

Webuild Sussex Ltd

Construction Management Plan

for
31-33 Perrymount Road, Haywards Heath BN8 5BW
Planning Application DM/22/2303
09th March 2026

1.0 Introduction

This construction management plan 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.

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

Safety and cleanliness will remain a top priority to promote a positive image for residents and the Council, demonstrating our commitment to minimising disruption in the area. Regular updates and notices will be provided to ensure our neighbours and all affected parties are kept fully informed about ongoing activities and upcoming works on site.

2.0 General Principles

In order to minimise disruption in the area, large deliveries (eg: reinforcing steel) will only be made early mornings, thus avoiding the busiest times in the area.

We will aim to allocate time slots for each delivery vehicle to avoid the need for vehicles to queue in Perrymount Road or any of the surrounding roads. As the buildings at the front of the site is to remain occupied, we will liaise with the occupiers and ensure that the deliveries are programmed to allow them unfettered access 24/7.

The site's perimeter will be secured for security and safety. Timber post and ply-clad hoarding will be erected around the site (refer Figure 1 below). A lockable gate will also be provided at the site entrance and will remain locked day and night to prevent unauthorised entry, with drivers accessing the site required to phone in to gain access.

3.0 Contact Details

Name	Company	Role	Telephone	Email
Jon Bennett	Perrymount Holdings Ltd (Developer)	Company Director	07989 385 220	jon@we-build.uk
Greg Partridge	Webuild Sussex Ltd (Principal Contractor)	Construction Manager	07511 718 739	greg@we-build.uk
Ryan Meadows	Webuild Sussex Ltd (Principal Contractor)	Site Manager	07930 726 885	ryan.m@we-build.uk

4.0 Site Set-up

As above, hoarding is to be erected around the site, with lockable gates at the site entrances, for the duration of the construction process (refer Figure 1 below). The hoardings will be inspected on a weekly basis and before and after windy weather.

The site office, site welfare units, storage areas and contractor parking have already been set up for previous projects, in the under-croft of the building and we intend re-utilising these facilities for this project. Operatives will be required to car-pool or will be dropped off at site where possible to limit the number of vehicles parking on site.

To minimise disruption to local residents and maintain highway safety, no contractors will be allowed to park on the public highways surrounding the site.

The Site Manager will monitor compliance daily with spot checks at peak times. Clear signage will be installed at the site entrance and induction briefings will reinforce the policy with all contractors. Persistent breaches will result in warnings and potential removal of site access rights for non-compliant operatives or subcontractors.

A loading area will be established near the entry point to the undercroft of the existing building, as shown in Figure 1. Stockpiling and further storage areas will be established externally, as shown. These will be used for temporarily stockpiling excess soil and other items to be removed from site during the early stages of the project and latterly for further storage.

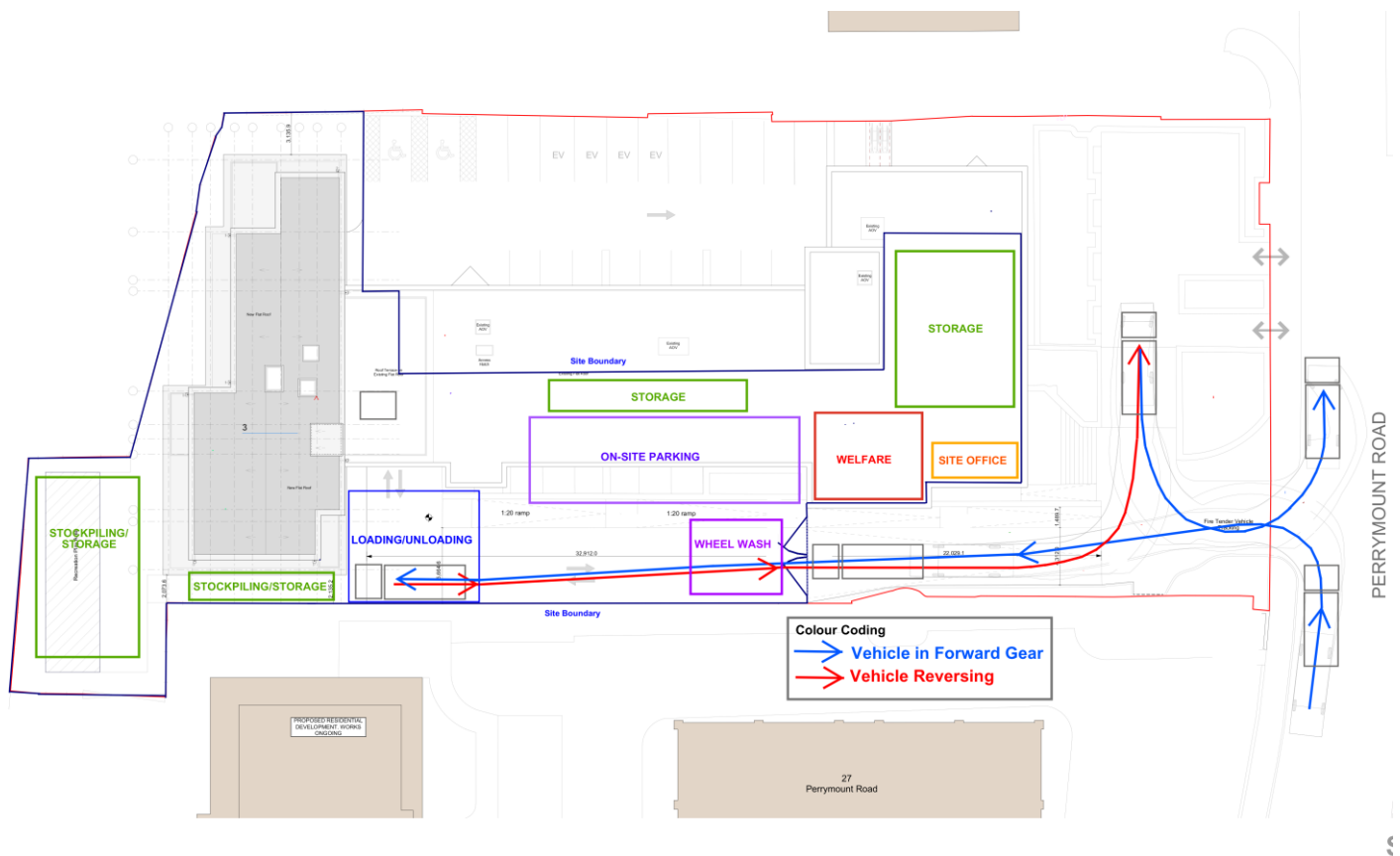


Figure 1: Site Set-up

All delivery and removal vehicles will enter the site in a forward gear. The undercroft is of restricted height and will not allow entry of vehicle larger than cars or small vans and therefore the vehicles will need to reverse out of the site, guided by competent, fully trained and experienced banksmen, using the existing car park at the front of the property to turn around before leaving in a forward gear.

We will ensure that vehicles are not allowed to park for any length of time in the car park, thus allowing unfettered access for the building occupants.

Access to the site loading/unloading area is via a sealed route with no need for vehicle to traverse muddy areas of the site. Nevertheless, wheel-wash facilities in the form of a power hose will be provided near each of the loading/unloading areas. Vehicles will have their wheels, chassis and body cleaned prior to the vehicles exiting site onto the public highway (Perrymount Road).

Perrymount Road and surrounding roads will be regularly inspected, especially during wet periods for mud deposits and a mechanical road sweeper will be deployed as necessary sweeper to keep the roads free of mud.

5.0 Deliveries and Waste Collection

Deliveries/waste removal will be made between 07:00 and 16:00. We will aim to assign time slots for each delivery vehicle to avoid the need for vehicles to queue in Perrymount Road or any of the surrounding streets.

During the early stages of the project, we expect to utilise a maximum of six grab lorries per day to 'muck-away', etc; followed by up to eight concrete trucks per day for piling, pile caps and in-situ concrete

During the construction period, we will limit the number of deliveries using larger vehicles to a maximum of six per day. Other vehicles will be limited to eight per day total. This will mean the disruption to the area will be limited.

The delivery vehicles will be as follows:

- 8-wheel grab lorries: waste removal, removal of excess spoil from excavations;
- Flat-bed truck (normal size with hiab, where practicable): bricks, reinforcing steel, steelwork, lintels, roofing materials, etc);
- 6-wheel concrete delivery trucks;
- Small flat-bed lorries: timber, plasterboard, windows and doors, plumbing and drainage materials, rainwater goods
- Panel Van: smaller items, such as ironmongery, electrical goods.

Arrival on site will be timed such that there will never be more than two vehicles on site at any one time, with the second lorry accommodated within the confines of the site.

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.

It is noted that rubbish, garden waste and recycling are currently collected on Fridays. To avoid disruption, the site manager will amend delivery schedule to suit.

As noted, occupants of the building and neighbours will be provided with live updates on deliveries and waste removal. This will be used daily by the site manager to post Live updates.

We Build West Sussex Limited will hold pre-start meeting and if any further meetings required with residents to ensure that deliveries and logistics are clearly communicated on site

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

In addition to provision of a wheel-wash facility, spoil will not be allowed to be stockpiled for anything other than a short duration. While groundworks are proceeding during the drier months the site will be regularly wetted down to help prevent the migration of any dust.

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. Piling will be continual flight-auger (CFA) to limit noise during the early stages of the project.

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.

7.0 Monitoring of Dust, Vibration and Noise

We can confirm that we will look to include measures for the monitoring of dust, vibration, and noise throughout the demolition and construction phases.

- We will establish threshold levels for each in line with relevant industry standards and guidance;
- Monitoring will be carried out at appropriate intervals using recognised methods.
- In the event that threshold levels are exceeded, we will take corrective action promptly and record both the exceedance and the action taken.

We intend to employ a company to install the monitors in order to be able to monitor the levels of dust, vibration and noise. The strategy will be reviewed at regular intervals to ensure effectiveness and updated to reflect site conditions, feedback, or regulatory advice.

8.0 Community Liaison and Handling of Complaints

Prior to the start of the construction process, our Site Manager (the designated 'liaison manager') will liaise directly with neighbouring residents and businesses to address any concerns regarding the planned construction works. A leaflet will be circulated, providing contact details for both the Site Manager and company management. Meetings will also be held with local residents to discuss any concerns.

Any complaints will be handled in accordance with our company-wide complaints management system which includes systems to ensure that all complaints are dealt with fairly and any processes necessary to deal with the associated issues agreed with the complainant.

We are committed to ensuring that construction impacts are minimised and managed responsibly, with due regard to the amenity of neighbouring properties and the wider community.

9.0 Implementation of this Construction Management Plan (CMP)

The provisions outlined above will constantly reviewed to ensure compliance, both by our Site Manager and by external consultants we use to undertake site safety audits. In conjunction with these site audits, our consultant will also include a section of their standard audit report checklist covering implementation of the CMP.