CONSTRUCTION MANAGEMENT PLAN

Project Name: Pannatoni Park, Shoreham Airport, Brighton

Project Number: T0459

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Introduction

This Construction Method Statement has been developed in line with the current documentation and is accurate as possible but not all encompassing.

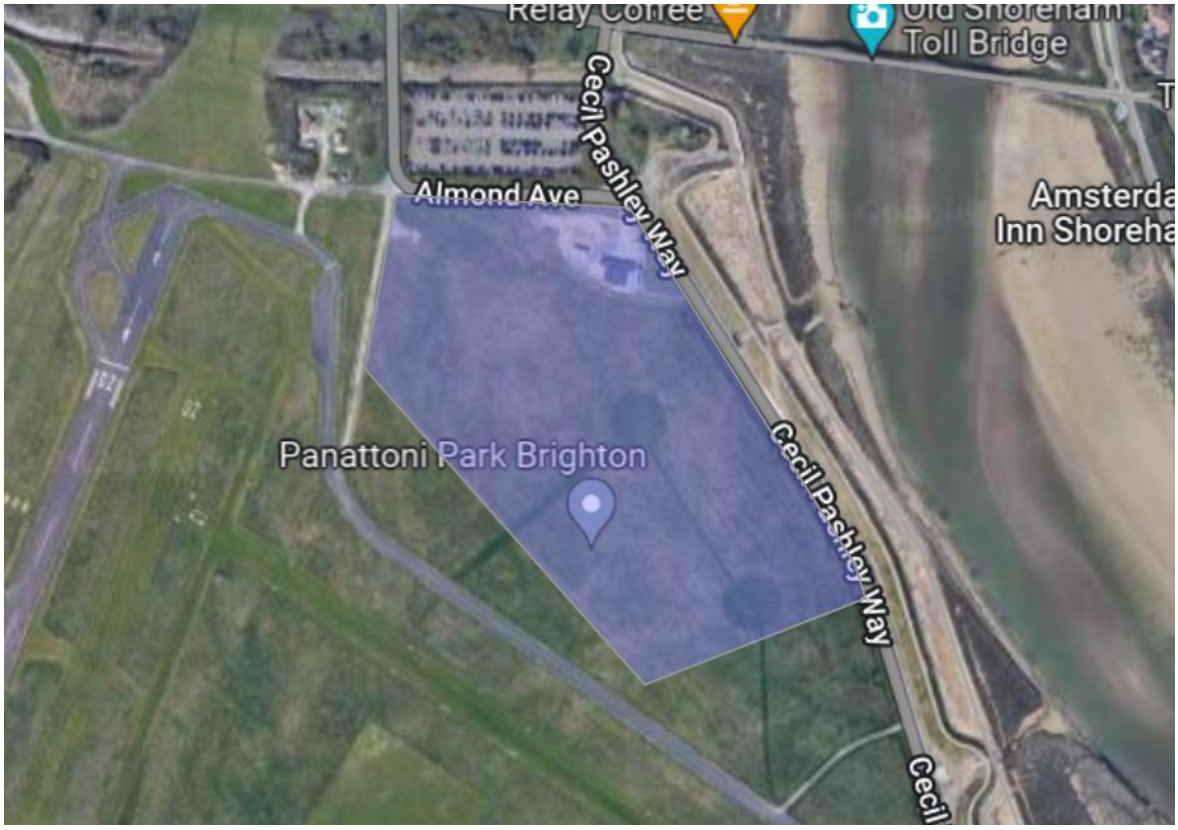
During the construction process and prior to each stage of the works job specific method statements will be produced and agreed with the Principal Contractor's team and forwarded upon request to the Principal Designer.

Site Location

As identified in image 1 below the site is located in Shoreham-by-Sea off Cecil Pashley Way. The site is neighbouring to Brighton City Airport (Shoreham Airport). There are no residences in the immediate proximity to the site.

The site itself is comprised of an existing greenfield with no evidence of any previous construction.

Image 1: Site Location



The Development

As identified in Image 2 below the development consists of the Design and Construction of five buildings to provide seven industrial units with ancillary office accommodation, associated landscaping, car parking, servicing, and associated S278 works up to the A27.

Image 2: The Development



Communication with other Residents / Occupiers / stakeholders

A representative from the Main Contractor will be appointed to lead the coordination and communication with public (right of way) neighbouring business/organizations (Highways England Depot). The representative will engage on a regular basis to update the ongoing plan of the works via meetings and regular updates.
Clear communication will be provided at the site boundary with regards to notice boards and contact details.
Contained within the notice boards will be relevant information referencing key contacts – names and numbers re the project, complaints, and security.
Also contained on the main site notice board will be a timetable of planned works, nature, and durations.
The site is being constructed next to the live Shoreham Airport so particular attention will be being paid to ensure all relevant legislative and compliance documents and procedures are being adhered to.
Weekly and monthly updates will be provided via an external notice board and letter drop to local business along with all relevant site contacts. The purpose will be to ensure frequent communication is prioritised including particular notices regarding road safety before and during any road works being carried out.

Dilapidation Survey

Prior to any works commencing a full detailed photographic dilapidation survey to the site and particularly adjoining roadways, footpaths, neighbouring properties (including fencing and hedging) and access routes etc. The survey will be undertaken and referenced to a site plan and issued to the necessary parties and retained on site for record purposes.

Ecology

There are no foreseen ecological requirements currently. A full ecological survey will be required.

Any requirements as detailed within a future ecological report and subsequent planning permission conditions will be implemented as part of the CPP.

Strategies for the protection of all Amphibians, Reptiles, Birds, Badgers, Bats, Hedgehogs, etc. will be incorporated into the CEMP with specific methodologies to ensure compliance with the requirements.

Boundary fencing

The first operation on site will be to secure the site boundary with a secure heras fencing that will be double clipped to the site perimeter of the site.

Both site access points will be timber hoarding with large metal vehicle gates to ensure that the site is secure and to give a more aesthetically pleasing first impression of the development.

The entire perimeter will be checked daily for integrity to ensure it is secure and fit for purpose. Statutory Construction Safety Signage will be erected to the site perimeter with the accompaniment of GCL standard signage and Considerate Contractors Standard Signage. (Scheme will be registered with Considerate Contractors).

As the heras fencing is of an open mesh it will provide ample viewing for the public.

Setting Out and Service detection

Prior to any works commencing on site, the area will be screened for services, this will include the marking out of any identified services. This will be confirmed by a desk top study of all the utility companies within the area. In the event of any find both the authorities and the client will be notified immediately,

The main setting out control will take place. The Contractors engineer, who are fully conversant with the latest industry technology, will carry out this function. All engineers will be trained on HSG47 (Avoiding Danger from Underground Services)

Once main control has been established, the building will be set out and checked against the site boundaries. The engineers will remain on site to conduct all setting out, checking, monitoring of the works and quality control.

Site Investigation

The Contractors Project Manager shall be responsible for all aspects of the above operation and will have previously prepared or reviewed a specific Risk Assessment for the task at that location.

The Project Manager shall ensure that all control measures are in place and that the recommended PPE is issued and being used correctly.

The survey will include the following hazardous items.

- Exposed edges (to be protected)
- Uncovered chambers (to be protected)
- Covered chambers (to be opened/reviewed)
- Tree and Vegetation Protection
- S278 works
- Underground Services (see section on underground services)
- All other hazards
- Locations of services for connection to Temporary Accommodation Units
- Coordination of any boundary conditions

All the above shall be superimposed onto the Site Plan as required for future reference.

Underground Services

Hand dug trial holes may be used to investigate / verify the presence of services identified in the Pre-Construction Information Pack or service survey.

Underground services known to the Main Contractor or later becoming evident shall be marked on site with suitable warning signage, and all staff and personnel shall be inducted on the location of the service, what it feeds and the size.

Site Plan

A plan of the Site shall be clearly marked with all the findings of the above survey as a quick reference guide as to the whereabouts of hazards on site.

This plan will be updated periodically through the course of the Contract to reflect ongoing changes to the site, including temporary and new services.

In addition, a dilapidation survey of existing facilities will be carried out in conjunction with the Employers Agent. A concise portfolio will be developed with written and photographic records detailing any conditions relevant to site boundaries and access roads, a copy of which will be made available to the Employers Agent for future consultation.

Additional Precautions in Respect of Buried Services

The Contractor will operate a Permit to break ground & Permit to dig system of work for all excavations. No excavations are to commence until the Site manager or Site engineer has issued the permit to an operative or machine operator. This system of work ensures that the appropriate checks have been made in accordance with the Construction (General Provisions) Regulations 1961 and the Health and Safety at Work Act 1974, particularly section 2, 3 and 7. All operatives must be HSG47 Trained.

On all occasions the service providers will be asked to either provide up to date drawings and information relating to their service, or ideally mark-up services positions in-situ. Cable Avoidance Tools (RD8000) will be used as a matter of course as work proceeds. As services are exposed, the service providers will be consulted further if additional protection or diversion works where necessary.

Site Set-up- Temporary Site Accommodation

The secure staff accommodation will comprise of temporary accommodation providing the following facilities.

- Security/Gate house
- Offices for Staff
- Meeting Room
- Male and Female Toilets
- Shower

In addition, within the same complex welfare facilities for operatives will be provided in line with HSE guidelines and will comprise of.

- Canteen / Eating area
- Drying Rooms
- Toilet / Washing Facilities

An area will be made available for sub—contractor offices – example plan below.



The offices will be equipped with Data points and 230v power points. In addition, WiFi will be installed to provide satisfactory connection for e-mail.

The site accommodation will be located within the site itself as will any required parking to not affect any existing roads or businesses. Hard standing will be installed prior to placement of the accommodation. The site facilities would be used for accommodating our full site team and welfare facilities and this position would be close enough to all activities on-site to maintain effective control of all site operations. The provision of a Security/Gatehouse will enable the monitoring of all deliveries / vehicle movements and personnel on and off site. Provision will be made for the safe access to the site for both vehicles and pedestrians. The Project Manager will be responsible for all aspects of the installation and operation and will have previously prepared or reviewed a specific Site management plan. They will ensure that all control measures are in place and that the recommended PPE is issued and being used correctly.

The accommodation units will arrive on a flatbed lorry and be offloaded by means of the lorry-mounted crane (HIAB) situated alongside the delivery vehicle. For all lifting operations a lift Plan

and Method statement/Risk Assessment will be in place before any work commences. All operatives installing the cabins will undergo a full GCL site induction.

Early contact with the Statutory Authorities will be made in to secure temporary service connections for telephone, water, electricity, and foul connections where possible. Alternative measures will be taken until the supplies are installed. All live temporary feeds will be protected throughout the works and stripped out prior to handover.

Security

We propose to secure the site using a mixture of timber hoarding Heras type fencing. Site working hours are Mon-Fri 7:30 - 18:00 and Sat 9:00 - 13:00 (if required). All operatives, staff will sign in and out at the gate house before entering site.

No access will be allowed to anyone without the prior approval from the site team, appropriate PPE, and site induction.

External Lighting for Construction Purposes

Lighting will be provided to allow a safe and secure working environment for all personnel on and off site. Consideration will be given to the adjacent neighbour's, rail network and any ecological requirements contained within the Ecology Report.

The method and type of lighting will initially be independent lighting towers for the main site strip and earthworks and the plant lighting will also be utilised where necessary. The main construction activities and welfare and parking areas will be a fixed lighting system comprising of PlRs and photocells as required.

The use of lighting shrouds will be implemented on all temporary external lighting used where required (The majority of the temporary lighting will be installed at or below 2.4m to welfare areas meaning lighting overspill will be non-existent to surround areas and off plot). The fittings will also be directly facing the working area and not facing upwards causing unnecessary light overspill. A time clock will also be fitted to ensure circuits are switched off out of hours.

With regards to external lighting, the AOA safeguarding advice note 2'lighting near aerodromes' will be followed for all external lighting. No external lighting will infringe the obstacle limitation surfaces (OLS) for the airport. We will ensure the lighting cannot be confused with aeronautical lighting. The lighting will not have the potential for glare or dazzle to pilots and will not contain a high level of background lighting.

For any lighting under the approach and take off paths, we will seek approval from Shoreham airport to ensure that aeronautical ground lighting and approach lighting will not be obscured.

Site Access

All traffic to site will be via the main entrance straight off Almond Avenue to gain access to units 3-5. There will be 2 access down Cecil Pashley Way for access into units 2A-2C and one separate access for unit 1. Haul roads will be installed following earthworks & groundworks (but as early as possible) and will be maintained throughout. The secondary access to the north will be used for emergency access. Prior to steel erection, we will be installed concrete hardstanding to the yard areas, tarmac roads and construction the parking bays to minimise mud and dust across and throughout the project. This will also ensure that all on parking will be kept on site and not on the road or local car parking.

Beyond the tarmac subbase entrance full Sub-base stone will be placed and compacted to maintain a suitable hardstand for all pedestrian and vehicular access until hardstandings are laid. Temporary signage will be utilised to indicate construction traffic of routes and limitations. A set of secure vehicle gates will be installed as shown and located on the Site Logistics Plan to facilitate the safe access/egress of the traffic relating to site. The gates will be managed by The Main Contractors security/gate attendant at all times during construction hours and left in the secure closed position at all times when not in use. Clear signage will be in place to identify crossing points of pedestrians/plant/vehicles.

All contractors will be requested to book their deliveries with the site team 48 hours in advance, ensuring they can be coordinated with others. All drivers will report to the gatehouse prior to entering site and directed to a holding area provided within the site fencing and boundary. Signage will be clear and visible to stop any parking in the entrance or on the roads and specific site conditions will be set out in all subcontract and supplier orders. Separate pedestrian access will be provided onto site from that of deliveries/vehicular access.

Access to the adjacent builder's merchant will be maintained throughout the construction of the development so as not to impede the daily running of the business. The access to site and the builder's merchants will be shared and controlled by a traffic marshal during site opening hours.

Site Deliveries/Means of Access and Road Routing for Construction Traffic

The management and co-ordination of site deliveries will be coordinated so that it does not interfere with the adjoining neighbours and the main carriageway off the A27. This is to always ensure access to neighbouring premises is unaffected.

A clear route map will be communicated to all parties regularly as the project develops in its construction phasing, and the Main Contractor will also include these restrictions and updates within subcontract orders and regular updates.

For large deliveries such as steel frame, cladding materials etc. a phased delivery plan will be developed to ensure the immediate surrounding area and site neighbours are not impacted upon, strategic on-site holding points will be identified for each delivery. They will not be allowed to park on the road or wait outside the site so as to not cause congestion in the local road network. This approach will be managed by the Project manager and identified within each package order.

All deliveries will be asked to avoid peak network hours between 0800 – 0900 and 1700 – 1800 where practicable.

Should the need arise to alter these times then The Main Contractor will do so accordingly. The vehicles will be clearly instructed on this, and suitable directional signage will be placed to prevent vehicles missing the entrance and causing traffic issues around the surrounding areas.

During peak times we would envisage a maximum of 8 44t articulated lorries per day. There will be an anticipated quantity of 15 LGV deliveries during peak times.

Wheel Wash facilities will be installed within a strategic location to ensure any vehicles leaving site do so clean and debris/mud free. This will be managed and controlled by the appointed banks person and or security/gate person.

Signage

A main construction signboard will be provided and positioned adjacent to the site entrance in accordance with the employer's requirements.

Site signage will be provided as necessary to indicate to visitors and deliveries safety requirements within the confines of site direction.

Such signage will include:

- Key Project Contacts
- Out of hours security arrangements
- Access routes
- Speed limits
- Underground services
- Safety PPE requirements
- Noise restrictions

Further safety and information signage will be provided to the perimeter of the site, advising the public of the dangers of entering a construction site without the relevant permissions to do so.

Within the surrounding area and adjacent roads directional signage will be displayed to advise all deliveries of the site location.

On-site Parking Facilities

A hard-standing area will be provided adjacent to the site accommodation for staff and visitor parking. Subcontractors will be advised of parking areas, prior to commencement of their works on site to ensure there is no impact to surrounding roads or businesses.

Pedestrian access to this area will be segregated from that of the vehicular access. Delivery vehicles will not be permitted to use the area and upon delivery a stopping zone will be provided adjacent to the offices and site entrance for deliveries to report to site management prior to entering site under supervision.

Parking and Turning of Vehicles of Site Staff & Visitors.

A site vehicle logistics plan will be produced. This indicates the proposed routes for site staff, visitors and vehicles making daily deliveries to site. This plan facilitates all the above entering and exiting site in a forward gear (a brief outline is shown on the Site Logistics Plan). The site logistics plan will be inclusive of turning and holding areas to ensure there will be no vehicles on the surrounding roads to minimise any construction impacts.

The Main Contractor will undertake a site-specific traffic and pedestrian risk assessment which assesses all the foreseeable risks for pedestrian and traffic management.

Locating and unloading of plant, materials, and waste / recycling

All offloading of material will be from within the site boundaries via mechanical means or forklift with the area required being temporarily barriered off and supervised whilst occurring.

To prevent excessive debris from being transported on to the offsite local roads we will provide hard standing areas which will remain in place throughout the project. During major excavation works wheel cleaning facilities and road cleaning vehicles will be facilitated as necessary to maintain private and public roads.

The delivery of unloading plant, materials waste collections etc. will be managed by the Main Contractor on site. To address the issues with the above, the Main Contractor will instigate procedures to ensure that no deviation from the document occurs. All deliveries will be co-ordinated and timed in conjunction with surrounding road peak times as described earlier.

All subcontract orders will impose timing restrictions in relation to deliveries of plant / materials / waste unloading / loading.

All sites pre-start Health and Safety Meetings will cover concerns / issues / restrictions on unloading of plant / materials / waste and recycling (copy of blank pre-start health and safety meeting minutes attached).

Storage of Plant and Materials

The storage of all plant and materials will be within site and upon suitable hard standing. Materials will be managed by the site team and subcontractors to ensure 'on time' deliveries and not congesting the project with lots of products that will arrive on the day-to-day site safety and logistics. Our subcontract orders set this out as attached and also our pre-start health and safety meeting minutes. Due to the different elements of work the intended storage locations will be in line with the following:

Roofing — materials will be delivered and almost immediately stored upon the working area. Any minor materials will either be secured with the site offices or the main building internally.

Cladding — materials will be delivered and stored within the yard and/or parallel to the work face allowing enough access for working. On time deliveries will mean that minimal areas will be utilised for cladding storage.

Glazing / curtain walling - materials will all be stored within the unit footprint and brought out as required. Glass will be stored on stillages and brought in on time and immediately installed. Empty stillage's will be either located into the unit or collected as they are finished with.

Steelwork — the new steel frame will be delivered and stored within the building footprint and installed as the main material components are delivered. Minor secondary steel will be kept within the building footprint and manually erected.

Groundworks — all materials are associated with the newly arranged external car parks and yard areas. The drainage will be called off in batches, stored within the working zones, and installed daily thereafter.

Plant — where at all possible all plant will be stored and parked within the building itself and left locked and secured. With external plant this will locked and secured and kept within the site footprint.

Waste Disposal

All sub-contractors will deposit waste materials in skips located at suitable locations on site. The skips will then be taken to a registered tip. Segregation of waste types will be carried out in conjunction with our environmental plan.

A site waste management plan will be established and utilised in conjunction with out waste management provider for the accurate record of all waste produced from the project.

The Main Contractor will be responsible for coordinating and maintaining this.

Deliveries will be restricted to access routes, and we will operate a controlled delivery process, so we have advanced notice of deliveries.

All delivery drivers will receive an induction sheet that lets them know the site requirements once these requirements are accepted by the driver the delivery is then allowed to proceed onto the site.

All deliveries will be escorted by a traffic marshal to the unloading area. Once the vehicles are unloaded, he will be escorted by the traffic marshal off site.

The traffic management adopted by the site will be changeable throughout the project this will be monitored by The Main Contractor and altered as required.

There will be dedicated pedestrian routes throughout the site, and these will be changeable in line with the works being undertaken.

Site signage will be provided as necessary to advise visitors and deliveries of the site plant and traffic movements.

Noise and Vibration Management

Works are to be carried out in a manner to minimise noise impact. Works shall have regard to the recommendations in BS 5228:2009 (Noise Control on Construction and Open Sites), the Noise Abatement Act 1960) and all amendments thereto, and the Department of the Environment Advisory Leaflet No.2 'Noise Control and Building Sites' and such subsequent publications.

All works will be carried out between the hours of 07:30 to 18:00 Monday to Friday and 09:00 to 13:00 on Saturday. There will no working on Sundays, Public or Bank Holiday unless under exceptional circumstances which will be via prior approval and engagement.

All vehicles and mechanical plant used for the works will be fitted with effective exhaust silencers and will be maintained in good and efficient working order. All pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. Where break out of the hard standing is required, operators of tools will ensure they wear the correct ear protection.

Dust Management

Should the need arise, the use of a temporary water main or bowsers will be utilized, and this will be used to 'damp 'down the construction activities whilst on site.

This will be used at the discretion of the site team when required, especially considering the surrounding neighbours and rail network. Debris netting will also be utilized on the perimeter fencing, when required, but the main action is to deal with dust at the source. All plant and equipment that may generate dust will always be water treated to mitigate.

Personal Protective Equipment

All site workers will wear appropriate PPE to comprise of (as a minimum):

- Safety Boots
- Hard Hats
- Hi-vis Vests
- Gloves

In addition, the following will be made available by Subcontractors and the use of will be task specific risk assessed:

- Ear Defenders
- Eye Protection
- Organic Vapor Masks
- Coveralls
- Welding gauntlets
- Safety harnesses
- Lanyards,
- Fall arrestors

Foundations

Foundations and ground beams will be excavated with blinding being placed as required. Earthworks support will be installed to minimise excavations and to provide safe working if required.

Concrete will be placed direct from the mixer truck, or by mobile skip from the excavator. Holding down bolts in cones will be checked for position in the unset concrete and be fully loosened, oiled, and protected the following day, when shuttering will be struck and removed.

Provision will be made for any drainage and ducts that pass either through or under the foundations. On completion of the foundations, all gridlines and setting out will be marked on the basis to check that the bolts are cast into the correct positions. Priority will be placed on installing the surface water drainage connections at an early stage to allow provision for removal of ground and surface water during the works.

Job specific method statements will be requested from all specialists' sub-contractors and reviewed / agreed prior to various aspects of the works being carried out.

Structural Steelwork

The steelwork and flooring subcontractors will produce fabrication drawings for approval by the consulting engineers prior to manufacture. It will be imperative that this process is carried out as efficiently as possible to minimise the lead-in period for the steel, stairs and floors, as these elements of the work are critical to the overall programme.

Prior to structural steelwork being delivered to site bolt checks and level surveys of all foundations will be carried out. Steel shims and packers will then be placed to the requested levels for the erection of the steel frame.

Once each area is complete the steelwork will be checked for line and level enabling grouting of bases to be carried out followed by installation of the mezzanine floors and loading out.

All erection will be carried out utilising mobile craneage, which will be assessed for each individual task. Risk assessments will be carried out and permits to work issued dependent upon criteria

being met. (Standard crane permits will be issued.) Mobile working platforms will be used for all works in erection of the steel frame and straddling of the steel will not be permitted under any circumstances. Adequate stable ground and protection plating of any drainage chambers adjacent will be provided for MEWPs to work off.

Full method statements for the delivery, storage and erection of the steelwork and floors will be produced prior to commencement of the work. These statements will address all safety related matters and will be strictly adhered to during the execution of the work.

All crane works will be thoroughly planned in line with CAA CAP1096 guidance to crane users on aviation lighting and notification and AOA safeguarding advice note 4 'cranes and other construction issues'.

Brighton City airport's notification for crane and other tall construction equipment permits will be completed and submitted to both Brighton City and the CAA at least eight weeks before any planned works.

Phasing plans and an approval procedure including the following:

- Planned works and durations submitted to Shoreham airport for approval.
- Once approved, risk assessment, method statements and lift plans will be drawn up and submitted to Shoreham airport and CAA for approval.
- Once approved, a permit to work system will be in place which will control all crane operations on site and ensuring all documentation is in place prior to any lifts.
- Works will then be allowed to go ahead and the relevant permit will be signed off accordingly.
- This process will be repeated with every crane or mechanical lift we have on site for anyone operations carried out over 7 metres in height.

Restrictions such as crane operating times, operating heights, fitting of obstacle light and operating in poor visibility will be implemented in line with the airport's requirements.

Roofing Works

Roofing works will be carried out by specialist contractors.

Netting will be erected to the underside of the whole roof area to enable ease of installation and a safer environment. Edge protection to the roof will be provided by means of a triple handrail and toe boards fixed to the structure. All nets will be looped on to the bottom rail of the net to ensure there is no possibility of falling items.

The specialist sub-contractor's method statement will be checked and agreed before any works commence on site, in the usual approval process.

All materials will be fixed down to the roof at all times to avoid them flying around site. The subcontractor will be made aware of the importance of this in the pre-start meeting and site-specific induction.

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- This process will be repeated with every crane or mechanical lift we have on site for anyone operations carried out over 7 metres in height.

Restrictions such as crane operating times, operating heights, fitting of obstacle light and operating in poor visibility will be implemented in line with the airport's requirements.

Windows and Glazing

Specialist sub-contractors will carry out this section of works. Deliveries of the window units will be carefully scheduled to ensure that the units are not stored on site for extended periods prior to installation Once the units are delivered to site they will be carefully unloaded, stacked, and protected ready for use. Prior acceptance of any components on site all will be inspected for quality of product and any damage that may have occurred during transportation to site.

All components will be fully protected during the construction process to avoid any resultant damage. Access for installation of glazing and windows will be provided using mobile working platforms onto hard cored access routes around building perimeters.

Structural Ground Slabs

All openings to the building will be temporarily covered to prevent drying out via wind action. The floor slabs will be carefully set out to provide a continual sequence of pours.

Once the sub-base has been levelled, the DPM barrier, reinforcement and insulation can be laid. Protection to the building frame, cladding etc. will be provided prior to the concrete slab pours commencing.

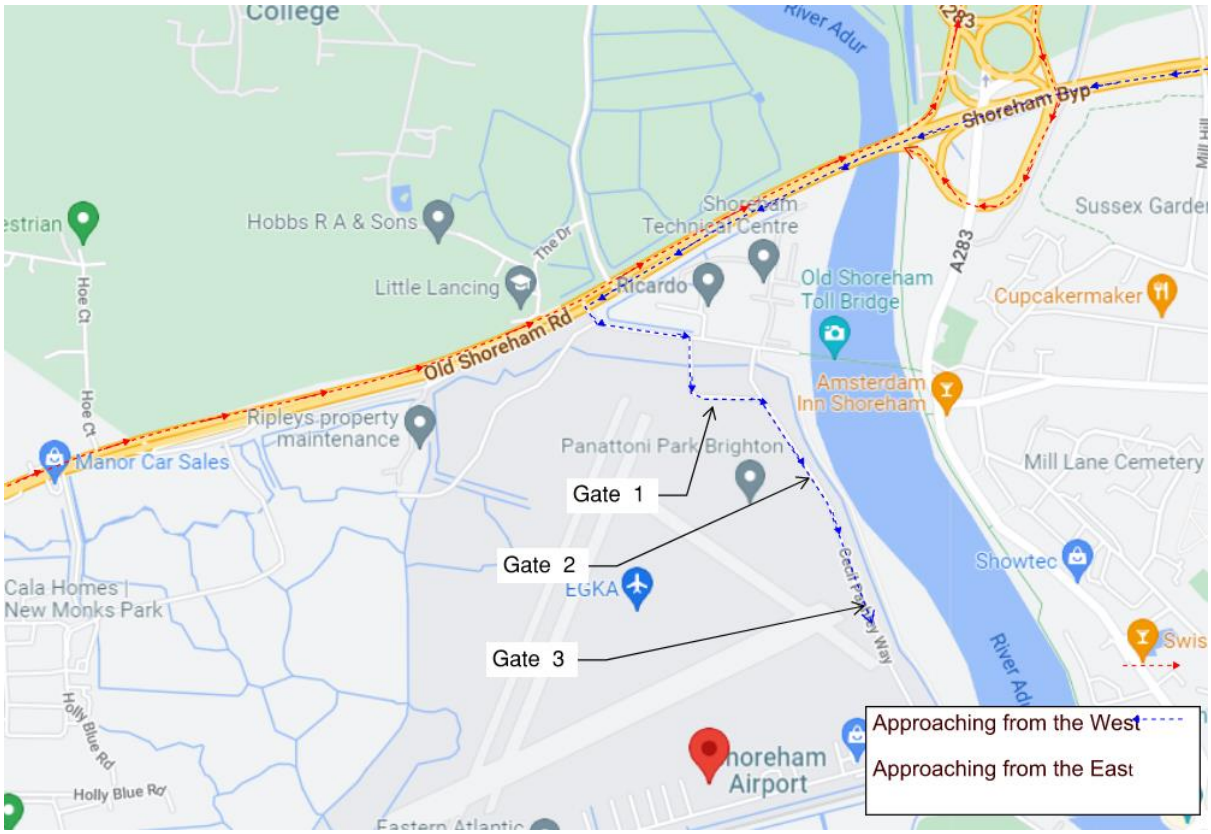
The concrete shall be delivered via an agreed route from the main entrance in a concrete lorry and the mix shall either be placed direct from the chute on the back of the lorry or via concrete pumping equipment.

External Works

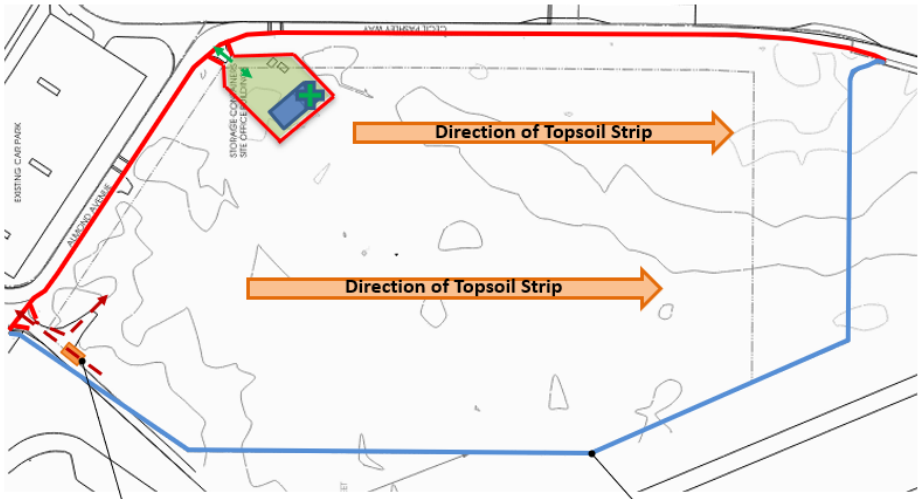
All associated external works materials will be delivered to site on rigid bed or articulated Lorries and shall be offloaded mechanically either by way of lorry mounted crane or telescopic forklift.

With the drainage works the intention is to excavate for the runs with mechanical excavator and lay pipes working from the fall out back on the line. Arrangements will be made in advance for the inspection and witnessing tests by the local authority to ensure that works are conducted in accordance with their requirements and to suit the construction programme.

Provisional Route Maps & Outline Site Set up plans



Initial site set up for earthworks phase



KEY:

- Gatehouse
- Starter cabins and car parking
- Site compound
- Staff, operatives & visitors vehicles
- Construction vehicles
- Airside fence line
- Heras fencing
- First aid and Muster point

Project Title:
Panattoni Park
Drawing Title:
Site Logistics Plan
Client:
Panattoni
Scale:
NTS
Date:
December 2022
Drg No:
GLC/T0324/OW/LP01

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Order in which construction of the units will begin.



KEY:

- Gatehouse
- Starter cabins and car parking
- Site compound
- Staff, operatives & visitors vehicles
- Construction vehicles
- Fenceline
- First aid and Muster point

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