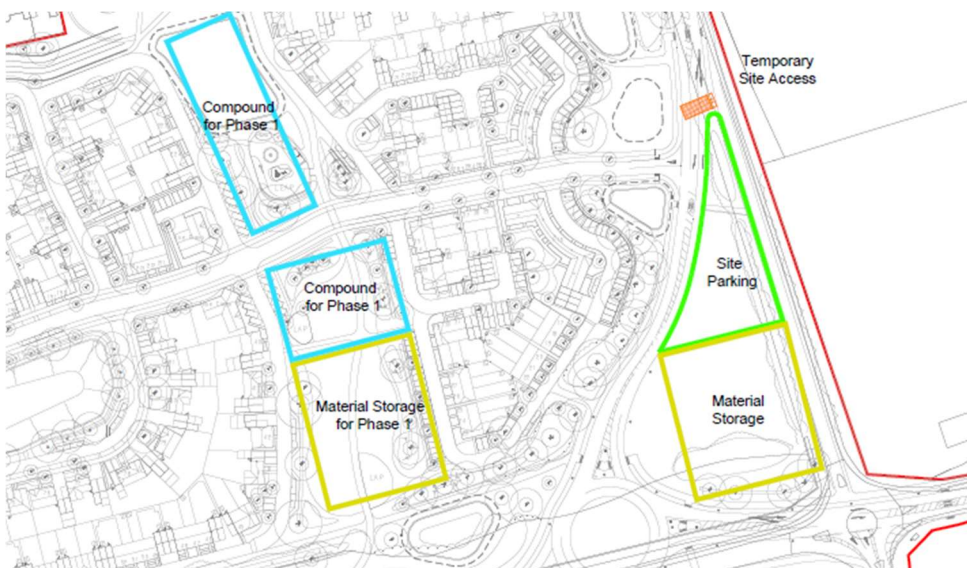
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1.0 SITE SET UP & TREE PROTECTION

An extract of the contractor's site set up plan is shown below, with the full plan being available at **Appendix 1**. The plan shows the location of the site compounds, parking, material storage and wheel washing etc. During the first phase of construction – being the dwellings on the Eastern parcel of land – the compound and material storage will be sited as shown below:



On completion of this phase, the compound and material storage area will be removed and relocated to the Western open space area, as shown below, to facilitate the construction of the remaining dwellings and associated open space/drainage.





An information board will be displayed at the entrances to the site (off Church Lane and Horsemere Green Lane) showing contact details of the site manager and out of hours contacts. A letter drop to surrounding neighbours, informing them of intended activities - and the likely timescale of such - and contact details, shall be undertaken prior to any such activity. A copy of the letter will be shared with the Parish Council and the Local Planning Authority.

Parking

Best endeavours will be used to ensure that the areas set aside for parking, as shown on the site set up plan, will be made available throughout the construction period. Climping Homes will ensure that contractors are informed of the parking arrangements and discouraged from parking outside of the site. The Site Manager will regularly monitor the parking arrangements to ensure adequate parking is available on site at all times. If needs be, unoccupied plot driveways will be used throughout the build, to ensure all development related vehicles can park on-site. Where this is required, suitable cleaning will take place

Tree Protection

Tree protection will be installed in accordance with the Arboricultural Method Statement produced by Phlorum (dated March 2023) and prior to any development commencing. The tree protection will be retained throughout the construction period and appropriate signage will be displayed to inform of its function and that it shall not be moved. Any soil storage will be outside of the tree protection.

2.0 CONSTRUCTION TRAFFIC ROUTE

All construction traffic will be routed to the site via the A259 and then on to Church Lane. Directional signs will be placed along the A259 and Church Lane.



A temporary construction access will be formed as shown below (the full plan, together with a stage 1-2 Road Safety Audit being available at **Appendix 2**), off Church Lane, subject to the required consent being granted by West Sussex County Council:



Upon leaving the site, construction traffic will retrace their route back to the A259.

‘Right turn only’ signs will be displayed at the exit of the site.

Provisions will be made available on site, for vehicles to turn around, thereby ensuring that they can leave the site in a forward gear.

A road condition survey of the section of Church Lane used by construction traffic will be conducted prior to commencement of the development and on completion of the development. The results of the surveys will be submitted to West Sussex County Council and any damage to the highway, likely caused by construction traffic related to this development, will be rectified at the request of WSCC, if required.

3.0 DUST, EMISSIONS AND NOISE GENERATING PLANT CONTROL MEASURES

It is our intention for all on-site contractors to follow best practicable means at all times to minimise dust and emissions.

Air Quality

During the construction phase, the greatest effects on air quality are expected to result from dust. To mitigate the potential impacts from dust during construction activities, Climping Homes – where reasonably practicable - will locate machinery and dust causing activities away from sensitive receptors.

It is likely that dust will be created during dry and windy conditions, particularly during earthworks. As such, during windy conditions and periods of dry weather (of 3 or more consecutive days and nights without rain) where construction activities are taking place, areas of disturbed ground capable of producing dust shall (so far as is reasonably practicable) be dampened to reduce the risk of dust creation.

Tools capable of producing dust shall be operated with a water suppression attachment or dust filter where appropriate.

Full enclosures will be provided for specific operations where there is a high potential for dust production and is active for an extensive period. This will form part of each operatives RAMS.



In areas of work close to sensitive properties, the Site Manager will undertake regular dust monitoring inspections of boundaries (as part of regular site inspections) to ensure that dust levels are monitored and controlled and, if extra prevention is deemed necessary by the Site Manager or our health and safety advisors, they will be implemented accordingly.

An adequate water supply for effective dust/particulate matter mitigation will be provided on site. This may take the form of a bowser, which can be attached to a towable sprinkler system and used to dampen the roads and reduce dust production. It is envisaged that the on-site wheel wash and jet washing facilities will keep dust production to a minimum.

Any activity likely to produce an excessive level of dust shall only take place after carrying out the necessary risk assessment and implementing any precautions to control and prevent dust from spreading.

Where possible, the use of diesel or petrol-powered generators will be avoided and stationary vehicle's engines are to be switched off.

On-Site Protection

The site compound, fuel storage and dust generating activities will – where practicably possible - be set away from residential boundaries and if deemed necessary, be screened by effective barriers.

Haul Routes

During the first phase of construction the main drainage and roads to base course will be installed. During windy conditions and periods of dry weather (of 3 or more consecutive days and nights without rain) these roads – when used by construction vehicles - will be regularly damped down. Roads outside the site will also be subject to regular mechanical road sweeping. All vehicles carrying dusty materials will be securely covered before entering or leaving the site, to prevent dust spilling on the road.

Site Entrance and Exit

The entrance and exit, as mentioned above, will be accessed via Church Lane. The prevention of mud and dust outside the boundary to the site must be kept to a minimum at all times, to protect the local residents. Dust measures have been addressed above. Vehicles exiting the site will be subject to appropriate and effective wheel washing on site, which will comprise of a manned pressure wash facility. Vehicles will be checked before exiting the site, to ensure the wheels and underside are free from mud. Sweepers will be keeping the access roads as free from mud as possible throughout the length of the construction project, and the cleanliness of the roads will be monitored regularly, to ensure public highways and site roads are kept clean. Mobilisation of Imported or exported fill vehicles shall be limited to trafficking hard surfaces to minimise contamination.

Stockpiles and Storage Mounds

Long term stockpiles will try to be avoided on site, however, if the need arises – and where practicably possible - topsoil will be sited away from sensitive receptors. Where hardcore or similar material is stockpiled, these again – where practicably possible - will be sited away from sensitive receptors and will be used effectively for site works to avoid unnecessary vehicle movements to and from site.

Noise

The construction of the development will involve processes and the use of equipment with the potential to cause disturbance to neighbouring residents along **these** boundaries:



On-site construction activities will only take place within the hours specified in section 5.0 of this document.

Best practicable means will be employed at all times and in all areas to minimise noise and vibration emissions from the works.

In general, the following measures will be taken:

- Any hoarding/security fencing will be inspected regularly and repaired as necessary
- All handheld and portable equipment where practicable will be electrically powered
- All plant and equipment will be maintained in good working order
- Plant, when in operation intermittently, will be switched off during periods of inactivity
- All vehicles will observe site speed limits
- Stationary equipment and plant – such as generators – will be placed as far as practicable from noise sensitive properties and where practical, in areas benefitting from natural or purpose-built attenuation, such as bunding or behind non-sensitive buildings
- The construction access, being on Church Lane, is sited a suitable distance from nearby residents, minimising disturbance caused by deliveries of materials or removal of waste.

- Idling of plant, machinery and delivery vehicles will be prohibited when not in use.
- Care will be taken when loading and unloading materials to limit impact noise
- Vehicles parked within the site, outside working hours will have their engines switched off.
- As mentioned in section 2.0 'Provisions will be made available on site, for vehicles to turn around, thereby ensuring that they can leave the site in a forward gear'. This will prevent reversing operations

In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from the noise levels quoted in British Standards BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures, based on guidance given in BS5228.

With the aforementioned measures in place and appropriately planned and managed construction operations, no adverse impacts are anticipated.

Skips

Skips will be provided on site for segregated waste and will be covered where there is a risk of dust movement. Skips will only be stored on hard surfaces and drop heights into skips will be kept to a minimum. Polythene lined skips must be used for wash out of concrete delivery lorries.

For general waste produced on site, a 6 yard mixed waste skip will be provided at all times throughout the construction period and will be emptied/replaced when full, to ensure a constant provision of waste disposal.

Fuel and Chemical Storage/Use

Any fuel or chemicals needed for construction purposes will be delivered to site by licenced carriers only and will be stored in compliance with COSHH data sheets and Climping Homes' own Health & Safety procedures. Spillage kits will be stored in the same location, for immediate use should the need arise.

The site manager will ensure that authorised personnel only, will be permitted to fill plant etc with fuel and use any chemicals. The site manager will also carry out daily checks on the storage tank and associated equipment to ensure safe use.

Dealing with Spillages

The following procedures must be followed on site:

- Use bunded areas where practical
- Regularly inspect areas for spillages
- Have spillage kits available on site
- Clean spillages using agreed wet handling measures
- Vacuum or sweep regularly to prevent a build-up of fine waste dust material, which is spilled on the site and designated as waste that is no longer fit for use. This will be dealt with in accordance with the Waste Management Licensing Regulations (WMLR) 1994
- Inform the Environment Agency and Fire service if harmful substances are spilt.

Lighting

Where possible, a daylight only construction schedule will be adopted to minimise adverse lighting. It is unavoidable that construction work may need to be carried out during hours of darkness, in consideration of shorter daylight availability during winter months. As such, and if the need arises, any temporary lighting installed will face in the opposite direction to existing residential properties to mitigate light pollution during working hours. Temporary lighting will primarily be used throughout the site compound areas. Any lighting required across the site will constitute mobile lighting towers with a maximum height of 10m. Considering the working hours permissible on site, the time in which lighting is in use on site is envisaged to be minimal and predominantly during the winter months for health and safety reasons.

4.0 BURNING ON SITE

There shall not be permitted, the burning of any materials on site during any phase of the development.

5.0 HOURS OF WORK & DELIVERIES

Although the site's gates will be open prior to and after the following hours to permit access to and egress from the site for construction related workers, Climping Homes will, via the employ of a dedicated site manager, use all best endeavours to ensure that no noise-generating construction work or deliveries will take place except between the hours of 8:00am to 6:00pm Mondays to Fridays and 8:00am to 1:00pm on Saturdays and not at all on Sundays or Bank Holidays.

Climping Homes will use best endeavours to restrict deliveries to the site before 9am and after 4pm by way of a detailed request being made when placing orders. It is our clear intention that all deliveries will have completed unloading their vehicles and exited the site prior to 5:00pm Mondays to Fridays and 1:00pm on Saturdays

6.0 SITE HOARDING

1.8m high site hoarding and gates will be erected at the entrance to secure the site. Heras (or similar) fencing will be constructed on the remaining boundaries to secure the site.

7.0 USE OF CRANES

It is not proposed to use a static crane on site, although the lifting of roof trusses may require a mobile crane.

8.0 PILING

Piling, where required, will be undertaken using either Continuous Flight Auger (CFA) or driven piling methods. Piling works will only take place between the hours of 8:00am and 6:00pm Monday to Friday, and 8:00am to 1:00pm on Saturdays, with no piling activities taking place on Sundays or Bank Holidays.

Driven piling has been adopted for Phases 1a and 1b. For Phases 4 and 6, the most appropriate piling methodology will be determined following detailed ground investigations and engineering assessment, with either CFA or driven piling methods being utilised as appropriate. Phases 1c & 5 will be undertaken with CFA piling.

If driven piling is identified as the preferred solution for Phases 4 and 6, supplementary information will be submitted to the Local Planning Authority prior to commencement of the works. This information will include details of the proposed working methods, anticipated programme and duration of piling activities, noise and vibration mitigation measures, and the monitoring arrangements to be implemented throughout the works.



Appendix 1 – Site Set Up Plan



Appendix 2 – Temporary Construction Access and Road Safety Audit