

Construction Management Plan

Project: Land at former McIntyre Nursery, Littlehampton Road, West Sussex BN12 6PG

Applicant: Standby Self Storage

Date: 5th October 2020

Issue: 3 - FINAL

1. Preambles

- 1.1. The development proposal is the demolition of a polytunnel, storage building and scaffolders' shelters and racking, use of land for Class B8 container self-storage and the siting of 79 single-stacked storage containers, part regrading of the ground, new fencing, CCTV and lighting.
- 1.2. This Construction Management Plan has been prepared to provide proposals that address the following criteria:
 - 1) An indicative programme for carrying out the works
 - 2) Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, the careful selection of plant and machinery and use of noise mitigation barriers.
 - 3) The parking of site operatives and visitors.
 - 4) Loading and unloading of plant and materials.
 - 5) Storage of plant and materials used in construction and development.

2. The Site

- 2.1. The development site is largely open storage, although it does include a polytunnel and a timber building both used for storage. The site was previously in horticulture use, forming part of McIntyre Nurseries which closed at least 8 years ago.
- 2.2. The ground slopes gently to the south and the site area is under 0.2ha. The site is well screened by trees.
- 2.3. The site is accessed via an existing private driveway located off the northern carriageway of the A259 Littlehampton Road. The macadam road is of good width (average 6m). It has good visibility and satisfactory road geometry at the A259 junction.
- 2.4. The adjoining and neighbouring business uses comprise:
 - a) A timber yard on open land to the north of the development site, currently occupied by Bell Davis Fencing Supplies. Noise generation sources from this yard include daily delivery traffic of heavy flat-bed trucks and the stacking of fencing materials in storage racks.
 - b) A storage and distribution warehouse adjoining the southern site boundary (a former horticultural pack-house). The occupant is PHS All Clear, who supply washroom products, water coolers and plant hire.
 - c) Further to the south is Highdown House, an office building with ancillary storage occupied by the Highway Electrical Association.
- 2.5. There are no adjoining residential uses. However, further to the south of Highdown House lies The Chalet and Hillview Nursery. This former agricultural tenancy is now in unrestricted residential use and its glasshouses are disused. To the south of The Chalet is Millwood House and Whiteways Cottage, both residential dwellings and at least 200m from the development site. These residences front the busy dual-carriageway of the A259 Littlehampton Road.

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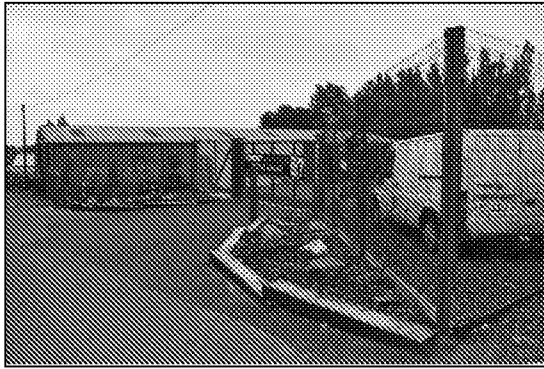


Photo 1: The site entrance



Photo 2: The access drive, facing north

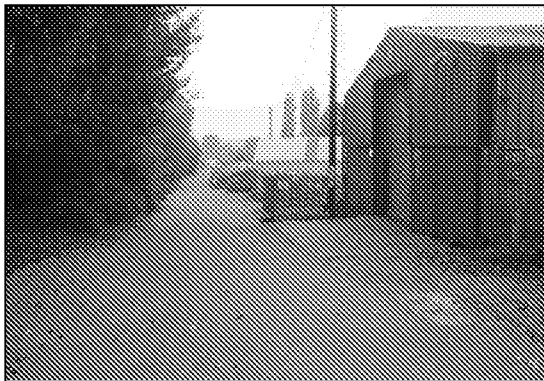


Photo 3: The access drive, facing south

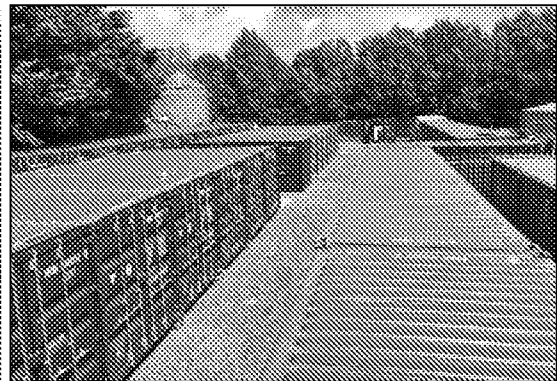


Photo 4: The existing adjoining site (facing east)

3. Scope of Works

- 3.1. The demolition of the polytunnel would involve simply cutting up and removing the plastic sheeting, as well as dismantling the supporting metal frame, with the possibility that the connections may require cutting out using a metal grinder. The foundations to the frame are concrete pads, which would be mechanically grubbed out using a tracked excavator.
- 3.2. Demolition of the timber storage building should be quick and straightforward: it is essentially a large timber shed. The use of simple hand tools or a tracked excavator is envisaged.
- 3.3. New steel palisade and timber fencing would be installed.
- 3.4. The prepared ground would be covered in a new surface finish comprising road planings (recycled road tarmac).
- 3.5. The shipping containers would be delivered to site on a flat-bed rigid lorry and lifted into the required positions using a hi-ab crane on the lorry or a small mobile crane.
- 3.6. Lighting and CCTV cameras are also to be installed.

4. Programme

- 4.1. The duration of the construction works is likely to be in the order of 8-10 weeks.

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5. Noise Generation and Control

- 5.1. The project is a relatively simple and small-scale hard landscaping scheme, together with the delivery to site of pre-fabricated shipping containers. There would therefore not be a high number of vehicles arriving or leaving during the day, envisaged to be a maximum of 8 in number during the construction period.
- 5.2. Working hours for the site will be 08.00 to 17:30 Monday to Friday with no working at weekends or on Public Holidays.
- 5.3. Noisy cutting operations (if any) would be subject to time restrictions. Similarly, in the event that concrete posts for the polytunnels or the fence posts require breaking out using a 'Kango' type hammer or breaker; these noisy demolition operations would also be time restricted. There would be two time-slots: 10:00 to 12:00 and 14:00 to 16:00.
- 5.4. Demolition and resurfacing operations would be undertaken using a 13T 360 tracked excavator, a 5T dumper truck and a 4T road roller. This plant would be used on site for the duration of the works.
- 5.5. Noise generation activities for construction are therefore essentially confined to the movement of plant and vehicles within or to the site. These are unlikely to have a discernible effect on neighbouring business, given the nature and proximity of these business uses, as well as the noise produced by their own operational activities. In addition, there is already constant background noise from traffic using the busy A259 road. The only anticipated vibration on the site would be from the road roller and possibly from a concrete breaker, but this should be low-level.
- 5.6. The use of noise mitigation barriers are therefore not considered warranted given the predicated low-level noise generation from construction activities and the separation distances to the nearest receptors.
- 5.7. Once the site is ready to receive the 75 new containers, container delivery would take place over 38 working days. There would be a delivery of 2 containers per day using a rigid flat-bed lorry with trailer, plus one additional car or light van movement of the Site Manager to receive the delivery.

6. Site Parking

- 6.1. The existing parking area in the adjoining storage site is considered sufficient to provide 3 on-site parking spaces for site operatives and any visitors during the demolition and construction process.
- 6.2. Site plant will be parked on-site for the duration of the construction process.
- 6.3. The existing private access drive to the industrial estate would therefore not be used for parking.

7. Loading and Unloading of Materials

- 7.1. Access to the site will be via the existing private driveway. An access point shall be maintained for the delivery of materials and the new storage containers, including a turning head so that vehicles may exit the site in forward motion.
- 7.2. All deliveries of materials to and removal of spoil or waste materials shall only be undertaken during the aforementioned site working hours.
- 7.3. All deliveries will be made to and materials unloaded within the boundaries of the construction site.
- 7.4. Hard surfacing materials would be deposited in a spoil heap or in 'Jumbo' bags placed onsite. A temporary shipping container would be used to serve as secure dry storage for the duration of the construction works. The existing office/toilet cabin on the adjoining site would be used for welfare accommodation.

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- 7.5. Prior to leaving the site, vehicles will be inspected and the wheels washed is required using a 'Karcher' type hose and pressure washer. This high pressure jet washer will also be available to control any dust, although the demolition and ground work activities propose no significant dust generation.
- 7.6. The Contractor shall manage the risk of any road contamination by daily monitoring.

8. Storage of Plant and Materials

- 8.1. All materials will be stored within the site boundaries.
- 8.2. Tools and materials, such as cement or electrical cabling and fittings, shall be stored in a secure site storage container.



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