



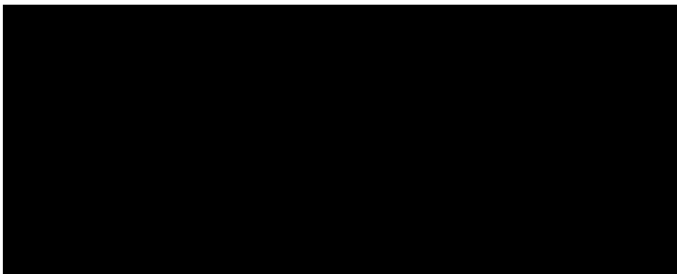
## CONSTRUCTION METHOD STATEMENT

FOR

38 and 40 East Street and 35 Fitzalan  
Road, Littlehampton, West Sussex,  
BN17 6AN

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On behalf of  
Churchill Retirement Living – South East  
Churchill House  
6 Chertsey Road  
Byfleet  
KT14 7AG



# Construction Method Statement

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## 1 INTRODUCTION

### 1.1 Introduction

This Construction Method Statement (CMS) has been prepared to address conditions 5, 7, 9 and 12 of Application No: LU/173/16/PL. The statement deals with the Method of Demolition and Construction, and should also be read in conjunction with the Site Setup Plan. Ref: **200065LH-201. Figure 1.** It is CRL's intention that its work will be carried out in accordance with all relevant statutory provisions and all reasonable practicable measures will be taken to avoid any risk to its employees or others who may be associated or affected thereby.

### 1.2 Location

The site is located in the south of East Street and west of Fitzalan Road and on the edge of Littlehampton town centre **Figures 2 and 3.** The site is bounded by East Street to the North and to the west there is a residential block of flats (Winterton Lodge). To the South the site is bounded by commercial property (BT Telephone exchange and Job centre plus) and to the east lies Fitzalan Road. The general topography of the site and the surrounding area appears to be relatively flat.

### 1.3 Existing Development

The site is shown to have been undeveloped in the county series plan 1878. The western half appears to have been the adjacent gardens of the current Winterton lodge. It was not until the late 1950's that the first of the three houses is shown. The surrounding roads are shown late into the '70s including Fitzalan Road to the East of the site. The second of the properties was built between '84 and '89 while Winterton Lodge can be seen to have expanded to the west side into its gardens. The last house, built in the southern aspect of the site has been in the area since the mid'90s. It is noted that a grade 2, listed flint wall exists between the sites western boundary and Winterton Lodge.

### 1.4 Proposed Development

The proposed development will seek to demolish the existing buildings and the Construction of 26 x 1 bed + 12 x 2 bed = 38 saleable apartments for the retirement sector including associated communal, parking and amenity areas.

### 1.5 Context & Scope

The principal aim of this CMS is to ensure that demolition, excavation and construction works are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the development site.

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## 1.6 Report Structure

The different phases of work and requirements for construction in terms of access routes and vehicular activity are identified in **Section 2** of this report. In addition, the Section also sets out the construction methodology and any temporary highway suspensions required in order to facilitate the work.

**Section 3** focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on site as well as a suitable reporting procedure for local residents and stakeholders.

**Section 4** identifies how the environmental impacts of the development in relation to transport will be managed and mitigated.

Travel Plan measures are outlined in **Section 5**.

The findings of the CMS are summarised in **Section 6**.

## 2 CONSTRUCTION PROCESS

### 2.1 Introduction

This section outlines the proposed development schedule, construction methodology and the way in which deliveries will be controlled with regards to the local highway network.

Site management and supervising staff have responsibility for implementing the Company's Health and Safety Policy and will ensure that Health and Safety considerations are always given priority when planning and during the day to day supervision of the work.

All Employees and Sub Contractors are expected to co-operate with Churchill Retirement Living in carrying out their duties and will ensure that their work, so far as is reasonably practicable, is carried out without risk to themselves or others.

It is our objective to ensure that accidents and ill health arising from work activities are minimised and that due consideration is given to adjoining residents and members of the public.

Churchill Retirement Living has appointed a firm of external safety advisers to visit and give advice on the requirements of the relevant statutory provisions and safety matters generally.

### 2.2 Development Schedule

The proposed development is scheduled to start April 2016 and is due to last for approximately 15 months. There will be five main phases to construction of the development;

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Pre commencement works: Include a condition survey of the prevailing areas around the site and the protection of the trees and structures to be maintained. Suitably qualified consultants have been appointed to provide guidance on tree preservation and comment on the local ecology.

Phase 1 – Demolition of Existing Dwellings

Phase 2 – Groundwork's and Ground source heat pump  
(Piling: where included will be CFA type. TBA)

Phase 3 – Superstructure and Roof

Phase 4 – Internal Works

Phase 5 – Landscaping and Utilities

It should be noted however that the construction programme may be subject to change prior to work commencing on site. The Developer Churchill Retirement Living is currently finalising the build programme for the development.

Prior to any demolition or construction works being carried, a local highway condition survey will be carried out and recorded by means of dated photographs, these records will be kept and stored for future reference. Once all development work has been completed, a further survey will be carried out and comparisons made with the original survey. Any damage or change to the highway condition will be notified to County Highways for further discussion.

## **2.3 Scaffolding & Hoarding**

Access to the site will be taken from Fitzalan Road (**Fig 1**). This area will remain presentable and tidy at all times. The entire site will be hoarded throughout the development process. Security fencing and hoarding will be erected prior to any materials, equipment or machinery being brought onto the site and prior to the demolition of the existing site. Where this includes the existing brick wall bounding the Eastern side we make a provision to take down the wall and fix hoarding on the same line.

The benefits of hoarding the site will be to increase site security as well as protect members of the public, particularly during the demolition stage of the development. Hoarding will also have environmental benefits in terms of reducing the impact of dust generated on the surrounding environment and reducing noise pollution from the site.

The general methodology will be discussed with the neighbours at Winterton lodge.

Mandatory safety signage will be displayed around the development for the general public and visiting vehicles. Mandatory safety signage will be displayed on access gates for construction staff entering the site. The external hoarding will be kept clean and tidy at all times.

## **2.4 Delivery of Plant & Materials**

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All materials associated with the development process will be stored within the footprint of the site. Skips and other plant will also be stored within the curtilage of the site. A loading and unloading area for plant and materials is provided as shown on the proposed site plan, attached at **Fig 1**.

It is anticipated that the majority of deliveries will be made via the access routes shown in Fig 1, 2 and 3.

Primary Access and Egress Routes (Fig 2) will be for day to day deliveries of Ready Mixed concrete, mortar silo refills, Brick and Block deliveries, PCC wide span planks, Plasterboard, Kitchen units etc. These will be the principal delivery route for articulated or drag and drop vehicles. Secondary routes are shown and may well be used by deliveries coming from the west.

Swept path analysis of this movement is attached at **Appendix D**. It is envisaged that there will be approximately six deliveries to the site per day over the course of the construction period.

The contractor will notify the local residents at least 48 hours in advance of the low loader deliveries in order to minimise any disruption to the neighbouring residents.

The Company will employ a qualified Banksman whose duties will involve the management of delivery vehicles. The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and from the Unloading area. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible. All local residents and commercial outlets bounding the site will be advised in writing prior to the crane assembly.

Macadam temporary roads and hard standings will be provided for storage areas, traffic and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

All deliveries to the site will have to book in advance with the Site who will keep a record of the schedule and all deliveries. All deliveries will then be met by the banksman who will assist vehicles entering, exiting and manoeuvring into and out of the loading area.

Churchill Retirement Living will adopt a procedure to maintain the cleanliness of the carriageway. At the initial stages of the project when vehicles are entering site and are unlikely to be running on hard surfaces, wheel washing procedures will be implemented along with regular road cleaning as is appropriate. As the project develops and before the main construction commences, the permanent hard surfaces will be in place along with temporary hard running surfaces to create a gated vehicular access and

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egress, which will prevent mud and other contaminants being carried onto the carriageway.

Signage will be placed as required to advise road users and pedestrians of the construction site ahead. Deliveries will be coordinated where possible to avoid simultaneous arrivals and congestion on the surrounding roads.

Dedicated pedestrian routes will be provided offering safe, direct access to the site office from the This pedestrian entrance and route will be adequately signed.

## 2.5 Working Hours

All work will be conducted between 08:00 to 18:00 hrs on a weekday and between 08:00 to 13:00hrs on a Saturday, There will be no Sunday or Bank Holiday working on site. Demolition and enabling works will last for approximately 3 months. The construction period is anticipated to last for approximately 12 months.

Delivery times to site shall be restricted to the same above constraints. The site manager will be responsible for all deliveries and as such shall consult with the surrounding neighbours where any impacts are found. To date the adjacent Littlehampton Academy and River Beach Primary schools seem to have a smaller impact on the traffic in Fitzalan road but the company will effect a deliveries curfew if this condition changes or any impact can be seen to be made.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the site manager shall make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to minimise the duration of these works or carry them out at specific times.

## 2.6 Construction Traffic Routing

The site benefits from being close to the A259. It is envisaged that the majority of construction vehicles will access the site via the Horsham Road or the A284. The primary route is shown below in **Figure 2** and **Figure 3**. Horsham Road is the preferred option to avoid increased Large and heavy goods vehicles passage past the local schools and town centre.

All delivery drivers and construction workers will be advised of the preferred route prior to making their delivery or commencing work.(Fig 3)

It is considered that the proposed routing avoids the use of minor roads and maximises the use of the major routes into Littlehampton where possible.

It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. In this respect the site team will keep up to date on scheduled roadworks in the area using the <http://roadworks.org/> website.

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## **2.7 Construction Stages, Vehicle Movements & Vehicle Types**

At present it is anticipated that the proposed redevelopment of the site will commence in April 2017 and should be completed by July 2018 (13 months). It should be noted that the construction programme and corresponding construction traffic strategies may be subject to change prior to work commencing on site. Any subsequent changes to the CMS that may occur would need to be agreed with officers at Arun Borough Council.

### **2.7.1 Phase 1 – Demolition of Existing Dwelling**

For the first eight weeks of the construction period the site will be prepared for the subsequent phases of development. This will involve the erection of hoardings (tree protection fencing), signage, site set up and the demolition of the existing dwelling.

During initial demolition works, all deliveries will be from Fitzalan Road and off loaded within the site boundaries, vehicle movements in and around the site will be controlled by a qualified Banksman. Once demolition works have been completed and the site cleared, progress on the site car park and hard standings will be made to facilitate the unloading of vehicles and ease pressure on the highway.

There is parking available on Fitzalan Road with local car parking facilities toward the town centre. During initial stages of the development work, limited onsite parking will be made available while other options with the neighbouring commercial outlets will be explored.

A letter will be sent to all immediate neighbours and surrounding properties highlighting them of our intended demolition and construction start dates, it will also provide tower crane information. Whilst our aim is to keep any disturbance, nuisance or inconvenience to an absolute minimum, inevitably there will be marginal disruption due to the demolition and construction works.

As part of the demolition works the existing Eastern, masonry boundary wall will be used to support a 2.4m high timber hoarding which will be erected along the frontage of East Street and Fitzalan Road, all other boundaries will be secured using proprietary temporary security fencing. Access to the new site will initially be through the existing entrance off East Street but later via the proposed S278 access on Fitzalan Road. Deliveries will be restricted to unloading within the curtilage of the site (as per the setting out drawing) or, when conditions allow, from the front of the site along Fitzalan road (unrestricted stopping is currently available). Mortar Silo re-filling and waste skip deliveries will require site access from Fitzalan Road.

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Vehicle movements to the site during this phase are not expected to be significant with occasional deliveries of scaffolding and hoarding and the removal of the existing structure. The Contractor anticipates that this is likely to result in the region of 1 or 2 lorry movements per day.

The measures that will be employed to minimise the environmental impacts, including in relation to noise and air quality, throughout the demolition phase are set out within **Section 4** of this report.

## **2.7.2 Phase 2 – Groundworks & Piling**

It is expected that the groundwork's will take approximately 10 weeks with the key activities on site involving the site strip and muck away, the foundations, and drainage.

It is envisaged that during this phase there will be between 1 and 3 deliveries per day with the majority of these movements made up of concrete and muck away lorries and rigid vehicles delivering materials. Some of these deliveries will be larger plant movements.

Prior to the commencement of any site clearance works a temporary access road will be formed in the permanent location in Fitzalan Road (Fig 1). Clearance vehicles will be loaded whilst parked on site to prevent debris from entering the road.

Temporary access will be followed by installation of the tower crane base, retaining wall structure to the South elevation and carpark. Concrete foundations will commence from the north end of the development following through the building, completing at the South. This sequence will be followed throughout the construction process, once 50% of the foundations are complete; substructure block work will commence, followed by internal drainage and back fill to levels. During this time the tower crane will be erected, provided the relevant curing times have elapsed for the concrete base.

Once substructures are complete the external drainage will be completed, along with the formation of the drive and parking areas to base course. The formation of the driveway is subject to utility company installations. Should utilities not be available at this time, a temporary access road will be maintained. Deliveries will be unloaded from the access road (temporary or permanent). This will prevent mud and debris escaping into the highway. A running site order will be placed for road sweepers. This will allow the Site Manager to call in a road sweeper as and when necessary.

The Company will employ a qualified Banksman whose duties will involve the management of delivery vehicles. The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to and

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from the Unloading area adjacent to Upperton Road. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible.

Again, the measures that will be employed to minimise the environmental impacts, including in relation to noise and air quality, throughout all aspects of the construction process are set out within **Section 4** of this report.

## **2.7.3 Phase 3 – Superstructure & Roof**

The third phase of the construction period is likely to last for 8 months and will involve the construction of the development including floors, masonry work, roof structures, gutters and drainpipes.

The Company will employ a qualified Banksman whose duties will involve the management of delivery vehicles. The Banksman will wear high visibility clothing at all times and will direct vehicles and pedestrians when delivery vehicles require access and egress to the site. A tower crane is to be deployed to assist with the construction process. The vast majority of material deliveries will be off-loaded by the crane and distributed directly to its designated area of installation, however, a dedicated storage area will be provided for when this is not possible.

Macadam temporary roads and hard standings will be provided for storage areas, traffic and pedestrian routes. This will provide a clean surface for manoeuvre and prevent vehicles from carrying mud and debris onto the public highway.

Vehicle movements to the site during this phase are not expected to be significant with rigid vehicles for masonry deliveries and roof construction and heavy vehicles for bulk materials such as sand and cement. We estimate that this phase is likely to result in the region of 6 deliveries per day.

## **2.7.4 Phase 4 – Internal Works**

The fourth phase of the construction period is likely to last for 4 months and will involve the internal works such as the fitting of plasterboards, windows, carpentry, tiling, electric, plumbing, floor coverings and painting.

Vehicle movements to the site during this phase will primarily be smaller vehicles such as vans delivering internal fittings such as bathrooms and kitchens. However there will be some rigid vehicle deliveries as well associated with the delivery of plasterboard, doors and windows. The Contractor anticipates that this phase is likely to generate in the region of 4 deliveries per day.

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## 2.7.5 Phase 5 – Landscaping & Utilities

The fifth and final phase of the development will be the least intensive with respect to vehicle movements to the site. It includes landscaping and installation of utilities and is anticipated to last for 2 months. Vehicular activity is likely to involve circa 1 van movement per day.

## 2.8 Dwell Times

Delivery vehicles are unlikely to attend the site for longer than 30 minutes. The delivery booking system would allow sufficient times between deliveries to ensure that no vehicles would have to wait on the surrounding highway network before entering the site.

The following dwell times are expected for the vehicles accessing the site during the construction phases.

- ☐ Skip Delivery / Spoil Collection – between 5 to 15 minutes;
- ☐ Plant Delivery / Collection – between 5 to 15 minutes;
- ☐ Materials delivery – between 15 and 30 minutes; and
- ☐ Concrete delivery – up to 30 minutes.

Further measures that will be employed to control the number and frequency of vehicles arriving at the site are detailed within **Section 3** of this report.

## 2.9 Construction Worker Trips

CRL estimate that the site will require 2-3 direct employees supported by between 15-40 sub contractors at different phases of the construction. As such on average it is estimated that there will be between 5 and 30 construction workers on site each day. With construction works taking place Monday to Friday 08:00 until 18:00 it is likely the majority of workers would arrive between 07:00 and 08:00 with a peak between 07:15 and 07:45. With regards to departures it is likely that the majority of workers would depart between 16:30 and 17:00 with only some workers staying until 18:00.

The scheme currently allows no onsite parking. The material in **Section 5** outlines more details on construction worker trips and the measures within the Construction Worker Travel Plan that will seek to reduce the impact of construction workers travel.

## 2.10 Existing Parking Restrictions

Parking in the local area is restricted.

Local Authority Waste and recycling collection both occur on Tuesdays. Where possible the Site Manager will try and minimise any deliveries that

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occur to the site on waste collection days though with the limited residential dwellings this is unlikely to be problematic.

## MEASURES, MANAGEMENT & CONTROL PROCESSES

### 2.11 Introduction

This section sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the CMS. The Site Manager will be responsible for the site works which will ensure that the control processes are efficiently communicated and implemented.

### 2.12 Transportation Co-ordination

The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- ☐ Managing the implementation of the CMS;
- ☐ Vehicle scheduling;
- ☐ Informing local residents of any low loader deliveries associated with construction of the site to avoid / minimise disruption;
- ☐ Checking for scheduled road works on <http://roadworks.org>;
- ☐ Checking for scheduled refuse collections with the Local Authority
- ☐ Handling any complaints; and
- ☐ Acting as a point of contact for employees, contractors and the general public.

The Site Manager will also be responsible for keeping neighbours adjacent to the development informed of the construction progress, particularly with regards to when high frequencies of deliveries are expected. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The Developer;
- Site neighbours;
- Other local stakeholders such as emergency services or local transport providers; and
- Local Authority

### 2.13 Booking System

On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.

Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be

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checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that no two construction deliveries occur simultaneously at the site, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

It is not considered necessary to implement a holding area for delivery vehicles. However to avoid stacking on the local highway, hauliers will be required to call or text the Site Manager before the expected delivery time to ensure that the delivery space and banksmen are ready for their arrival onsite.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

## **2.14 Route Compliance**

Use of the agreed vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information.

## **2.15 Communication Strategy**

As identified above, the Site Manager will be responsible for keeping neighbours informed of the construction progress and also to ensure that there is adequate liaison between all stakeholders throughout the construction period.

Prior to any works starting the contractor shall inform occupiers of all properties which may be affected by noise, dust or vibration arising from the construction workers of the nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed on the hoarding informing local residents of the hours of work.

## **2.16 Complaints Procedure**

Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and associated impacts it is possible that complaints may be raised by local residents about the programme of works. The Site Manager will therefore be available to meet and explore issues with concerned residents directly via appointment.

Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.

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Contact details for the Site Manager will be displayed on the site hoarding.

## **3 ENVIRONMENTAL IMPACT MEASURES**

### **3.1 Context**

It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to the proposed scheme, are addressed. Suitable mitigation measures aimed at reducing these impacts with specific regard to transport are identified below.

### **3.2 Air Pollution, Dust & Dirt Control**

Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites.

During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The contractors will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practicable by using well maintained vehicles and machinery at all times.

Dust pollution will be minimised during demolition by the complete screening, where practicable, of the existing building to be demolished with debris screens, hoarding or sheets.

The three main instances of air pollution emissions during construction works are the use of compressors, generators and portable petrol cut off saws. The compressor and generator will be of the latest design available with the lowest emission ratings and will be sited as far from residential units as is practicable. All machinery will be switched off when not in use to minimise emissions as well as noise. The portable petrol cut off saw will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.

Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.

All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel washing facility will be provided for the duration of the construction works to ensure levels of soil on roadways near the site are minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the entrance. All vehicle wheels will be cleaned where necessary as vehicle leaves the site.

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The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

Burning of materials on site will not be permitted in order to prevent smoke emissions.

## **3.3 Noise Control**

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

1. Standard construction hours;
2. The use of quieter alternative methods or mechanical plant, where reasonably practicable;
3. Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties, where reasonable practicable;
4. Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
5. The use of site hoardings or portable acoustic enclosures/screens, where practicable;
6. The use of noise reducing shrouds during piling operations; and
7. Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

## **3.4 Fuel Consumption/Emissions**

The Developer will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which will help to minimise the number of vehicle movements that would be generated.

A further measure that can be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

## **3.5 Waste Management**

In order to seek to reduce the number of HGVs that are generated, aggregates generated on site during the excavation phase of the development will be re-used wherever practical.

All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of the fire/vermin risk. The waste will be separated into recycling types and general waste in the designated general waste and refuse and recycling stores.

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A Site Waste Management Plan (SWMP) will be produced for the site and all waste disposals will take place in accordance with this. Segregated skips with recycling, where possible, will be used for the disposal of waste.

Whenever deliveries are undertaken, banksmen will be used to ensure that materials are transferred into the site as soon as possible to ensure that no dirt or rubbish is left on the public highway.

## **4 CONSTRUCTION WORKER TRAVEL PLAN**

### **4.1 Introduction**

A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.

This Travel Plan seeks to address activities related to the construction of the six dwellings at the site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally, the Travel Plan objectives can be achieved.

Construction is anticipated to begin in April 2017 and take approximately 14 months to complete.

### **4.2 Trip Generation**

The accompanying Construction Method Statement has calculated that during the peak construction phase, the development would generate three daily HGV deliveries.

### **4.3 Existing Conditions**

The site is located within close proximity of the strategic highway network (A259). As such construction vehicle trips associated with the site will have a minimal impact on less substantial routes more influenced by changes in traffic volumes.

The contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk and cycle to the site.

It is therefore deemed that there are opportunities for the construction worker trips to be undertaken by public transport.

There is great potential for construction workers to car share to work, especially given the fact that some sub contractors will be travelling from the same origin (their Home) to the same destination (the site).

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Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers and visitors. It is this mode of transport which often forms one of the most convenient methods of sustainable travel with construction workers.

The Site Manager would promote a car-sharing scheme throughout the construction program and would set up a database of construction workers willing to share journeys. The Site Manager would also make construction workers aware of existing car sharing schemes such as <https://london.liftshare.com/>.

The construction site will provide facilities in accordance with requirements set out in the HSE guidelines. As such the site will provide a drying room, storage facilities, onsite / overnight sleeping facility, toilets and offices. In addition to this a canteen area is provided. This will further encourage people to travel to the site by sustainable modes such as walking and cycling whilst having the added benefit of reducing the number of trips made off site during lunch breaks.

## 4.4 Measures

There is great potential for construction workers to travel to the site by sustainable modes such as walking, cycling, public transport and car sharing. It is therefore deemed appropriate to continue to promote the local services available as well as the following measures to promote sustainable travel by construction staff.

- Include local public transport timetables and route maps within the on-site compound for construction staff to review;
- Give construction staff the opportunity to change clothes within the site compound if walking to the site in inclement weather;
- Minimise where possible the number of contractors on site at any one time to reduce trips generated and promote car sharing.

Further to this the following measures are to be promoted to minimise the environmental impacts of HGV trips generated by the development.

- Initiate a weekly booking system for the delivery of plant and materials to the site to ensure that there is never more than one HGV on site at any one time;
- The Developer will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment;

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- All delivery vehicles will be required to switch off their engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles;
- Use of the agreed vehicle routes shall be included as a contractual requirement of the Contractor and will be communicated to all individuals associated with the works;
- All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway; and
- Provision of wheel washing facilities at the site entrance / egress.

## 4.5 Residual Impacts

A booking system will be initiated to ensure that there is only ever one delivery taking place at a time, minimising the impact upon neighbours. Local residents will be informed when any low loader deliveries are made in order to minimise any disruption.

The initiation of the Travel Plan measures alongside the targets will therefore minimise impacts upon the operation of the local highway network as well as reduce environmental impact.

## 5 SUMMARY & CONCLUSIONS

### 5.1 Summary

This Construction Method Statement (CMS) has been prepared by CRL and relates to the proposed redevelopment works at 38 and 40 East Street and 35 Fitzalan Road, Littlehampton. The CMS provides information to ensure that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, highway safety and amenity of the area surrounding the development site.

The construction period is anticipated to last for approximately 14 months, beginning in April 2017. It should however be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site. Any changes in the build program will be communicated to Arun Borough Council.

Access to the site will be taken from Fitzalan Road. This area will remain presentable and tidy at all times. The entire site will be hoarded using tree protection fencing throughout the development process. The hoarding will be erected prior to any materials, equipment or machinery being brought onto the site and prior to the demolition of the existing site.

CRL will be leading the build element of the project. CRL estimate that the site will require 2-3 direct employees supported by between 15-30 sub contractors at different phases of the construction. As such on average it is

## Construction Method Statement

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estimated that there will be between 6 and 30 construction workers on site each day.

All materials associated with the development process will be stored within the footprint of the site. Skips and other plant will also be stored within the curtilage of the site. A loading and unloading area for plants and materials is provided.

The site benefits from being close to the A259, which is a strategic road routing to Littlehampton. It is envisaged that the majority of construction vehicles will access the site via Horsham Road.

Based on the analysis presented within this CMS it is estimated that, during the busiest period, up to 3 HGVs each day are forecast to service the site. The largest vehicle is expected to be a low loader. The scale and volume of vehicle movements associated with the development construction period is not considered to have any significant impacts on the operation of Upperton Road. With the exception of the erection and dismantle of the tower crane.

All deliveries to the site will have to book in advance with the banksman who will keep a record of the schedule and all deliveries. All deliveries will then be met by the banksman who will assist vehicles entering, exiting and manoeuvring around the site as well as low loader deliveries.

The construction process will be managed by the appointed Site Manager employed by CRL. The Site Manager's responsibilities will include acting as a point of contact for the local authority, stakeholders and members of the public. Further to this, the Site Manager will also be responsible for delivery scheduling, construction route compliance and managing other contractors employed on-site.

To further control the environmental impacts of the development, measures to be employed include covering skips and vehicles to prevent overspill, wheel washing facilities, mitigation measures for noise, employing local contractors and the implementation of a waste management strategy.

Whilst the principles of the construction strategy in relation to transport are established with this CMS it should be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site. Any subsequent changes to the CMS that may occur would need to be agreed with officers at Arun Borough Council

Overall it is considered that the measures and control processes outlined in this CMS are appropriate to overcome the identified constraints associated with the site.

## FIGURES

**Fig 1 – Site Set up Plan: 200065LH – 201**

**Fig 2 – Primary and secondary Site Access Routes (Local)**

**Fig 3 – Primary and secondary access routes (Expanded)**

## Appendix

**A – Hard Landscaping and site plan**

**Fig 1**  
**Site Layout and Access**  
**Routes**

- Primary Access →
- Primary Egress →
- Secondary Access - - - - ->
- Secondary Egress - - - - ->

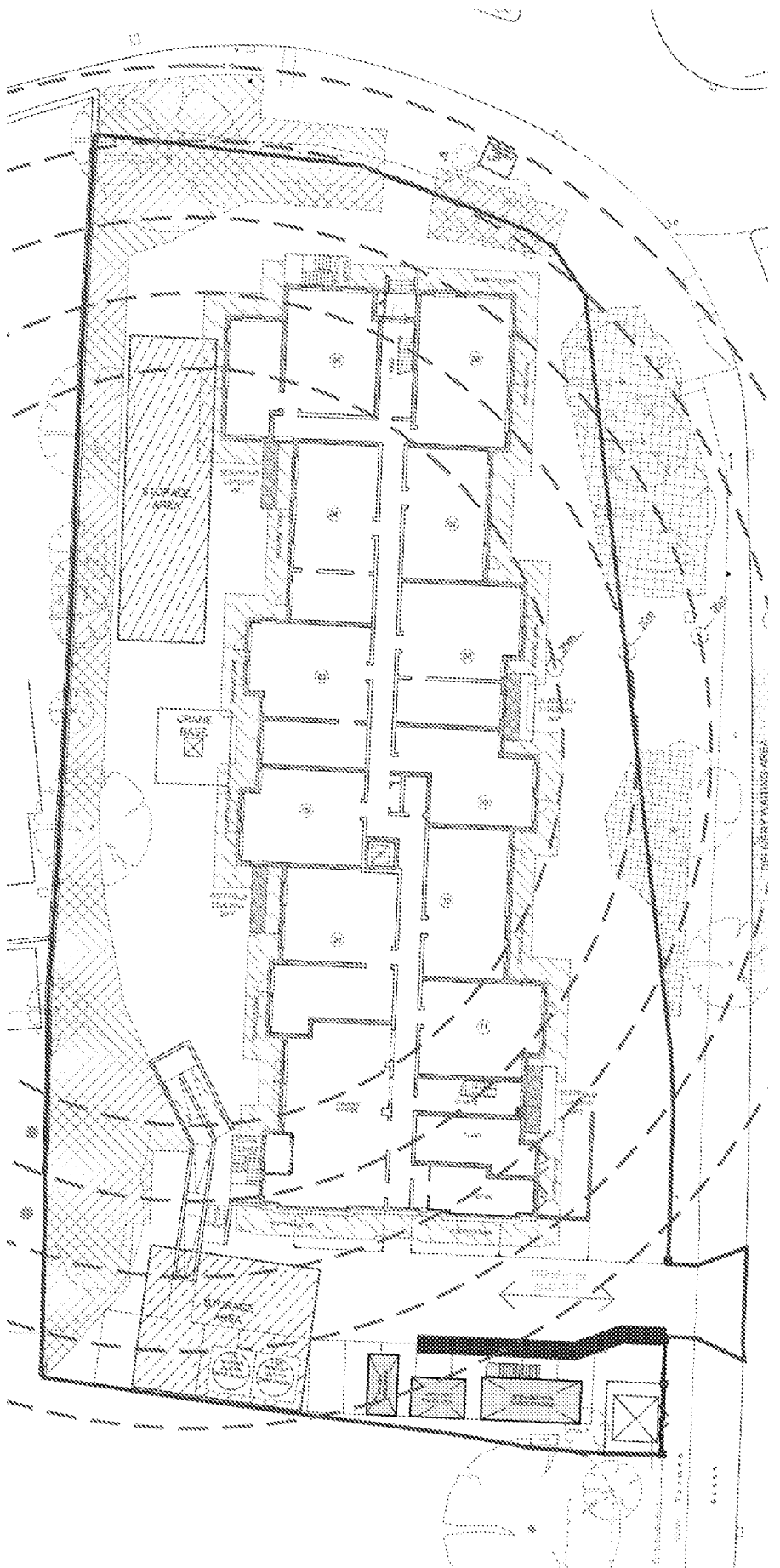
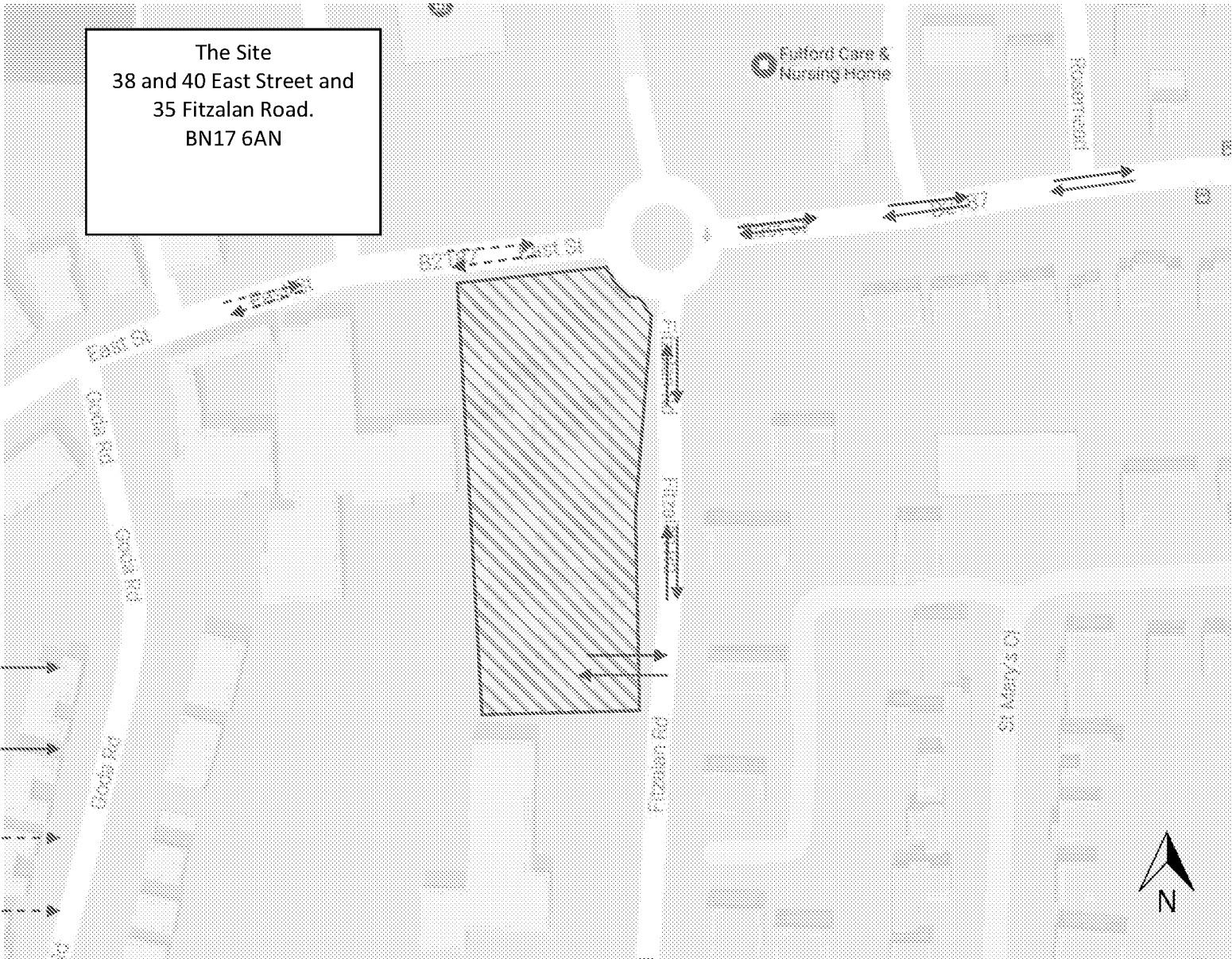


**Fig 2**  
**Primary and Secondary**  
**Site Access Routes**

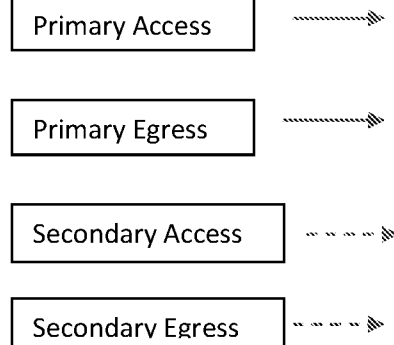
The Site  
38 and 40 East Street and  
35 Fitzalan Road.  
BN17 6AN

- Primary Access
- Primary Egress
- Secondary Access
- Secondary Egress



## Construction Method Statement

**Fig 3**  
**Primary and Secondary**  
**Site Access Routes**

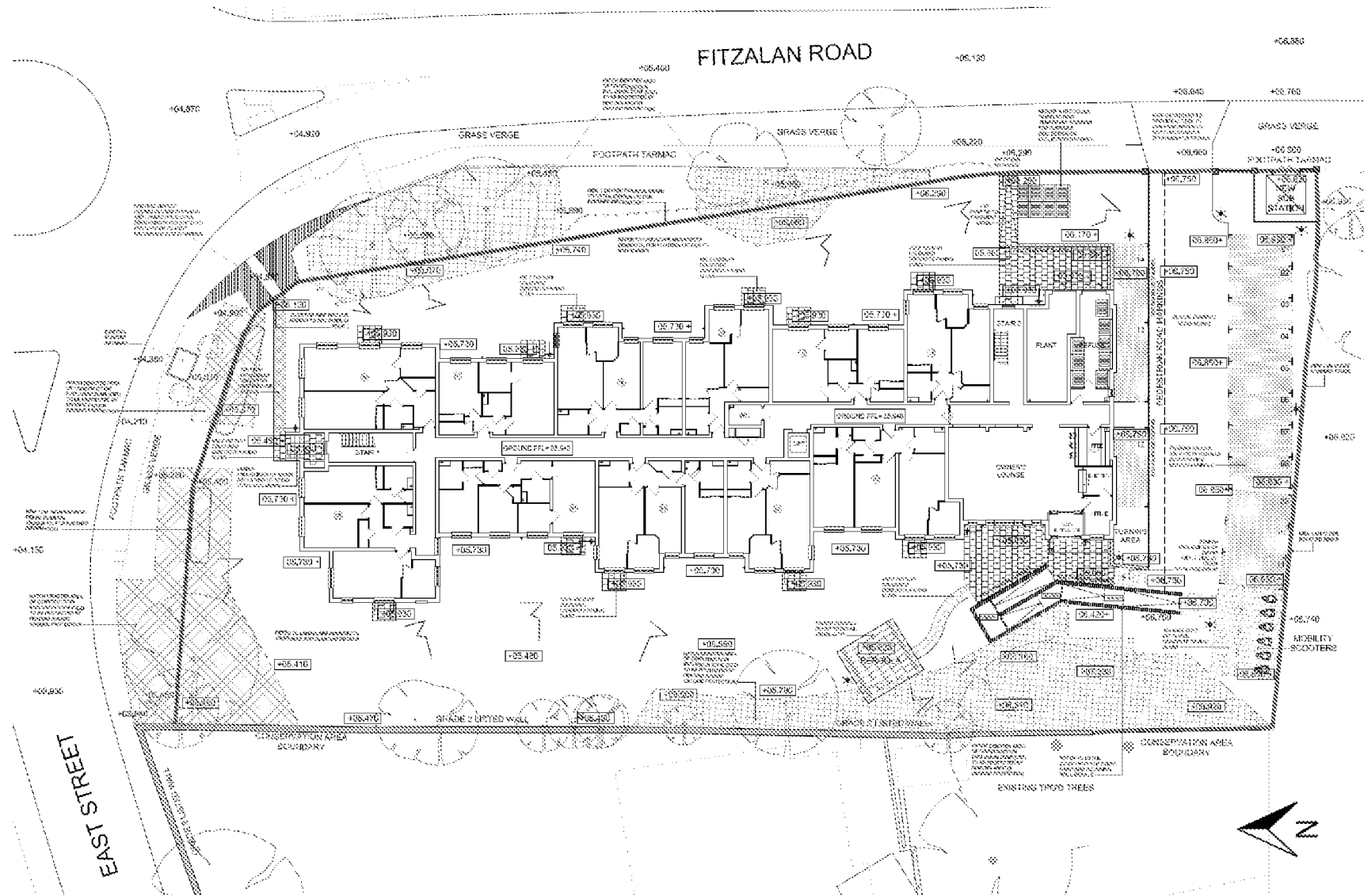


## Construction Method Statement

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# Construction Method Statement

## APPENDIX A



# Construction Method Statement

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## APPENDIX B

# Construction Method Statement

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## APPENDIX C

**Not Used**

# Construction Method Statement

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## APPENDIX D

**Not Used**