



CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

**BARCLAY COURT, MARKET PLACE,
HAYWARDS HEATH**

Residential Development

2025-04-02-6806

April 2025

Prepared on Behalf of PR Homes Direct Ltd



DOCUMENT CONTROL

Project: Barclay Court, Market Place, Haywards Heath Residential Development

Document: Construction Environmental Management Plan

Client: PR Homes Direct Ltd

Reference: 2025-04-02-6806

DOCUMENT CHECKING:

Author: SMO Sam O'Halloran **Date:** 01/03/2025

Checked by: ALB Alison Bidd **Date:** 12/03/2025

Approved by: PMR PMR **Date:** 14/03/2024

STATUS:

Issue	Date	Status	Issued by
01	14/03/2025	Preliminary	ALB
02	02/04/2025	Final	ALB



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APPENDICES

Appendix A	Site Plan
Appendix B	Program of Works
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1 INTRODUCTION

- 1.1.1 This Construction Environment Management Plan (CEMP) has been prepared on behalf of PR Homes Direct Ltd to identify construction logistics and environmental management strategy associated with construction works at Barclay Court, Market Place, Haywards Heath.
- 1.1.2 The works pertain to the conversion of the former educational facility to residential land use, providing 10 flats (Use Class C3), including roof extension and alterations. This site has received recommendation for planning approval at committee under MSDC planning reference DM/23/3230. The site location and proposed development plans are shown in **Figure 1.1** and **Appendix A** respectively.

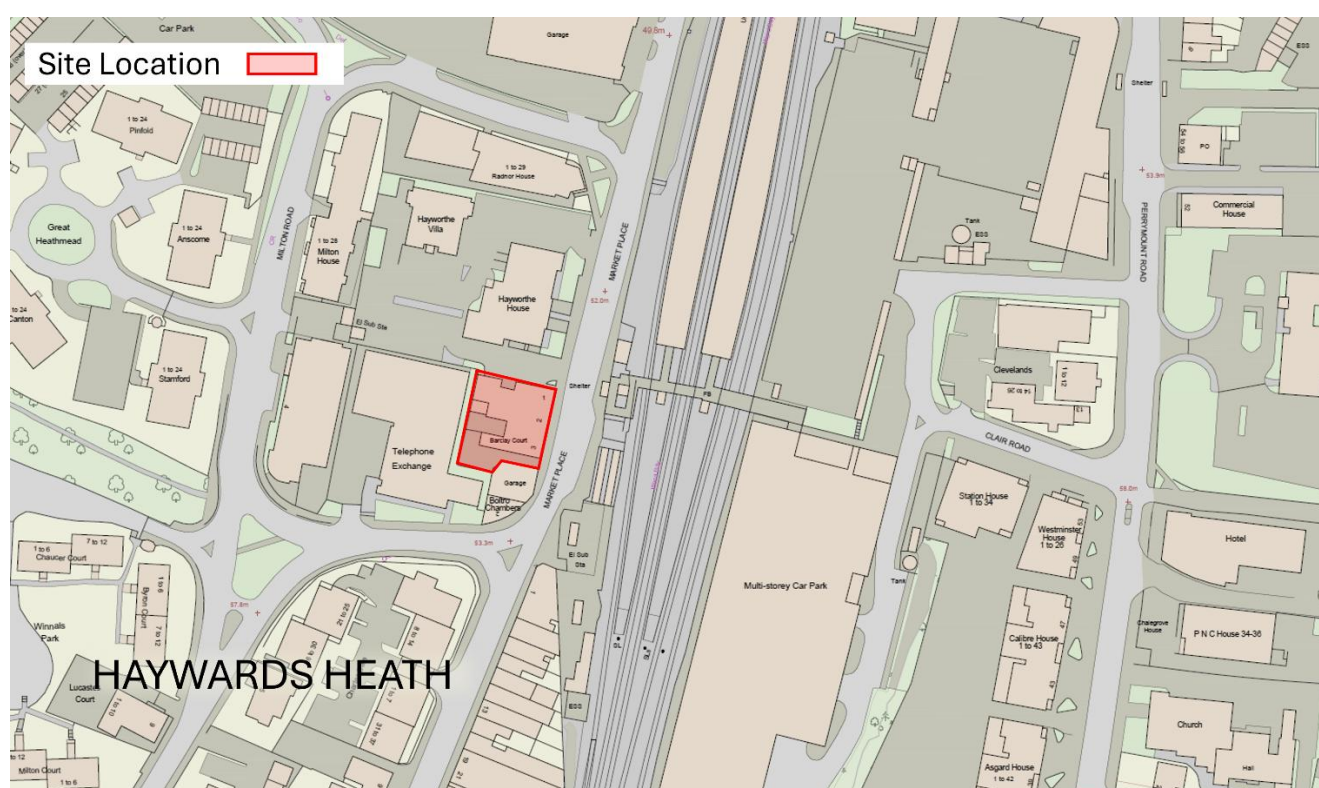


Figure 1.1: Site Location

- 1.1.3 This CEMP has been provided to discharge Conditions 5 identified within the committee report. The Condition is worded as follows: -

'No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- i. hours of construction working,
- ii. the anticipated number, frequency and types of vehicles used during construction,



- iii. the method of access and routing of vehicles during construction,
- iv. the parking of vehicles by site operatives and visitors,
- v. the loading and unloading of plant, materials and waste,
- vi. the storage of plant and materials used in construction of the development,
- vii. the erection and maintenance of security hoarding,
- viii. the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of Traffic Regulation Orders),
- ix. details of public engagement both prior to and during construction works,
- x. measures to control noise affecting nearby residents,
- xi. dust control measures,
- xii. pollution incident control
- xiii. measures to deal with surface water run-off from the site during construction,
- xiv. a scheme for community liaison and public engagement during construction, including the provision of information to occupiers moving onto the site before the development is complete,
- xv. contact details of site operations manager, contracts manager, and any other relevant personnel.'

1.2 Site Details

Site Name and Address:	1-3 Barclay Court, Market Place, Haywards Heath, West Sussex RH16 1DB
Site Contact Name and Role:	Francesca Winslow – Site Operations Manager
Contact Email:	francesca@prhomesdirect.com
Contact Number:	07860608933
Emergency Contact (24hr):	07860608933
Contractor Company and Office Contact Details:	PR Homes Direct Ltd, 168 Church Road, Hove, East Sussex, BN3 2DL
Direct Telephone number for site enquiries by the public:	07860608933
Details of Construction Operation:	Conversion and construction of 10 no. residential apartments.
Date Works Commence:	1 st June 2025 – May 31 st 2026
Works Duration:	52 weeks
Site Hours:	Mon-Fri 0800 - 1800, Saturdays only if required 0800 - 1300, No Sundays or Bank Holidays. Deliveries would be restricted to the hours between 09:30 - 16:00 to avoid network peak hours (in accordance with WSCC Lane Rental scheme requirements).

1.3 Site Context

1.3.1 The site is located to the west of Market Place, a busy gyratory in the centre of Haywards Heath. Haywards Heath rail station, Market Square Bus Stops and a short stay parking bay are located on the opposite side of Market Place. The impact on bus stops, the layby and pedestrians accessing the station are considered subsequently in the site's logistics strategy. The immediate area is characterised by commercial land uses with some residential land use to the south. The existing site context is demonstrated in **Figures 2.1**.



Figure 2.1: Existing Site Context

1.3.2 Market Place has a one-way operation with two traffic lanes. The carriageway has a 10.0m+ width flanked by 2.0m+ wide footway adjacent to the site. There are uncontrolled crossing facilities to the north and south of the site across Market Place. Market Place is subject to a 30mph speed limit and is parking restricted (excluding the short stay layby).

1.4 Report Structure

1.4.1 The remainder of this report is comprised of the following: -

- i. **Section 2** reviews the sites phasing, general arrangement and setting out, and the access strategy;
- ii. **Section 3** identifies the site's HGV routing strategy;
- iii. **Section 4** considers the impact and management of the site's logistics strategy;
- iv. **Section 5** identifies a scheme for protecting nearby premises occupiers from environmental effects of the construction operation.

2 CONSTRUCTION PHASING & GENERAL ARRANGEMENT

2.1 Overview

2.1.1 From a logistics perspective, the construction operation can be broken into two broad phases, which are as follows: -

i. Phase 1: Site Demolition

Minor demolition work to the rear of the building and roof.

ii. Phase 2: Main Works Program

Construction of the rear of the building and construction of floors 2 and 3.

2.1.2 A detailed breakdown of the site's indicative construction phasing is shown in **Appendix B**.

2.2 Phase 1 General Arrangement Overview

2.2.1 During Phase 1, the site's existing boundary features, gate, and the building facade would appropriately segregate the site from the public realm. Temporary welfare would be set up within the retained building. Waste storage would be located to the rear of the site. There would be no contractor parking provided on site.

2.2.2 The Phase 1 arrangement would involve on / off-loading taking place on Market Place to the east of the site. The general arrangement is shown in **Drawing 2024-6802-001** and **Figure 2.2**. The delivery area would take the form of a pitlane utilised 09:30 – 16:00 and removed outside of these hours.



Figure 2.2 General Arrangement



- 2.2.3 The pitlane would have an 18.0m length to accommodate large HGV's and two smaller light goods vehicles (2 x long wheel base vans 7.3m). The pitlane would require a 3.0m width, which would narrow Market Place's carriageway to 3.4m at the southern end of the pitlane and therefore single lane operation (traffic impact is addressed in **Section 4**)
- 2.2.4 A combination of slot-block barriers (Heras topped) and retractable barriers will be used to segregate the pitlane from the public realm. The pitlane would require the temporary closure of the west footway on Market Place when vehicles are on and off-loading. The temporary closure would be controlled via concertina barriers segregating the pitlane from the public realm as well as traffic marshals with 'Stop Works' boards.
- 2.2.5 Vehicle access would be maintained to premises to the south of the site and adjacent short stay layby and bus stops would be unaffected by the pitlane facility (see **Section 4**).

2.3 Vehicle Swept Path Analysis Access

- 2.3.1 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network. The vehicle swept paths include: -
- i. Access and egress to the pit lane by a maximum legal length rigid HGV (12.0m) in **Drawing 2025-6806-003**.
 - ii. Access and egress to the pit lane by a large muck-away vehicle (10.2m) in **Drawing 2025-6806-004**.
 - iii. A standard rigid bus and large estate car passing the pit lane in **Drawing 2025-6806-005**.
 - iv. A fork lift truck negotiating the site's access strip in **Drawing 2025-6806-006**.

2.4 Street Works

- 2.4.1 In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013), the following provision are made: -
- i. 'ROAD WORKS' (TSM ref. 7001) sign located 45.0m in advance of the pitlane on Market Place
 - ii. 'LANE CLOSED AHEAD' (TSM ref. 7202) sign located 30.0m in advance of the pitlane on Market Place
 - iii. 'KEEP LEFT' (TSM ref. 610) sign located at north east corner of the pitlane facility on Market Place
 - iv. 'ROAD WORKS + 'END' plate (TSM ref. 7001) sign located after the Market Place pitlane
- 2.4.2 The site's signage arrangement is shown in **Drawing 2024-6806-002** and in **Figure 2.3**.

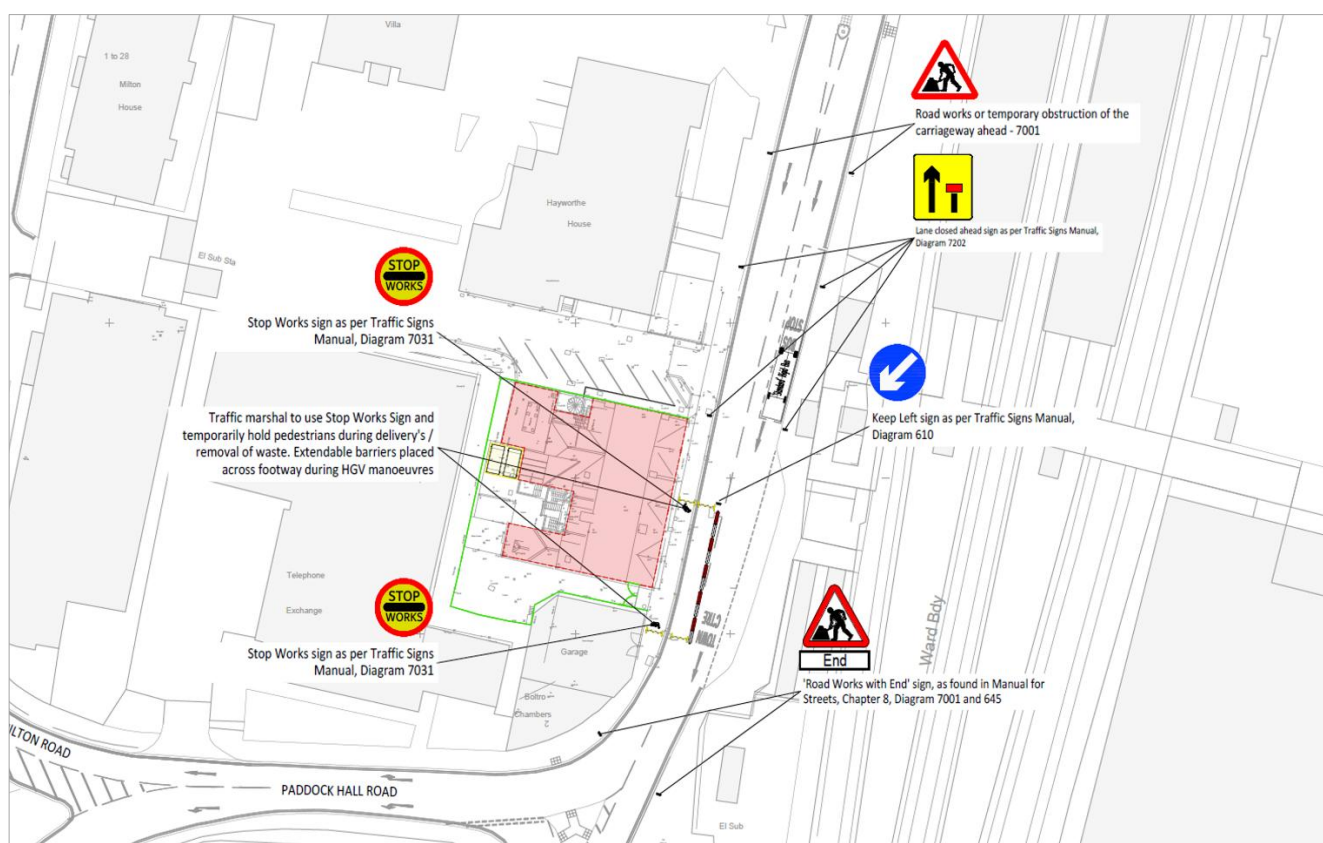


Figure 2.3: Phase 1 Street Works & Signage

2.5 Phase 2 General Arrangement Overview

- 2.5.1 During Phase 2, the site's existing boundary features and the building facade would continue to segregate the site from the public realm. Temporary welfare would be set up within the basement of the building. Waste storage would be located to the rear of the site with material storage located within the site. There would be no contractor parking on site.
- 2.5.2 Scaffold would be located on all facades excluding the north boundary. The scaffold would be abridged at street level so that pedestrians can continue to use the west footway on Market Place. The scaffold would also be abridged on the site's southern boundary so that fork lift trucks can traverse the existing access strip on the site's southern boundary to access the rear of the site.
- 2.5.3 As per the Phase 1 arrangement, Phase 2 would involve on / off-loading on Market Place to the east of the site. The general arrangement is shown in **Drawing 2024-6806-101** and **Figure 2.4**. The delivery area would take the form of a temporary pitlane utilised 09:30 – 16:00 and removed outside of working hours.

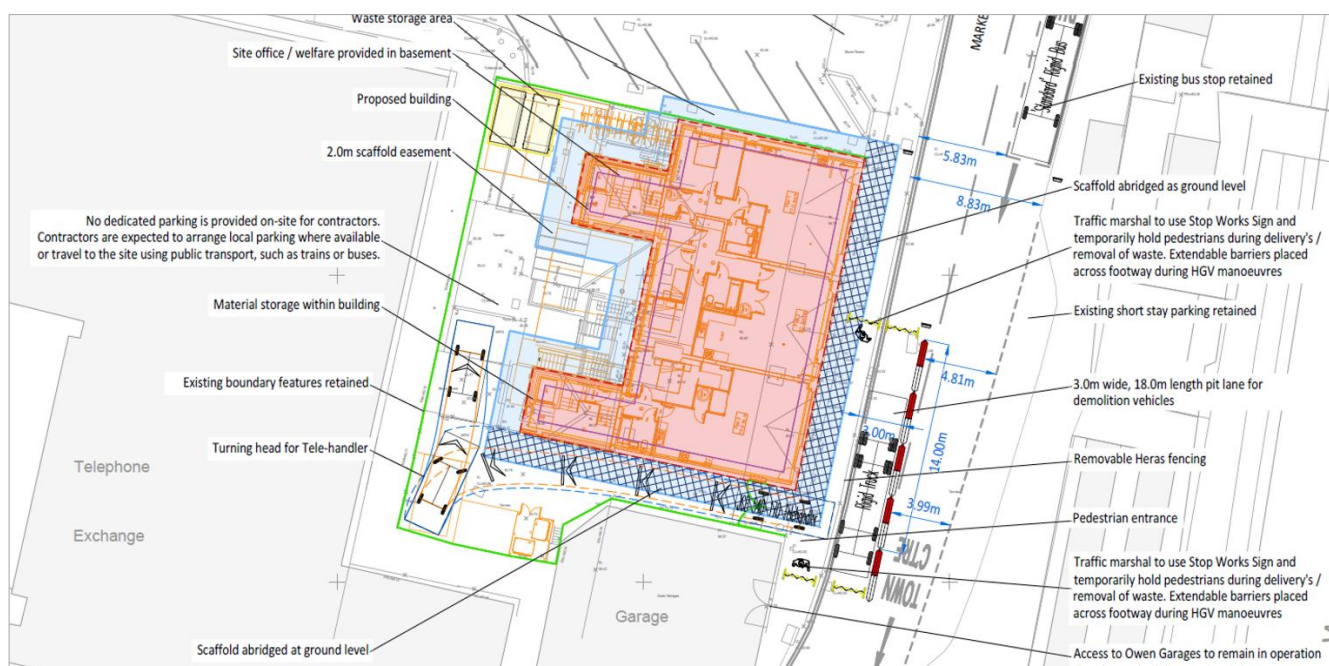


Figure 2.4: Phase 2 General Arrangement

- 2.5.4 The pitlane's geometry would be unchanged from that of Phase 1, with an 18.0m length and 3.0m width to serve large HGV's and accommodate two smaller light goods vehicles (2 x long wheel base vans 8.0m). The pitlane would narrow Market Place's carriageway to 3.4m at the southern end of the pit lane and therefore single lane operation (traffic impact is addressed in **Section 4**)
- 2.5.5 A combination of slot-block barriers (Heras topped) and retractable barriers will be used to segregate the pitlane and loading area from the public realm. The pitlane would require the temporary closure of the west footway on Market Place when vehicles are on and off-loading. The temporary closure would be controlled via concertina barriers and traffic marshals with 'Stop Works' boards, segregating the pitlane from the public realm.
- 2.5.6 The pit lane is positioned such that a lorries trailer is level with the access strip on the site's southern boundary enabling a forklift truck or tele handler to efficiently load and off load. The use of forklift trucks or tele handler would be the principle means of off-loading and distributing materials around the site. A self-erecting crane would be used for 2-days of the build and would be positioned at the south west corner of the site.
- 2.5.7 Vehicle access would be maintained to premises to the south of the site and adjacent short stay layby and bus stops would be unaffected by the pitlane facility (see **Section 4**).

2.6 Vehicle Swept Path Analysis Access

- 2.6.1 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network. The vehicle swept paths include: -

- i. Access and egress to the pit lane by a maximum legal length rigid HGV (12.0m) in **Drawing 2025-6806-103**.
- ii. Access and egress to the pit lane by a large muck-away vehicle (10.2m) in **Drawing 2025-6806-104**.
- iii. A standard rigid bus and large estate car passing the pit lane in **Drawing 2025-6806-105**.
- iv. A fork lift truck negotiating the site's access strip in **Drawing 2025-6806-106**.

2.7 Street Works

2.7.1 In accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013) the following provision are made: -

- i. 'ROAD WORKS' (TSM ref. 7001) sign located 40.0m in advance of the pitlane on Market Place
- ii. 'LANE CLOSED AHEAD' (TSM ref. 7202) sign located 30.0m in advance of the pitlane on Market Place
- iii. 'KEEP LEFT' (TSM ref. 610) sign located at north east corner of the pitlane facility on Market Place
- iv. 'ROAD WORKS + 'END' plate (TSM ref. 7001) sign located 15.0m past the pitlane on Market Place

2.7.2 The site's signage arrangement is shown in **Drawing 2024-6806-102** and in **Figure 2.5**.

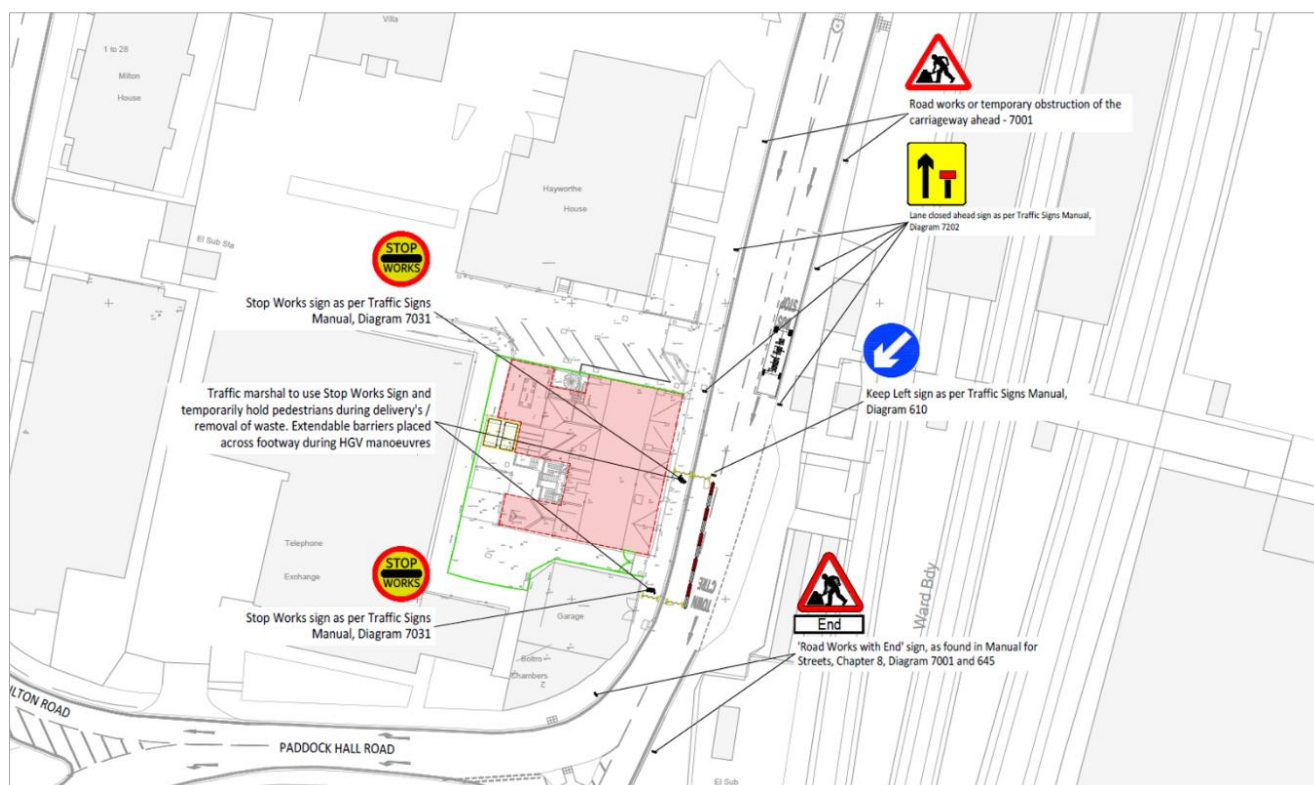


Figure 4.2: Phase 2 General Arrangement

3 CONSTRUCTION VEHICLE ROUTING

3.1 HGV Routing

- 3.1.1 Arrival and departure routes for HGVs have been considered to and from the north, south, east and west of the site, to and from the Strategic Road Network. The routings take account of road geometry, carriageway restrictions, route efficiency and any major road works that may affect access. The identified routes are appropriate for vehicles up to the size of a 12.0m Maximum Legal Length Rigid HGV.
- 3.1.2 An overview of the local routing strategy is provided in **Figures 3.1** and **3.2**. Larger scale routing plans are attached at **Appendix C**. A summary of the HGV routing and associated swept path analysis is identified in **Figure 3.3**.

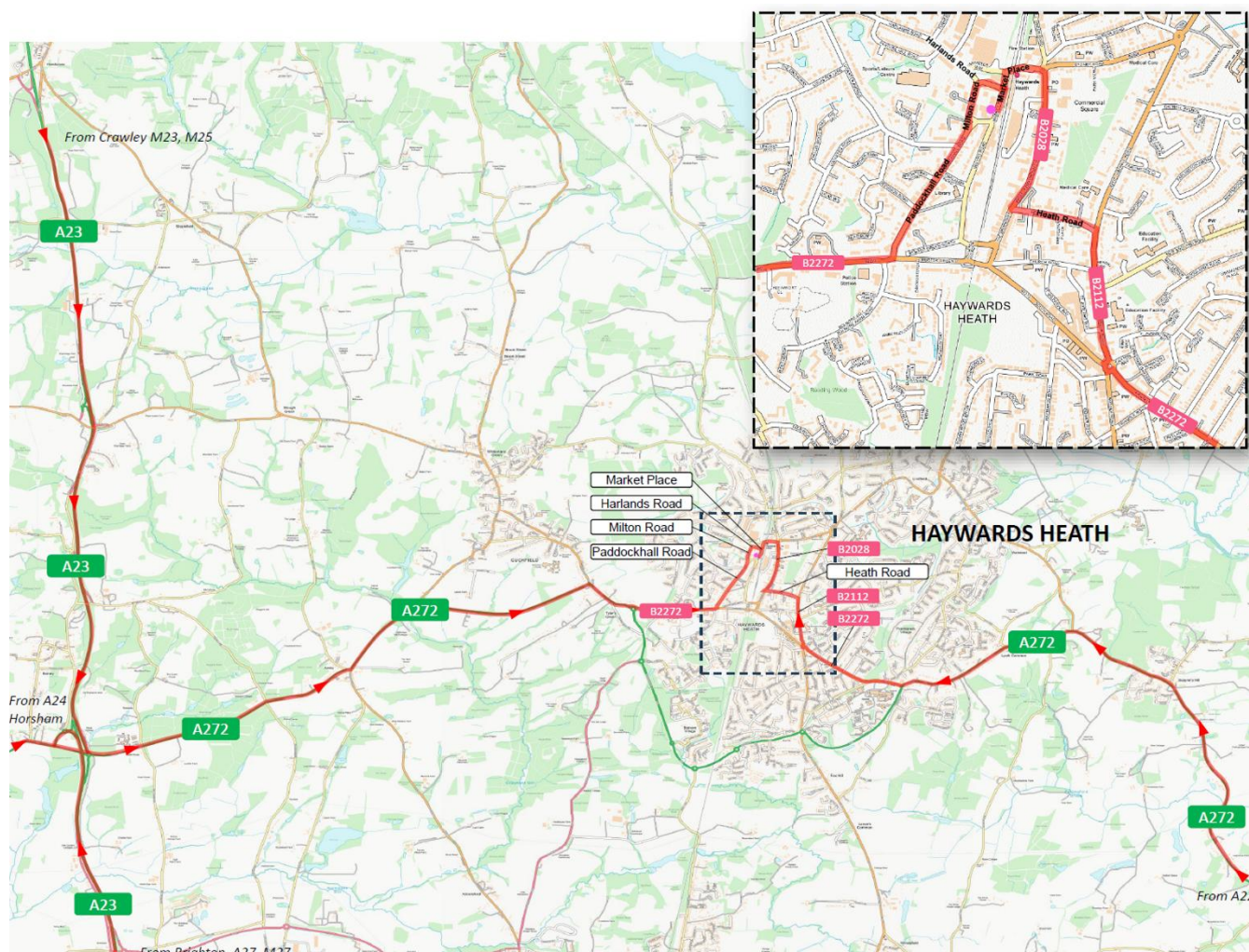


Figure 3.1: Strategic Routing Overview – Arrivals

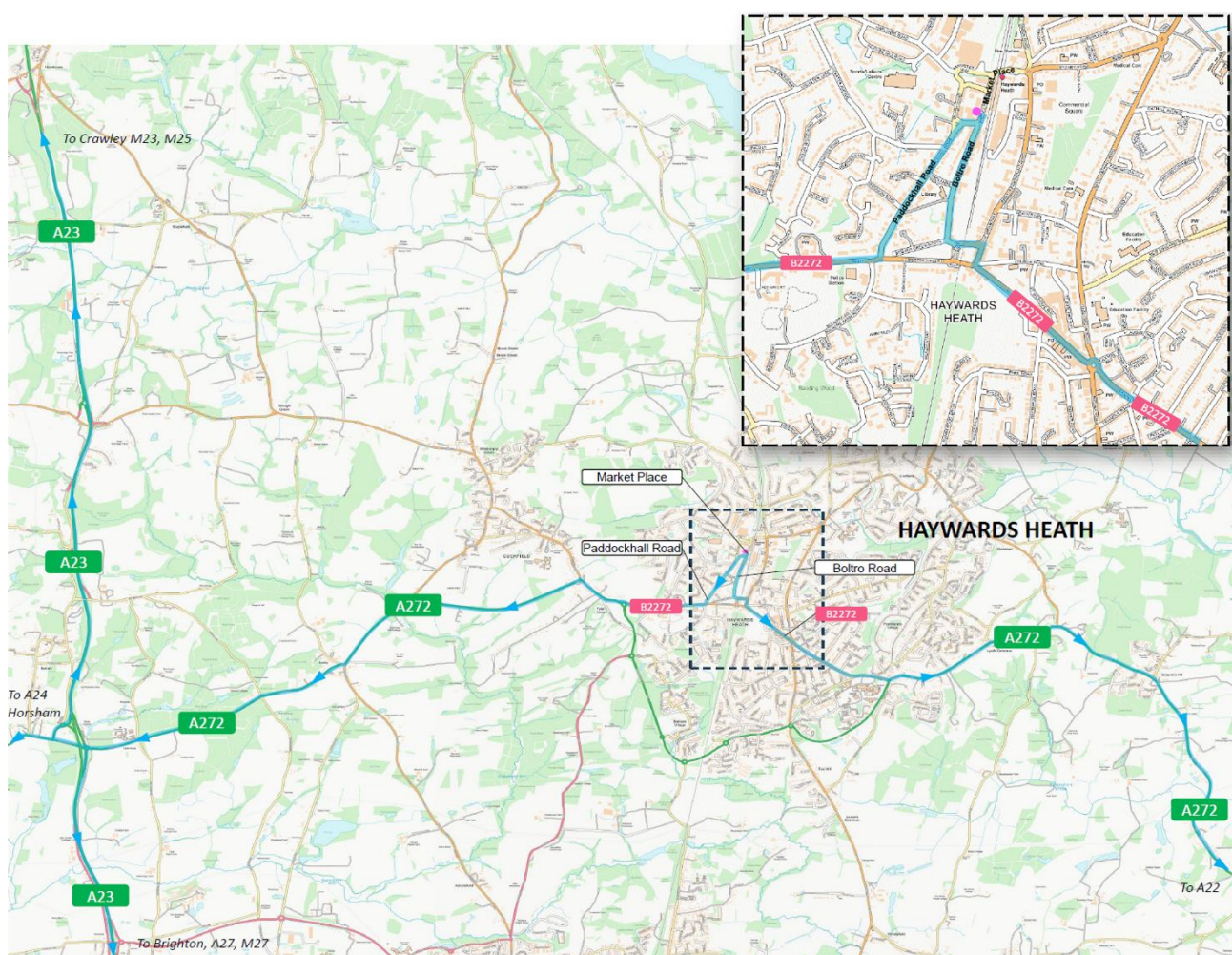


Figure 3.2: Strategic Routing Overview – Departures

Origin		Routing
North	Approach Route	From A23 (southbound): - A23 (southbound), A272 (eastbound), B2272, Paddockhall Road, Milton Road, Harlands Road , Market Place
	Depart Route	To A23 (northbound): - Market Place , Paddockhall Road, B2272, A272 (westbound), A23 (northbound)
West	Approach Route	From A272 (eastbound): - A272 (eastbound), Paddockhall Road, B2272, Milton Road, Harlands Road , Market Place
	Depart Route	To A272 (westbound): - Market Place , Paddockhall Road, A272 (westbound)
East	Approach Route	From A272 (westbound): - A272 (westbound), B2272 Franklynn Road, B2112 Hazel Grove, Heath Road, B2028 Perry Mount Road, Market Place
	Depart Route	To A272 (eastbound): - Market Place , Bolton Road, B2272 Muster Green North, B2272 The Broadway, B2272 South Road, B2272 Franlyn Road, A272 (eastbound)
South	Approach Route	From A23 (southbound): - A23 (southbound), A272 (eastbound), B2272, Paddockhall Road, Milton Road, Harlands Road , Market Place
	Depart Route	To A23 (northbound): - Market Place , Paddockhall Road, B2272, A272 (westbound), A23 (northbound)

Figure 3.3: Strategic Routing Summary



4 HIGHWAYS IMPACT

4.1 Local Road Network, Operation & Safety

4.1.1 The potential effects of the construction activities on the local road network's operation and safety have been considered in this section of the CEMP. The anticipated impact of the construction process and associated mitigation is set out below in **Figure 4.1:** -

Feature	Impact	Mitigation / Comment
Narrowing of Market Place	Potential for congestion and restricted movement for HGV's on Market Place resulting from carriageway narrowing.	At its junction with Bannister Way to the north, Market Place has a single lane entry, widening out to two lanes approximately 90m north of the site. The capacity reduction is therefore not material, although it is recognised that some minor delay may occur because additional vehicle manoeuvring. The implications of the road narrowing on movement of HGV's to Paddock Hall road (both lanes) and Boltro Road has been tested through a vehicle swept path analysis. The Swept Path analysis demonstrates there would be no implications for HGV movement in Drawings 2025-6806-005 & 105 .
Access to Adjacent car park	Potential safety issue associated with vehicle access to the south of the site.	The access point to Hayworth House is located immediately to the south of the site. As this is an ingress manoeuvre (rather than egress) this will not have implication safety and operation.
Access to Owens garage	Potential safety issue associated with vehicle access and egress.	Owens Garge is located immediately to the north of the pitlane. The contractor is in close communication with the garage who have advised the manoeuvres are infrequent. Traffic marshals will aid egress from the garge to ensure vehicles are released when it is safe to do so. A vehicle swept path analysis has been undertaken demonstrating access and egress from Owen's garage in Drawing 2025-6806-007 & 107 .
Egress from pit lane	Release of vehicles may cause additional hazard on the local road network	Qualified traffic marshall's will be in place to control the release of vehicles from the pitlane and ensure they are released when it is clear to do so.
Haywards Heath Station Bus Stops	Potential operational issues associated with proximity Market Square bus stop to the pit lane facility	The implications for movements by buses has been tested through a vehicle swept path analysis in Drawings 2025-6806-005 & 105 . The Swept Path analysis demonstrates there would be no implications for bus movements associated with the pit lane.
Footways adjacent to site	Temporary closure of footways may result in long delays for pedestrians	Footways would only be closed during loading and offloading from the pit lane. Owing to the temporary nature of the closure, the site's proximity to existing crossing points and the low pedestrian flows in the middle gyratory, it is not considered that a permanent diversion would be warranted and that any delay occurring would be limited in terms of the number of personnel affected and duration.



Crossing to the south of the site	Visibility from the crossing is potentially constrained by pitlane facility	The existing level of visibility achieved from the north side of the crossing to the near side lane of Market Place falls below that required within Manual for Streets. The closure of the near side lane increases the level of visibility and stopping sight distance that can be achieved, as measurement would be taken to the far side lane (on the edge of the pit lane) as demonstrated in Drawing 2025-6806-008. It is also worth noting that the pitlane delineation via slot blocks topped with Heras fencing and concertina barriers can be seen though. It is only during servicing by large vehicles that visibility conditions could change.
Local Road Network	Increased traffic and HGVs may cause delay on the local road network.	The scale of the build is such that traffic associated with the site would be relatively low with a maximum of 30 movements across the day anticipated, of which up to 3 would be HGV deliveries (6 movements). This level of trips would not be material to local road network capacity. HGV movements would be restricted to times outside of peak traffic hours (09:30 – 16:00), further mitigating the potential impacts of site related traffic. Roads local to the site can appropriately support the required HGV construction traffic, as substantiated by the vehicle swept path analysis.
Local Road Network	Potential for deliveries to coincide resulting in waiting on the local road network causing and compromise of the network.	a 'Just in Time' delivery strategy would be used, ensuring vehicles should not arrive outside of scheduled delivery slots, thereby mitigating against multiple vehicles arriving on site at one time causing delay on the local road network.

Figure 4.1: Local Road Network Impact Assessment

4.2 Emergency Access Arrangements

- 4.2.1 The carriageway running past the pitlane provides the minimum width required for fire tenders (3.1m) and would not necessitate reversing. Emergency access and refuse collection for surrounding premises would be unaffected by the street works during Phase 1 or main program works in Phase 2. In the event of an emergency, if access were required to the site or pitlane, access would be duly granted.

4.3 Construction Trip Generation & Impact

- 4.3.1 Based on the construction program (**Appendix B**), it has been identified by the site's contractor that the peak vehicle trip generation would equate to 30 movements per day (15 journeys) associated with an anticipated peak of 15 deliveries per day.
- 4.3.2 It is anticipated that the following range of vehicles would be utilised during site construction: -
- i. 7.5T Panel vans
 - ii. Skip Lorries



- iii. Ready Mix Lorry (8.4m)
- iv. Large Muck Away Lorry (10.2m)
- v. Large Ridged Flat Bed Lorry (12.0m) (maximum legal length)

4.3.3 The lead contractor has identified an HGV vehicle trip generation of up to 6 movements per day (3 deliveries per day) during its busiest phases.

4.4 Car Parking

4.4.1 Due to the site's accessible nature, operatives can travel via public transport to the site. Haywards Heath Train Station and Market Square bus stops are located in the immediate vicinity of the site. Haywards Heath Train station provides regular services between Brighton and Crawley. The Market Square bus stop provides regular services between Horsham, Cuckfield and Haywards Heath.

4.4.2 If occasional parking is required, parking can take place within town centre parking facilities at Haywards Heath Station and Care Park.

4.5 Delivery Arrangements

4.5.1 Delivery scheduling will require vehicles to arrive at the site during specific time windows to avoid multiple vehicles arriving which could necessitate undesirable manoeuvring / waiting on the local road network. The site could accommodate 1 HGV or 2 long wheel based vans within the pitlane. Deliveries are scheduled to account for this capacity. Deliveries would be restricted between 09:30, and 16:00 to avoid network peak traffic hours.

4.5.2 If vehicles were to arrive outside of their allotted delivery window, HGVs would be sent back out to holding areas until such time that the delivery could be made.

4.6 Temporary Traffic Order & Street License Requirements

4.6.1 To enable the construction operation, the following highway Temporary Traffic Orders (TTO), licensing and indemnities required: -

- i. Road Space Application - for provision of the pit lane facility
- ii. Scaffold License - to place scaffold on the public highway
- iii. Mobile Crane - for crane over sail of the public highway (only required for 2 days)

Please note, WSCC Lane Rental Charges are avoided by delivery hours 09:30 - 16:00 and semi-permanent pit lane removed outside of this period.



5 ENVIRONMENTAL IMPACT & MANAGEMENT

5.1 Introduction

- 5.1.1 This section of the CEMP considers the impact of the works on the adjacent businesses, neighbours and the local environment and identifies how these can be mitigated. The CEMP will be shared with all parties working on the project and regularly reviewed to ensure that it is effective and reflects the works being undertaken.

5.2 Community Consultation & Liaison

- 5.2.1 The site's community and liaison strategy will include: -

- i. Prior consultation and approval from Mid-Sussex DC and WSCC regarding of the CEMP;
- ii. Communication with the following affected residential, and commercial properties: -
 - a) Owens Garage
 - b) Southern Rail (Haywards Heath Station)
 - c) All occupants of Hayworth House and Hayworthe Villa
 - d) Solutions 2 Recruitment
 - e) The Scanning Room
 - f) BT Open Reach (Telephone Exchange)
 - g) No. 1, 3, 5 Boltro Road
 - h) 8 to 14 Old Haywards Heath Police Station, Boltro Road

- 5.2.2 The following liaison strategy will be applied: -

- i. **Initial Consultation** - prior to the Main Programme works the site manager will liaise with businesses to give a briefing of the works. Briefings will include details of this CEMP in a readily understandable form. The consultation will be undertaken through a notification letter or in-person liaison where necessary.
- ii. **On-Going Communication** – Monthly communication with neighbours and interested parties will be undertaken via an email newsletter, in order to keep neighbours informed about the progress of the planned works. The newsletter would be timed to allow neighbours time to plan around the works if necessary. The Newsletter would contain: -
 - a) The location of the planned works;
 - b) The type of planned works which are anticipated to give rise to effects on adjacent residents;



- c) The duration of the planned works and the periods within which works will be undertaken (i.e. whether during normal working hours, during the evening or overnight);
- d) The anticipated effects of the planned works;
- e) The measures to be implemented in line with the CEMP to mitigate the impact of the planned works;
- f) Contact details for enquiries;
- g) Details of the complaints procedure;
- h) The contact details of the MSDC's Environmental Health Officers (EHO).

5.2.3 Neighbours and interested parties will have the opportunity to feedback throughout the project via details within newsletters, in order to allow modification of activities to reduce impact where warranted. In addition to the monthly newsletter, a display board will be erected outside the site, which will identify key personnel, contact addresses, web site and telephone numbers, including complaint contact numbers as well as the latest fortnightly newsletter.

- i. **Other Consultation:** - Excluding planned communication, the following communication and liaison would take place: -
 - a) The Senior Site Manager will be contactable by MSDC Ward Members, neighbours and interested parties in order to keep them informed of progress and address any potential complaints. A 24-hour call out emergency number is also provided for out of hours matters;
 - b) The Site Manager will notify / alert neighbours in advance of additional unplanned noisy works, where applicable;
 - c) Contact will be made with water utilities providers regarding wastewater generated from site activities;
 - d) PR Homes Direct Ltd are part of The Considerate Contractor Scheme (CCS) and will be evaluated by the Arun DC's EHO's for their level of co-operation and compliance with this Code of Practice.

5.3 Complaints Procedure

5.3.1 PR Homes Direct Ltd will implement the following procedure for dealing with enquiries and complaints from the public: -

- i. Contact information including the site managers details, contact numbers (site office and 24hr emergency no), email and postal addresses for the enquiries and complaints will be available from the following: -
 - a. Displayed on the site notice board
 - b. Advised in the initial notification letter
 - c. published in monthly newsletters.



- ii. Where complaints are made, the Contractor will respond, investigating the complaint quickly and sympathetically, taking action to resolve where the complaint is justified.
- iii. If no resolution can be found the complaint will be referred to MSDC EHO's for further consultation.
- iv. A designated complaints / incidents logbook and electronic register will be maintained covering:
 - a. the nature of the complaint;
 - b. the cause;
 - c. the remedial action taken (where appropriate);
 - d. complainant details

5.3.2 The complaints/incidents logbook will be available to MSDC EHOs at any time.

5.4 Staff & Training

5.4.1 Dust and noise suppression training requirements will be evaluated on a trade-by-trade basis. To advise and mitigate against possible risks, trades and service providers are required to adhere to PR Homes Direct Ltd training procedures which include: -

- i. Preliminary due diligence process and risk assessment for all contracted staff
- ii. Detailed method statements
- iii. Toolbox talks
- iv. Daily site briefings

5.4.2 PR Homes Direct Ltd site management staff are responsible for on-site air quality, noise and vibration training. The training schedule requires an induction to advise of the construction methods, core policies (including environmental policy) and a series of introductory toolbox talks. This is followed by weekly toolbox talks and reinforcement of previous talks relating to the environmental impact (air quality, noise and vibration). A toolbox talk record is kept advising on attendees and who delivered the talk.

5.5 Noise & Vibration Control Measures

5.5.1 Mitigation of noise through "best practical means" will be employed at all times in accordance with Section 72 of the Control of Pollution Act 1974. BS5228:2009 will also be followed, both parts 1, 2 and A12014 'Code of practice and noise vibration control on construction and open sites' as guidance and recommendations for methods and vibration control relating to construction works. Examples general means include: -



- i. The appropriate selection of the 'quietest' available plant and working methodologies (including the avoidance of percussive working methods, where practicable;
- ii. Controlling site operating hours (see **Section 1.2**), including the use of more restrictive hours for high impact working methods;
- iii. The implementation of engineering controls (e.g. the location/screening of plant, use of acoustic enclosures, etc.) to minimise sound propagation; and
- iv. The implementation of a noise/vibration monitoring regime to assist in identifying activities that may have an unexpectedly high impact on neighbouring noise sensitive uses, to enable additional mitigation to be considered.

5.5.1 Examples of specific methods employed to reduce the noise and vibration impact of the works will be:

- i. Designated site-based staff will be appointed to have the authority to take the necessary steps on behalf of the contractor to ensure that noise and vibration is adequately control and managed;
- ii. The contractor shall, at all times have regard to the practical guidance set out in BS 5228-1: 2009+A1: 2014 and BS 5228-2: 2009+A1: 2014.;
- iii. All plant shall be selected to be as quiet as possible when operating;
- iv. The use of electrically operated plant (which avoids the use of temporary power generation) shall be used, where practicable;
- v. All plant and machinery shall be properly silenced and maintained in accordance with the manufacturers' instructions. It is strongly recommended that plant and equipment is less than three years old in order to promote conformity with noise certification recommendations and the use of the most efficient and well-maintained machinery;
- vi. Any hire equipment shall be hired from a reputable hire company who are capable of supplying new, well-maintained plant;
- vii. Prior to the commencement of the works, an appropriate electricity supply shall be available at the site, to avoid the use of temporary diesel/petrol powered electricity generation;
- viii. Plant shall be operated at the lowest speed possible and incorporate automatic low speed idling;
- ix. All plant and equipment shall be switched off when not in use;
- x. All noise-generating fixed plant shall be located as far away as practicable from neighbouring noise sensitive premises;
- xi. All compressors, percussion tools and vehicles will be fitted with effective silencers.
- xii. Ensure that each potential noise generating activity is carried out with appropriate noise reduction equipment, and that baffles and silencers are used.



- xiii. If the use of generators is unavoidable, such plant shall be (a) selected with appropriate silencing, (b) be positioned as far as practicable from neighbouring noise sensitive receptors, and (c) make use of acoustic screening, as necessary, to minimise the noise impact on off-site receptors.
- xiv. Any unnecessary revving of engines and/or motor driven power tools or equipment shall be avoided; and
- xv. All plant shall be properly maintained (greased, blown silencers replaced, saw kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

Acoustic Barriers

- i. Consideration shall be given to the use acoustic sheds, enclosures and/or screens to minimise noise, in accordance with the principles set out in Appendix B of BS 5228: 2009+A1:2014. As noted above, the part retention of the existing building may offer opportunities for locating plant/equipment in locations that help provide inherent acoustic screening.
- ii. Where acoustic sheds are not practical, consideration should be given to the use of existing non-sensitive structures as shields and acoustic blankets;
- iii. Cutting of transmission pathways for vibration.

Steelworks

- i. Where practicable, all fabrication and cutting of steelwork will take place off-site;
- ii. Steelwork will be assembled / dis-assembled using handheld tools only. Where impact wrenches are necessary (e.g. to free ceased nuts) these will be electrically operated and used for the minimum amount of time necessary prior to completing the works with hand tools.
- iii. If in-situ steelwork requires cutting, this shall be deemed a "high impact" working methodology. In addition to restricting the hours of such works, the contractor shall consider the practical implementation of additional forms of mitigation (if practicable) to minimise noise generation.

Breaking Out

- i. Wherever possible, the removal/breaking up of concrete shall be undertaken using non-percussive methods;
- ii. Where percussive breakers need to be used, such "high impact" works shall only be undertaken between the "high impact" work hours;
- iii. In order to reduce the duration of breaking works, consideration shall be given to the use of multiple breakers. (Whilst this will increase the magnitude of noise generated, it can substantially reduce that actual duration of the works. Due regard to the general need for noise mitigation during such works (e.g. the location of plant, the use of acoustic screens, etc.) shall be had to minimise noise levels to the lowest practicable level.



- iv. Neighbouring noise and vibration sensitive receptors should be advised of the timing and duration of any proposed breaking out works using percussive tools.

Concreting Operations

- i. Concrete pours shall be designed and programmed to ensure that the required volume of concrete can be poured within permitted hours, making sufficient contingency to avoid overruns.

Staff

- i. All site staff shall receive appropriate induction training to ensure they are appropriately apprised of the sensitivities of the site and need to minimise noise from their work activities ("quiet practices" training);
- ii. The use of radios (or other amplified equipment) on the site shall be prohibited (other than for communication purposes).

Vehicles

- i. The movement of plant and vehicles onto and around a site, and the delivery or collection of any materials, are within the permitted working hours of the site.
- ii. All vehicle drivers to be advised of agreed routes selected to minimise any noise impact arising from additional lorry movements.
- iii. Where practicable, all site vehicles (including third-party delivery vehicles supplying the site or muck-away, skip or other waste management vehicles servicing the site) shall be fitted with broad band ("white noise") reversing alarms.
- iv. Vehicles shall be loaded or unloaded, and materials moved considerately to minimise noise impacts.
- v. All deliveries and other transport related activities shall be undertaken in accordance with any Transport Management Plans.

Control of Airborne Noise

- i. Given the low risk of the site, it is not considered necessary for automated noise monitoring to be undertaken.
- ii. It is, however, recommended that periodic site inspection are made by the contractor to monitor the works. Observations shall include:
 - a. Hours of working;
 - b. Presence of mitigation measures, equipment and use of screening;
 - c. Number and type of plant; and
 - d. Method of Construction.



Vibration

- 5.5.2 The potential significance of vibration experienced by occupants of buildings and the potential for structural damage can be assessed in line with guidance set out in Annex B of BS 5228-2, which indicates a value of around 15-20mm/s and vibration level of 12.5mm/s can therefore be taken as a reasonable and precautionary threshold for considering the potential for any building damage.
- 5.5.3 The threshold values potentially indicating cosmetic damage are significantly higher than those that would invoke an adverse human reaction to vibration. It is recommended that vibration from demolition and construction activities should not exceed a threshold trigger level of 1 mm/s (PPV).
- 5.5.4 The separation distances to neighbouring residential receptors, means it is highly unlikely that the proposed works will have an adverse effect on human comfort and risk breaching the suggested trigger threshold value and it is also unlikely that works will present a risk in terms of potential structural or cosmetic damage to other neighbouring buildings.
- 5.5.5 As previously identified, it is therefore unnecessary for continuous vibration monitoring to be undertaken and any adverse vibration effects can be appropriately mitigation through the general requirement for works to be undertaken implementing best practicable means, e.g. the selection of plant and processes which generate least vibration, such as non-percussive / low impact working methodologies.

5.6 Air Quality Control Measures

- 5.6.1 Based on the risk of impacts, the dust control measures detailed below will be implemented to minimise airborne pollutants; these will include: -
- i. Carefully selecting methods and plant to minimise creation of dust and emissions which affect air quality.
 - ii. Ideally, cutting, grinding and sawing should not be conducted on site and prefabricated material should be brought in where possible.
 - iii. Where products are site cut, dust suppression / extraction must be used.
 - iv. Use of netting or monarflex on the elevation scaffolding facing sensitive receptors.
 - v. Use of hoarding and timber, plywood, and polythene screens.
 - vi. Considering wind direction before undertaking activities and dampening material down in dry weather.
 - vii. No engines left idle when plant is not in use
 - viii. Enclosing stockpiles or keeping them securely sheeted



- ix. Covering / sheeting all loads entering or leaving the site
- x. Water will be used to minimise dust during demolition and cutting of masonry.
- xi. Dust extraction will be utilised where possible (e.g., wall chasing, cutting etc.)
- xii. At no time will the burning of any demolition materials be allowed on site
- xiii. Demolition work areas generating dust will be liberally damped down
- xiv. All demolition debris prior to being loaded on to conveyors or waste lorries will be damped down by the controlled use of fine water sprays.
- xv. Mechanical ventilation will be used to prevent build-up of dust within the site.

5.6.2 Generally, dust will be controlled using dust suppressant tools during construction. The site and surrounding premises will be kept tidy, materials will be properly stacked and rubbish will be removed promptly.

5.7 Waste Management

5.7.1 The site's waste is monitored and recorded using the SmartWaste online environmental reporting tool to help monitor and report on areas such as waste generation and management, site waste management plans, energy and water use, sustainable timber and material supply and carbon impacts from transport.

5.7.2 The principles of the waste management strategy are as follows: -

- i. The application of the waste hierarchy to eliminate waste, recycle and reuse
 - a. Design out waste through off-site design solutions.
 - b. Plan to reuse where practically possible.
 - c. commit to recycle 90%+ of waste generated through the project.
- ii. Ensure removal according to Duty of Care.
- iii. Prevent waste accidental escape such as lids on bins.
- iv. Regular waste disposal.
- v. Ensure skips are labelled.
- vi. Furniture to be donated for reuse at end of project.
- vii. Site materials stored to reduce wastage.
- viii. Waste Transfer Note and Waste Consignment Note (hazardous waste) kept on site.



- ix. Only approved waste management companies used and confirm they have valid waste carriers licence.
- x. Containers should be sited away from drains and un-surfaced areas.
- xi. Storage containers should be fit for purpose, regularly inspected and maintained.
- xii. Keep SWMP up to date.
- xiii. Contents of drip trays, plant nappies and rags contaminated with fuel to be disposed of as hazardous waste.
- xiv. Waste management will be monitored through the use of 'Smart Waste' software.

5.8 Wheel Washing Facilities

- 5.8.1 An on-site wheel washing facility will be established at the site access to ensure adjacent pavements are clean from construction waste and mud. Considerations will be made to avoid contaminating any storm drains or water bodies. The gatesman would be accountable for ensuring all vehicles are clean prior to leaving the confines of the project.

5.9 Pollution Emergencies

- 5.9.1 Pollution Emergency Plans, equipment and training are in place to address environmental incident / emergencies (e.g. a hazardous spillage). A summary of the plans is addressed in toolbox talks and induction process, are displayed around site, and understood by all workers.
- 5.9.2 Full details of any such incident and remedial actions undertaken will be provided to MSDC EHO's and other relevant authorities and recorded in the site complaints/incidents log.

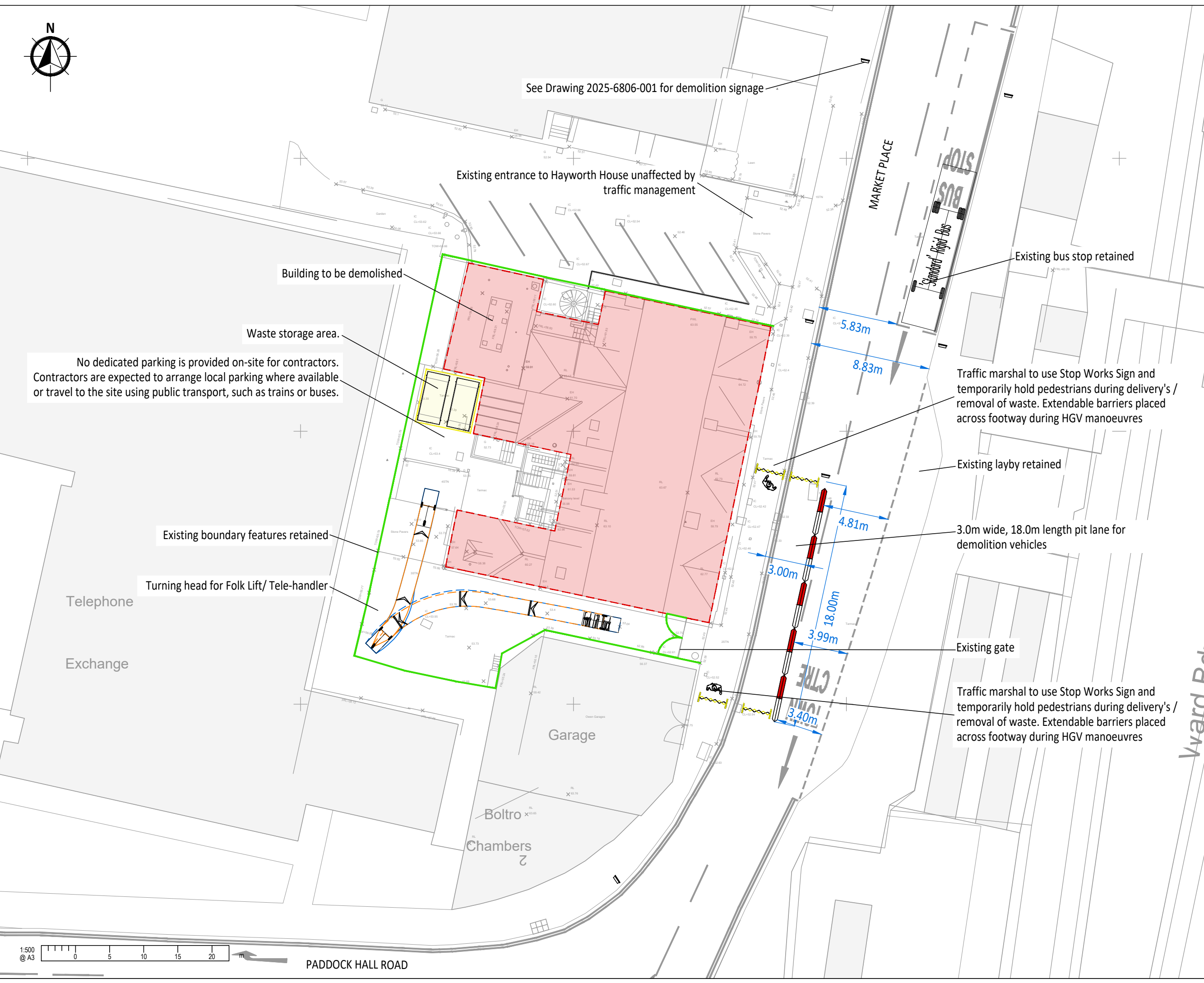
5.10 Surface Water Control

- 5.10.1 The existing buildings extension would take place through the provision of a new second and third floor. The site's existing ground and first floor and existing areas of hardstanding would be unaffected by the build (albeit 82sqm of the building to the rear of the site would be demolished. The site proposes no change to levels or to existing surface water drainage infrastructure. Construction activities would therefore not materially change existing surface water runoff and associated drainage.



DRAWINGS

2025-6806-001	Demolition Phase – Site Overview
2025-6806-002	Demolition Phase – Signage Overview
2025-6806-003	Demolition Phase – 12.0m Rigid Access and Egress
2025-6806-004	Demolition Phase – Large Tipper Access and Egress
2025-6806-005	Demolition Phase – Negotiation of Traffic Management
2025-6806-006	Demolition Phase – Tele Handler Deliverys
2025-6806-007	Demolition Phase – Own Garages, Access and Egress
2025-6806-101	Construction Phase – Site Overview
2025-6806-102	Construction Phase – Signage Overview
2025-6806-103	Construction Phase – 12.0m Rigid Access and Egress
2025-6806-104	Construction Phase – Large Tipper Access and Egress
2025-6806-105	Construction Phase – Negotiation of Traffic Management
2025-6806-106	Construction Phase – Tele Handler Deliverys
2025-6806-107	Construction Phase – Own Garages, Access and Egress
2025-6806-108	Existing and During Construction Pedestrian Visibility Splays



Existing entrance to Hayworth House unaffected by traffic management

Building to be demolished

No dedicated parking is provided on-site for contractors. Contractors are expected to arrange local parking where available or travel to the site using public transport, such as trains or buses.

Waste storage area.

Existing boundary features retained

Turning head for Folk Lift/ Tele-handler

Telephone

Exchange

Garage

Boltro x

Chambers 2

MARKET PLACE

Existing bus stop retained

Traffic marshal to use Stop Works Sign and temporarily hold pedestrians during delivery's / removal of waste. Extendable barriers placed across footway during HGV manoeuvres

- Existing layby retained

– 3.0m wide, 18.0m length pit lane for demolition vehicles

- Existing gate

Traffic marshal to use Stop Works Sign and temporarily hold pedestrians during delivery's / removal of waste. Extendable barriers placed across footway during HGV manoeuvres

- A3**
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 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

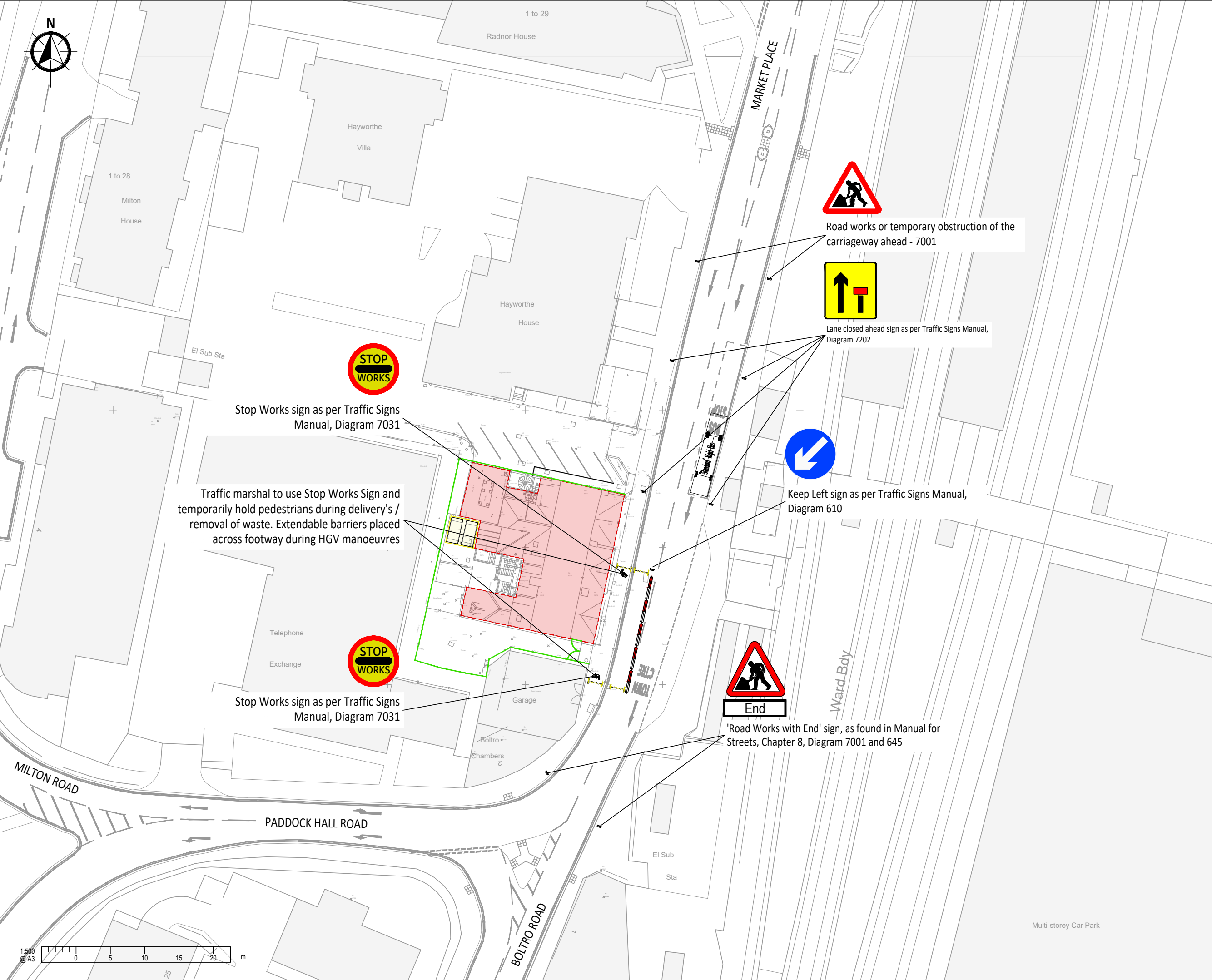
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|---|---------------------------|
|  | Existing Road Markings |
|  | Existing Boundary Feature |
|  | Sign |
|  | Extendable Barrier |
|  | Slot Blocks |
|  | Building to be demolished |

B	Revised Track	14/03/2025
A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date



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Drawing Status				Draft			
Client							
PR Homes Direct Ltd							
Project							
1-3 Barclay Court, Market Place, Haywards Heath							
Drawing Title							
Demolition Phase Site Overview							
Scale		Date		Drawn by		Checked by	
1:500		Mar 25		SMO		ALB	
Drawing No.						Rev.	
2025-6806-001						B	



- A3**
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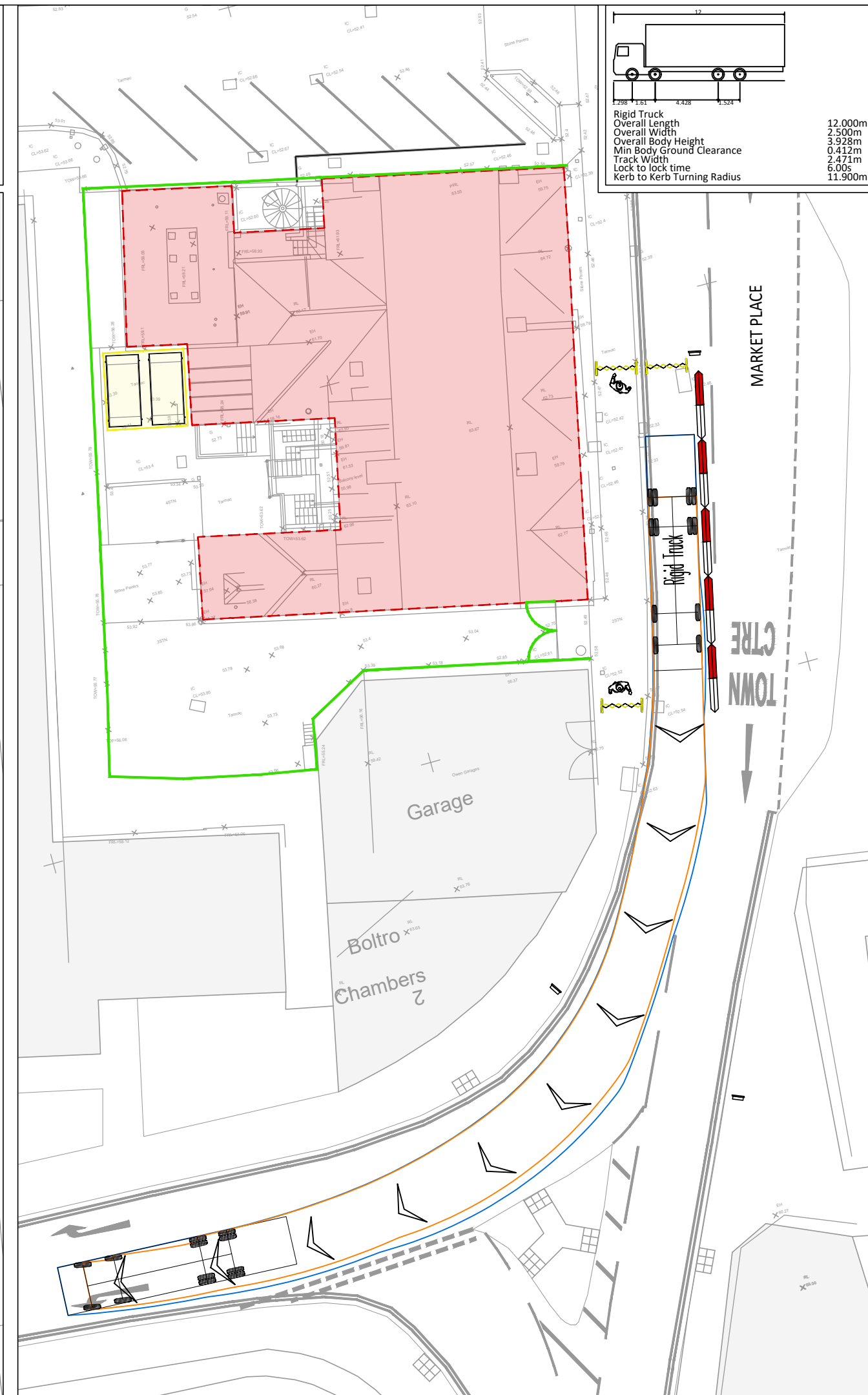
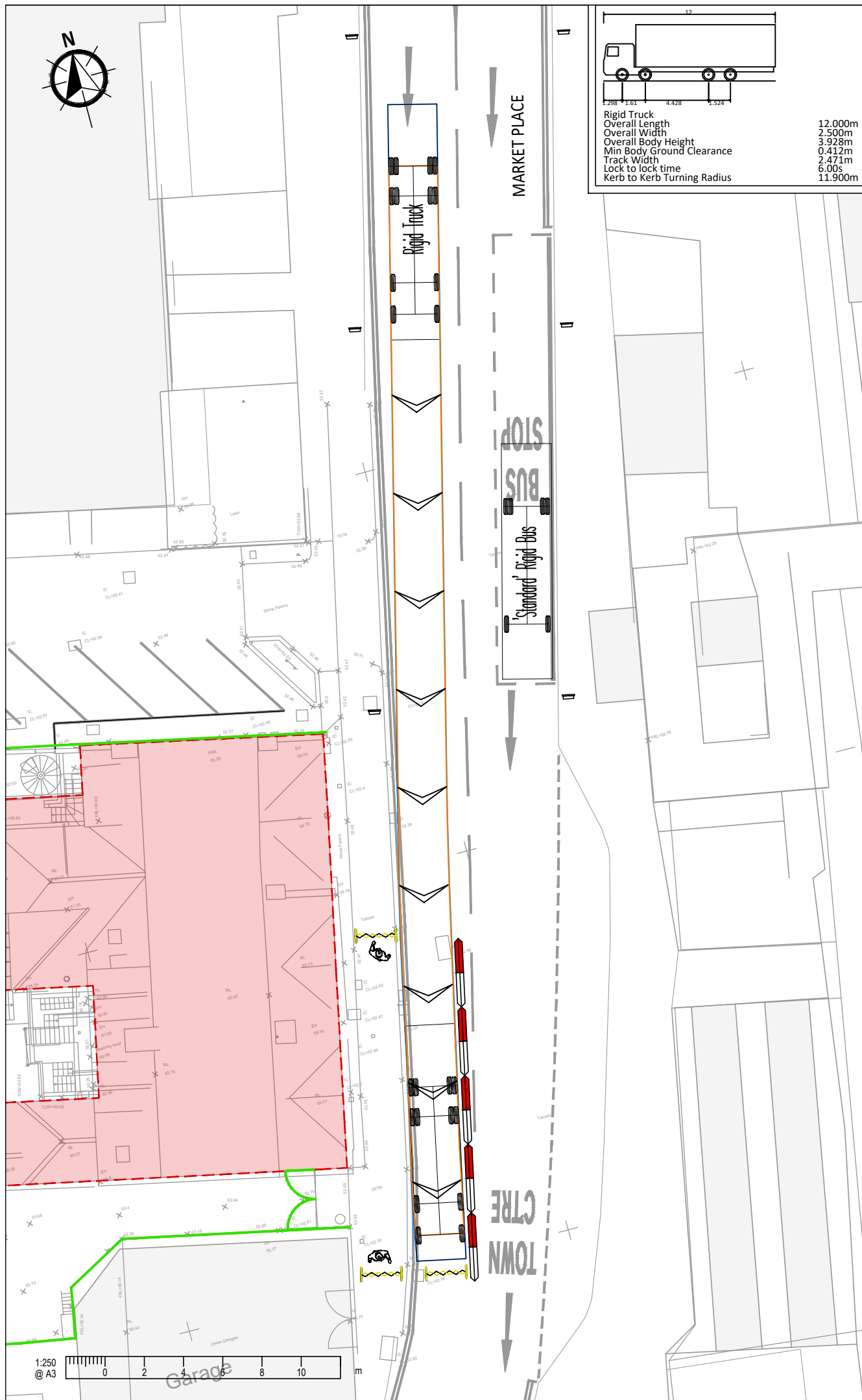
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	Existing Boundary Feature
	Sign
	Extendable Barrier
	Slot Blocks
	Building to be demolished

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date

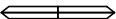


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Drawing Status				Draft	
Client					
PR Homes Direct Ltd					
Project					
1-3 Barclay Court, Market Place, Haywards Heath					
Drawing Title					
Demolition Phase Signage Overview					
Scale	Date	Drawn by	Checked by		
1:500	Feb 25	SMO	ALB		
Drawing No.				Rev.	
2025-6806-002				A	



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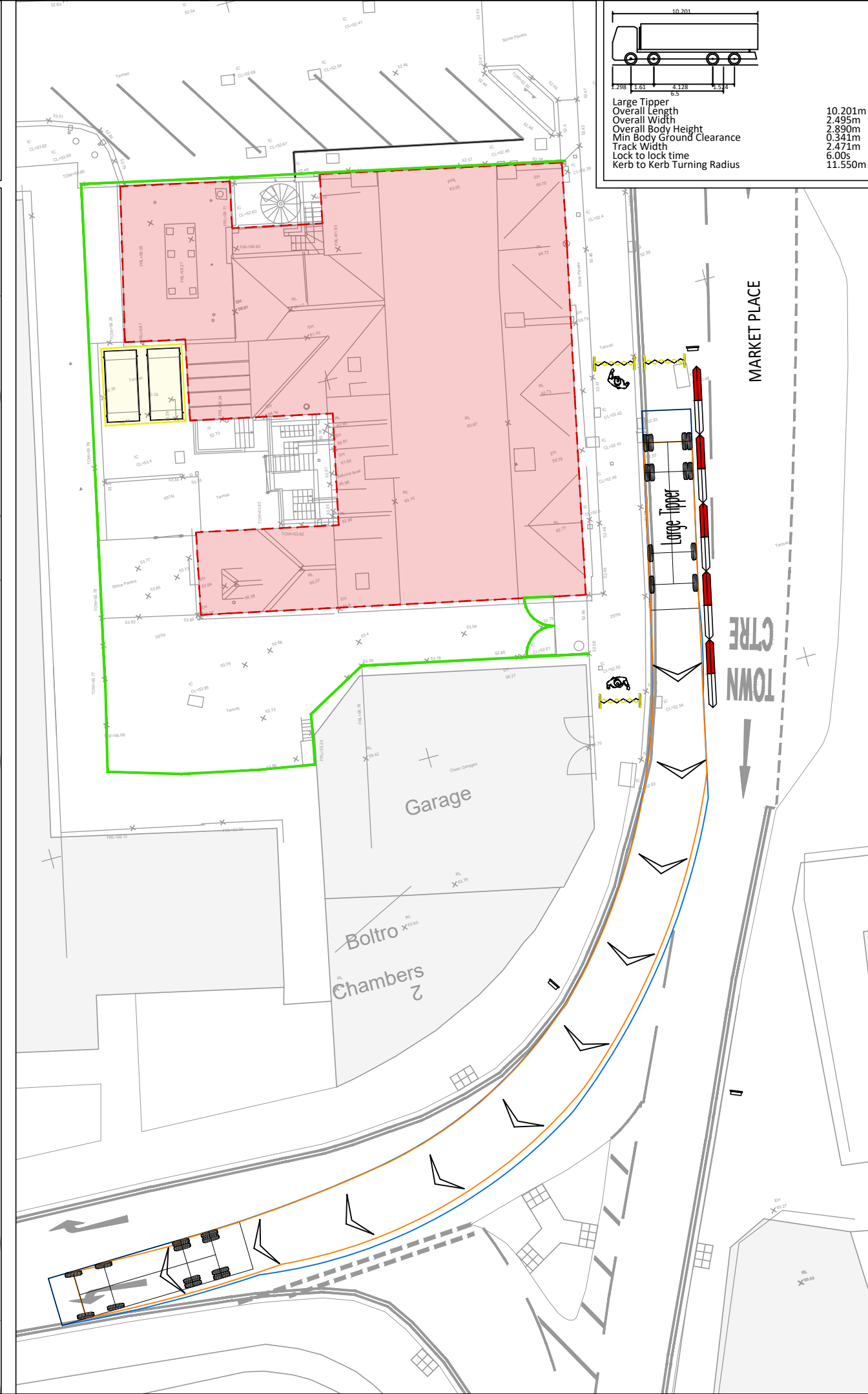
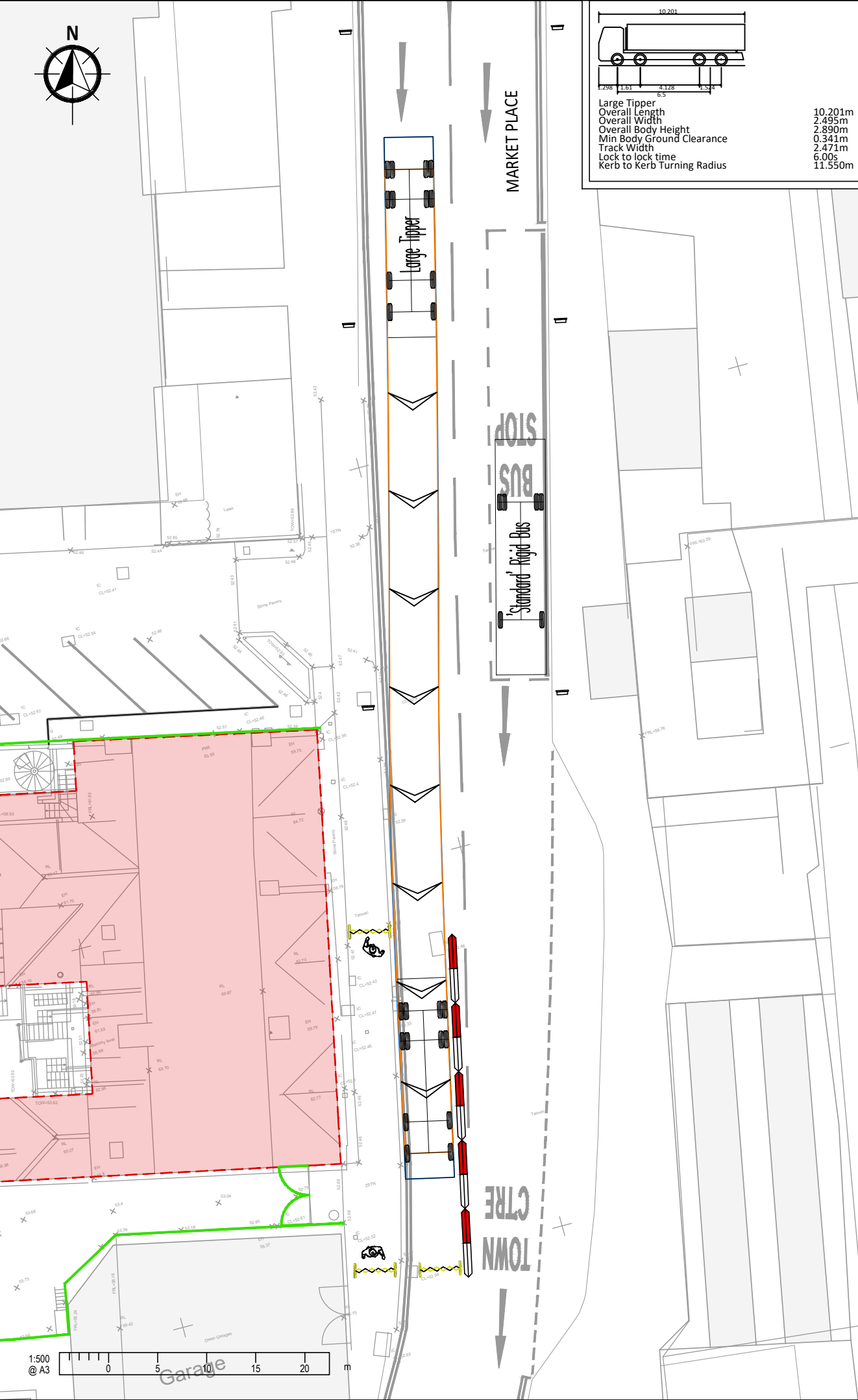
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|---|---------------------------|
|  | Existing Road Markings |
|  | Existing Boundary Feature |
|  | Sign |
|  | Extendable Barrier |
|  | Slot Blocks |
|  | Building to be demolished |
| -Swept Path- | |
|  | Wheel Track |
|  | Over Swing |

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date



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Drawing Status				Draft	
Client					
PR Homes Direct Ltd					
Project					
1-3 Barclay Court, Market Place, Haywards Heath					
Drawing Title					
Demolition Phase 12.0m Rigid Access and Egress					
Scale	Date	Drawn by	Checked by		
1:250	Feb 25	SMO	ALB		
Drawing No.				Rev.	
2025-6806-003				A	



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Existing Road Markings
Existing Boundary Feature
Sign
Extendable Barrier
Slot Blocks
Building to be demolished
-Swept Path-
Wheel Track
Over Swing

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date

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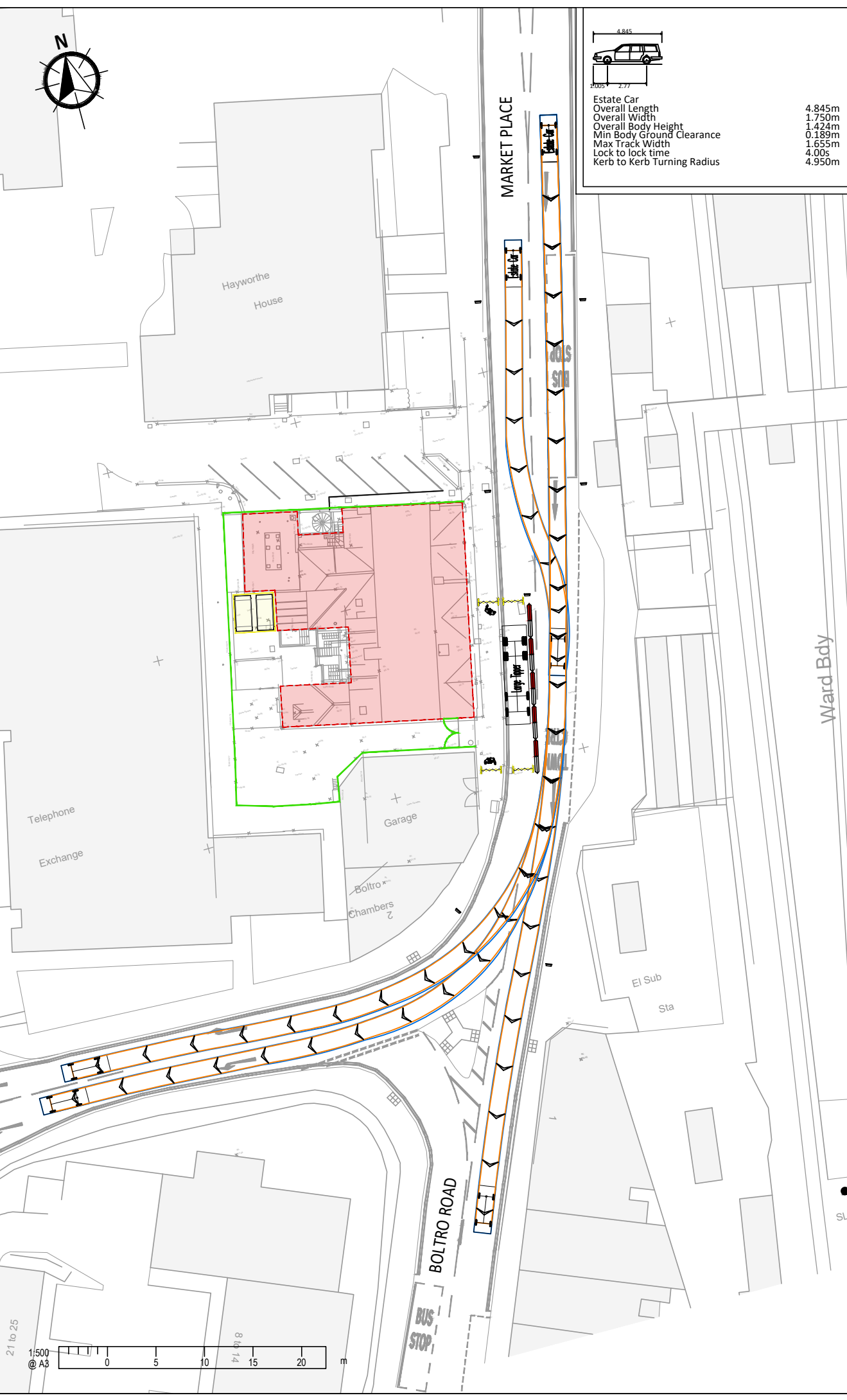
Client: PR Homes Direct Ltd

Project: 1-3 Barclay Court, Market Place, Haywards Heath

Drawing Title: Demolition Phase
Large Tipper Access and Egress

Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB

Drawing No. 2025-6806-004 Rev. A



12.000m
2.550m
3.069m
0.309m
2.350m
4.00s
10.771m

'Standard' Rigid Bus
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

Existing Road Markings
Existing Boundary Feature
Sign
Extendable Barrier
Slot Blocks
Building to be demolished
-Swept Path-
Wheel Track
Over Swing

Rev.	Amendments	Date
A	Revised Layout	12/01/2025
-	Original Issue	23/01/2025

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Drawing Status: Draft
Client: PR Homes Direct Ltd
Project: 1-3 Barclay Court, Market Place, Haywards Heath
Drawing Title: Demolition Phase Negotiation of Traffic Management
Scale: 1:500 Date: Feb 25 Drawn by: SMO Checked by: ALB
Drawing No.: 2025-6806-005 Rev.: A

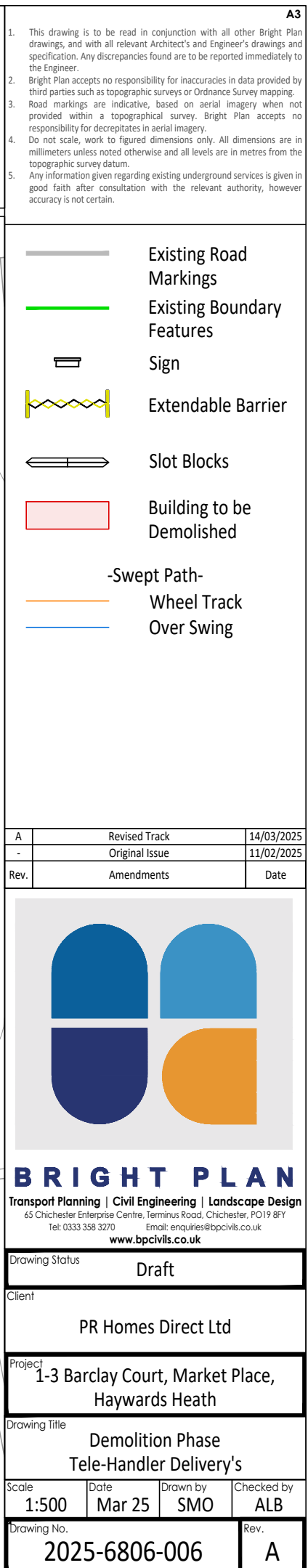
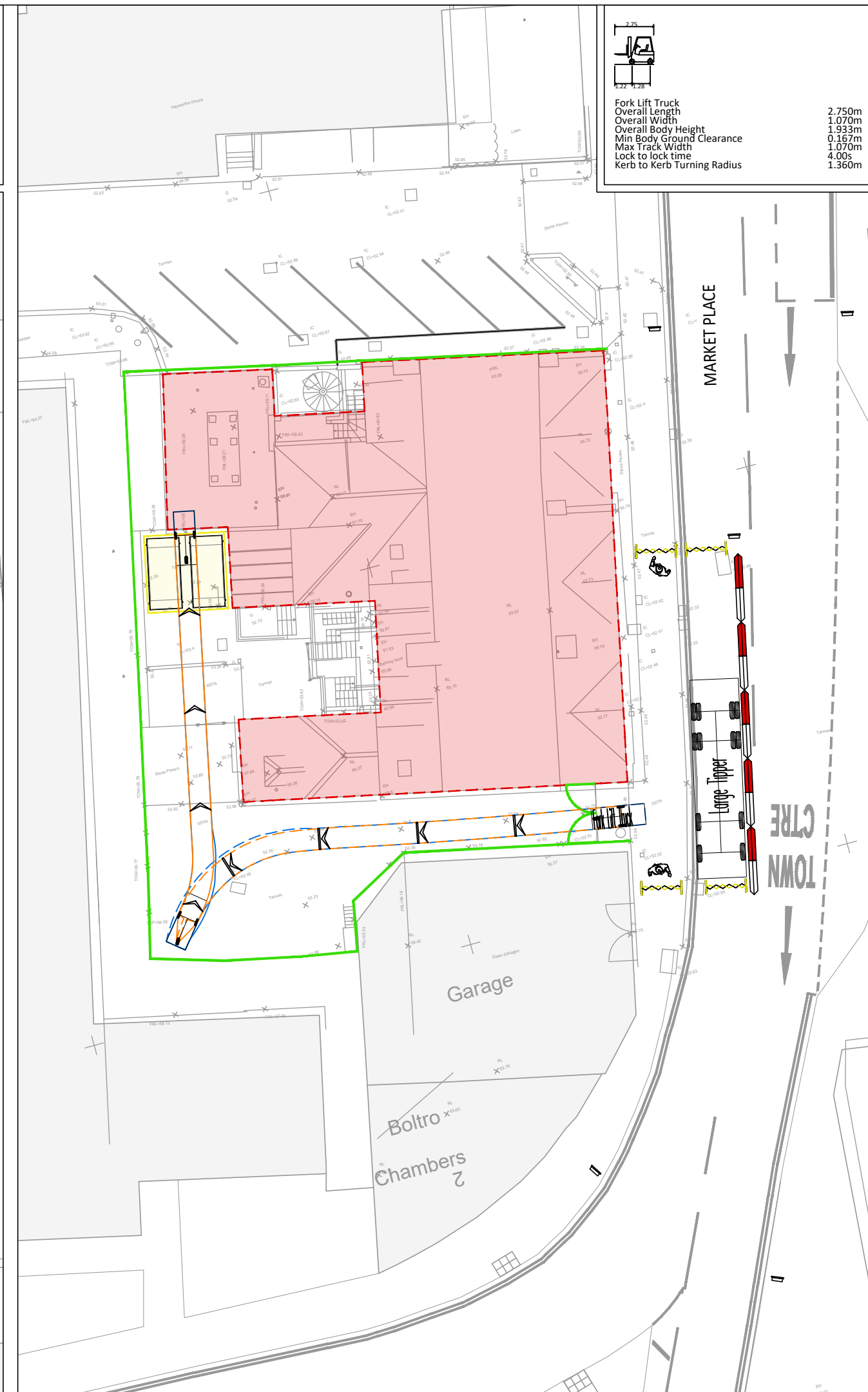


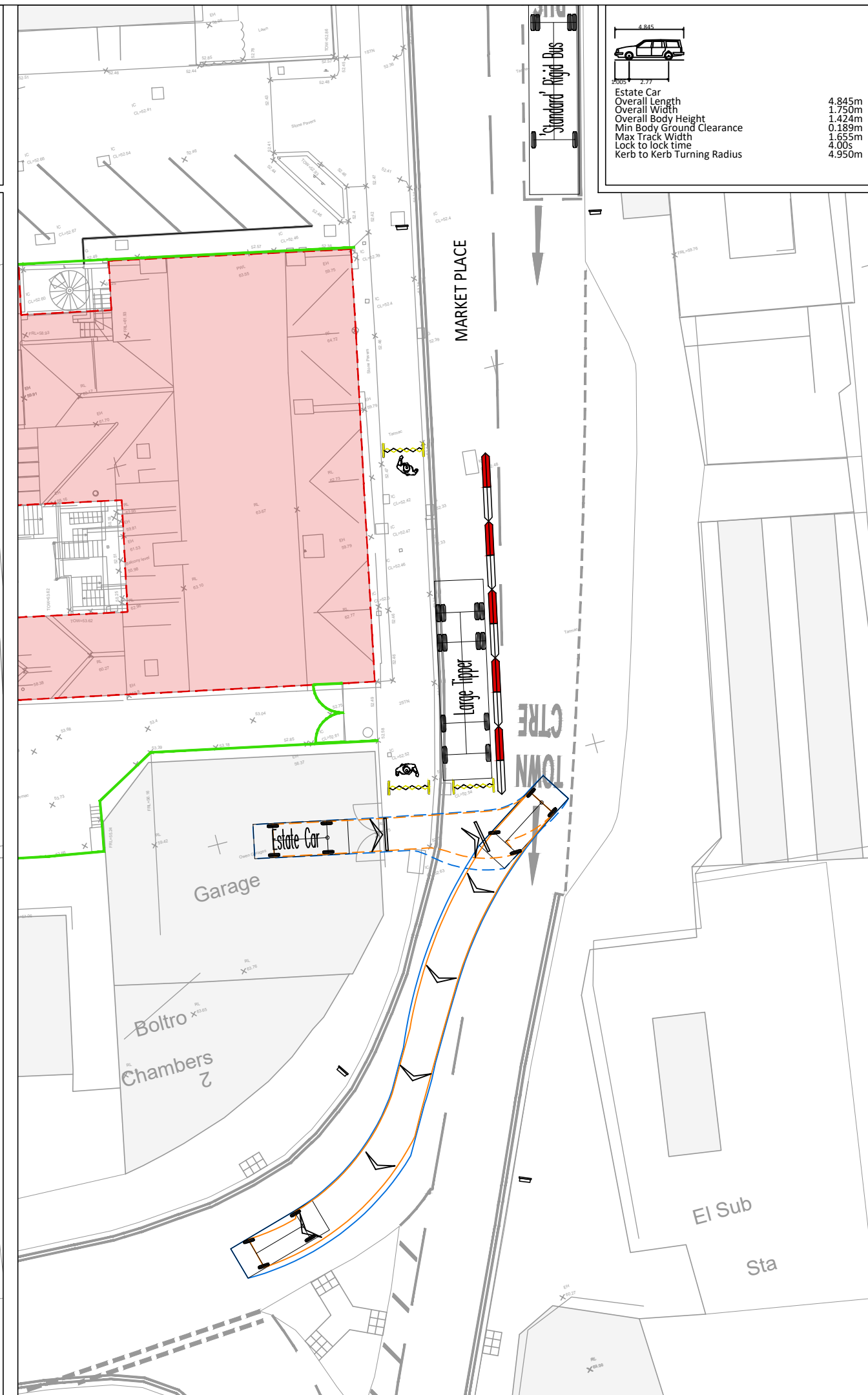
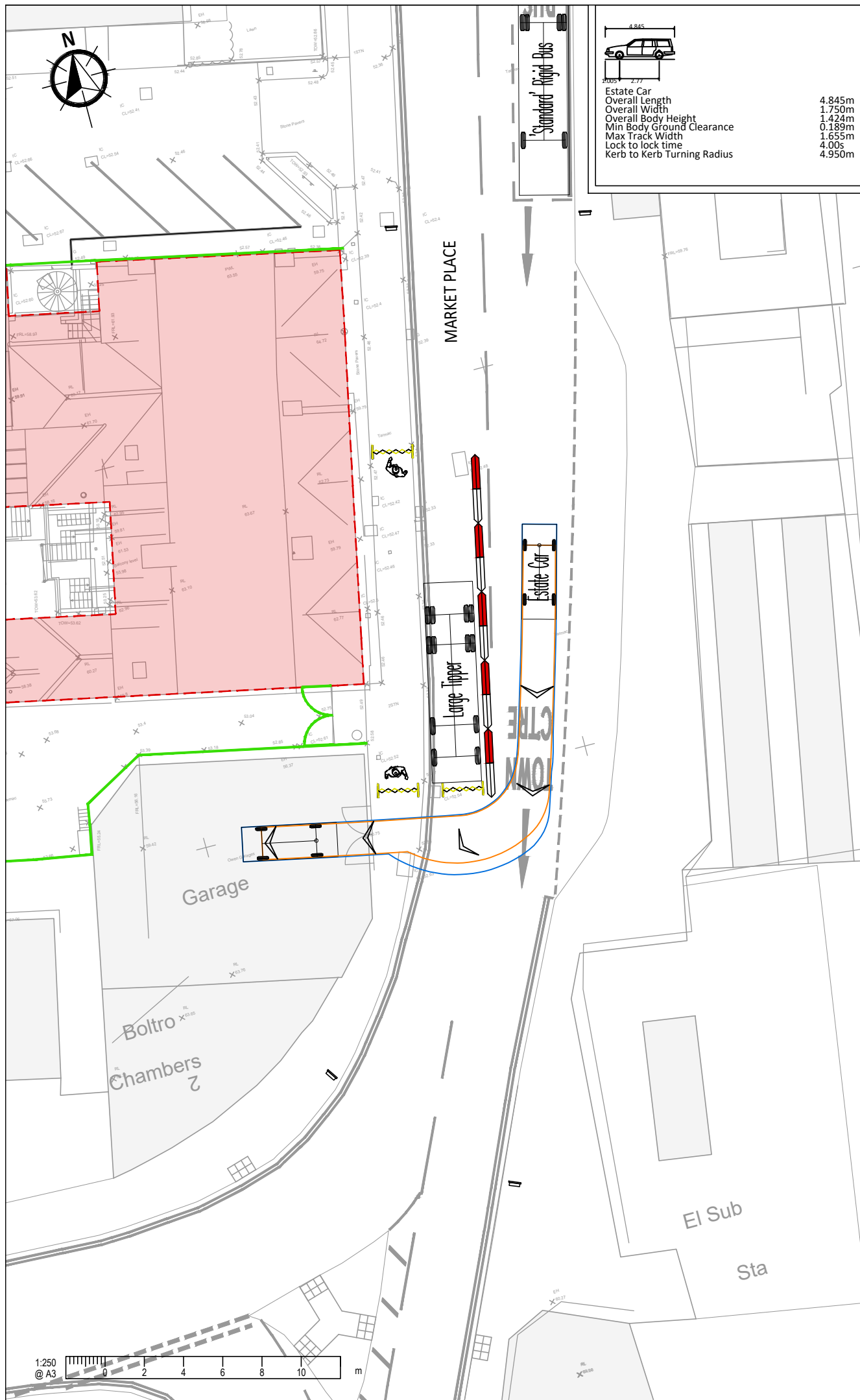
Drawing Status	Draft
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Project	1-3 Barclay Court, Market Place, Haywards Heath
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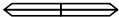
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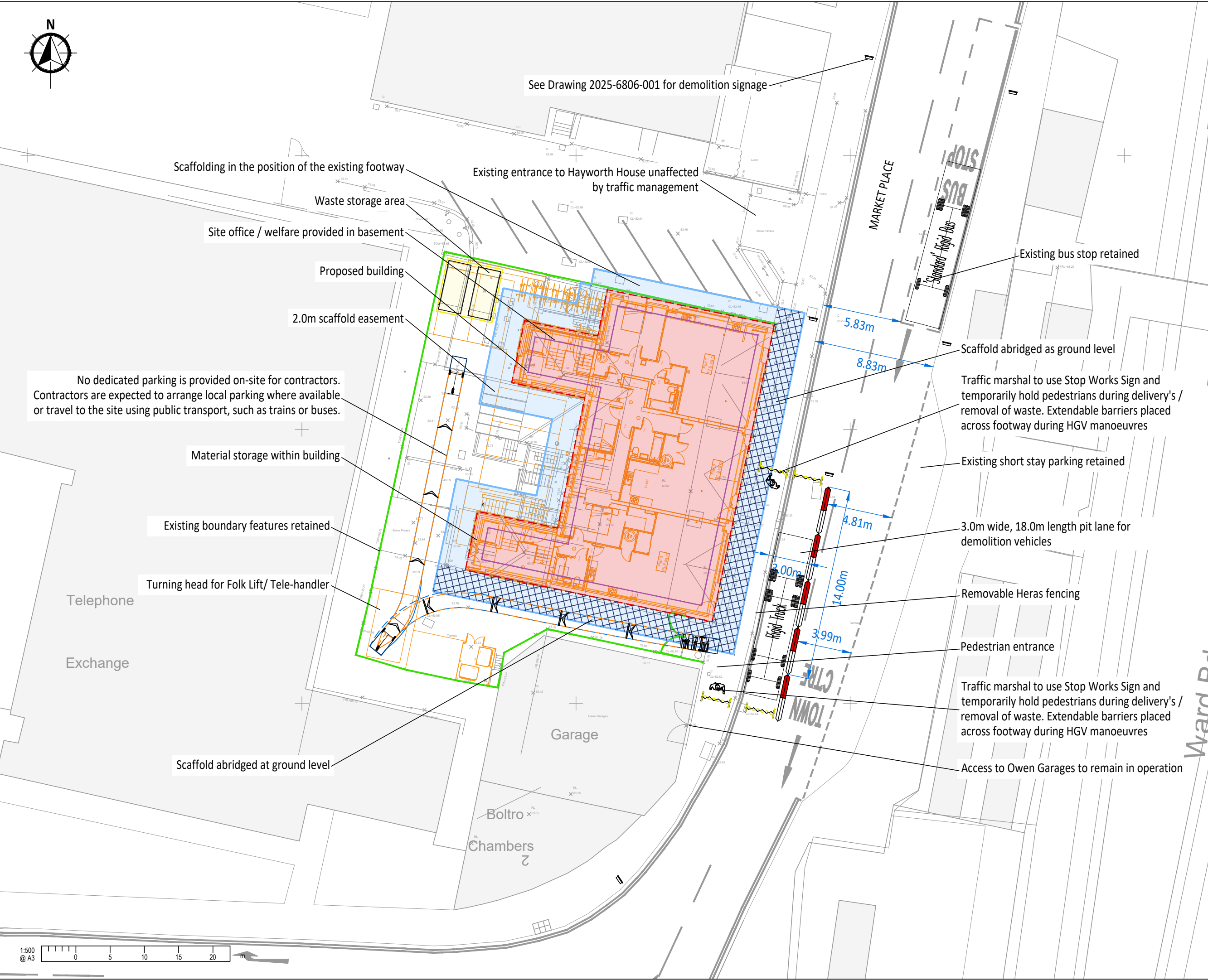
- | | |
|---|---------------------------|
|  | Existing Road |
|  | Existing Boundary |
|  | Sign |
|  | Extendable Barrier |
|  | Slot Blocks |
|  | Building to be Demolished |
| -Swept Path- | |
|  | Wheel Track |
|  | Over Swing |

-	Original Issue	11/02/2025
Rev.	Amendments	Date



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Drawing Status			
Draft			
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PR Homes Direct Ltd			
Project			
1-3 Barclay Court, Market Place, Haywards Heath			
Drawing Title			
Demolition Phase Owen Garages, Access and Egress			
Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB
Drawing No.			Rev.
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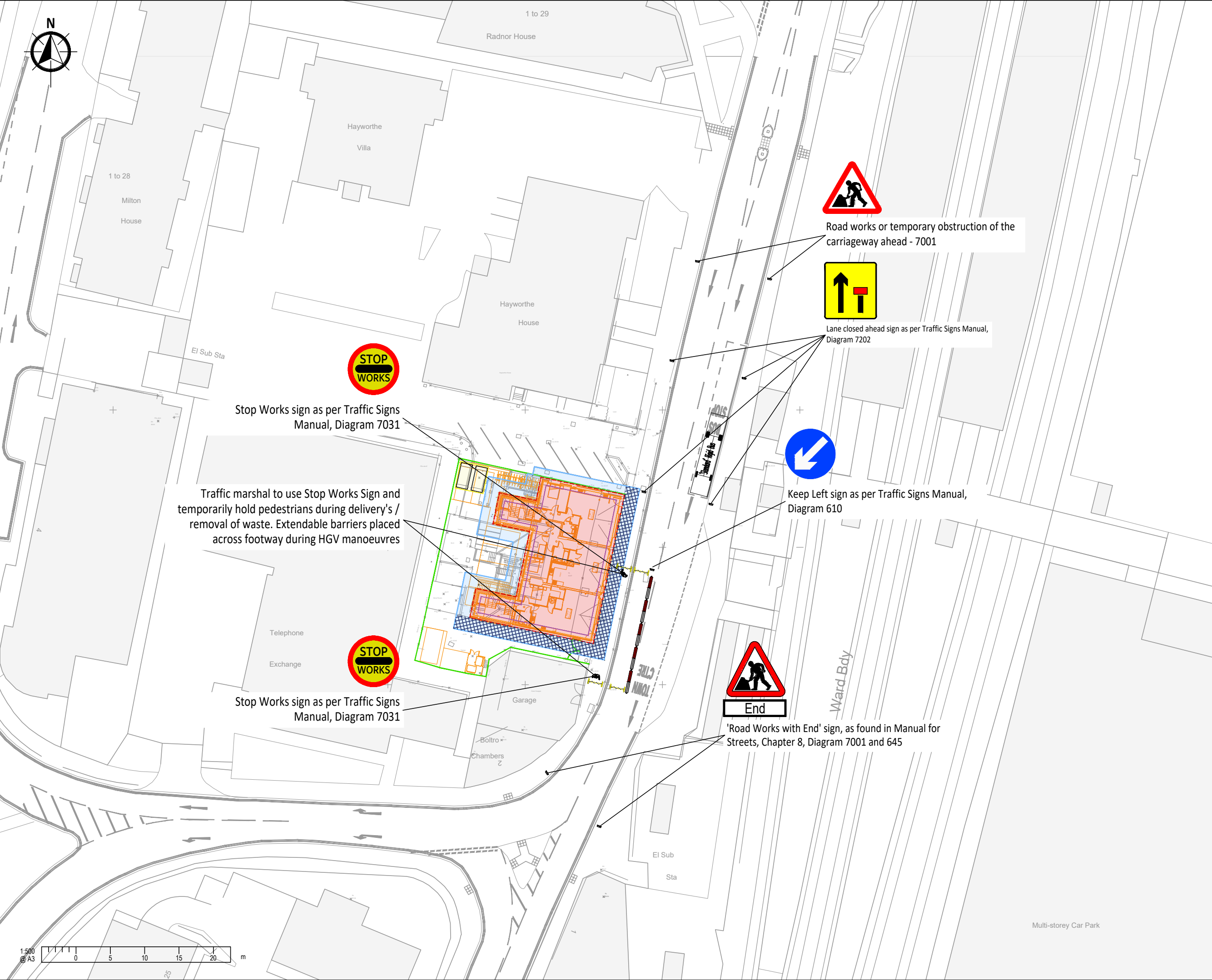
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	Existing Boundary Features
	Sign
	Extendable Barrier
	Slot Blocks
	Building to be Constructed
	Scaffolding
	Abridged Scaffolding

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date



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PR Homes Direct Ltd			
Project			
1-3 Barclay Court, Market Place, Haywards Heath			
Drawing Title			
Construction Phase Site Overview			
Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB
Drawing No.			Rev.
2025-6806-101			A



- A3**
1.

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2.

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3.

Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
4.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Existing boundary features

Sign

Extendable Barrier

Slot Blocks

Building to be Constructed

Scaffolding

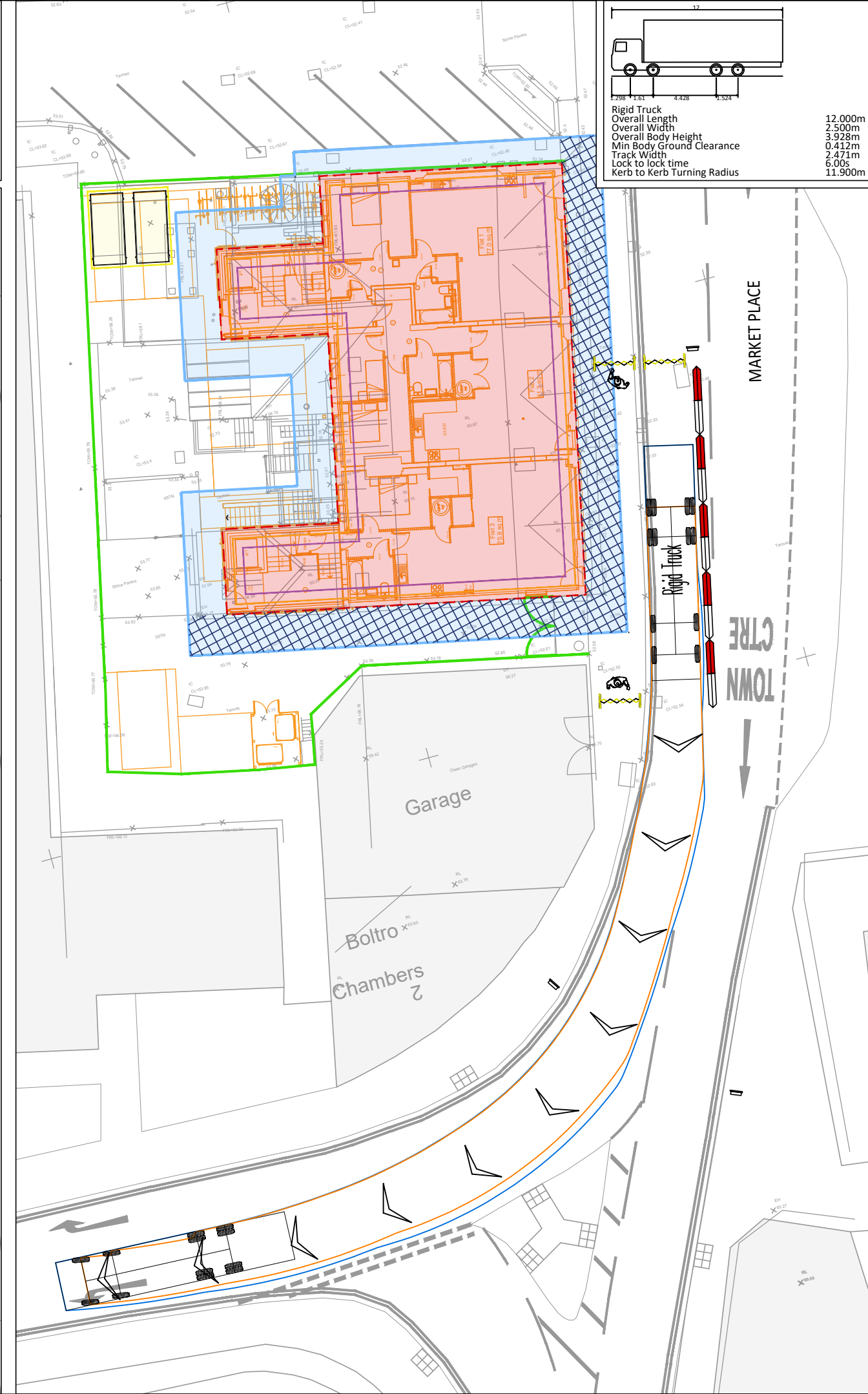
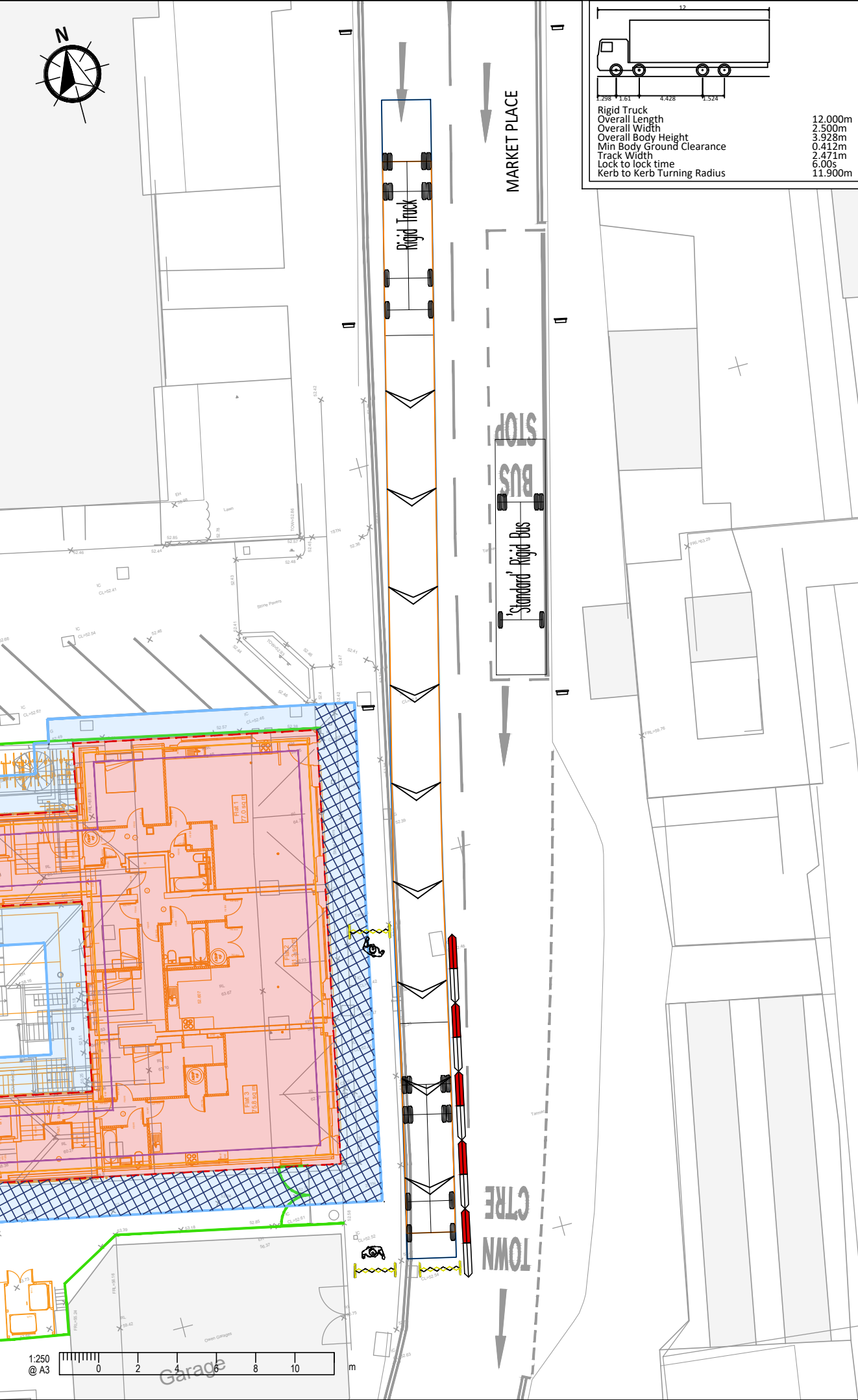
Abridged Scaffolding

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date



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65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
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Drawing Status		Draft	
Client		PR Homes Direct Ltd	
Project		1-3 Barclay Court, Market Place, Haywards Heath	
Drawing Title		Construction Phase Signage Overview	
Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB
Drawing No.		Rev.	
2025-6806-102		A	



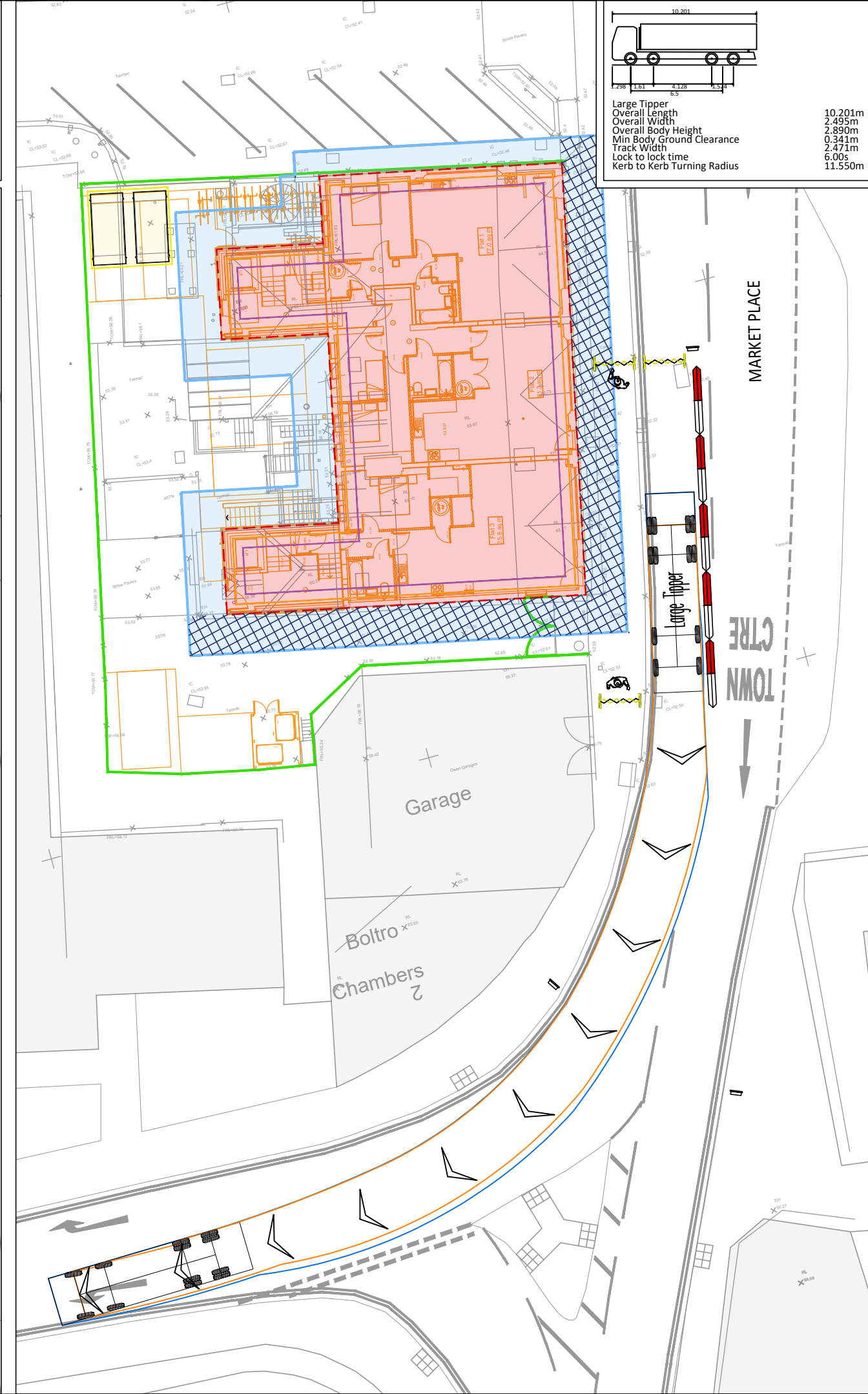
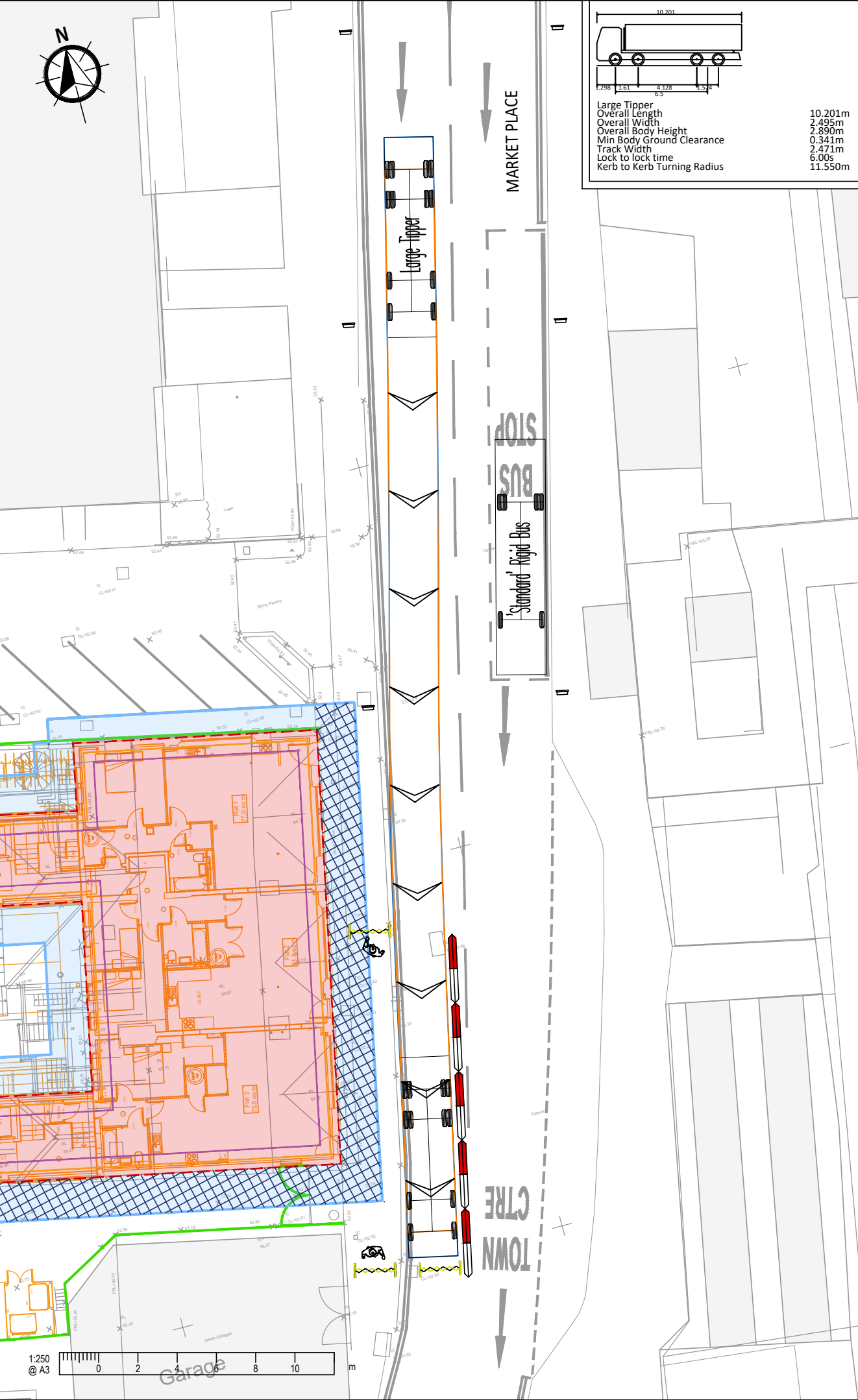
Legend:

- Existing Road Markings
- Existing Boundary Features
- Sign
- Extendable Barrier
- Slot Blocks
- Building to be Constructed
- Scaffolding
- Abridged Scaffolding
- Swept Path-
 - Wheel Track
 - Over Swing

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date

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Drawing Status		Draft	
Client		PR Homes Direct Ltd	
Project		1-3 Barclay Court, Market Place, Haywards Heath	
Drawing Title		Construction Phase 12.0m Rigid Access and Egress	
Scale	Date	Drawn by	Checked by
1:250	Feb 25	SMO	ALB
Drawing No.		Rev.	
2025-6806-103		A	



A3

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5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Existing Boundary Features

Sign

Extendable Barrier

Slot Blocks

Building to be Constructed

Scaffolding

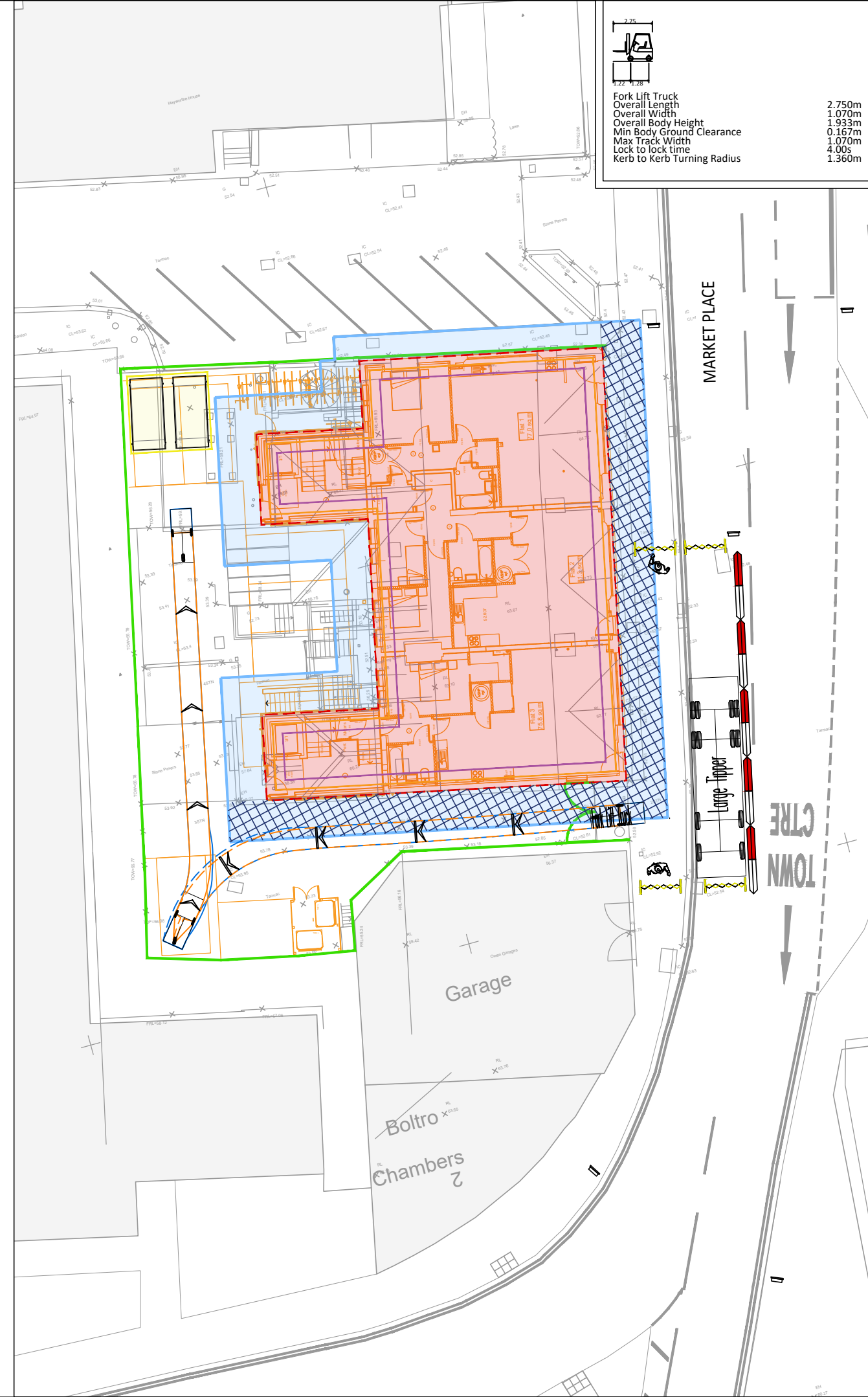
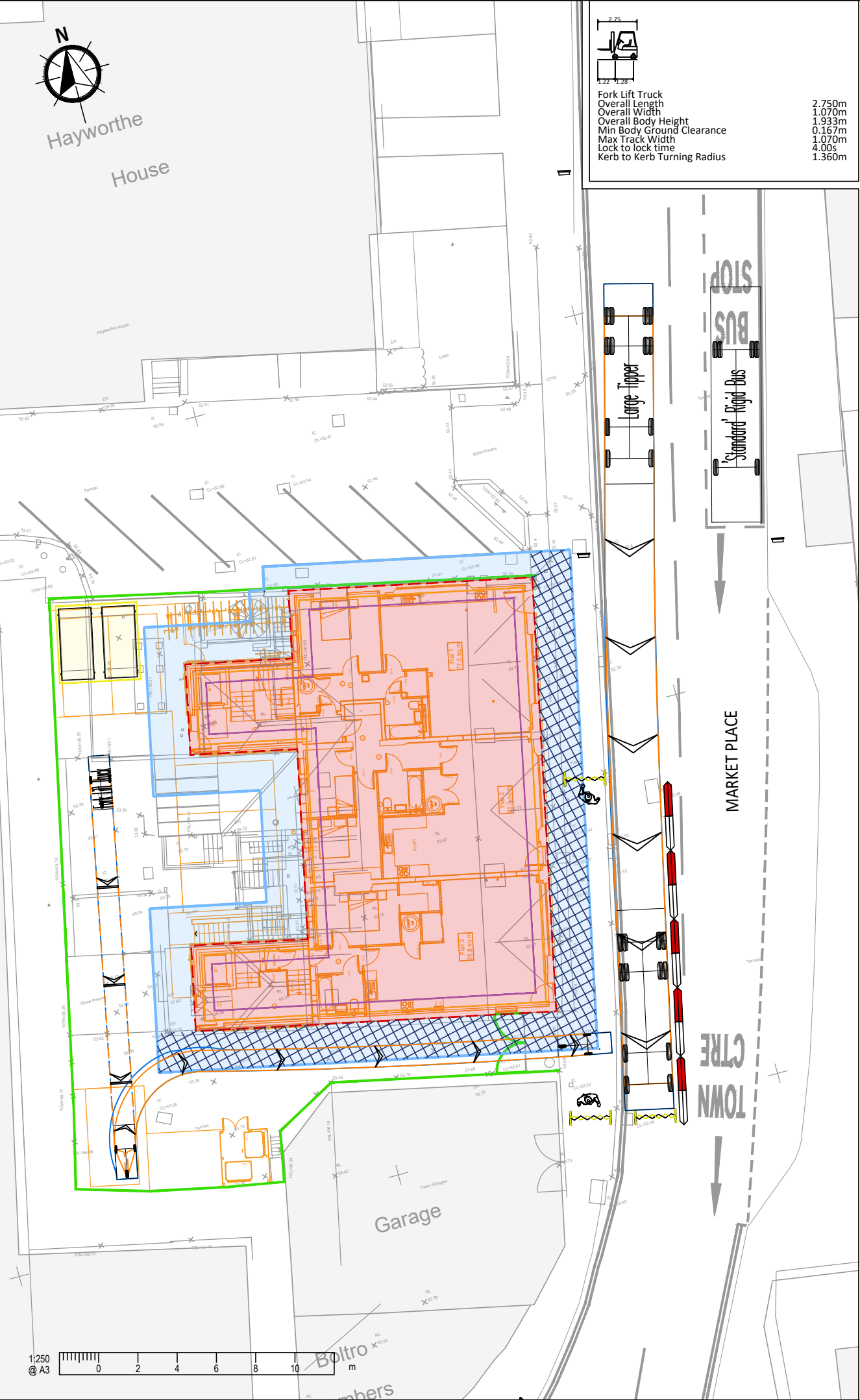
Abridged Scaffolding

-Swept Path-
Wheel Track
Over Swing

A	Revised Layout	11/02/2025
-	Original Issue	23/01/2025
Rev.	Amendments	Date

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Drawing Status		Draft	
Client			
PR Homes Direct Ltd			
Project			
1-3 Barclay Court, Market Place, Haywards Heath			
Drawing Title			
Construction Phase Large Tipper Access and Egress			
Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB
Drawing No.			Rev.
2025-6806-104			A



A3

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5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Existing Road Markings

Existing Boundary Features

Sign

Extendable Barrier

Slot Blocks

Building to be Constructed

Scaffolding

Abridged Scaffolding

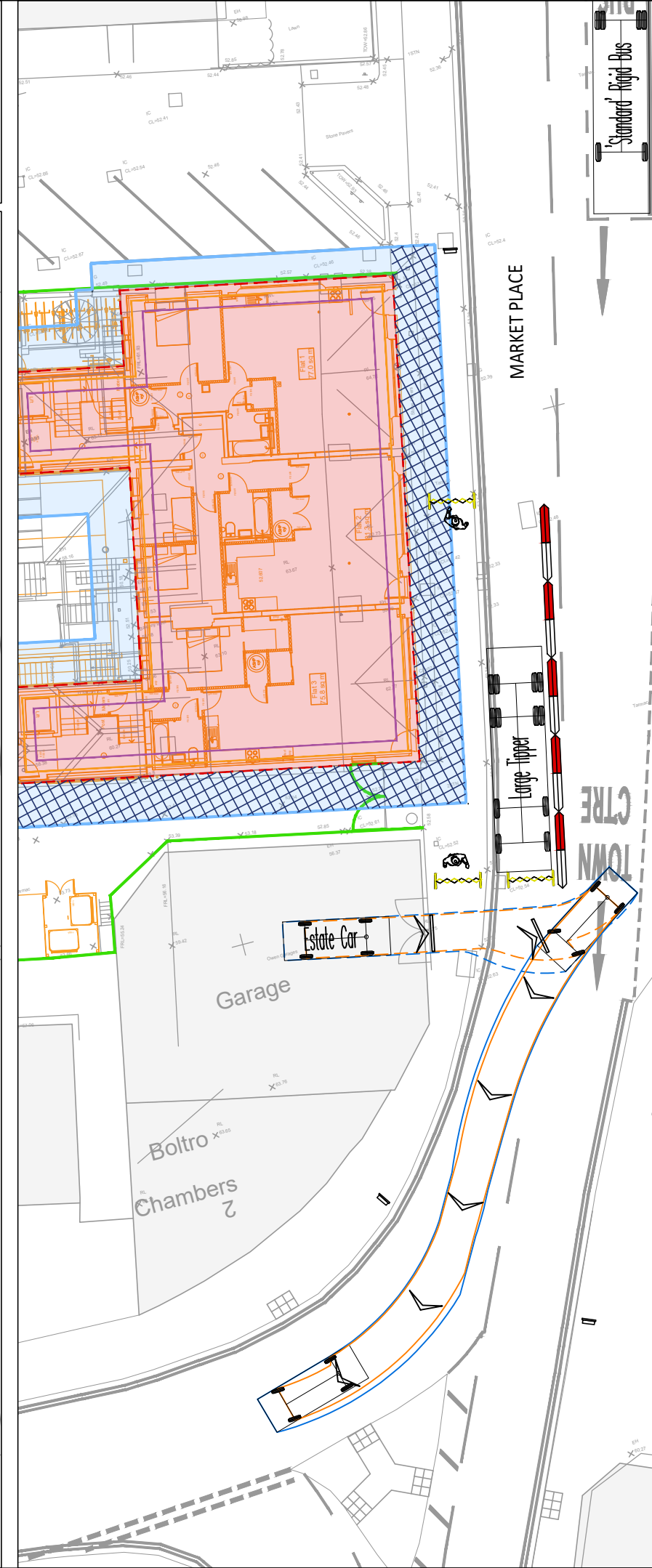
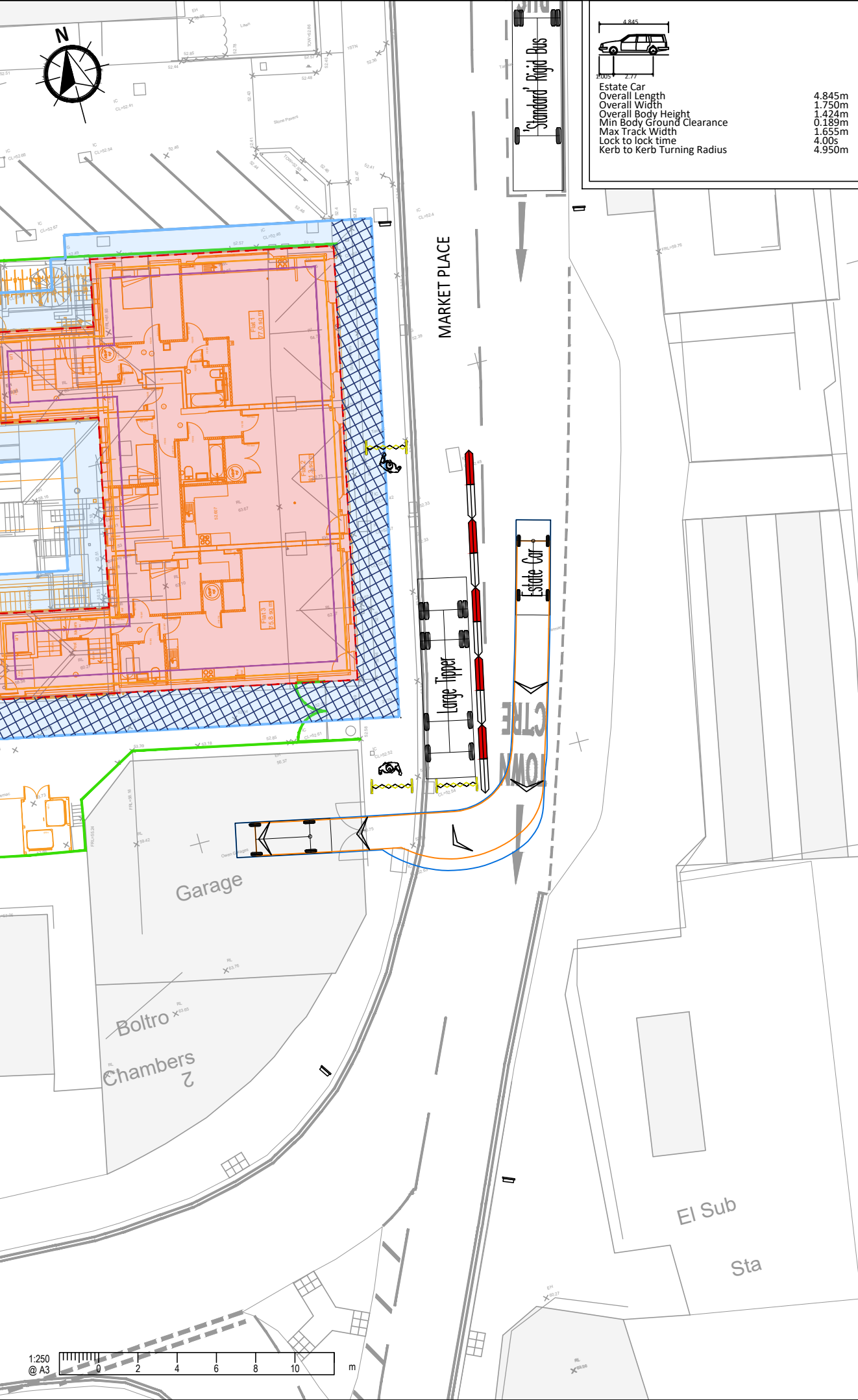
-Swept Path-
Wheel Track
Over Swing

A	Revised Track	14/03/2025
-	Original Issue	11/02/2025
Rev.	Amendments	Date



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Drawing Status				Draft	
Client					
PR Homes Direct Ltd					
Project					
1-3 Barclay Court, Market Place, Haywards Heath					
Drawing Title					
Construction Phase Tele-Handler Delivery's					
Scale	Date	Drawn by	Checked by		
1:500	Mar 25	SMO	ALB		
Drawing No.				Rev.	
2025-6806-106				A	



4.845m	4.845m
1.750m	1.750m
1.424m	1.424m
0.189m	0.189m
1.655m	1.655m
4.00s	4.00s
4.950m	4.950m

- A3**
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Existing Road Markings

Existing Boundary Features

Sign

Extendable Barrier

Slot Blocks

Building to be Constructed

Scaffolding

Abridged Scaffolding

-Swept Path-
Wheel Track
Over Swing

-	Original Issue	11/02/2025
Rev.	Amendments	Date



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Drawing Status	Draft
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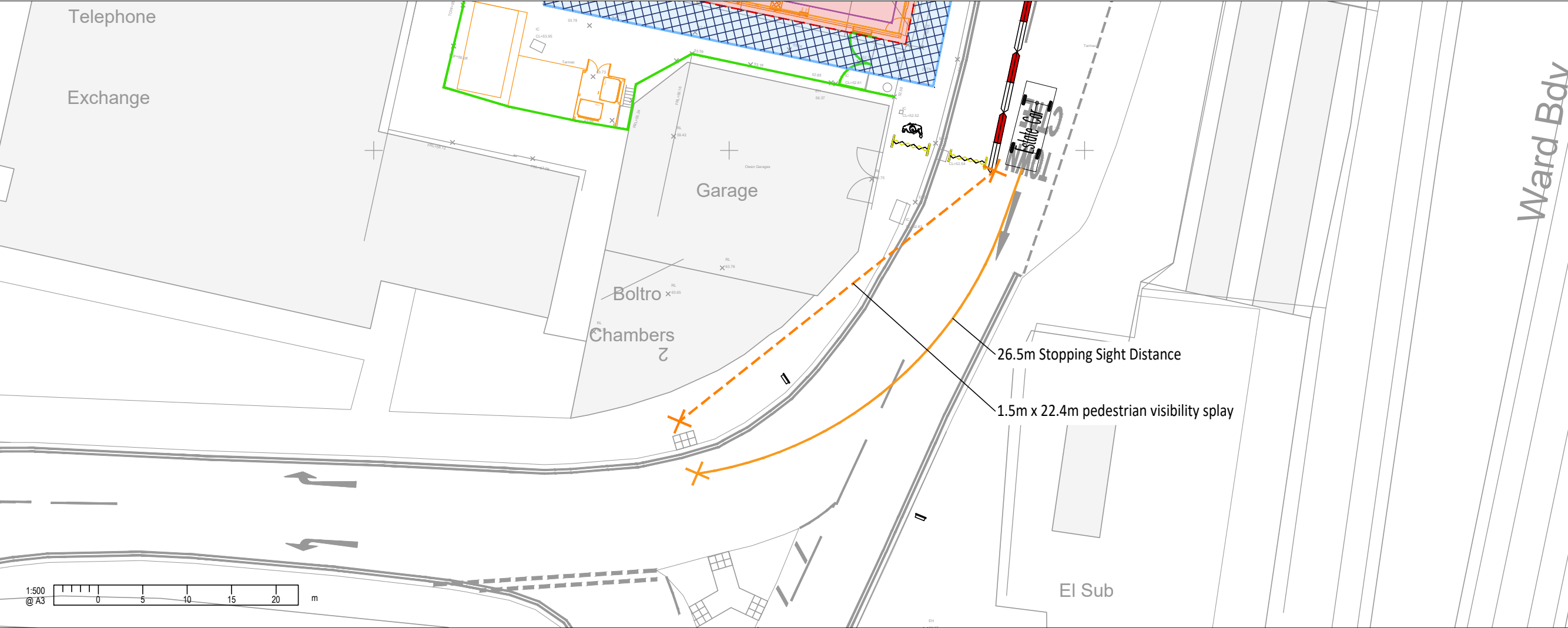
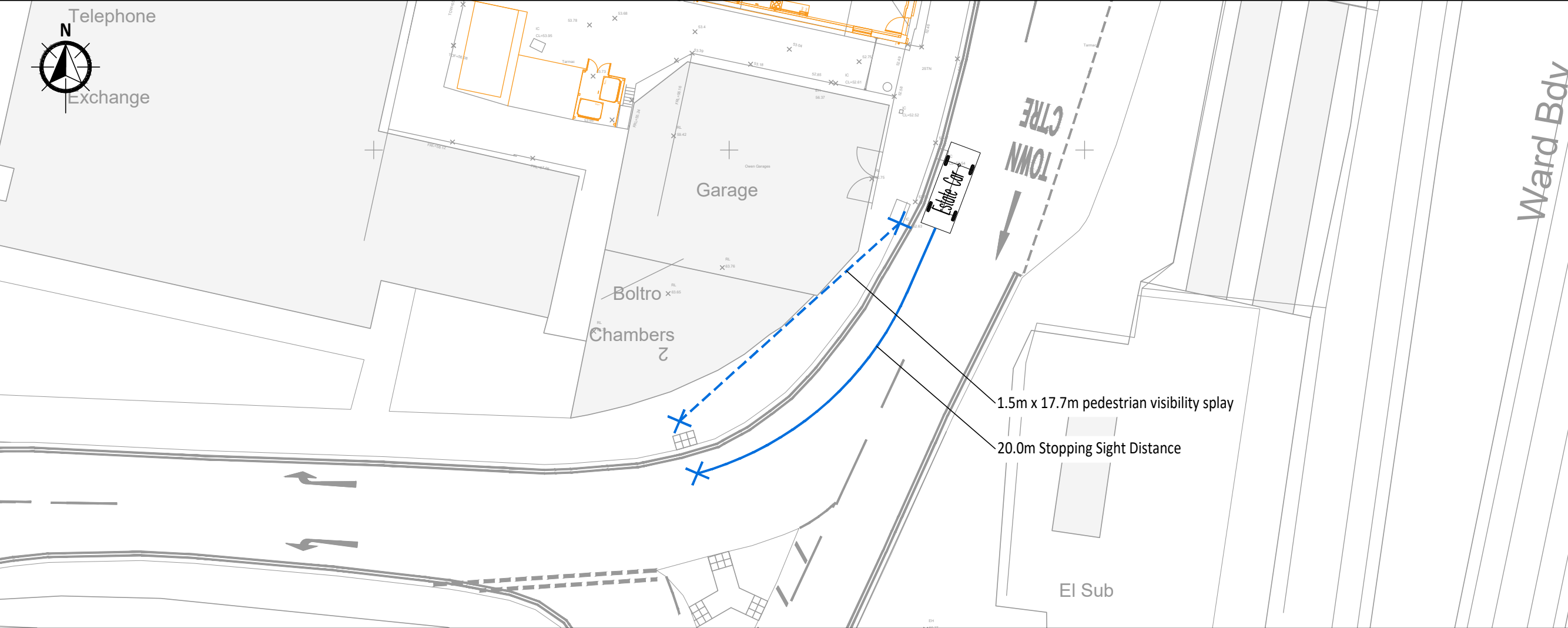
Client	PR Homes Direct Ltd
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Project	1-3 Barclay Court, Market Place, Haywards Heath
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Drawing Title	Construction Phase Owen Garages, Access and Egress
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Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB

Drawing No.	Rev.
2025-6806-107	-



- A3**
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	Existing Road
	Markings
	Existing Boundary
	Features
	Sign
	Extendable Barrier
	Slot Blocks
	Building to be Constructed
	Scaffolding
	Abridged Scaffolding

-	Original Issue	13/03/2025
Rev.	Amendments	Date



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Drawing Status **Draft**

Client **PR Homes Direct Ltd**

Project **1-3 Barclay Court, Market Place, Haywards Heath**

Drawing Title **Existing and During Construction Pedestrian Visibility Splays**

Scale	Date	Drawn by	Checked by
1:500	Feb 25	SMO	ALB

Drawing No.	Rev.
2025-6806-108	-



APPENDICES



Appendix A Site Plan



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permission from CKA Architectural.
All dimensions to be checked on site.

Key

Tarmac

Planting

Ornamental shrub mix:
Hidcote Lavender spica
(planting in shrub beds of low height, eg for edging)
Eve Price Viburnum tinus or Apple Blossom Escallonia
(planting in shrub beds that will screen or form hedging).
Stock to be provided as 3 litre pot-grown plants, planted
at 300mm spacing.

New Tree

Wild Cherry Prunus avium 1.75-2.0m

Landscaping info

Trees / shrubs to be planted at "Root Collar Level" of
supplied stock (hole to be 50% wider than container pot).
Trees / shrubs to be planted with 50% top soil and 50%
organic peat.
Trees to have 2 Stakes with rubber adjustable ties.

Vehicle charger

Masterplug Port (7.4kw Mode 3 Type 2 Smart vehicle
Charger)

Revisions
- 14/02/2025 First issue

cka

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36 Church Street, Eastbourne, BN21 1HS
01323 729516 ckaa.co.uk

Client
PR Homes Direct

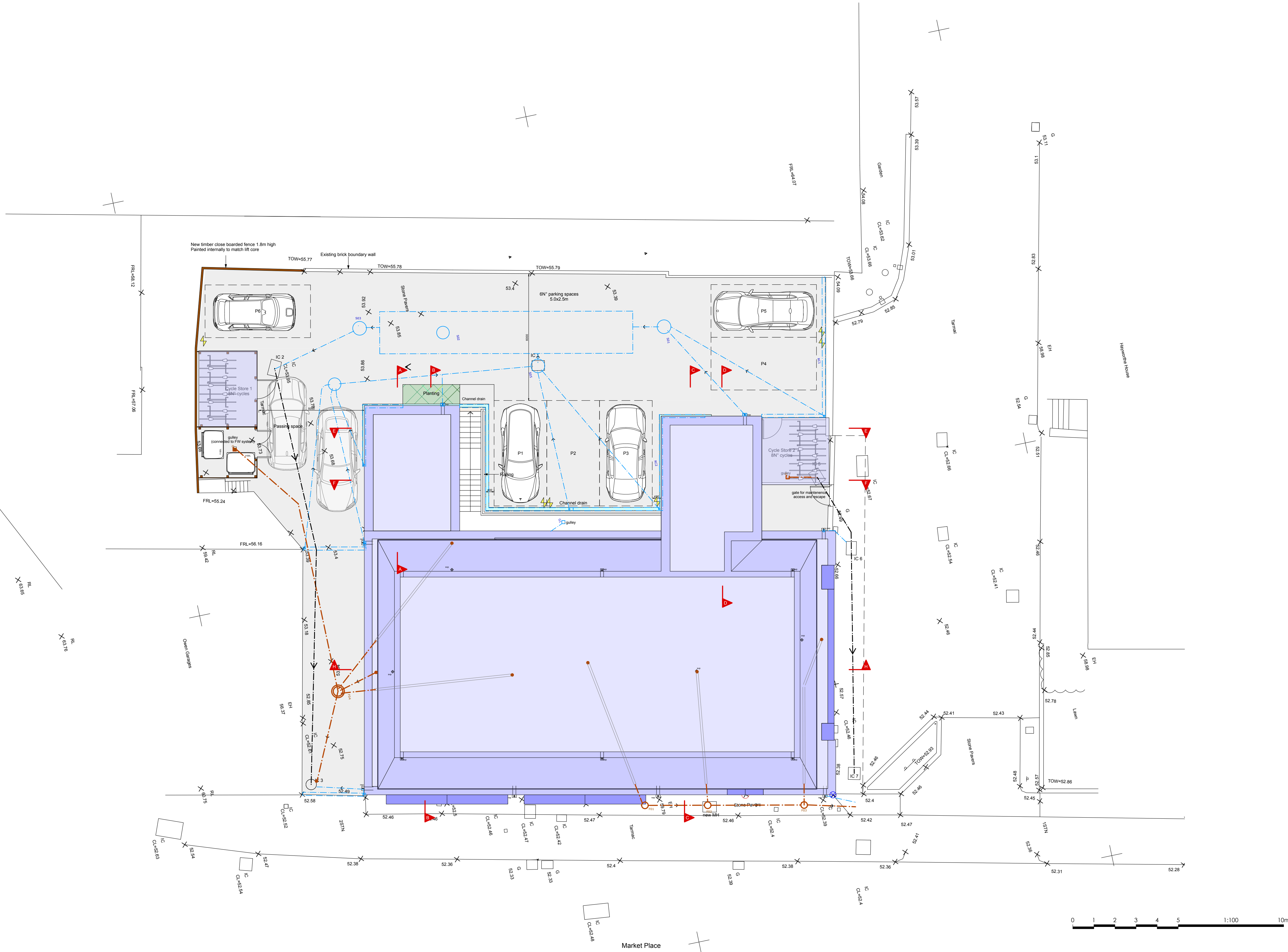
Project address
1-3 Barclay Court
Market Place, Haywards Heath,
West Sussex RH16 1DB

Project description
Conversion & extension to form
10N° flats

Drawing title
Proposed Site Layout

Scale 1:100 & 50 @ A1
Job N° 3428
Drawing N° 12
Revision

Proposed Site Layout





Appendix B

Program of Works

				May 2025																										
No.	Title	Start	End	30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	Scaffolding	4/30/2025	05/07/2025																											
2	Demolition and Strip Out	05/07/2025	6/19/2025																											
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																											
4	Surface Water Installation	6/19/2025	07/02/2025																											
5	Utilities	07/02/2025	7/30/2025																											
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026																											
7	Patching of Block and Brickwork To rear	10/15/2025	11/13/2025																											
8	Groundworks for Liftshaft	11/13/2025	12/10/2025																											
9	Roofing	02/05/2026	03/02/2026																											
10	Window and Doors	03/02/2026	04/09/2026																											
11	Core Building Foul Drainage Runs	08/01/2025	8/29/2025																											
12	New Floor Upgrades	9/25/2025	10/22/2025																											
13	First Fix Carpentry	03/09/2026	4/30/2026																											
14	Timber Frame	10/15/2025	11/01/2025																											
15	Cladding Third Floor	11/06/2025	12/10/2025																											
16	Lift Shaft Cladding	4/16/2026	5/27/2026																											
17	Plastics	06/04/2026	6/25/2026																											
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026																											
19	Lift Installation	4/16/2026	4/23/2026																											
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025																											
21	First Fix Plumbing and Electrics	3/16/2026	5/31/2026																											
22	Plasterboarding and Insulating	3/23/2026	5/27/2026																											
23	Skimming	04/02/2026	06/11/2026																											
24	Tiling	04/02/2026	06/11/2026																											
25	Second Fix Carpentry	04/09/2026	6/18/2026																											
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026																											
27	Decorating	4/23/2026	6/30/2026																											
28	Landscaping	06/01/2026	6/22/2026																											

No.	Title	Start	End
1	Scaffolding	4/30/2025	05/07/2025
2	Demolition and Strip Out	05/07/2025	6/19/2025
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025
4	Surface Water Installation	6/19/2025	07/02/2025
5	Utilities	07/02/2025	7/30/2025
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026
7	Patching of Block and Brickwork To rear	10/15/2025	11/13/2025
8	Groundworks for Lifshaft	11/13/2025	12/10/2025
9	Roofing	02/05/2026	03/02/2026
10	Window and Doors	03/02/2026	04/09/2026
11	Core Building Foul Drainage Runs	08/01/2025	8/29/2025
12	New Floor Upgrades	9/25/2025	10/22/2025
13	First Fix Carpentry	03/09/2026	4/30/2026
14	Timber Frame	10/15/2025	11/01/2025
15	Cladding Third Floor	11/06/2025	12/10/2025
16	Lift Shaft Cladding	4/16/2026	5/27/2026
17	Plastics	06/04/2026	6/25/2026
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026
19	Lift Installation	4/16/2026	4/23/2026
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025
21	First Fix Plumbing and Electrics	3/16/2026	5/31/2026
22	Plasterboarding and Insulating	3/23/2026	5/27/2026
23	Skimming	04/02/2026	06/11/2026
24	Tiling	04/02/2026	06/11/2026
25	Second Fix Carpentry	04/09/2026	6/18/2026
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026
27	Decorating	4/23/2026	6/30/2026
28	Landscaping	06/01/2026	6/22/2026

[illegible]

No.	Title	Start	End
1	Scaffolding	4/30/2025	05/07/2025
2	Demolition and Strip Out	05/07/2025	6/19/2025
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025
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8	Groundworks for Liftshaft	11/13/2025	12/10/2025
9	Roofing	02/05/2026	03/02/2026
10	Window and Doors	03/02/2026	04/09/2026
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13	First Fix Carpentry	03/09/2026	4/30/2026
14	Timber Frame	10/15/2025	11/01/2025
15	Cladding Third Floor	11/06/2025	12/10/2025
16	Lift Shaft Cladding	4/16/2026	5/27/2026
17	Plastics	06/04/2026	6/25/2026
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026
19	Lift Installation	4/16/2026	4/23/2026
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025
21	First Fix Plumbing and Electrics	3/16/2026	5/31/2026
22	Plasterboarding and Insulating	3/23/2026	5/27/2026
23	Skimming	04/02/2026	06/11/2026
24	Tiling	04/02/2026	06/11/2026
25	Second Fix Carpentry	04/09/2026	6/18/2026
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026
27	Decorating	4/23/2026	6/30/2026
28	Landscaping	06/01/2026	6/22/2026

No.	Title	Start	End
1	Scaffolding	4/30/2025	05/07/2025
2	Demolition and Strip Out	05/07/2025	6/19/2025
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025
4	Surface Water Installation	6/19/2025	07/02/2025
5	Utilities	07/02/2025	7/30/2025
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026
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8	Groundworks for Liftshaft	11/13/2025	12/10/2025
9	Roofing	02/05/2026	03/02/2026
10	Window and Doors	03/02/2026	04/09/2026
11	Core Building Foul Drainage Runs	08/01/2025	8/29/2025
12	New Floor Upgrades	9/25/2025	10/22/2025
13	First Fix Carpentry	03/09/2026	4/30/2026
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16	Lift Shaft Cladding	4/16/2026	5/27/2026
17	Plastics	06/04/2026	6/25/2026
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026
19	Lift Installation	4/16/2026	4/23/2026
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025
21	First Fix Plumbing and Electrics	3/16/2026	5/31/2026
22	Plasterboarding and Insulating	3/23/2026	5/27/2026
23	Skimming	04/02/2026	06/11/2026
24	Tiling	04/02/2026	06/11/2026
25	Second Fix Carpentry	04/09/2026	6/18/2026
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026
27	Decorating	4/23/2026	6/30/2026
28	Landscaping	06/01/2026	6/22/2026

October 2025																														
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No.	Title	Start	End
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18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026
19	Lift Installation	4/16/2026	4/23/2026
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025
21	First Fix Plumbing and Electrics	3/16/2026	5/31/2026
22	Plasterboarding and Insulating	3/23/2026	5/27/2026
23	Skimming	04/02/2026	06/11/2026
24	Tiling	04/02/2026	06/11/2026
25	Second Fix Carpentry	04/09/2026	6/18/2026
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026
27	Decorating	4/23/2026	6/30/2026
28	Landscaping	06/01/2026	6/22/2026

				November 2025																											
No.	Title	Start	End	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26		
1	Scaffolding	4/30/2025	05/07/2025																												
2	Demolition and Strip Out	05/07/2025	6/19/2025																												
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																												
4	Surface Water Installation	6/19/2025	07/02/2025																												
5	Utilities	07/02/2025	7/30/2025																												
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026																												
7	Patching of Block and Brickwork To rear	10/15/2025	11/13/2025																												
8	Groundworks for Liftshaft	11/13/2025	12/10/2025																												
9	Roofing	02/05/2026	03/02/2026																												
10	Window and Doors	03/02/2026	04/09/2026																												
11	Core Building Foul Drainage Runs	08/01/2025	8/29/2025																												
12	New Floor Upgrades	9/25/2025	10/22/2025																												
13	First Fix Carpentry	03/09/2026	4/30/2026																												
14	Timber Frame	10/15/2025	11/01/2025																												
15	Cladding Third Floor	11/06/2025	12/10/2025																												
16	Lift Shaft Cladding	4/16/2026	5/27/2026																												
17	Plastics	06/04/2026	6/25/2026																												
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026																												
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26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026																												
27	Decorating	4/23/2026	6/30/2026																												
28	Landscaping	06/01/2026	6/22/2026																												

								December 2025																					
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1	Scaffolding	4/30/2025	05/07/2025																										
2	Demolition and Strip Out	05/07/2025	6/19/2025																										
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																										
4	Surface Water Installation	6/19/2025	07/02/2025																										
5	Utilities	07/02/2025	7/30/2025																										
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026																										
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8	Groundworks for Liftshaft	11/13/2025	12/10/2025																										
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25	Second Fix Carpentry	04/09/2026	6/18/2026																										
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026																										
27	Decorating	4/23/2026	6/30/2026																										
28	Landscaping	06/01/2026	6/22/2026																										

													January 2026																
No.	Title	Start	End	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Scaffolding	4/30/2025	05/07/2025																										
2	Demolition and Strip Out	05/07/2025	6/19/2025																										
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																										
4	Surface Water Installation	6/19/2025	07/02/2025																										
5	Utilities	07/02/2025	7/30/2025																										
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026																										
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27	Decorating	4/23/2026	6/30/2026																										
28	Landscaping	06/01/2026	6/22/2026																										

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																				March 2026										
No.	Title	Start	End	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	1	2	3	4	5	6	7	8	9	10	11
1	Scaffolding	4/30/2025	05/07/2025																											
2	Demolition and Strip Out	05/07/2025	6/19/2025																											
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																											
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5	Utilities	07/02/2025	7/30/2025																											
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17	Plastics	06/04/2026	6/25/2026																											
18	Carpentry Structural Works Lift Shafts	4/16/2026	5/13/2026																											
19	Lift Installation	4/16/2026	4/23/2026																											
20	Core Building Strucutural Remediation	7/24/2025	08/08/2025																											
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25	Second Fix Carpentry	04/09/2026	6/18/2026																											
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026																											
27	Decorating	4/23/2026	6/30/2026																											
28	Landscaping	06/01/2026	6/22/2026																											

			April 2026																											
No.	Title	Start	End	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	31	1	2	3	4	5	6	7	8
1	Scaffolding	4/30/2025	05/07/2025																											
2	Demolition and Strip Out	05/07/2025	6/19/2025																											
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																											
4	Surface Water Installation	6/19/2025	07/02/2025																											
5	Utilities	07/02/2025	7/30/2025																											
6	Blockwork For Lift Shafts	12/10/2025	02/05/2026																											
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27	Decorating	4/23/2026	6/30/2026																											
28	Landscaping	06/01/2026	6/22/2026																											

																														May 2026			
No.	Title	Start	End	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4				
1	Scaffolding	4/30/2025	05/07/2025																														
2	Demolition and Strip Out	05/07/2025	6/19/2025																														
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																														
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27	Decorating	4/23/2026	6/30/2026																														
28	Landscaping	06/01/2026	6/22/2026																														

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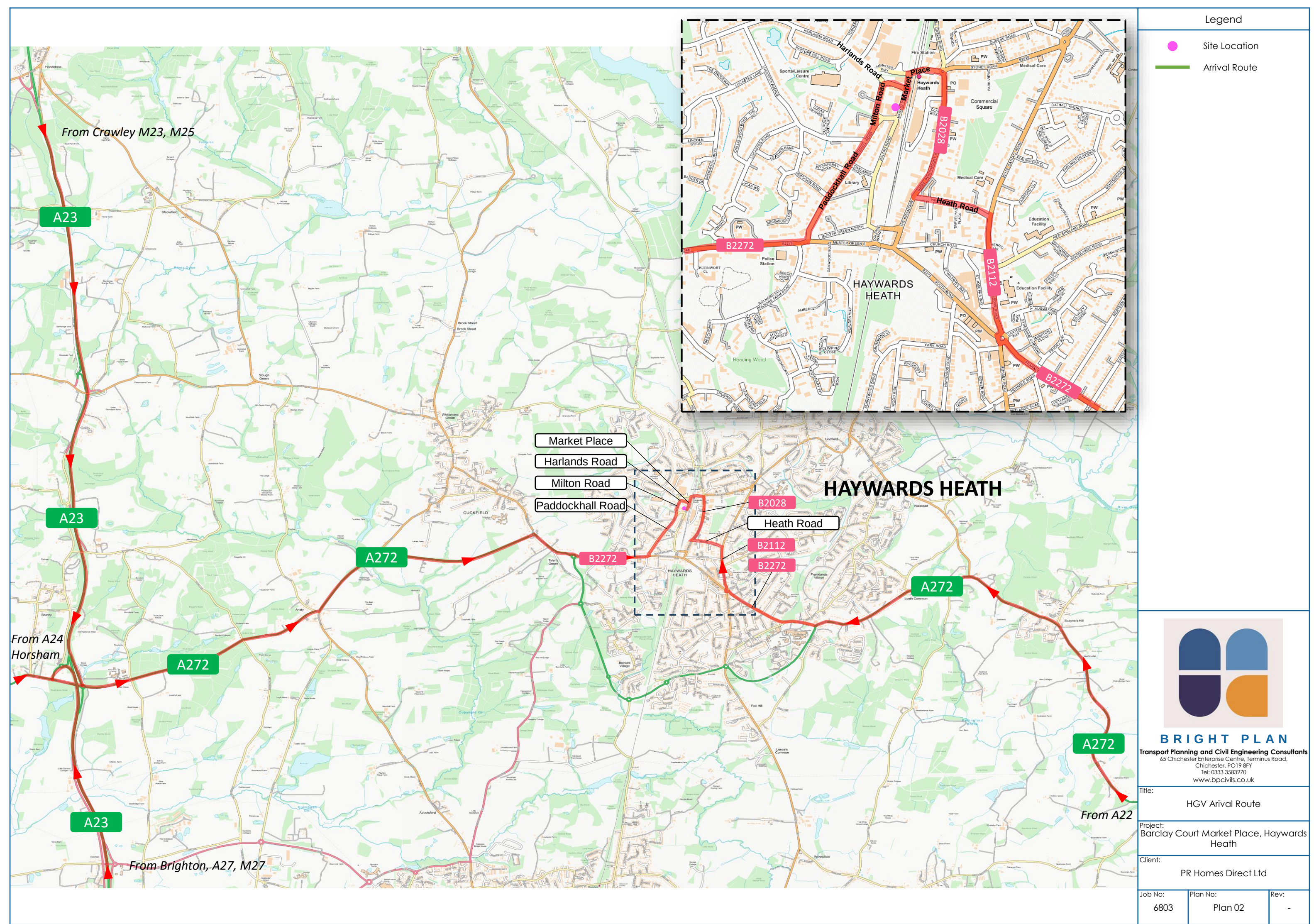
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No.	Title	Start	End	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1	Scaffolding	4/30/2025	05/07/2025																											
2	Demolition and Strip Out	05/07/2025	6/19/2025																											
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025																											
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27	Decorating	4/23/2026	6/30/2026																											
28	Landscaping	06/01/2026	6/22/2026																											

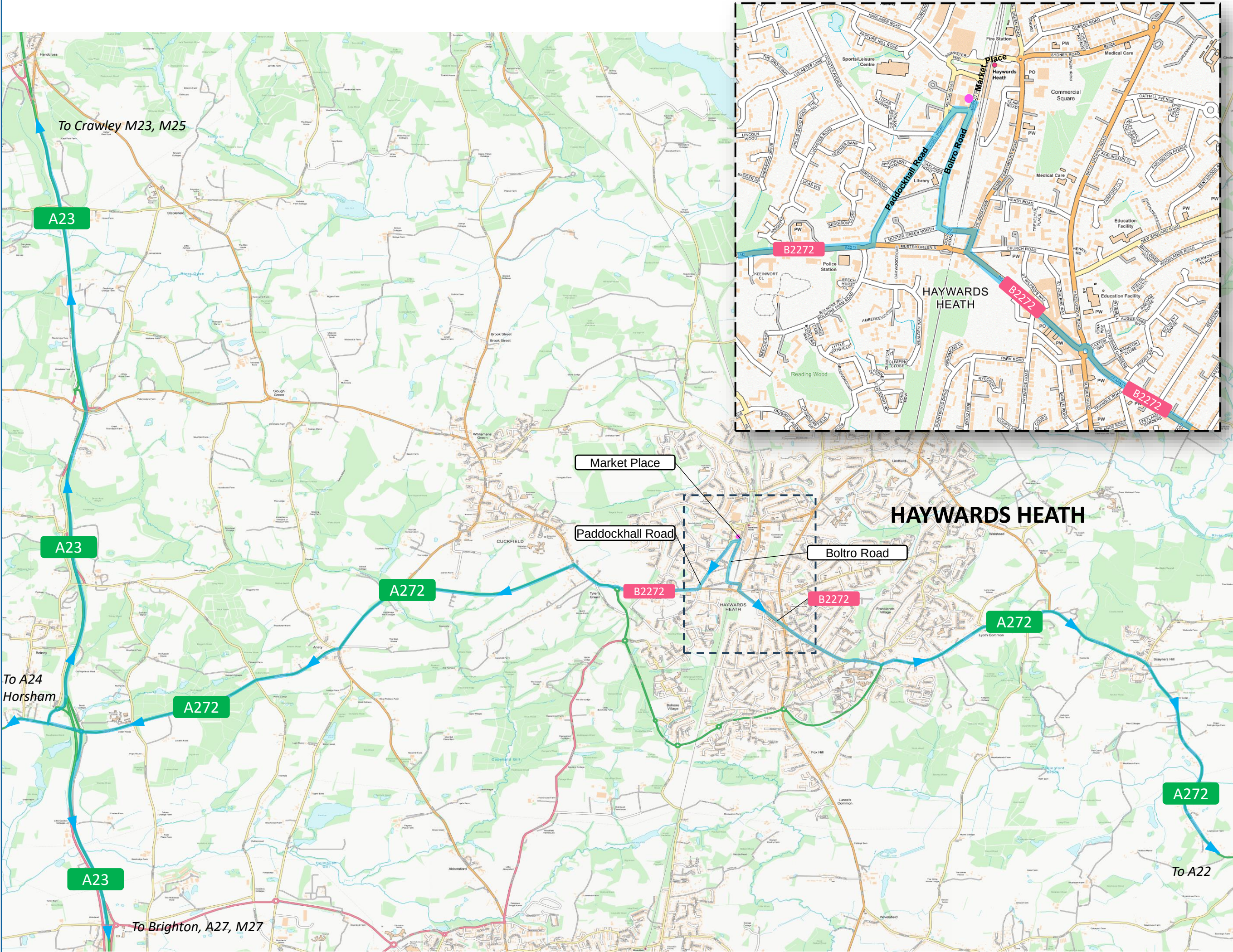
No.	Title	Start	End	28	29	30
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2	Demolition and Strip Out	05/07/2025	6/19/2025			
3	Front Elevation Blockwork & Second Floor Blockwork	08/01/2025	10/09/2025			
4	Surface Water Installation	6/19/2025	07/02/2025			
5	Utilities	07/02/2025	7/30/2025			
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10	Window and Doors	03/02/2026	04/09/2026			
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19	Lift Installation	4/16/2026	4/23/2026			
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24	Tiling	04/02/2026	06/11/2026			
25	Second Fix Carpentry	04/09/2026	6/18/2026			
26	Second Fix Plumbing and Electrics	4/16/2026	5/27/2026			
27	Decorating	4/23/2026	6/30/2026			
28	Landscaping	06/01/2026	6/22/2026			



Appendix C

HGV Routing Plans





Legend

- Site Location
- Arrival Route



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
www.bpcivils.co.uk

Title: HGV Departure Route

Project: Barclay Court Market Place, Haywards Heath

Client: PR Homes Direct Ltd

Job No: 6803	Plan No: Plan 02	Rev: -
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BRIGHT PLAN

Bright Plan Ltd – Transport Planning | Civil Engineering | Landscape Design

65 Chichester Enterprise Centre, Terminus Road, Chichester PO19 8FY

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