

# Construction Management Plan

**Client:** Remi CT Studios

**Project:** 57 River Road, Littlehampton

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# 1. Introduction

## 1.1. Background

A Construction Management Plan (CMP) has been procured from WPS Compliance Consulting Ltd by Remi CT Studios to satisfy condition 15 of planning application LU/251/21/PL for the development at 57 River Road, Littlehampton.

As full information for this project is not yet known, this is to be considered as a “Live” document and will be fully updated prior to the commencement of the project when full information is known, this will then be submitted to Arun District Council for approval.

## 1.2. Objectives

This report has been prepared to discharge Condition 15 of application number LU/251/21/PL for the proposed development at 57 River Road, Littlehampton, BN17 5DD.

*No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters.*

*The:*

- Anticipated number, frequency and types of vehicles used during construction.*
- Method of access and routing of vehicles during construction.*
- Parking of vehicles by site operatives and visitors.*
- Loading and unloading of plant, materials and waste.*
- Storage of plant and materials used in construction of the development.*
- Provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders).*

The overall objective of a CMP is to ensure that robust management policies and procedures are implemented throughout the construction phases at the site, referencing the revised National Planning Policy Framework updated in February 2023.

This report provides an overview of the effects of the construction.

- Protecting the environment and achieving compliance with environmental legislation.
- Protecting the adjacent neighbours from noise, dust and vibration nuisance from plant or machinery.
- Protecting the nearby residential properties from the potential of artificial light intrusion.
- Reducing vehicle emissions and noise levels.
- Improve the safety of road users.

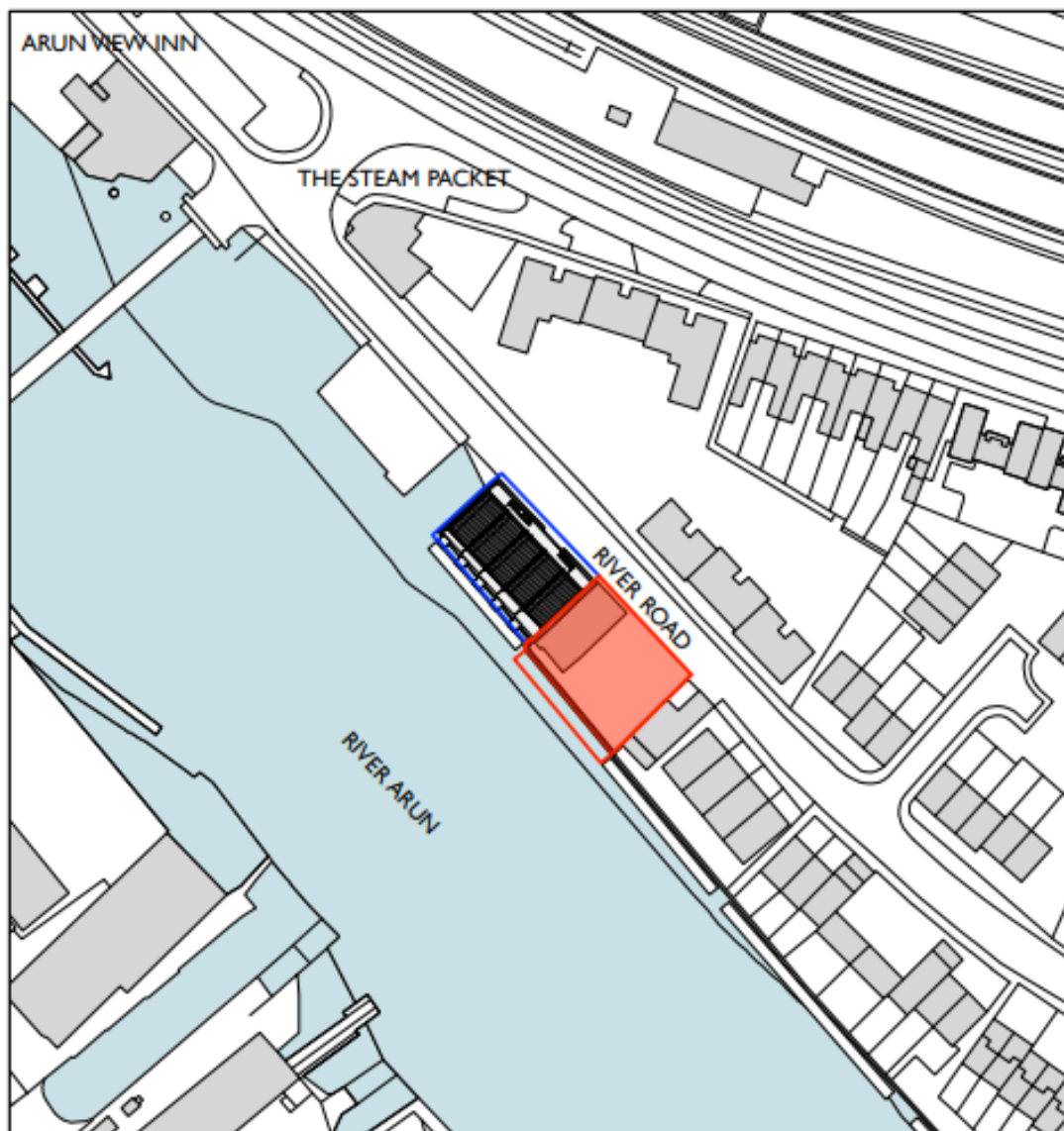
- Reduce the number of vehicle trips, particularly in peak periods.
- Promote more efficient work and delivery practices.
- Developing good neighbour relationships and heightened employee morale.

### 1.3. Site Location

The grid reference for the site is TQ 02353 02134

The site is located along River Road in Littlehampton. It is situated on the east bank of the River Arun, and forms part of the River Road Conservation Area. The existing building is a remnant of the historic working riverfront and is currently used as a vehicle workshop. The opposite bank is still largely used for boatbuilding. Since the turn of the 20th century, the area has been progressively upgraded to provide greater residential potential.

### 1.4. Site Location Map



1908-P-100-I LOCATION PLAN - 1:1250 @ A3

Figure 1: Site Location (credit JPA)

## 1.5. Development Proposal

*The proposed development is the partial demolition of number 57 River Road, change of use & redevelopment to provide a flatted development comprising 6 No apartments, with private amenity space, parking & cycle storage. including the partial demolition of the adjacent boundary wall to provide a new pedestrian access & the creation of a floating pontoon with resident morning spaces (resubmission following LU/247/21/PL). This application affects the character & appearance of the Littlehampton River Road Conservation Area & is in CIL Zone 4 (Zero Rated) as flats.*

## 1.6. Management of the Construction Management Plan (CMP)

The client will ensure that the principal contractor, once appointed, will be onsite during the construction period to ensure that all contractors and material suppliers are aware of this CMP and are safely implementing it. They will also liaise with council officials, stakeholders and neighbouring businesses and any nearby construction sites.

The CMP is a live document and will be regularly reviewed to ensure it is being implemented correctly and this will be recorded.

## 1.7. Context, Considerations and References

The following planning policies and guidance have informed decisions regarding this development:

National Planning Policy Framework 2023  
 Arun Local District Plan 2011-2031  
 Arun District Design Guide SPD 2021  
 Littlehampton Neighbourhood Plan 2014-2029  
 National Design Guide 2019

# 2. CMP Strategy

## 2.1. Overview

This CMP provides an overview of the construction process, the type and size of vehicles expected to be used on site, access arrangements and any necessary highway works and traffic management orders. In particular it considers and addresses the following:

- Site Manager
- Programme
- Working hours
- Site Arrangement
- Site Hoardings
- Authorisations and/or licences
- Traffic Management Principles
- Vehicle Types

## 2.2. Site Manager

- The Site Manager will assume all responsibility for implementing the measures in the CMP, including air quality and dust mitigation. The contact details for the Company and the Project Manager will be displayed on the hoarding and at the site and published on any temporary licenses granted by the Council (e.g., for hoarding or scaffolds).
- The Site Manager will liaise with local stakeholders and the project managers for other construction activity in the local area where it is relevant to do so. The Site Manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.
- The Site Manager will act as a point of contact between local stakeholders/businesses, so that in the event of issues/concerns arising during the construction process, action can be taken as quickly as possible.
- Information boards highlighting key personnel on site and their contact details, will be displayed at the site.
- A 24-hour emergency contact number will also be displayed on the hoarding. Local neighbours will be able to call the site office to raise any concerns and the Site Manager will deal with any complaints or comments to ensure that they are resolved quickly.
- Any comment or complaint will be dealt with and will be recorded in a log which will be located in the site office. This will be made available to the local council if requested.

## 2.3. Programme

A finalised programme of works is yet to be finalised as relevant contractors are yet to be appointed. Once known, the programme will be inserted into this document. The following phases are typically expected for a project of this nature.

- Site set up and demolition – this will include establishing welfare accommodation, demolishing existing building(s) and clearing the site.
- Excavation and piling – this will include removal of excavated material from the site.
- Substructure – this will include below ground works including foundations.
- Super Structure – this will include above ground works including the structural elements of the building including floors.
- Cladding – this will include the external elements of the building including the façade, roof, and glazing.
- Fit out, testing and commissioning - this will include all mechanical, electrical, and plumbing installation and testing of newly installed systems.

The following vehicles are anticipated during the demolition/construction phases:

- Cement Lorry
- Skip Loader Trucks
- Scaffold trucks
- 8-Wheeler delivery vehicles

## **2.4. Hours of Operations**

In line with Arun District Council guidelines the hours of operation will be as follows:

Weekdays: 08:00-18:00

Saturdays: 08:00-13:00

Sunday & Bank Holiday: No activity unless prior agreement has been received from the council.

All vehicle activities will be scheduled and undertaken in accordance with Arun District Council guidance. Vehicle movements will primarily take place outside peak periods to minimise disruption to the local road network.

During the construction period it may be necessary, in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with Arun District Council. Noted circumstances for example are to meet Police traffic restrictions, in an emergency or in other interests of Public Safety.

## **2.5. Site Arrangement**

A site office and welfare facilities will be provided on site for staff and operatives. Initially this will be constructed to suit the needs of the Demolition Contractor and Principal Contractor and will be sited on the existing external area to the east of the existing building (Appendix A). During early phases of work, material and waste storage areas will be located within this area also. As works commence, it is likely that facilities, parking and storage areas will move into the building footprint, most likely into the newly constructed car parking area beneath the main structure.

## **2.6. Site Hoarding/Fencing**

Barriers, platforms, and hoardings will be erected, adapted, and maintained throughout the demolition and construction phase to completely segregate the public from the construction activity.

Heras fencing/hoarding will be installed around the perimeter of the site and remain throughout the construction phase. This will prevent unauthorised site access, allow the installation of safety lighting, and will be made of suitable materials from a sustainable source.

The Principal Contractor (PC) will consider the viability of registering the site with the Considerate Construction Scheme (CCS) and will ensure that the Contractor name and contact details, including daytime and out of hours telephone numbers are displayed on all sides of the hoarding.

The Site Manager and/or Project Manager will be available on the published number during all operational hours and will be authorised to resolve any problem or complaint that may arise.

## **2.7. Authorisation and/or Licence Issues**

Below identifies activities, plant or equipment that will require authorisation and/or licence to be issued by Arun District Council:

- Skips
- Scaffolding
- Parking Suspension
- Hoardings

- Temporary Structures
- Footway Closure
- Material Storage

No diesel or petrol-powered generators will be used or allowed on site.

## **2.8. Traffic Management Principals**

### **2.8.1. Vehicle Scheduling**

When each contractor/sub-contractor is procured onto the project their terms and conditions of procurement will include the necessity for them to provide a Schedule of Predicted Site Traffic Movements (SPSTM), which will define for each movement the date and time, type of vehicle, its designated route to site and the estimated duration of stay.

This information will then be used by the Designated Site Traffic Manager (DSTM)/Planner (usually the site manager) to create an overall daily Site Traffic Management/Monitoring Schedule, which will instantly highlight any conflicts which can then be avoided by re-scheduling.

When an acceptable/workable schedule is finalised, a copy will be circulated to all interested parties, i.e., the various sub-contractors expecting vehicle access for each day.

No exceptions to this schedule will be permitted, except for Emergency Services vehicles which will always be exempt from any plan of this type.

As part of the SPSTM each movement will be categorised by vehicle type using a Traffic Light System, as follows:

- **Red** – Large vehicle, causing either partial or full road coverage during delivery/approach.
- **Amber** – Medium sized vehicle, causing partial road coverage during delivery.
- **Green** – Smaller vehicles that will sit on the site footprint during delivery.

These vehicles only impinge on the CMP due to scheduling necessities, in order that no more than one vehicle of any type is attending site at any one time.

It is not anticipated that any 'Red' vehicles will be utilised on the project, given the small scale and location of the development. All deliveries will be scheduled to avoid peak residential traffic flow (09:30-16:30). The DSTM will ensure that sufficient notice is given for this procedure to be effective. All deliveries will need to be booked in.

When a vehicle is approaching site (approx. 30 minutes ETA from site) the driver will contact the DSTM to advise of the vehicle's ETA and obtain final approval from the DSTM that the vehicle may complete its journey to the site.

The DSTM must ensure that the site approach will be clear of all other site related vehicles by the ETA, thus providing clear access for this approaching vehicle.

## 2.8.2. Road Routes

The road route to be used by each sub-contractor vehicle will be identified in their SPSTM (see above), however, they will be informed of any route restrictions to which they must adhere.

The proposed route from A259 to site:

- Vehicles will approach along the A259 either from the north or south
- At the Bridge Road Roundabout, vehicles will exit the roundabout to join B2187 (2<sup>nd</sup> exit from north, 4<sup>th</sup> exit from south)
- Continue along B2187/Bridge Road for approximately 750m, before turning right onto River Road
- Proceed along River Road for approximately 125m to arrive at site. Vehicles will reverse into site using existing entrance

The proposed route from the site to A259:

- Upon leaving the site, vehicle will turn right onto River Road, in accordance with the one-way system in place.
- Vehicles will continue along River Road for 350m, to reach junction with Pier Road/Surrey Street
- Again, following one way restrictions, vehicles will turn left into Surrey Street and continue for 165m to rejoin B2187/Terminus Road
- Vehicles will then continue along B2187 to rejoin A259 at Bridge Road Roundabout

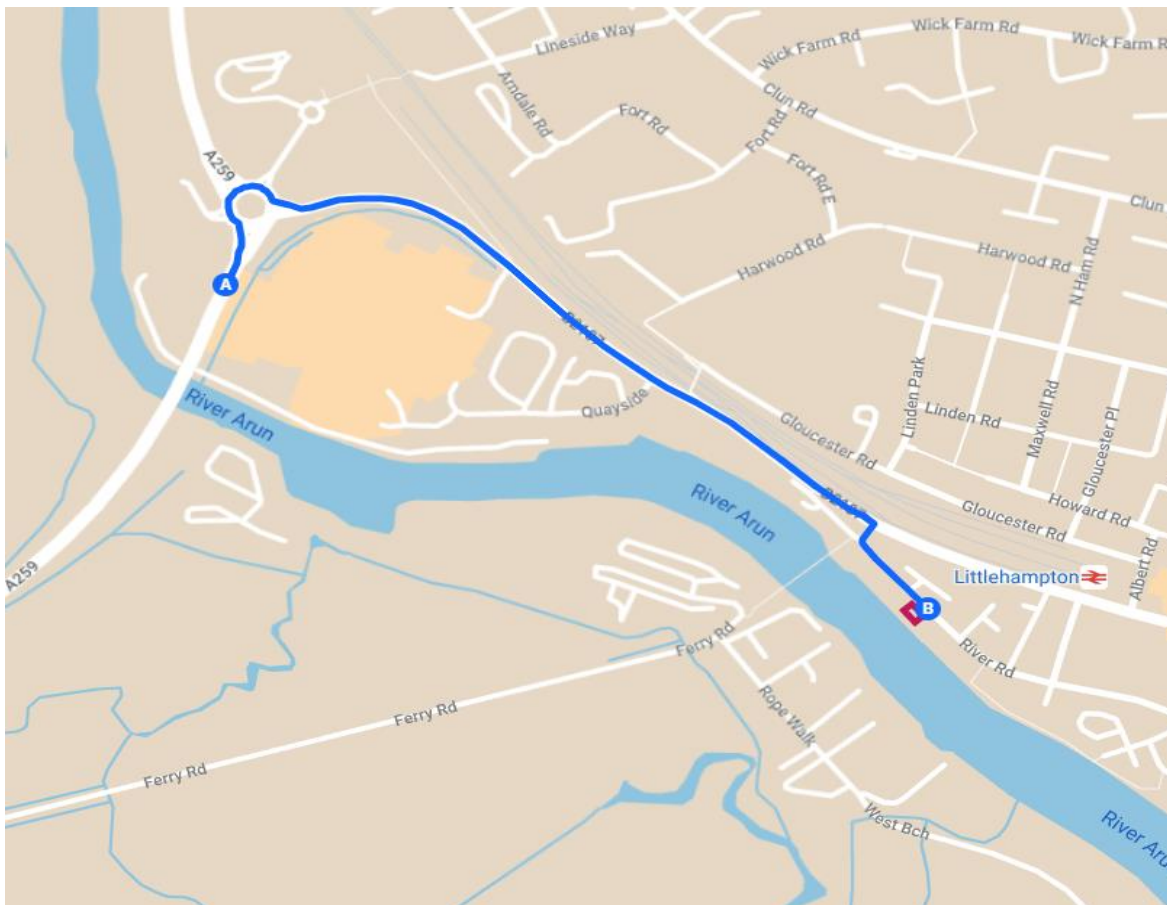


Figure 2: Route to site from A259

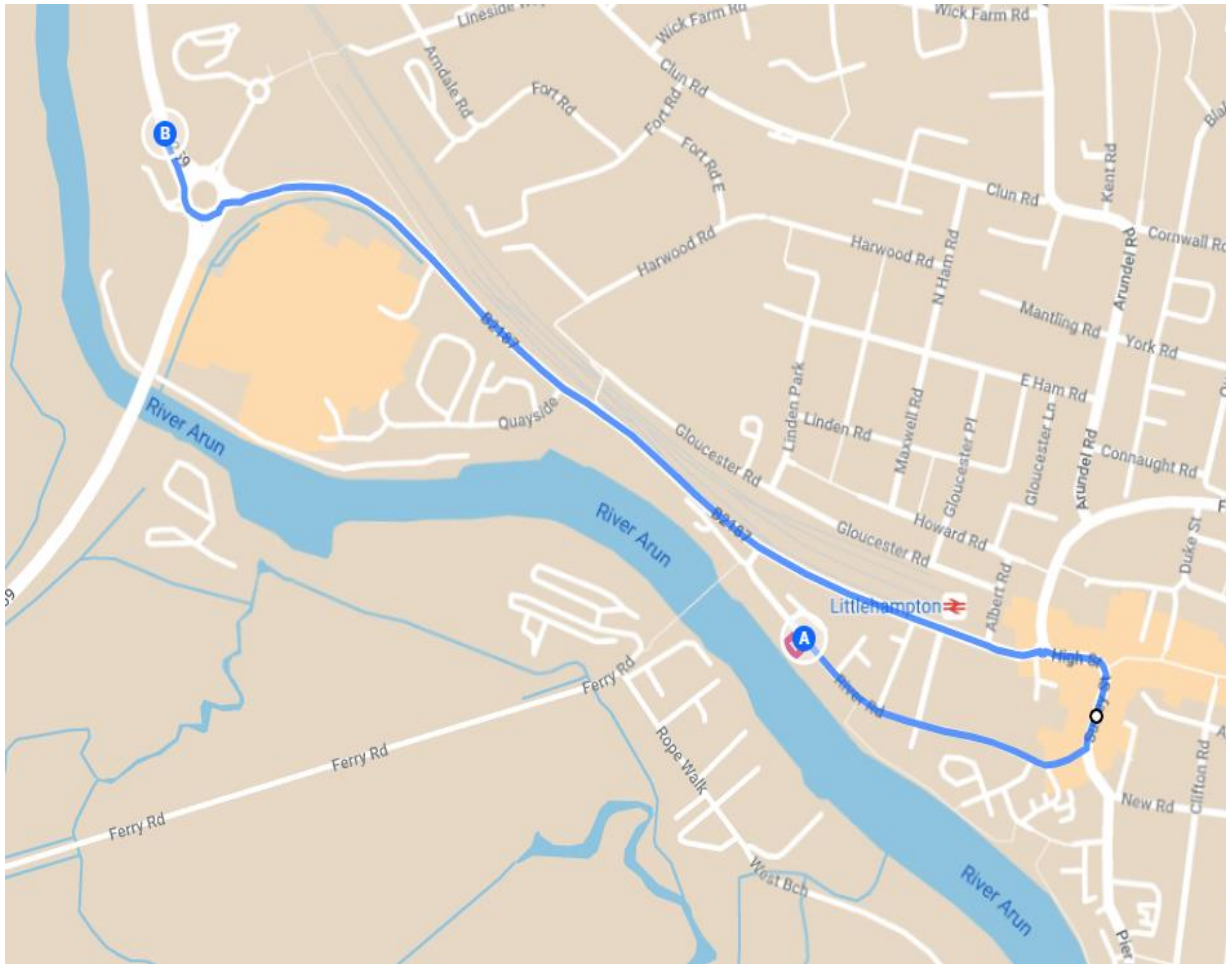


Figure 3: Route from site to A259

### 2.8.3. Site Access and Management on Arrival

Access to the site will utilise the existing entrance to the east of the existing building. Delivery vehicles will reverse into the site to allow for forward egress (see Appendix B). As the development progresses and the ability for larger vehicles to reverse into the site is limited, it will be necessary for deliveries to arrive in smaller vehicles (<7.5t). Where possible, materials will be ordered on a 'just in time' basis and only in the required quantities.

The site is to have a register system. Operatives and visitors will be required to sign in via the site offices. Induction/briefings to be given to all site operatives and all visiting personnel who enter the site.

During any vehicle and plant movements to the site, Banksman will be placed at the unloading area to ensure the safety of all pedestrian users as well as the traffic using the highway. All site personnel and drivers of delivery vehicles are to be aware of the width of the road and the potential of other vehicles using the road.

As well as all above, all site drivers and operatives will be mindful that pedestrians and cyclists could be present.

Vehicle engines will be switched off whilst off-loading as per the no idling policy.

### 2.8.4. Loading/Unloading Procedures.

Banksman will be used during each delivery to stop all pedestrian movement whilst the vehicle accesses the loading/unloading area. Additionally, more banksman will be assigned to monitor and control the traffic during the vehicle's manoeuvres.

'Amber Vehicles' should be able to be unloaded in approximately 30 minutes.

'Green Vehicles' should be able to be unloaded in 15 minutes.

## 3. Construction Planning

### 3.1. Construction Planning

The proposed works at this site are targeted to begin Q2 2025. At this stage, an accurate timeframe is yet to be finalised. Once known this document will be amended to reflect the finalised timeline. Each of the procured Contractors/Sub-Contractors will be required to inform their vehicular movements and timescales before commencing works on site.

### 3.2. Construction Vehicles

It is anticipated that the following vehicles will be utilised during the project:

- Scaffold trucks
- Concrete trucks
- Waste lorries
- 8-wheel tippers/Grab lorries
- Contractor vehicles (<3.5t)

| Vehicle Type        | Development Phase |             |               |                 |          |                       |
|---------------------|-------------------|-------------|---------------|-----------------|----------|-----------------------|
|                     | Site-set up       | Groundworks | Sub-structure | Super-structure | Cladding | Fit-out/commissioning |
| Scaffold Truck*     | 2                 | 0           | 0             | 2               | 2        | 2                     |
| Concrete Truck      | 0                 | 0           | 10            | 10              | 0        | 0                     |
| Waste Lorries       | <5                | 1           | 1             | 2               | 2        | 2                     |
| 8-Wheelers          | 0                 | 20          | 20            | 0               | 0        | 0                     |
| Contractor Vehicles | 10                | 10          | 10            | 15              | 20       | 20                    |

Table 1: Anticipated weekly vehicle movements

\*scaffold vehicles are only anticipated during the setup and disassembly of each phase. Typically, only on site for a few days.

## **4. Access Arrangements for Vehicles**

### **4.1. General**

All personnel responsible for delivering material to and/or transporting material away from the site will be advised in writing of the proposed/agreed vehicle access route. It is very important that the route is followed and that all construction vehicles adhere to local traffic restrictions.

Vehicle arrivals/departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.

The scheduling of material deliveries and waste collection will be managed to avoid more than one vehicle seeking to deliver/collect at any time, using a booking in system.

Suppliers will be given instructions asking the vehicle driver to call approximately 30 minutes ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.

Contractor parking will be possible within the existing external yard, during early phases of the development, although space is limited. As works progress, vehicles will likely use the newly constructed parking area beneath the proposed dwellings.

Photographs of the nearby roads will be taken prior to any works commencing and any damage seen afterwards will be addressed.

### **4.2. Loading/Unloading Arrangements**

All deliveries and collections must be booked in at least 24 hours in advance, so they can be scheduled in.

Initially, vehicles will be able to enter into the external yard using the existing entrance to unload or load materials. As the development progresses, the need for larger vehicles will reduce, with smaller vehicles able to access the new parking area if required. It is likely that skip collection will be on a wait and load basis during latter phases.

Drivers should ring 30 minutes before arriving on site to ensure there are no problems and that they will be able to be loaded/unloaded. No vehicles will be allowed to queue.

Prior to the delivery of the construction vehicles the banksmen will be positioned to ensure control and safe conduct of the public and vehicles using the highway. Pedestrian barriers will be set up with the appropriate signage securely attached. All pedestrians will be requested to use the pavement on the other side of the road to the site, but if they require any assistance (e.g., with wheelchair/pushchairs) this will be given by the banksmen.

When the vehicle has been loaded/unloaded, the banksmen will ensure that the vehicle is safe to move away and will escort the vehicle as required whilst it moves away from the site, controlling the traffic and pedestrians as required.

### **4.3. Public Highway**

Protection of pedestrians/vulnerable road users is of the highest importance to the Client and therefore if it is required that the pedestrian pavement be closed, all the appropriate licences will be applied for, and all necessary paperwork will be put up and clearly visible.

The developer will agree a schedule which details the condition of the public highway in the immediate vicinity of the site with the Highway Authority prior to works commencing.

### **4.4. Pedestrian and Cyclist Safety**

Construction traffic poses a potential risk to pedestrian and cyclist/scooter safety. Vulnerable road users' safety will always be paramount. The use of Banksman during all periods of operations at the site will assist pedestrian and cyclist safety.

River Road is a heavily residential area, so a significant number of pedestrians and cyclists are anticipated. River Road has a designated cycle lane, that runs in opposite direction to the one-way travel of vehicles.

A dedicated traffic marshal/banksman will supervise all arrivals and departures of construction traffic.

### **4.5. Abnormal Loads**

No crane is expected to be used on this project, but if short term road closures are required in order to undertake any element of the works, then the appropriate consents and licenses will be obtained. If required, road closures and pavement closures will be planned, in accordance with the relevant authorities and in compliance with prescribed notice periods.

Notice regarding planned closures and diversions of roads and footpaths forming part of the site will be given to the Council, the Police, Fire Brigade, other emergency services.

## **5. Sustainability**

The Client takes a very conscientious attitude towards the sustainability of all its projects, and its impact on the environment both globally and locally. Commencing at the design stage of the of the project many sustainability related decisions have been made, which impact directly upon the traffic movements to and from the site and minimisation of such movements by both commercial and domestic vehicles.

Given the limited availability of parking onsite and the commitment to sustainable construction, staff and visitors to the site will be encouraged to utilise public transport as much as possible. The B2187 is a designated bus route with several bus stops less than 100m from the site. Additionally, Littlehampton train station is within 250m.

Where contractor vehicles on site are inevitable, workers will be encouraged to car-share.

The site will be seeking to reduce their carbon usage at every opportunity. The decision, although not having direct impact on the CMP, contributes to the overall striving for optimisation of sustainability targets and intentions as well as supporting the other sustainability aims and objectives of the project.

## 6. Dust minimisation

Air pollution and nuisance dust emissions from construction activities are issues that require close attention and consideration.

Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition, and effects on flora and fauna. Since it is difficult to suppress dust once it is airborne, it is preferable, where possible to prevent dust from being generated in the first place. Therefore, a philosophy for the prevention of dust formation in the first place should be adopted. Dealing with dust should follow the regime:

- Prevention
- Suppression
- Containment

These three principles are well established and central to the dust control strategies. They follow a hierarchy to control the emissions.

The Principal Contractor will ensure that their own employees working on the site and all sub-contractors will always follow best practice to control and limit emissions of gaseous and particulate pollutants into the atmosphere from the construction activity.

The following Best Practicable Means (BPM) will be implemented, in accordance with the Supplementary Planning Guidance by the GLA (2014) for the Control of Dust and Emissions:

- All construction vehicles removing demolition spoil and soil will be sheeted over before leaving and the sheeting checked to see that it is in good condition.
- The site manager will ensure that the perimeter of the site is patrolled twice a day to ensure that the footways are kept clear of any construction debris and the hoarding/heras fencing is clean.
- The hoarding and heras fencing will be regularly cleaned using wet methods, where possible to prevent re-suspension of particulate.
- The construction area will be bunded, where possible, to prevent any runoff.
- The site manager will also undertake daily on and off-site inspections where receptors are within 100m of the site boundary to check for soiling. Any cleaning will be carried out where necessary.
- Contact details for the site Community Liaison Manager will be displayed on the site boundary so that local residents and businesses are able to contact the developer to raise any complaints.
- Given that vehicles will have access to the site footprint, particularly in the early phases, wheel washing facilities will be provided to ensure dirt and dust are not tracked onto the highway. This will likely be carried out using a hose and/or jet washing equipment. Visual inspections of all vehicles will take place before exiting the site.
- As the development progresses, and vehicles will either not enter the site or will be parked on the new areas of hardstanding, it is anticipated that trackout dust will greatly decrease. Visual inspections will still be carried out prior to any vehicle leaving the site.
- Adequate temporary drainage solutions will be implemented to prevent the escape of dirty water run-off.
- Road sweeping to clean the roads or footpaths in the vicinity of the site will be used if required.

- Sufficient bins and waste facilities will be installed on the site.
- Any materials that have the potential to produce dust will be removed as soon as possible.
- A litter picking facility for un-attributable materials will be used.
- The site will have spillage kits readily available. Any spillages will be cleaned using wet handling methods.
- Facilities to minimise the formation and spread of dust by continuous fine water spray will be used if necessary.
- Specific operations which have a high potential to produce dust will be fully enclosed.
- Any cutting equipment will use water as a dust suppressant or suitable local extract ventilation.
- Any chutes used, will be enclosed and skips covered.
- No materials will be burnt on site. All excess material will be reused or recycled on or off-site.

Site specific measures will be taken for demolition of the existing building.

- A soft strip of inside the building before demolition will be undertaken (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- It will be ensured that effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.
- Biological debris will be bagged and removed or damped down such material before demolition.

Site specific measures will be taken for construction of the building:

- Cement, sand, fine aggregates, and other fine powders will be sealed after use and, where necessary, stored in an enclosed or bunded container.
- Where possible, materials will be kept damp to reduce the risk of drying out.

## **6.1. Dust Management Controls**

The Client is conscious of the effect that the construction work has on the air quality and therefore, management controls will be implemented throughout the construction phases to mitigate any nuisance caused by dust, these will as a minimum:

- Where practicable, ready mixed materials (e.g., use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust.
- Material stockpiles (e.g., granular materials, topsoil, excavated soils) will be minimised and positioned away from sensitive receptors where possible.
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.

## **6.2. Dust Control Monitoring**

Other than monitoring the activities outline above, it is not anticipated that specific monitoring to assess environmental nuisance will be required during the construction works, provided the control measures outlined above are put in place. However, in the event of a complaint, the Client will take the appropriate action to deal with the problem.

The Site Manager will keep records of the result of any monitoring undertaken. Additionally, a record of all environmental incidents that result in air pollution and remedial action taken will be recorded in an Environmental Incident Log. Complaints received will be recorded and investigated by the Site Manager and recorded together with any action taken in the incident log. This will be kept in the Site Office and made available to the council if requested.

## **6.3. Waste Minimisation**

### **6.3.1. Site Waste Management Plan**

A Site Waste Management Plan (SWMP) will be implemented for this project. A SWMP is intended to define roles and responsibilities for the construction project with respect to waste management and minimisation. The SWMP will identify waste streams and re-use, recycling, and reduction targets.

It is an active document that will be updated regularly and will be used to track waste movements, ensuring that Duty of Care has been complied with. It will also provide a method of compiling this information into an auditable document.

### **6.3.2. Solid Waste**

Works carried out during the construction phase must consider the waste hierarchy, therefore there is a need to consider reducing the amount of waste produced during the works.

Prior to commencing construction, the Client will identify the means of reducing waste, including (but not limited to) consideration of the following:

- Use of offsite manufacture for products, i.e., timber frames.
- Use of returnable pallets.
- Retention of materials in their packaging until required.
- Ensure surplus materials are returned to suppliers.
- Segregation of waste at source where practical.
- Re-use and recycling of materials off-site where re-use on site is not practical.

### **6.3.3. Material Storage**

A designated material storage area will be provided with appropriately segregated for areas for storage of different waste materials, each of which will be provided with secondary containment, typically 110% of the volume of material stored. The Principal Contractor will establish a dedicated hazardous material storage area within its site compound (e.g., for fuels and oils).

Spill kits will be available in the materials storage area.

All COSHH items are to be clearly marked and stored safely. Records of all COSHH items being used will be recorded within the site files.

Material storage areas will be inspected on a regular basis, but at least once a week as part of the scheduled site audit.

## **7. Complaints**

The Client is committed to delivering a well-managed construction project and promoting excellent neighbour relations. If any complaint is received in relation to the works or behaviour on the construction site, then it will be dealt with by the Site Manager.

A response time of no longer than 24 hours will be implemented when responding to complaints received by the Client/Principal Contractor.

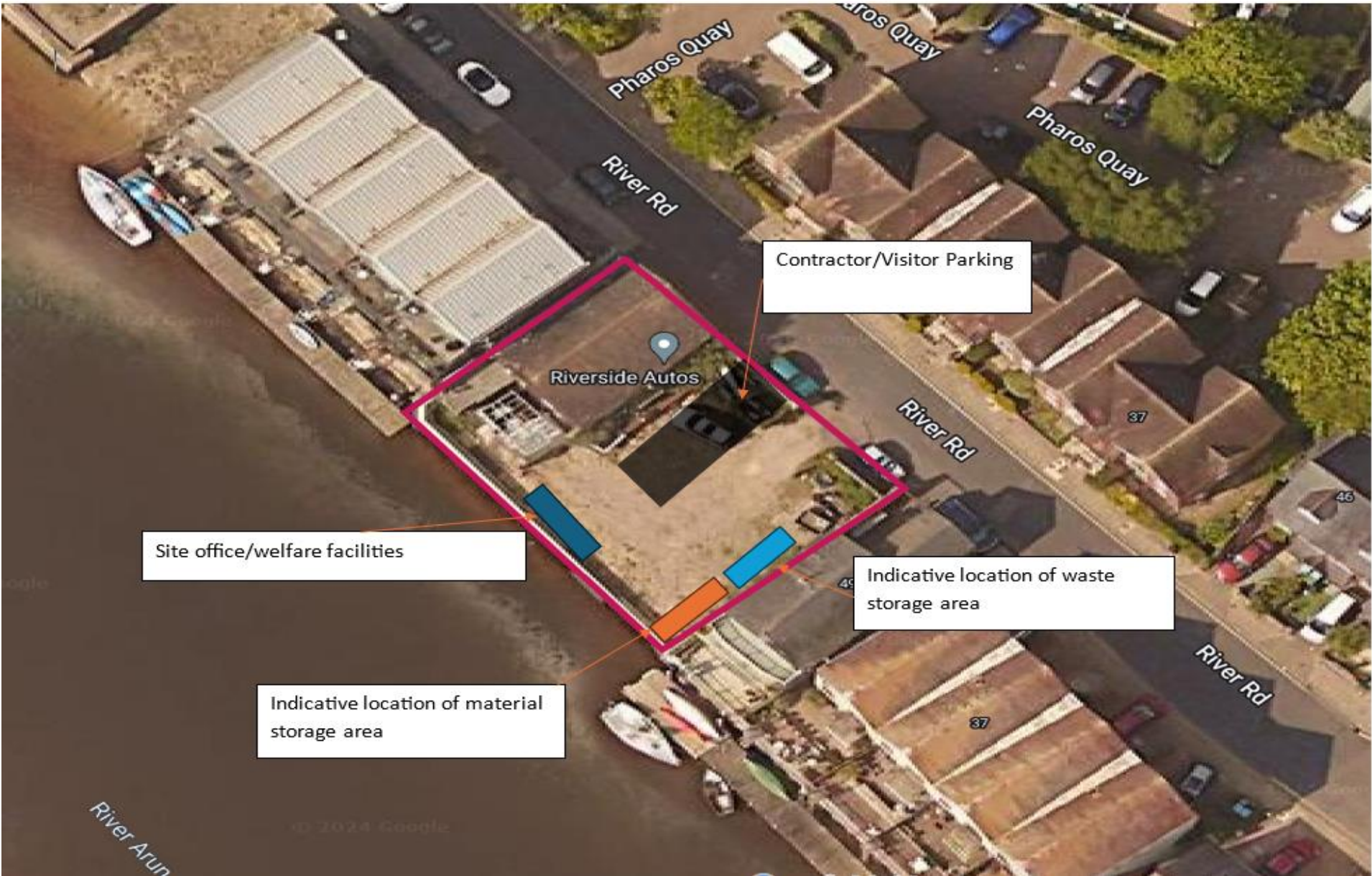
A record of the complaint together with the results of any investigation and any actions taken will be recorded in an Incident log kept in the site office. This will be available to the council upon request.

## **8. Considerate Constructors Scheme**

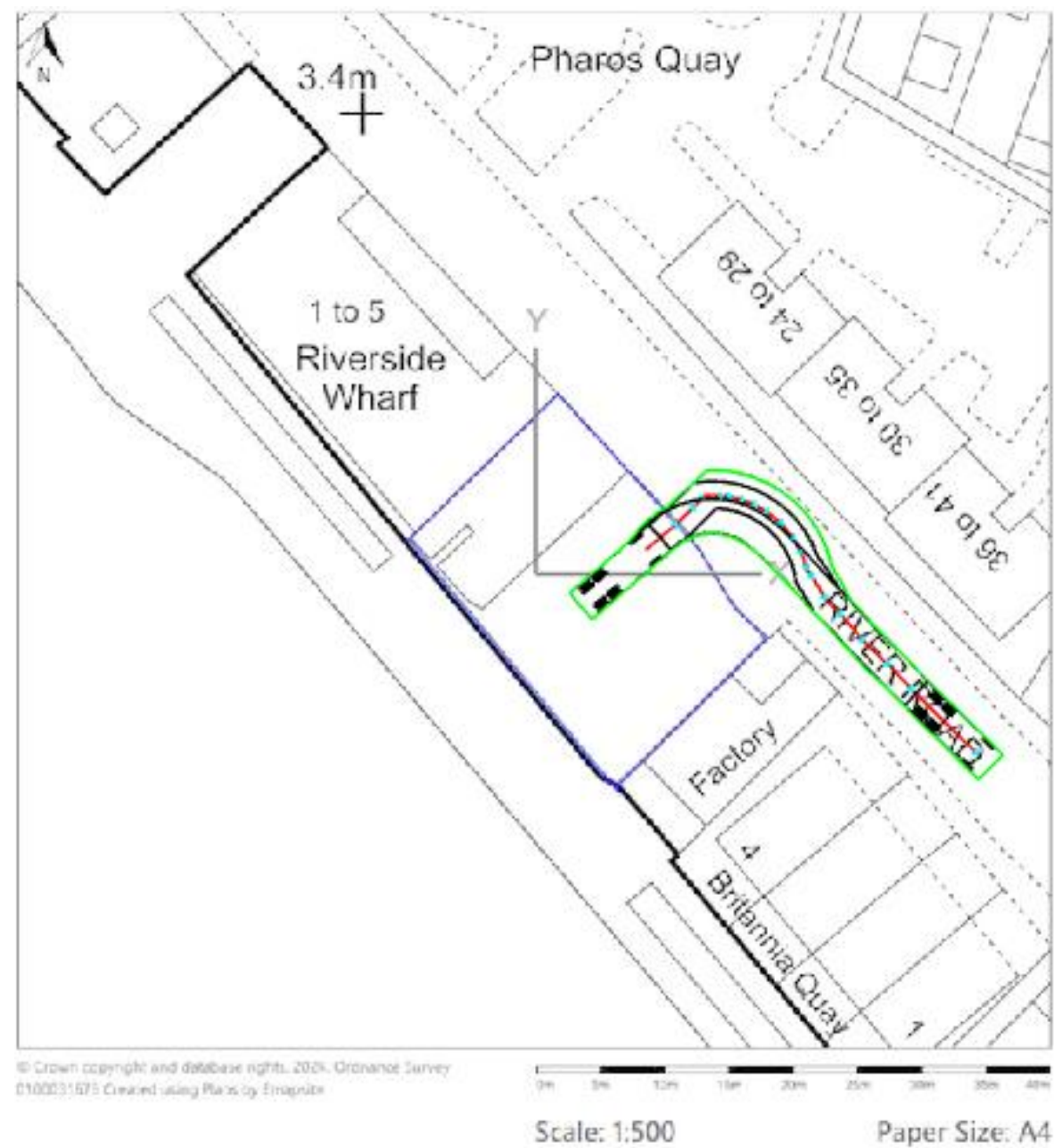
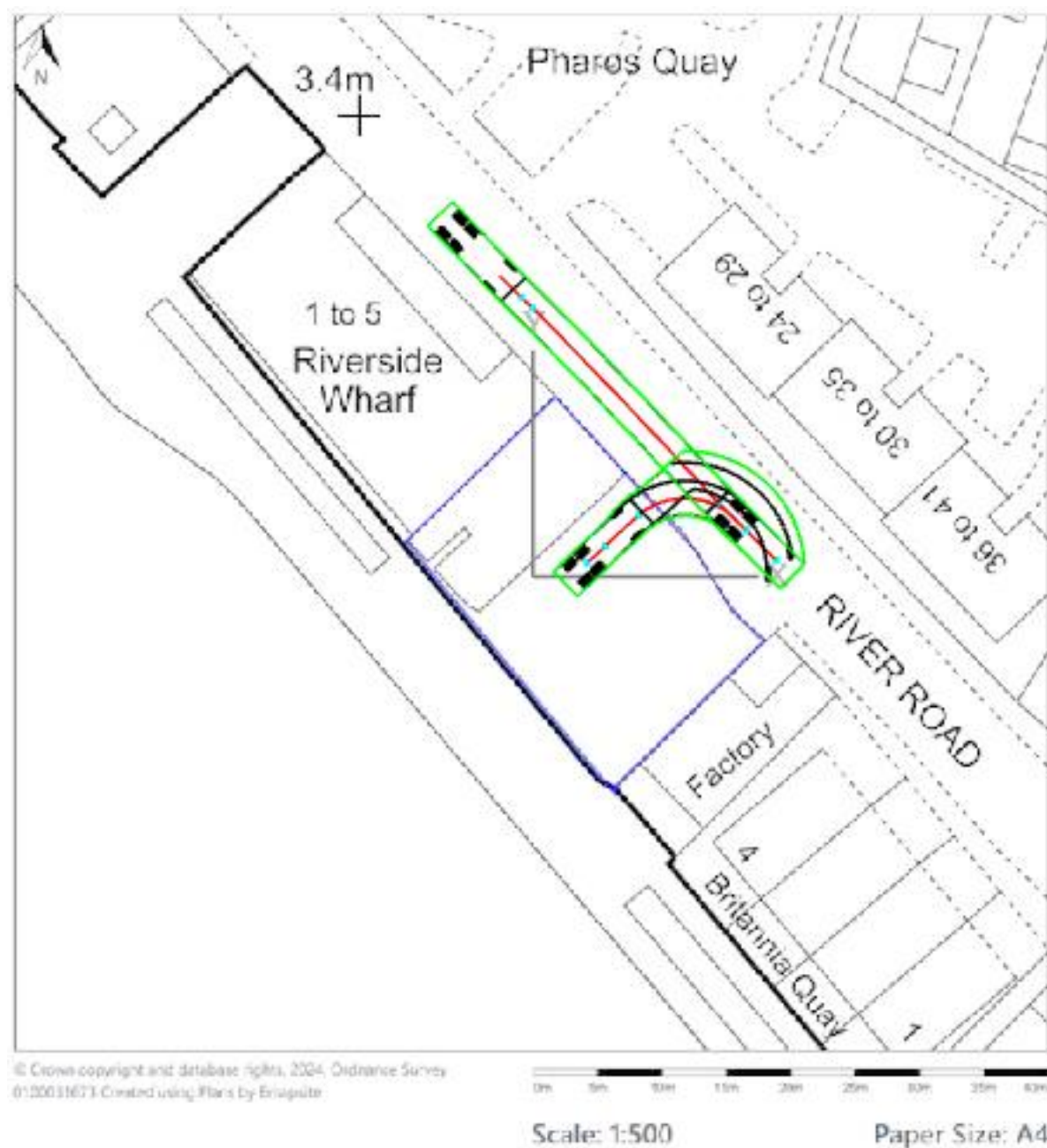
The Principal Contractor will carefully consider the viability of registering the site with the Considerate Constructors Scheme.

Participation in the scheme will ensure and commit the construction project and its workers to provide competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

Appendix A: Indicative Site Layout



## **Appendix B: Swept Path Analysis**



Access to site (left) during early phases will involve vehicles travelling down River Road to the site and performing a reverse manoeuvre into the existing yard, utilising the existing entrance. This manoeuvre ensures vehicles will leave the site in a forward direction, eliminating the need to reverse onto the public road.

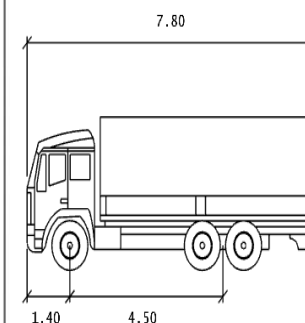
Egress (right) will see the vehicle leave the site by turning right onto River Road, in accordance with the existing one-way flow.

Trained Banksmen will accompany the vehicle throughout access and egress, ensuring maximum safety for other road users and pedestrians.

Vehicle movements are to be scheduled to avoid peak residential traffic hours.

## NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing or construction drawing. A design hazard inventory has been prepared by WPSCC Ltd setting out the hazards which have been designed out. This is available upon request.



## TIPPER 3AXLE

|                   |            |
|-------------------|------------|
|                   | Meters     |
| Width             | : 2.55     |
| Track             | : 2.55     |
| Lock to Lock Time | : 6.0 s    |
| Steering Angle    | : 38.5 deg |

## RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

[illegible]

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Wellington, NN9 5NQ Tel: 01604 859961

Remi CT Studios/Brownfield Estates

|         |               |
|---------|---------------|
| Project | 57 River Road |
|---------|---------------|

Drawing title

Site access and egress  
SPAs

|                     |                |                  |   |
|---------------------|----------------|------------------|---|
| Drawing No.<br>0001 |                | Rev.<br>1        |   |
| Scale<br>1:500      | Drawn By<br>GH | Checked By<br>DW | A |