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Construction Management Plan

Proposed Dwelling House

Land to the South of
Glebe House
Upper West Lane
Lancing
West Sussex
BN15 0EX

Rev

1.00 Introduction

This construction method statement has been prepared to ensure the site layout, local neighbourhood, traffic management and similar issues associated with the proposed project are addressed prior to the start of the construction works. It is also intended to specifically address Planning Condition no. 4 in the Schedule of Conditions attached to Planning Permission AWDM/1626/23

The strategy is designed to reduce impact on the surrounding area and local residents, together with members of the general public.

Safety and cleanliness will be of key importance, and we are aiming to promote a positive image to residents and the Council such that all such parties can see that we are clearly doing everything we can to minimise disruption to everyone in the area. We propose issuing regular updates and notices to keep our neighbours and all other affected parties fully aware of what is happening on site and what is being planned for continuing works.

2.00 General Principles

2.01 In order to minimise disruption in the area, deliveries will be made between 09:00 and 16:00, thus avoiding the busiest times in the area and also avoiding schoolchildren in the area making their way to and from the nearby schools and rush hour traffic along the A27.

- Normal Site Working Hours (Demolition and Construction):
    - Monday to Friday: 08:00 to 18:00
    - Saturdays (only as necessary): 09:00 to 13:00
- No Sunday working
- No noisy works before 09:00 or beyond 16:00
- No deliveries before 09:00 or after 15:00

2.02 Upper West Lane is a single-track road unmade road. We only expect as maximum of two or three delivery or removal vehicles per day at any time during the construction phase. Nevertheless, delivery slots will be allocated for each delivery vehicle to avoid two or more vehicles attending site at any one time. This will also prevent the need for vehicle to be temporarily parked in Upper West Lane or any of the surrounding roads. Due to the unmade nature of the road, where damage to the surface has occurred it will received localised repair.

2.03 The site will be fully hoarded with a lockable gate provided to allow entry to the site.

2.04 The site and access are to be sealed to limit the migration of dust and dirt during the demolition and construction processes. Nevertheless, a wheel wash facility will be provided near the exit from the site

2.05 Additionally, we intend using as much as possible of the demolition arisings for hardcore to be used on site; thereby limiting the number of vehicles required for removing rubble from site.

2.06 The show site set-up, parking, loading/unloading areas, storage areas and tracking for delivery and waste removal vehicles during the demolition and construction phases respectively. All vehicles will enter and leave the site in a forward gear, with all reversing manoeuvres confined to site and controlled by competent and experienced banksmen. Refer to drawing 4.01 – Construction Management Layout Plan

2.07 As above, deliveries will be made between 09:00 and 16:00. Specifically, no deliveries will made during peak rush hour and during school drop off and pick up times. Time slots will be allocated for each delivery vehicle to avoid any clashes.

2.08 During the demolition phase, as mentioned previously, our intention is to retain as much of the demolition arisings as possible, to be used as hardcore for the construction phase. Notwithstanding, we expect a maximum of three 10 Tonne grab lorries, loading and removing excavated material from site.

2.09 During the construction phase, we anticipate up to two deliveries per day by similar-sized vehicles or smaller. For deliveries of building materials, a hiab will be used wherever practicable; or items will be

unloaded by telehandler, under the control of a competent banksman. Concrete will be pumped from the loading area.

2.10 Site set-up (site office, welfare, toilets, etc) and parking will be in the locations shown indicated on drawing 4.01 – Construction Management Layout Plan. Parking will be restricted to the areas shown at the rear of the site and operatives will be expected to car-pool or be dropped off at site to avoid vehicles parked on Upper West Lane.

3.00 Site Set-up

3.01 As mentioned above, the site will be fully hoarded (outline shown in red) with a lockable gate provided to allow entry to the site. Pedestrian access to the site (visitors, operatives using public transport, etc) will be via the gated entrance at the north end of the site.

3.02 During the construction phase, cabins for site office, welfare, toilet facilities, etc will be located on site (see CMP Plan), allowing direct access to site cabins from pedestrian route or car park, thus avoiding the need for pedestrians to cross vehicle access routes. While demolition is proceeding, it will not be practicable to site the cabins in this area, but direct access is still possible from the car park and a protected route will be provided from pedestrians.

3.03 Also as mentioned above access to the site loading/unloading area is via a sealed route with no need for vehicle to traverse muddy areas of the site.

3.04 Nevertheless, a wheel-wash facility in the form of a power hose, will provided near the exit from the site (refer to 4.01 Construction Management Layout Plan). Under this provision, vehicles will have their wheels, chassis and body cleaned prior to the vehicles exiting site onto the public highway (Upper West Lane). Any surplus material deposited on the road (unlikely) will be clean immediately after the departure of the delivery vehicle concerned.

4.00 Control of Noise, Dust, Pollution and Migration of Dirt

4.01 In addition to provision of a wheel-wash facility, spoil will not be allowed to be stockpiled for anything other than a short duration (one day maximum). While groundworks are proceeding during the summer months and at other times as necessary, the site will be regularly wetted down to help prevent the migration of any dust.

4.02 In terms of the nature of the construction works entailed in the project, we do not anticipate any of our operations on site giving rise to excessive noise or pollution, but in consideration of the interests of local residents, no noisy works will be undertaken before 9am or after 4pm.

4.03 In accordance with Section 61 of the Control of Pollution Act 1974, any plant or machinery (generally, hired plant and machinery will be used) in use on site will be expected to comply with relevant statutory requirements for noise and pollution, with sound-proof enclosures used for compressors, etc. No chemicals will be retained on site. Paints, solvents, etc will all be brought to site by the relevant trades and removed at the end of the working day. Similarly, petrol or diesel for plant will be brought to site as needed but will not be stored on site.

4.04 In terms of pollution incident control, a 'pollution incident response plan' will be incorporated into the project's construction phase (health and safety) plan. The site contact(s) for such incidents will be identified in this plan.

5.00 Public Engagement

5.01 Neighbouring residents will be contacted personally by the client/site manager and advised of the works, with any concerns the residents may have discussed openly. Regular liaison will be maintained with the residents, and they will be informed in advance of any activities (eg: potentially noisy operations) that may affect them.

5.02 The pre-construction searches have not identified public rights of way crossing the site or near to the site.

6.00 Temporary Lighting

6.01 External works will generally be undertaken during autumn 2024 through to spring 2025 and therefore construction works will be completed during the daytime without the need for task-specific lighting. 110 volt task-specific lighting may be used for short-term activities, but this will be rare. Flood-lighting or similar will not be necessary.

6.02 For security, movement-activated lighting provided at the entrance on Upper West Lane and at strategic points on the site. This will be positioned such that it will provide a deterrent to trespassers but will not be a nuisance to neighbours.