

Construction Management Plan

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

Applicant: Standby Self Storage

Date: 8th October 2018

LPA Ref: FG/33/18/PL

Issue: 2 - FINAL

1. Preambles

- 1.1. The development proposal is to demolish polytunnels and to site 42 single-stacked shipping containers to be used for storage purposes (Class B8), to install a prefabricated office and toilet porta-cabin, to erect new fencing, gates, CCTV, lighting and to reconfigure the entrance access point.
- 1.2. The development was granted planning permission on the 3rd October subject to a condition (Condition 5) “*in the interests of highway safety and the amenities of the areas*” as follows:

“No development shall take place until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The Approved Plan shall demonstrate precautions to be taken to minimise the potential disturbance to neighbouring business during the demolition/construction phase of the development, particularly in respect to noise throughout the construction period. The Plan shall provide for:

- a) An indicative programme for carrying out the works*
- b) 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.*
- c) The parking of site operatives and visitors.*
- d) Loading and unloading of plant and materials.*
- e) Storage of plant and materials used in construction and development.”*

- 1.3. This Construction Management Plan has therefore been prepared to provide proposals that address the five relevant criteria in order to discharge this planning condition.

2. The Site

- 2.1. The development site is largely covered in polytunnels which are currently used for car storage. The site was previously in horticulture use, forming part of McIntyre Nurseries which closed at least 6 years ago.
- 2.2. The ground slopes gently to the south and the site area is 0.1ha. There is an earth bank to retain the higher ground along the north boundary, where there is also a line of adjoining screening trees.
- 2.3. The site is accessed via an existing shared access road located off the northern carriageway of the A259 Littlehampton Road. The macadam road is of good width (average 6m). It has good visibility and road geometry at the A259 junction.
- 2.4. The adjoining and neighbouring business uses comprise (see Location Plan attached in Appendix 1):
 - a) A timber yard on open land to the north of the development site, currently occupied by Bell Davis Fencing Supplies. Noise generation sources include daily delivery traffic of heavy flat-bed trucks and the stacking of fencing materials in open racks.
 - b) A scaffolders’ and firewood yard to the west and partly to the south of the development site. Again, these open storage yards are accessed by heavy trucks.
 - c) 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.
 - d) To the south of PHS All Clear is Highdown House, an office building with ancillary storage occupied by the Highway Electrical Association.
- 2.5. The wording of this planning condition solely relates to neighbouring businesses, rather than residential uses (none are adjoining). 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

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south of The Chalet is Millwood House and Whiteways Cottage, both residential dwellings approximately 400m from the development site. These residences have a frontage to the busy dual-carriageway of the Littlehampton Road.



Photo 1: The site entrance



Photo 2: The site viewed looking east from the adjoining Scaffolders' Yard



Photo 3: The access road (looking south)

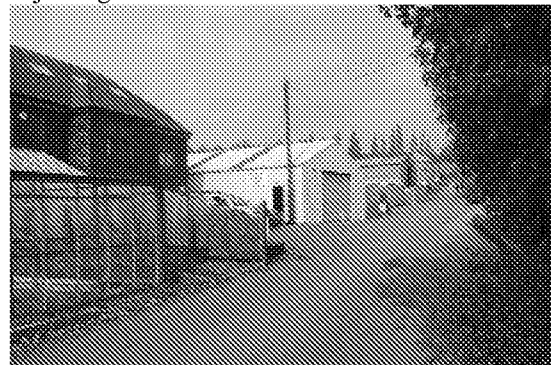


Photo 4: Highdown House

3. Scope of Works

- 3.1. Demolition is confined to the removal of the polytunnels. This 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. There is a shallow retaining wall of stone boulders adjacent to the entrance. The boulders would be mechanically lifted and removed before re-grading the ground levels for the reconfigured site access point. The site generally would also be cleared, levelled and prepared for the new surface finish.
- 3.3. The existing entrance gates and adjacent timber fencing require removal and replacement with a sliding steel palisade and mesh access gate and steel gates posts in the new revised position. In addition, new steel palisade 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 42 shipping containers and the portable office and toilet cabin 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 4-6 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 and a 'Portacabin' type portable building. 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 is 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 42 containers, container delivery would take place over 21 days. There would be one delivery of two 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 bays (the paved area adjacent to the access road, as shown on the existing site plan attached in Appendix 2) would be designated to provide three on-site parking 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 access road would therefore not be used for parking.

7. Loading and Unloading of Materials

- 7.1. Access to the site will be via the existing access road. 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 alongside the southern boundary of the site. Two temporary shipping or storage containers would be sited (in positions 6 and 8 on the proposed site plan attached in Appendix 3) to serve as secure dry storage and welfare accommodation for the duration of the construction works.

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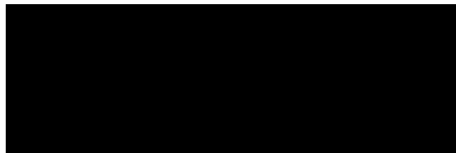
- 7.5. Prior to leaving the site, vehicles will be inspected and the wheels washed is required using a 'Karcher' type hose and pressure washer. This high pressure jet washer will also be available to control any dust, although the demolition and ground work activities propose no significant dust generation.
- 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 one of the two secure site storage containers.

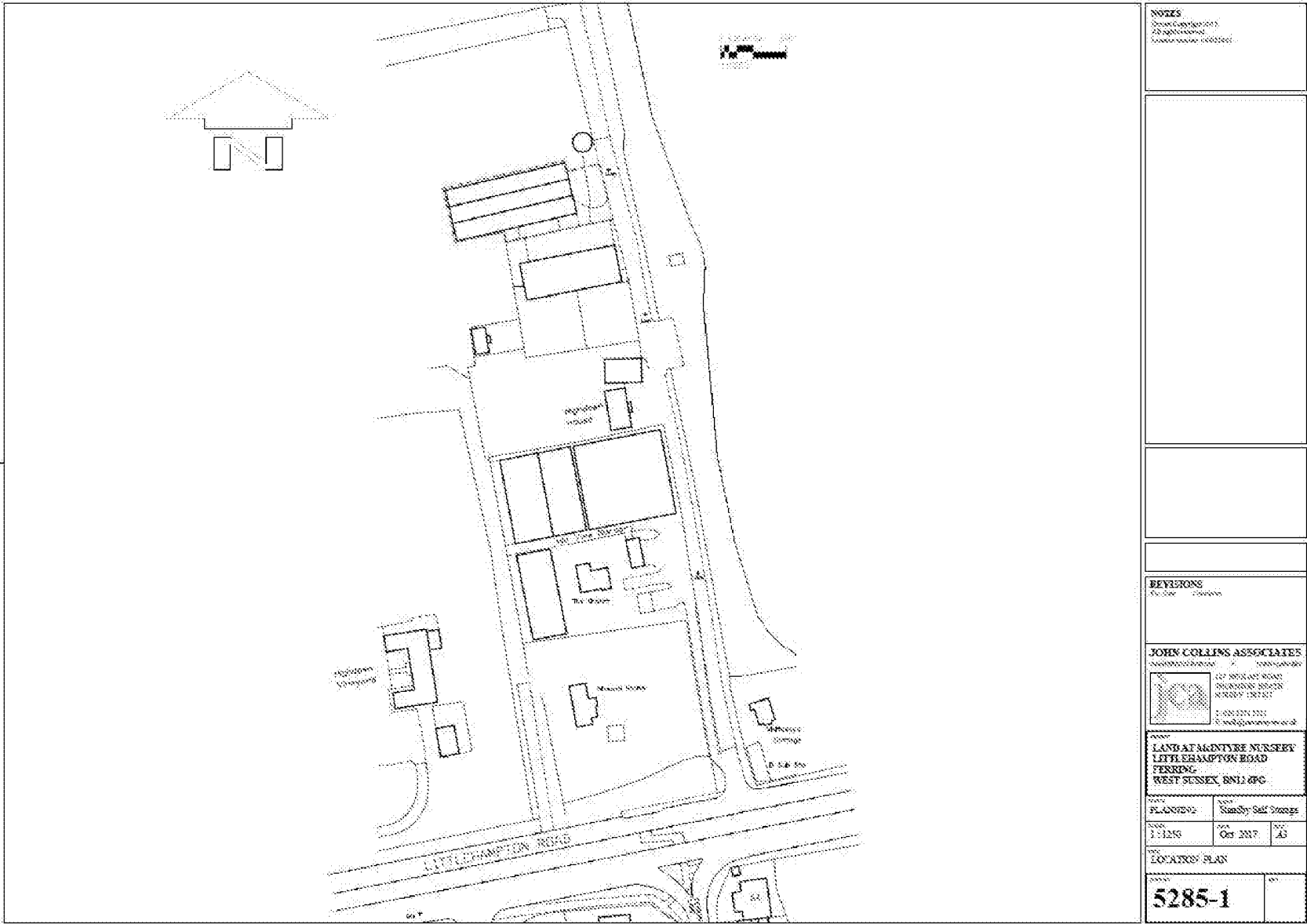


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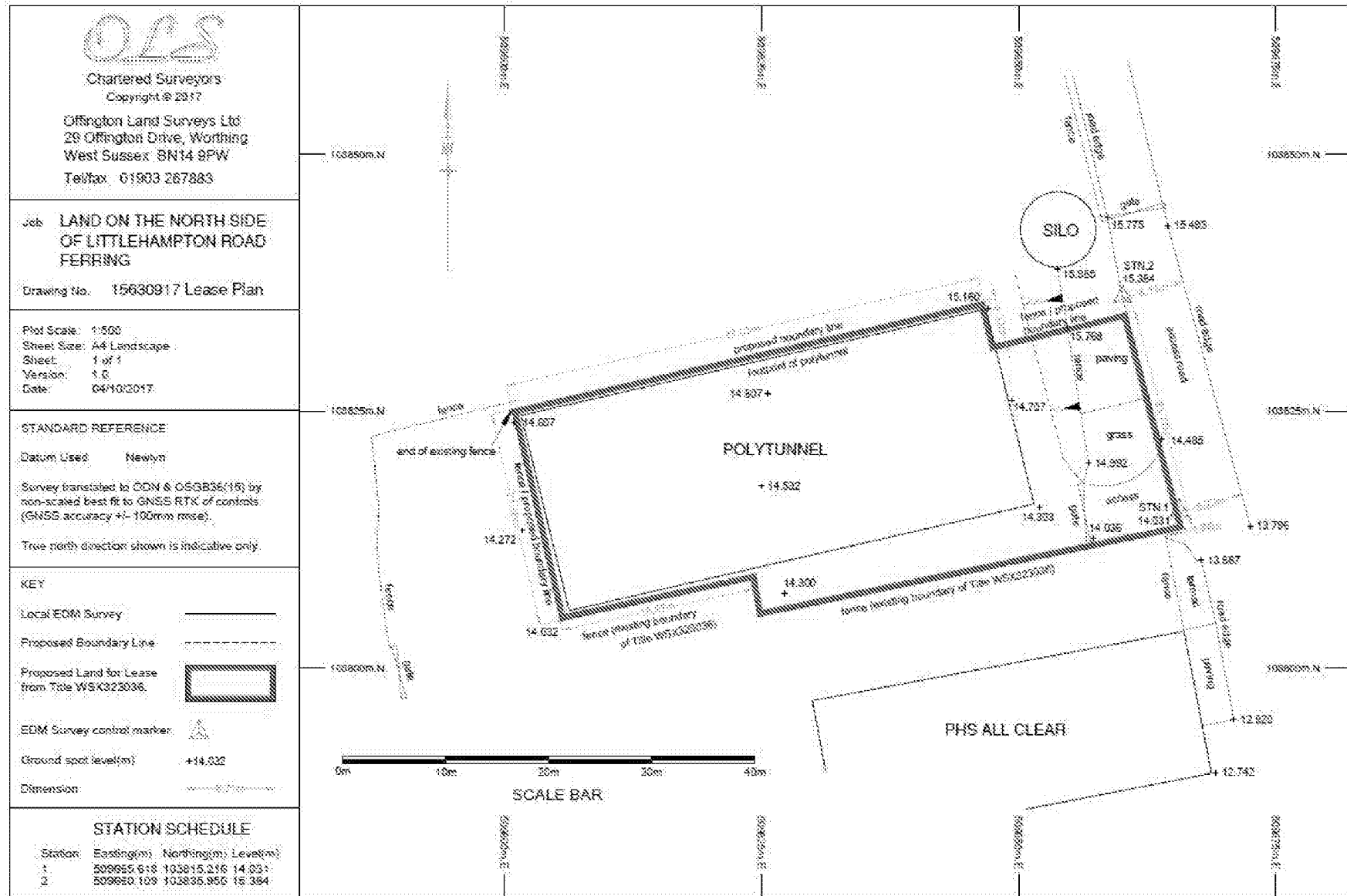
Appendix 1: Location Plan

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Appendix 2: Existing Site Plan

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Appendix 3: Proposed Site Plan

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