CONSTRUCTION METHOD STATEMENT

36 Lesser Foxholes

Shoreham-by-Sea

West Sussex

BN43 5NT

Planning Permission Ref: AWDM/1948/16

CONSTRUCTION METHOD STATEMENT

Issue 02

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1.01 - The Project Location

The project is located at 36 Lesser Holes in The Adur District Council, West Sussex.
The site is in a residential area close to the A 283 Steyning Road and the roundabout at Upper Shoreham Road.

Lesser Foxholes will be accessed via Upper Shoreham Road and St Nicolas Lane.



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1.2 The Project Description

The project works includes controlled demolition of the existing two storey domestic property and detached double garage.

Two detached houses and one detached bungalow will be constructed on the site including associated landscaping, car parking, covered bicycle store and bin store.

2.00- Project Commencement and Duration

The project is to commence on a date to be agreed and will complete circa 40 weeks subject to agreement.

A detailed project master programme will be developed and be made available.

3.00- Working Hours, Deliveries and Collections

It is proposed the core working hours will be as follows: -

07:00 - 18:00 Monday - Friday

07:00 -13:00 Saturday

No working will be permitted on Sunday's or Public Holidays

This is in line with the conditions set out within Adur District Council Planning Permission Ref AWDM/1948/16 dated 15.02.17.

Deliveries will not be allowed outside of the above site working hours.

It is proposed that deliveries and collections will be from Upper Shoreham Road along St Nicolas Lane and into Lesser Foxholes. Other options will be considered. All off loading and loading of plant and materials will be carried out on site. On the rare occasions that loads will have to be loaded or off loaded off site this will be carried out following consideration of a temporary traffic management plan and managed by competent people. Reversing will only be allowed under supervision of a competent traffic marshal.

4.00- Access Arrangements for Vehicles

The site is located in a quiet residential area, primary access to the site will be Upper Shoreham Road

Site access and logistics plans will be circulated to all sub-contractors and suppliers.

Deliveries will be instructed to arrive following notice and a timed schedule, vehicles will be restricted typically to rigid wagons, and be escorted by a traffic marshal.

All arrivals will be within controlled times typically 7:00am – 6:00pm

(Refer to Appendix A: Site Setup & *Logistics Plans)*

General Arrangements

All deliveries and collections to and from the site will be co-ordinated with subcontractors and suppliers to ensure that as far as it is reasonably practical the highway remains unobstructed.

All deliveries and collections will be managed within the controlled times stated above and include the provision of a Traffic Marshal. Any deviation will require advance agreement with the appropriate authority and the Principal Contractor will ensure this process is adhered to.

All materials, plant and skips will be safely stored within the site boundary in designated areas in accordance with manufacturers guidance.

(Refer to Appendix A: Site Setup & *Logistics Plan)*

There is no expectation that spoil removal wagons will be able to fully access any part of the project that does not have hard standing and therefore will not be subject to entering wet soil surfaces, the project will however have available a jet washer to ensure that no dust or debris is tracked onto the local roads.

No parking is available on site.

There are no parking restrictions on local roads, however there are double yellow lines in some areas of Upper Shoreham Road, however we encourage the use of public transport or bicycles in the first instance. Vehicle sharing and minibus usage will also be encouraged.

Site personnel and visitors will be instructed to park private vehicles considerately and away from the site entrance and private drives to avoid congestion during deliveries and busy times. At no time will the road be closed to the residents.

5.00 Proposed Delivery and Collection Routes

Details of the proposed access routes will be issued to all suppliers, major deliveries from outside the locality of the site will be directed to approach Lesser Foxholes from the Shoreham bypass and the A283 Steyning Road. A delivery mock-up will be undertaken to ensure the proposed route is suitable with regards to width, height or weight restrictions. This information will be issued to all sub-contractors and suppliers

6.00- Size and Frequency of Vehicular Access

The table below details vehicles that are envisage being involved in the project.

Summary of Vehicle type use and Frequency			
Period	Vehicle Type	Activity	Comment/Impact
Wk 0-2	Small Rigid	Site set up & hoarding	Deliveries will be monitored and Marshalled it may be necessary to reduce the width of the pavement for a short period
Wk 2-8	Rigid Heavy Goods	Demolition	Regular removal of demolition waste, this will be daily and coordinated at site normally outside of the busy rush hour period
Wk 8-10	Ready Mix Concrete		Regular daily deliveries typically once a day
Wk10-22	Rigid Heavy Goods	Scaffold	Scaffold wagons will need to be parked on site as required not envisaged every day
Wk 10-18	Rigid Heavy Goods	Brickwork	Regular deliveries coordinated to avoid other deliveries
Wk 18-40	Rigid Heavy Goods	Internal Dry Lining Doors bathroom and kitchen furniture	Regular deliveries coordinated to avoid Brickwork deliveries
Wk 30-40	Medium sized commercial vehicles	Mechanical Electrical and small fixtures and fittings	Commonly arrive unannounced however can be redirected to avoid congestion
Wk10-40	Skip Wagons	Regular waste removal	Licence Waste removal on a regular basis coordinated to avoid other activities and reduce impact
Wk 0-40	Personal cars	Workers and visitors	Use of local parking

7.00 Waste Recycling and Disposal

Demolition waste will be separated where possible on site for re use where practical.

Masonry type materials will be used for hard standing and incorporated into the final hard landscaping where the design allows.

Timber and steel will be placed into designated skips for recycling off site.

All general waste will be taken off site by a licenced waste carrier for further separation prior to going to a licenced land fill site.

The target for this project is for 90% of waste to be re used or recycled with just 10% going to a landfill site.

8.00- Highway Works Detail

Currently it is not envisaged that any utility connection works within the highway are required. It is anticipated that existing services will be utilised in the final design and they will include electrical, gas, telecoms, and water/ drainage connections.

9.00- Site, Parking & Welfare Arrangements, Temporary Traffic Management.

Site accommodation (site cabins) will be sited within the site boundaries. All welfare arrangements will comply to schedule 2 of the CDM 2015 regulations.

Contractor and visitor parking of vehicles will be on site unless restricted by Health & Safety or logistical requirements.

Any temporary traffic management requirement will be specifically planned and managed.

(Refer to Appendix A: Site Setup & *Logistics Plan)*

10.00- Site Boundary

Where existing boundary fences are inadequate or damaged a 2-metre-high temporary fencing will be erected. in accordance with manufacturers recommendations, to ensure no unauthorised persons can gain access to site. The site entrance will have a fence and lockable gates which will be kept shut or supervised to ensure no unauthorised persons enter site.

Project information safety signage and Contractor contact details will be displayed including 24-hour emergency call out numbers. This is a residential area and children must not be allowed to enter site.

11.00- Maintaining Pedestrian Safety

It is envisaged that pedestrians would only be impacted by the works on rare occasions, such as the erection of the hoarding and possibly during deliveries.

All vehicular movements to and from the site vicinity are to be coordinated and managed by a traffic marshal under the direct control of the site manager.

Should a mobile crane be required this will be stationed on site. and this will not impact the traffic or pedestrian access.

12.00- Managing Site Traffic

All deliveries and collections will be scheduled and individual movements co-ordinated and managed on a "Just-in-time" basis. All contractors and subcontractors involved with the project will be required to agree delivery dates and times prior to delivery by submitting a delivery schedule 48 hours in advance of the delivery.

Information with regards to the preferred site transport route will be issued to all contractors, sub-contractors and suppliers.

(Please refer to Appendix A: Site Setup & *Logistics Plans)*

13.00- Design Impact on Construction

The design team for the project work in accordance with the Construction Design and Management Regulations. The principal contractor will work with all members of the project team and contractors and sub-contractors to review and interrogate components and techniques that, if modified would result in a reduction of impact and risk.

14.00- Measures to Reduce Site Impact - Dust, Noise, Vibration.

Dust Control- This will be addressed using the following hierarchy: -

1. Prevention

2. Suppression

3. Containment

Wet cutting, damping and extraction methods will be implemented at all times to reduce the generation of dust generated from the site works., especially during the demolition phase. The works are to be segregated using site fences, the Principal Contractor will be responsible for ensuring the site is kept in a clean and clear condition throughout the contract period.

Noise & Vibration Control- This will be addressed by review of technique, selection of noise suppressed equipment. All equipment will be serviced and inspected in accordance with current legislation i.e. LOLER 1998 & PUWER 1998 and operated in accordance with BS5228:2009 The code of Practise for noise and vibration on construction sites.

Noise will be monitored daily; structural transference noise and vibration is not expected. The site manager will ensure continual liaison with the site neighbours throughout the project.

Site vehicles will not be over revved, or left with engines idling.

All plant and machinery will be properly maintained and silenced in accordance with manufacturer's instructions.

With regard to noise the following key points will also to be adhered to: -

- Auxiliary equipment will be shut off when not in use and positioned with due consideration to the proximity of sensitive receptors.
- The use of screening to noisy plant will be employed as appropriate.
- Restriction on early deliveries where possible. This will be agreed in advance.

With regard to vibration the following key points will also to be adhered to: -

• All plant brought on to the site will be properly maintained and operated in accordance with manufacturers' recommendations.

• Contractors and Sub-contractors will apply the principles of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 at all times.

• All works will be carried out in a manner as to reduce vibration to a minimum. Where flexibility exists, activities will be separated from residential neighbours by the maximum possible distances.

• Measures will be taken to ensure dust generated is captured at source and filtered wherever possible and dust suppression techniques such as dampening down will be used during dry periods.

15.00- Consultation with Local Residents and Businesses

The site manager will be available for direct contact with those residents and business likely to be affected by the works. We will place a site contact notice board to the exterior of the site detailing all aspects of the project together and direct contact telephone numbers and name of the site manager.

In addition, regular Email newsletters will be issued to the immediate neighbours and the Management Company updating progress on site.

We will also operate and maintain a complaints register and will resolve any issues as soon as possible.

In line with ISO 14001 accreditation the principal contractor will recycle and reuse materials wherever possible, early contact will be made with local community groups who may benefit from waste/ reusable materials from the works.

16.00- Vehicle and Vehicle Operator Requirements

The principal contractor will ensure, as far as reasonably practicable that all vehicles and vehicle operators comply with all current highways legislation and licensing. With regards to plant operators, details of their qualifications typically Construction Plant Certification Scheme (CPCS) will be obtained and recorded ahead of commencement of work as part of the induction process.

17.00- Document Review

A Construction Phase Plan as required by the CDM 2015 Regulations, will be prepared and reviewed throughout the projects duration and will be revised and enhanced with further detail as appropriate following discussions with specialist contractors.

18.00- Project Programme Summary

Programming/Critical Items

In order to successfully deliver the project, the project team will follow the programme ensuring enough labour and resources are available at all times.

The following items are part of the critical path and consider these items as a key part of the initial procurement/site works.

- **Demolition Works**

The demolition works are a sensitive element of the process and due care an attention will be taken to dismantle the building in accordance with the code of best practise for full and partial demolition. A wet suppression system will be utilised during these works to ensure that dust is kept to a minimum.

Existing records will be consulted by a specialist team including a structural engineer.

• **Substructure**

There will be a period of ground works which will include excavations for foundations and drainage connections, and concrete placement.

• **Masonry**

Masonry to external and internal walls to the property additions and the bungalow

• **Scaffold**

During the masonry and roof work, a scaffold will be erected as work progresses. On completion of the high level works the scaffold will be systematically dismantled allowing external finishes and cleaning to be completed.

Internal Finishes

The project management team will identify all long lead in items and ensure sufficient time is allowed for manufacture/procurement to allow delivery in a "Just in time" method.

Commissioning

Ensuring that the M&E 2nd fix is on programme, to allow the commissioning process to begin is the final critical path item in order to allow handover.

19.00 Tree Protection Arrangements

Arboricultural work and the tree protection arrangements will be carried out in accordance with the arboricultral implications assessment and tree protection plan.

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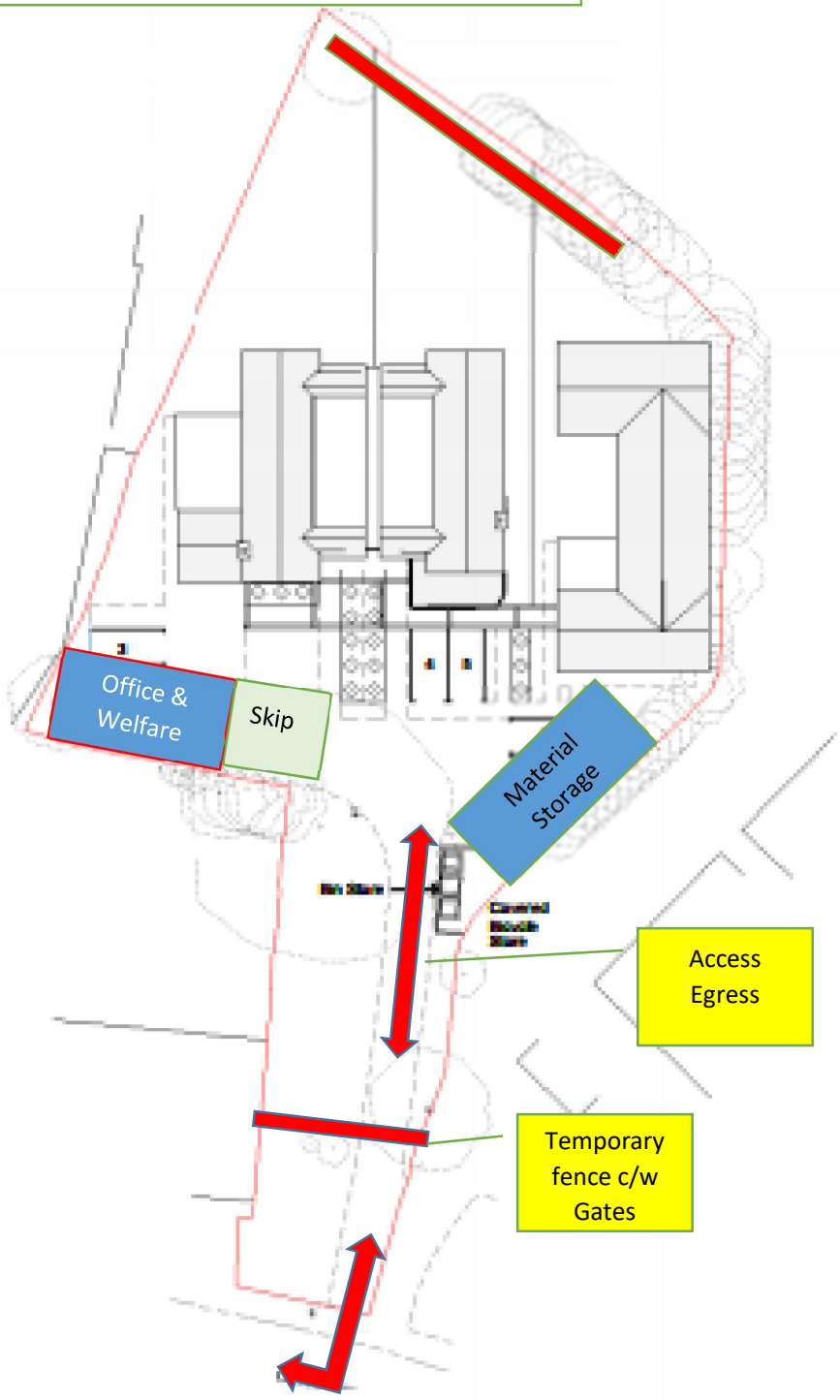
Appendix A – Site Set-up and Logistics



Site Plan
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