

Construction Management Plan

Land on the East Side of Brighton Road

Pease Pottage, Crawley, RH11 9NG

April 2025

REVISION HISTORY

Version No.	Version Date	Summary of Changes
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2.0	25.09.25	2 nd Issue

APPROVALS

This document requires the following approvals

Name	Title	Signature
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DISTRIBUTION

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**1. DESCRIPTION OF WORKS
ERECTION OF TWO COMMERCIAL BUILDINGS FOR CLASS E(G)
LIGHT INDUSTRIAL OR B8 STORAGE AND DISTRIBUTION USE.**

Work packages to include:

- Site set up
- Temporary works
- Excavation works
- Ground works include pad foundations and reinforced slab
- Erection of cold rolled buildings
- Composite Wall cladding KS1000RW 80mm Quadcore
- Composite Roof cladding profile KS1000RW 120mm Quadcore
- Rainwater goods
- Roller Doors and PA Doors
- Additional groundworks to create pathways to surrounds

1.1 Planning Permission Reference

DM/22/3432

1.2 Programme Dates

The anticipated programme dates are

Start date: to be confirmed
Completion date: to be confirmed

1.3 Contact Details

Client's Contact Details:

Jack Morahan, Shellwin Real Estate - jack@shellwin.co.uk

Principal Contractor Details:

Carnegie Group Ltd
Astral Towers, Betts Way, Crawley, RH10 9XA
01959 572501 info@carnegiegroup.co.uk

David Mindham 07774 444848
Simon Barren 07591527716

2. MANAGEMENT STRUCTURE

2.1 Management of Health & Safety

The overall responsibility for the implementation of this Construction Management Plan will be the appointed Principal Contractor. Simon Barren, Director is Head of Health and Safety.

A competent Site Manager (SMSST) will manage the day-to-day implementation of the Plan.

2.2 Site Management Relating to this Project

The Site Management Team for this project includes:

Director: Simon Barren 07591 427716

Project Manager: Justin Flack 07976955757

Site Manager: Danny Campbell 07708 470627

2.3 Statement of Principles and Objectives

The overall management of the Construction Management Plan for this project will be:

- Positive
- Proactive
- Systematic and embody the principle of continuous improvement
- Take account of the identified hazards and control of risks
- Recognize the importance of managing risks by early and organised dialogue

2.4 Specific Management Goals

The primary goal for the project is to minimize the impact of the works on the occupants of the adjacent property and local residents. Communication, good manners and traffic management will be paramount. The objective is to have no complaints received by neighboring occupants.

2.5 Actions for Contravention of the Construction Management Plan

The Principal Contractor will immediately prohibit any contractor, contractor's employees (including sub-contractors) or contractor's work equipment, from working on site where the work activities of the contractor, his employees, sub-contractor or their contractors work equipment is a cause of serious danger to any person, property or equipment.

2.6 Onsite Co-ordination

To reduce or control impact to the lowest extent reasonably practicable The Principal Contractor may introduce, as necessary, on-site measures for co-operation between contractors and residents.

Each contractor involved in such co-ordination measures shall co-operate with The Principal Contractor as far as it is necessary to enable each to comply with the requirements and prohibitions imposed on them by or under the relevant statutory provisions.

2.7 On-site Communication

The Principal Contractor will establish an appropriate on-site procedure, whereby persons at work on the site and persons affected by the construction site activities may discuss impact problems and offer advice to The Principal Contractor.

Where The Principal Contractor accepts the advice or is convinced that a problem exists, The Principal Contractor will then take whatever measures he considers necessary to resolve the situation.

The Principal Contractor shall convene meetings when and where appropriate.

3. THE PROJECT

3.1 Site Location

The site is located on the east side of Brighton Road, Pease Pottage, East Sussex. The site area is accessed off Old Brighton Road.

Old Brighton Road is a residential area however the plot is not located next to any residents.

3.2 Surrounding Properties

There is an existing commercial building next to the site.

3.3 Existing Site

The site is largely brownfield land, with shrubs and a mature ash tree bordering the perimeter of the site with a telecommunications mast to the south.

3.4 Site Constraints

Key site constraints:

- Mast has not been moved. It is unknown whether the mast is operational and unknown whether it has live cables underground. An electromagnetic survey will be required before any groundworks commence.
- Overhead cables (the pole numbers on the poles that are on the green are noted)
- The big tree is a living ash. TPO to be checked.
- Site is adjacent to M23. The proximity to the boundary of the M23 may create a requirement to receive permission from National Highways.

The Principal Contractor is to ensure that an adequate management system is introduced to minimize any disruption to the adjacent occupiers. At no time must the evacuation and emergency routes be obstructed.

3.5 Working Hours

The site working hours will be:

Monday -Friday - Site opens for deliveries 7.30am

Noisy works commence 8am

Saturday - No working

Sunday - No working

Bank Holidays - No working

3.6 Routing of vehicles

The intention is for all vehicles to approach the site from Old Brighton Road before turning left into the site.

All delivery drivers will be made aware of the route, expected time of delivery to ensure sufficient resources are available to meet the delivery. This will form part of the order issued by The Principal Contractor. Any vehicles outside this time will be turned away.

There is no provision or capacity within the local neighborhood for any 'stacking' of vehicles.

An area will be set up within the site for offloading / material storage / waste collection.

It is not anticipated that any traffic diversion will be required during the project. Furthermore, no road closures will be required.

Vehicles: 1 x transit van over 6 week period for 3 operatives

8 x muck-away lorries/8 aggregate/concrete deliveries

1 x artic lorry delivering building Add skip lorries x2

2 x recycling lorries

1 x plant deliveries

1 x plant collection

It is anticipated that vehicles will park up at the beginning of the day until the end of the working day therefore minimal movement of contractor vehicles.

Deliveries will be arranged as close to the start of the day as possible and will be managed by the site manager.

As there is no throughfare connecting The Hemsleys and The Squires, delivery vehicles will need to execute three point turns in the current parking area outside the site and to the Southeast of the Hemsleys junction. For this reason, a temporary traffic regulation order (TTRO) is needed to restrict parking in the turning area and on the highway between the turning area and on the highway in front of the proposed site.

The main contractor will make the application for the TTRO to West Sussex County Council within the required time period of a minimum of 12 weeks prior to work commencing.

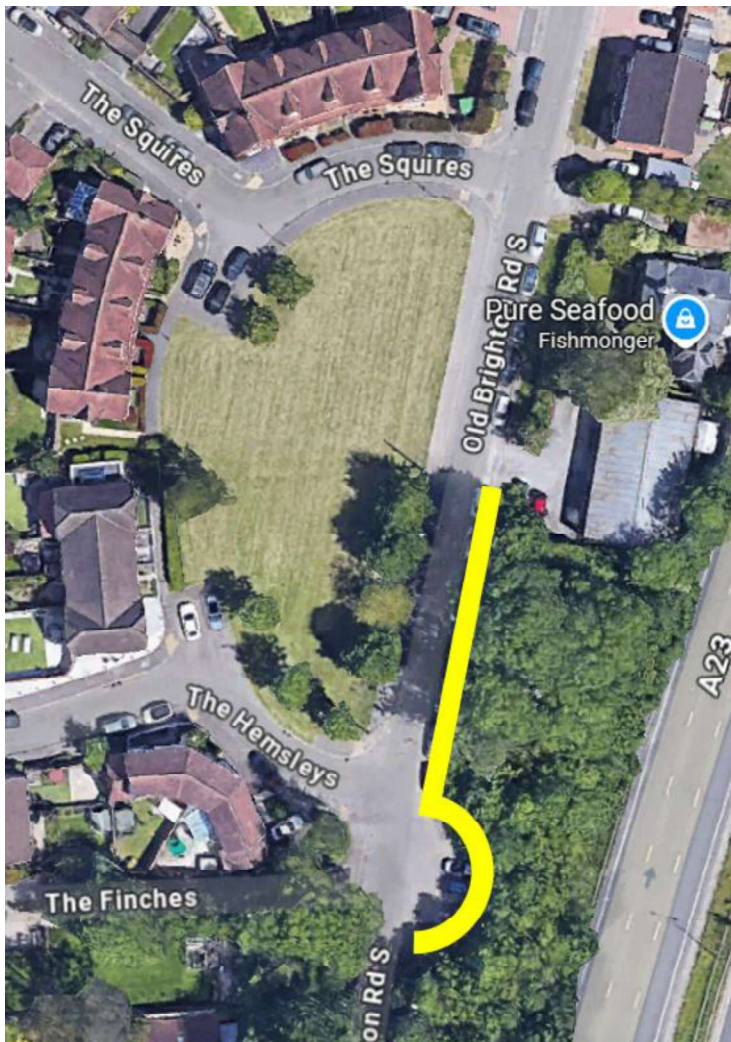
The main contractor will ensure that vehicle access to properties adjacent to a highway may not be prohibited for any more than 8 hours in any period of 24 hours

Main contractor to ensure that emergency services can gain access to all properties within the restricted length at all times.

The main contractor will undertake advance public notification, such as a letter drop, to affected parties advising them of the proposed works or event. This will include, but not necessarily be limited to:

- all properties (residents and businesses) fronting the highway affected
- bus companies using the affected road and any diversion routes
- police, fire and ambulance services
- advance works notification boards must be placed at the location 7 to 14 days prior to the start date
- information boards giving details of the contractor and a phone number must be at the location throughout the duration of the works or event

Illustration of the area discussed above:



Note: There will be a jet wash on site to mitigate the impact of construction on the highway. Traffic Management Plan to be submitted prior to commencement.

The contractor will clear mud or dust if it affects the public highway. Equipment will be on site to facilitate this. However as it is not expected that any vehicles or plant will be on site then it is unlikely that we will be using the jet wash facility.

3.7 Resourcing

Sufficient resources will be provided to offload materials / load up vehicles. Resources will include Banksman for the vehicle itself and a supervisor to control the movement across the pavement. Warning signage will also be used.

Site will have a telehandler for the duration of the project to assist with unloading materials, moving materials around the site and lifting components through the build.

3.8 Removal of Waste

Subject to soil surveys and WAC test .

WAC tests will be required to establish waste criteria, and an appropriate and registered waste haulage company will be engaged to dispose of the waste in a compliant manner at a registered waste disposal site. Copies of all waste transfer tickets will be kept on file.

We will engage local spoil haulage companies who will dispose of the spoil appropriately in a waste disposal depot.

We would aim to reduce the number of skips required through the following methods:

Carry out a waste audit

- Identify common waste materials (e.g., wood, metal, concrete, drywall, plastics)
- Estimate quantities and recycling potential

On-site sorting

- Provide clearly labelled bins for wood, metal, concrete, drywall, and packaging
- Use covered bins to prevent contamination from dirt and moisture

Recycling facilities & suppliers

- Appoint a recycling contractor to regularly visit site to remove the relevant items
- Contact suppliers about take-back programs for materials like pallets and packaging

Reduce waste at the source

- Order materials in precise amounts to avoid excess
- Use prefabricated components to reduce offcuts
- Encourage contractors to minimize packaging waste

Reuse of materials

- Salvage wood for framing or temporary structures

Implement a policy of deconstruction / dismantling

- Carefully dismantle structures to recover reusable materials
- Sell or donate materials like doors, windows, cabinets and flooring

Training

- Provide training on recycling and reducing waste
- Assign a recycling coordinator to oversee waste management

Track & measure recycling rates

- Adjust strategies based on waste data of initial builds

The final procedures for the disposal of all project related waste are to be agreed with The Principal Contractor.

The build-up of rubbish must be managed to prevent a fire hazard occurring. No waste / rubbish is to be left on site / blown around the site.

3.9 Deliveries

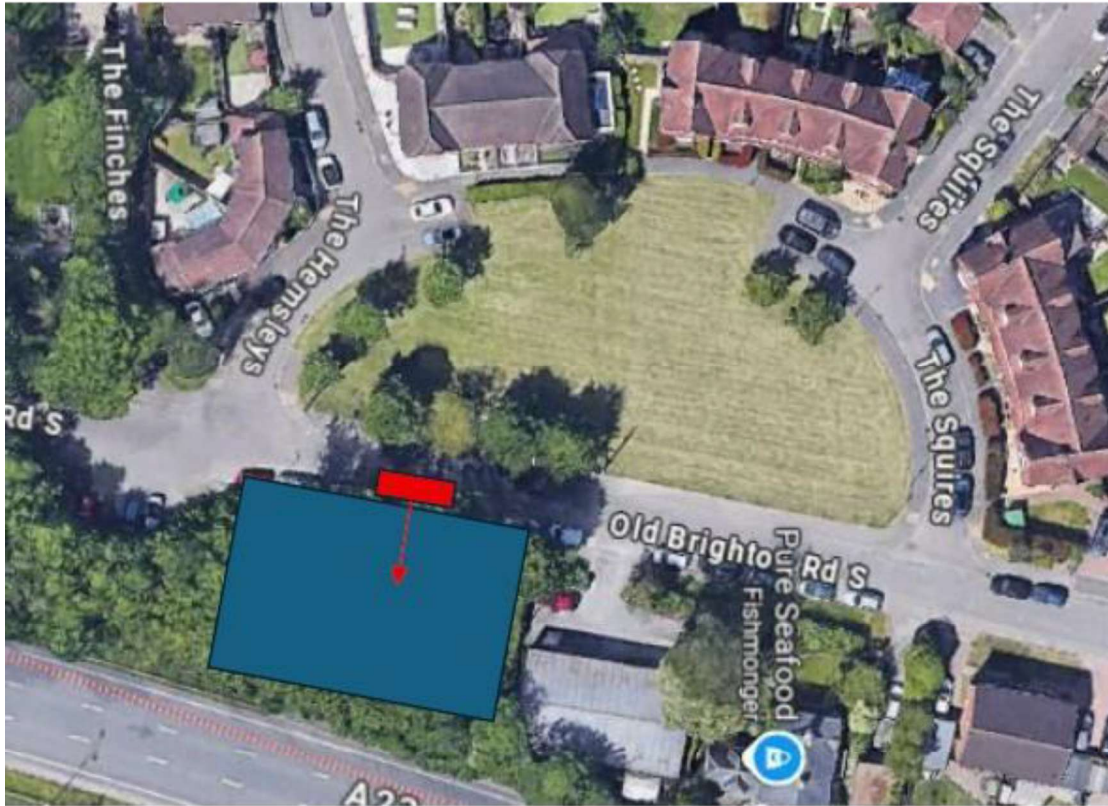
All deliveries will be via the main entrance from Old Brighton Road. An area will be set up for off- loading / material storage / waste collection WITHIN THE SITE.

There is no pavement directly outside, only a pavement on the opposite side of the road, so the site deliveries will not impede pedestrians as they can pass on the opposite side. Currently cars and vans do park outside the site in front of the heras fencing, with available space for traffic to pass in both directions. Delivery vehicles can therefore park tight alongside the site without having to mount a pavement and without blocking the road any more than existing parked cars. Deliveries will have a banksman at all times to advise pedestrians and motorists of any potential danger.

In the unlikely event any delivery may impede the road access temporarily, cars may pass around The Squire Crescent opposite the site.

A hi ab or telehandler will be used to offload any deliveries. The steel frame and cladding will be installed using a telehandler and MEWP. A lifting plan will be provided.

PLEASE SEE PICTURE BELOW



At no time will deliveries obstruct the clear flow of traffic. Suitable resources to be in place with all relevant communications made. The Principal Contractor is to provide the necessary resource including Banksmen to ensure the deliveries take place with minimal disruption to neighbours. There is no pavement that side of the road therefore no public disruption

All deliveries are to be removed from lorries using suitable and certified lifting equipment.

It is imperative that all surplus packaging materials are removed from the project areas as they arise and taken for safe disposal. At no time must combustible or

hazardous materials be allowed to accumulate. The build of rubbish must be managed to prevent fire hazard occurring.

Each individual sub-contractor will be responsible for providing adequate labour to unload their deliveries. Where necessary a manual handling risk assessment will be conducted in accordance with the Manual Handling Regulations 1992 as well as the Management of Health and Safety at Work Regulations 1999. As guidance, no one person should lift over 20 kilos in one effort.

A hi-ab will be required to deliver and lift the steel frame into position. A lifting plan will be required.

A Traffic Management Plan will be produced by The Principal Contractor prior to commencement.

3.10 Traffic/pedestrian routes

All existing traffic and pedestrian routes in and around the site must be always kept clear.

3.11 House Keeping

The site will be cleared to work prior to the task with no trip hazards such as trailing leads etc. The site will undergo a clean up after the task and on a regular basis as work continues.

3.12 Storage

Storage space for materials is limited to parameters of the site. Hazardous materials will be stored in an appropriate fenced off zone.

Concrete for the ground works will be provided by ready-mix lorries. If this is not possible concrete mixers along with sand, cement and a source of water will have to be brought to site.

3.13 Contractors Parking



Temporary parking allowed – no yellow lines. Parking is available for approximately 10-12 vehicles. Visitors will be advised on parking arrangements prior to a site visit. This may be affected by the TTRO which will be required. The site manager will make contact prior to the visit to advise on where the visitor will park but it will not be on site as there is insufficient space.

3.14 Site Security

The Site Manager is responsible for the site security. It is proposed to have hoarding erected across the site ie. Around the whole site boundary. This will be a timber hoarding with a height of 2.4 metres and the main contractor will be responsible for the maintenance of the hoarding if it becomes damaged or breached.

This will have padlocked gates and appropriate signage. CCTV is the responsibility of the main contractor. No overnight watching is anticipated.

3.15 Dealing with complaints

There will be pre-commencement engagement with the residents and businesses in the vicinity by letter – advising of the phased plans and given opportunity for questions to the main contractor.

The Site Manager's name and contact number will be prominently displayed on the information board outside the site so that anyone with concerns can contact them directly and promptly.

A policy of courtesy and co-operation will be followed by The Principal Contractor.

4. EMERGENCY PROCEDURES

4.1 General

In the event of an accident requiring emergency services, the Site Manager shall call the emergency services and direct them to the site address. He / She will answer the necessary questions asked by the telephone operator and assist with the instructions requested.

Appointed Person - The Site Manager will be the appointed person responsible for dealing with all emergencies on this contract. In his absence he will nominate another trained person on site to perform his duties.

4.2 Fire Plan

Fire Fighting Equipment - Will be provided on site. In the event of a fire nearby fire extinguishers will be used as a first line of defence. Its location will be indicated on the site plan displayed on site with this notice. The Site Manager will ensure there is always adequate provision.

4.3 First Aid

First Aider/Appointed Person - **The appointed person for this contract will be the Site Manager or in** his absence a competent person nominated by him. In the event of an emergency the nominated First Aider will be used.

First Aid Boxes - First aid boxes are located in the site office. The Site Manager is responsible for ensuring they are adequately stocked.

Accidents - All accidents must be reported to the Site Manager who is responsible for recording them in the site accident book. Furthermore, the Client will be informed of any incidents. The Site Manager will report all accidents to the Client and the Principal Designer.

5. WELFARE

5.1 Site accommodation

A temporary welfare unit will be set up to within the grounds of the site. This will include: a rest area including a kitchenette. A source of water is to be confirmed. There will be portacabin toilet facilities. Suitable and sufficient site signage will be in place requesting all visitors to contact the site manager before entering site.

6. MONITORING

6.1 Monitoring of Construction Management Plan

The Principal Contractor will monitor and review the implementation of this Construction Management Plan and applicable company procedures to ensure continuous effectiveness and improvement where reasonably practical.

7. OVERALL PROJECT REVIEW

7.1 General

At the end of the contract, the contractor's performance will be discussed at a review meeting.

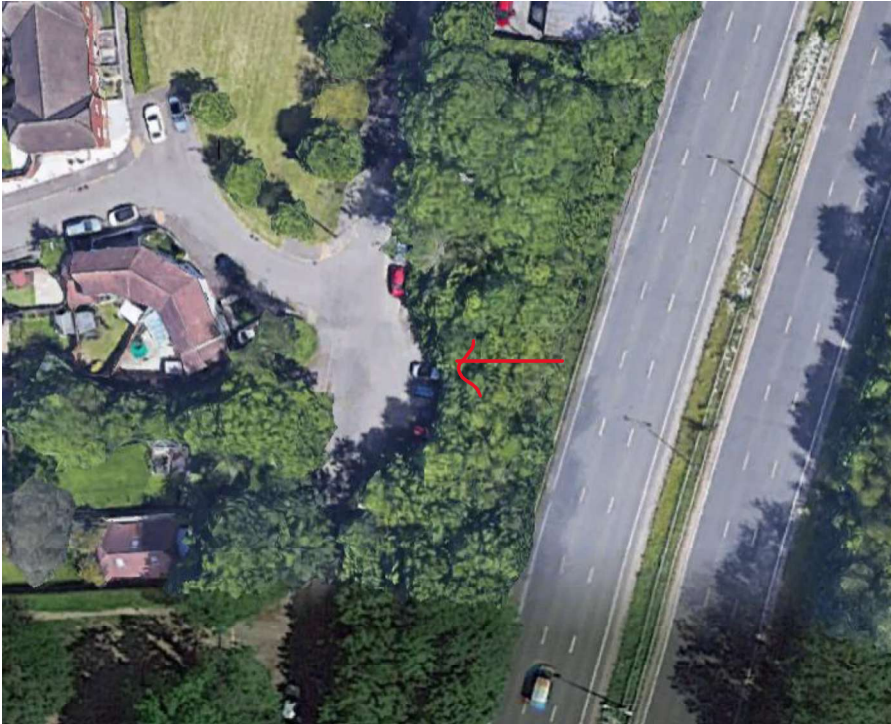
The safety related matters will be documented and used to determine suitability for future works.

APPENDIX A

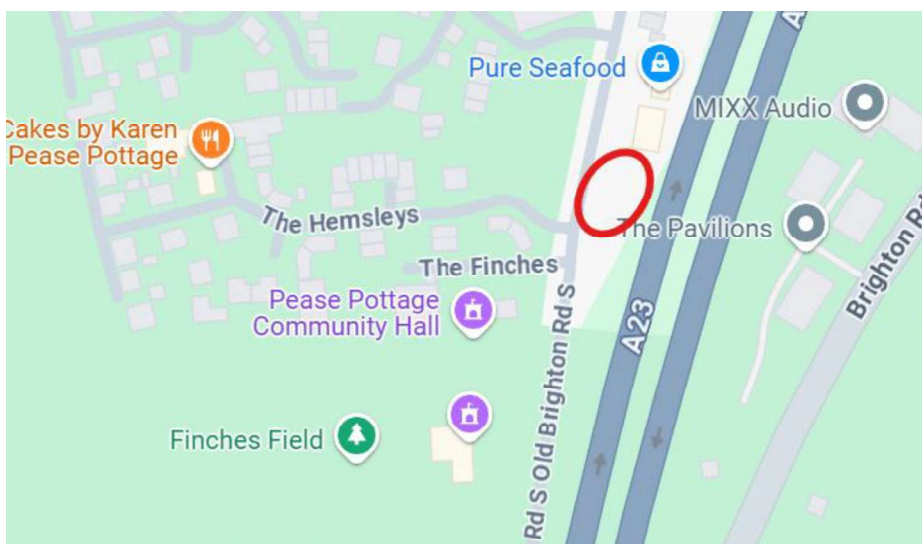
PROGRAMME OF WORKS

To be confirmed

APPENDIX B



Area off Old Brighton Road – Google Earth/Maps



APPENDIX C

Proposed Buildings

