

Construction Management Plan

180 new homes at the Woodgate Centre, Oak Tree Lane, Woodgate

Date: December 2025

By Lovell Partnerships Limited

Introduction

This “Construction Management Plan” document sets out our intent for the construction of the dwellings and associated infrastructure for 180 new homes at the Woodgate Centre, Oak Tree Lane, Woodgate, PO20 3GU and the general management of the development.

The Plan sets out to provide specific details on the methods to be employed in construction, but not to the specific legislation to which we must comply. The forms of construction and methods of build will not change over the construction period.

Additionally, our approach to managing these construction activities will undoubtedly change, as the project duration advances towards completion.

Lovell strives to keep abreast of construction technology and wherever possible, be at the forefront of innovation and industry best practice.

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1. Site Master Plan



2. Construction Sequence

A detailed construction sequence has been developed for the construction of the Development, as will be shown on the Programme, the initial planned works will be the installation of the access / spine road to give safe access onto the development site for our works and to help avoid the transfer of mud and other detritus to Woodgate Road.

Our PAVES Plan (Pedestrians & Vehicles Effectively Segregated) / Traffic Management Plan forms part of the broad strategy for managing the construction process. This plan shows the location of the site accommodation, site security fencing which, will be erected to the full extent of the boundary, hoarding lines around the permanent site compound, on site pedestrian segregation and walkways including crossing locations, positions for on-site car parking and material storage. All deliveries will be unloaded in this area or adjacent the compound. (See Appendix)

3. Management of the Construction Process.

The project will be managed in line with the site-specific Construction Phase Health & Safety Plan / Project Management Plan (PMP).

a. Prior to works commencing on site a full dilapidation survey will be carried out on the Highways and footpath including adjacent properties and boundaries to the Development with Photographic records taken and a report written identifying the condition of these.

b. Where indicated in the arboricultural report, tree protection fencing to BS 5837 will be erected and maintained in accordance with both the Arboricultural Method Statement & Tree Protection Plan and CEMP. Prior to works commencing on site the tree protection fencing will be inspected and approved by the Arboriculturalist.

c. Initially, the existing fencing will be used to secure the site boundaries shown by the red line on the site layout. Heras fencing will be used to reinforce the site boundaries as they change and as the works progress with the permanent fencing as required being erected as soon as practicable. Other boundaries will be secured with either the permanent boundary treatment or heras fencing. Additional backstay bracing will be installed to panels as necessary to provide added strength and protection from wind loading and where on uneven ground. Any solid hoarding will be painted in Lovell's corporate colours and will be maintained on a regular basis with any graffiti being removed or painted over. Lovell branding signage will also be displayed. All fencing will be checked daily and records of these inspections will be recorded during the weekly Site Managers Health & Safety Check. The need for physical security on the sites will be assessed as the development progress's and if required then suitable arrangements will be made to ensure that unauthorised access is prevented.

Before the above commences a temporary site compound for temporary welfare facilities and site car parking will be set up within the site, this will be used for our initial works and whilst the new site roads are formed. The main site gates will be set back to prevent site traffic from causing obstructions to the residents of Woodgate Road. The access to and from the site will be via Woodgate Road. Welfare Facilities including the Site Office, Canteen and Toilet Facilities will be located as shown on the PAVES plan in Appendix D.

Contact details for the Site Manager will be fixed on the main gates and on the hoarding to the site compound, to enable visitors to make contact so any visitors to the Development can be met prior to entering the development thus preventing unauthorized access onto site

All accommodation will include;

Hot (or warm) and cold running water will be provided and basins will be large enough to immerse forearm into. Will include suitable and sufficient seating (with backs), a means of boiling water, cups, microwaveoven and fridge, a sink with hot or warm running water (for washing up) and a means of drying, adequate comfort and heating and drinking water. Will include the provision of lockable storage cabinets for clothing and PPE to be stored in. If temp generators are used for power, full consideration to the free escape of exhaust fumes is to be given. To reduce the risk of frozen water supply pipes during low temperatures in winter months, supply pipes are to be buried into the ground to a minimum depth of 600mm. Any pipe work above ground, including entry points into units, must be properly insulated by boxing in and filling with suitable insulating materials such as Rockwool or similar.

d. Signage will be displayed setting out Health & Safety requirements for the Development and will include the Site Managers Name and a Contact Number.

Appropriate Health & Safety warning signage will be fixed to the boundary fencing at regular intervals.

e. All plant and equipment will be delivered to the site and will be unloaded directly onto the new Development. During the early stages of construction there will be predominantly just the Remediation Contractor & Groundworker's on site, who will initially carry out the ground remediation and complete the drainage and road construction. They will also be constructing the piling mats to the 1st foundations.

f. Material storage for the construction process will be located off the new road within the designated material storage area or site compound.

g. Site Parking will be located adjacent to the site compound, all site operatives will be instructed to use this area and no parking will be permitted on local roads, during the main construction process there will be approximately 15 different contractors employed, with potentially 60 employees from them on site at any one time.

h. All deliveries will be unloaded on site, with delivery vehicles parking in front of the site compound on arrival where the gateman / banksman will direct them onto site, vehicles are not to park or wait on Woodgate Road. Vehicles are to be driven on to site and will be unloaded via their own hiab or the site forklift and turned around before leaving the development to avoid off site reversing wherever possible, the gateman / banksman will be used during this process to manage any public interface. With the site material storage being located on site this will eliminate the need for transporting large items on the public highways.

4. Mitigation of the Impact of Construction Activities

On Neighbours (Businesses, Residents and the Public)

A strategy has been developed by Lovell as part of our Construction Phase Health & Safety Plan which, will include procedures for working alongside existing businesses, residents and the public.

We recognise that our pedestrian and traffic management procedures will need to maintain access

across the site entrance's and ensure existing access for both pedestrians and cyclists is maintained, this will be part of the gateman / banksman's duties in ensuring they remain clear and unobstructed.

Deliveries will be managed to minimise the effect on local residents and businesses, occurring within the permitted working hours. Local schools will be visited to highlight the dangers of building sites and the dangers of un-authorised access on to them.

Lovell shall take such steps as necessary, which will be communicated during induction training, to protect adjacent properties from structural damage and to prevent our workforce from trespassing on neighbouring sites.

Access for Police, Ambulance and Fire Service to the surrounding properties will be maintained. Particular note will be made to ensure parking by contractors does not cause a nuisance to local residents and the use of the onsite parking facilities will be mandatory; this will be discussed with all operatives when they arrive on site for the 1st time during the site induction they receive.

Prior to works commencing introductory Stakeholder letters will be distributed to the surrounding neighbourhood, containing contact details for Lovell and the Site Management Team, newsletters will also be issued as works proceed.

When required the team will attend consultation events known as "meet the builder" events, these will be held as required during the project. This will give opportunities for existing residents and neighbours to raise particular needs and to provide Lovell an opportunity to manage our works to accommodate everyone were practicable.

At these valuable meeting's programmes can be issued and sequence of works and any traffic managements can be adjusted again to minimise any disruption.

Working hours will be limited to those stipulated in the planning decision approval notice:

No construction/demolition activities shall take place, other than between 0800 to 1800 hours (Monday to Friday) and 0800 to 1300 hours (Saturday) with no noisy work on Sunday or Bank Holidays.

Highways / Traffic / Pedestrians.

Direct pedestrian routes will be maintained throughout the development from the site entrance, this will be adapted as the works on site progress, a banksman will be employed to monitor and assist with all deliveries to control any interface between the public and delivery vehicles.

When working within the public highway / footpath all relevant S50 highways notices will be applied for from West Sussex Highways Department and traffic managements plans will be submitted to show how pedestrians will be diverted during the works installing the S278 access and whilst re constructing the highways fronting the development.

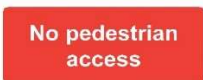
All materials will be delivered to site using a just in time delivery procedure to ensure materials are not causing a nuisance to the public. They will be stored in the on-site central compound / material storage area and then delivered to the appropriate work areas.

Waste materials will be stored in suitable containers on site and then placed into skips which will be dealt with by our waste contractor and the relevant paperwork will be filed and recorded in the site waste management plan. A delivery traffic management plan will be produced and will be issued to allsuppliers and subcontractors.

Signage will be placed next to the site gates to ensure pedestrians are aware of the construction site entrance. All hoarding and fencing will be positioned with clear signage outlining controls and hazards to be aware of.

Within the Lovell Integrated Management System, we will be implementing construction health and safety signs as required particularly during S278 works, deliveries and all works commencing outside the site boundary. Access route will display prominent and appropriate warning signage. External directional signage shall comply with the Safety Signs and Signals Regulations, detailing the correct style and colour as illustrated in figure below.

Directional arrows will be posted along the route ensuring that the vehicles follow the defined routes into and out of site. When any vehicle is due to make a delivery to site, the drivers will be required to give prior notice to the site team.

On the Environment (protected trees)

Reference is made to the Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement & Tree Protection Plan – in accordance with BS5837:2012 produced by Hayden's Arboicultural Consultants. All necessary steps noted with this report will be adhered to for the duration of the works.

Soil or rubbish will not be surcharged on existing root protection areas.

Care will be taken not to excavate or disturb topsoil, change levels of soil, park vehicles, store materials / plant machinery or place temporary accommodation within the root protection area.

All works to existing vegetation to be undertaken in accordance with BS 3998 and tree works will be undertaken by a contractor competent for the type of work and to the approval of an Arboriculturist.

All works shall be undertaken in the correct manner to protect legally protected fauna and flora and any noxious, pernicious or white rooted weeds shall be removed (e.g. couch grass, dandelion, creeping buttercup, Japanese knotweed, giant hogweed, convolvulus, ground elder, bracken, bramble, nettle, bamboo...etc) in accordance with relevant guidance and in consultation with landscape architect.

Any invasive species (those considered invasive by the EA) will be dealt with in line with the Environment Agencies guidance for developer

From Dust

The following best practice measures will be implemented prior to commencement of construction:
Use of perimeter fencing along site boundary, where practicable the permanent boundary treatments will be erected as soon as possible.

No bonfires / burning on site will be allowed.

Plan site works – machinery and dust causing activities will wherever practicable be located away from sensitive receptors.

Construction personnel will be given training and tool box talks on dust management procedures that will be implemented, on tool dust extractive is a mandatory part of Lovell's procedures for all key trades.

We will appoint and train a responsible manager who will be on site during working times.
Hard surface site haul routes will be provided.

During any large-scale earthworks operations road sweepers will be available throughout the working day to maintain roads in a clean and tidy manner.

The following additional measures will be undertaken to minimise the amount of dust generated on site and prevent dispersal:

Heras fencing covered with monoflex debris netting will be installed along the boundaries to limit the amount of dust passing this area of the development onto the adjacent occupied homes.

Manage waste storage to minimise dust.

Use of water as dust suppressant, where applicable for all cutting activities to concrete or brick etc.

If a crusher is to be used on-site the local authority will be notified and the appropriate permits sought, and water suppression will be used to damp down the material being crushed.

From Construction Noise

The use of vibrating tools will be reduced where possible by using mechanical means i.e. pecker attachments on excavators.

All equipment selected for use will be of the newer type that incorporates anti vibration handles and suppression techniques.

Regular breaks will be taken by all operatives engaging in vibrating works. Time limits relating to vibration limits as provided by the equipment manufacturer will be adhered to.
All equipment will be well maintained.

All measures will be taken to ensure all plant/machinery and other noisy operations are carried out as far as is reasonably practicable, to an acceptable level.

If there are concerns over the level of noise then Noise assessments will be undertaken by the Company HSE department, and made available to all relevant personnel.

Due to the proximity of neighbouring properties there may be restrictions on the hours of work and times when noisy activities may be undertaken.

Arrangements will be made to ensure that excessively noisy operations will only be undertaken after liaison with any third parties liable to be affected in the premises of the adjacent properties.

There may be other time periods, determined by the Environmental Agency or Local Environmental Health Officer, which are designated quiet periods where noisy machinery cannot be used.
On this development these are limited to; Mon-Fri 8.00am to 17.00pm and Sat 8.00am to 13.00pm.

Wheel Washing and Site Traffic Debris

Measures will be put in place to prevent site runoff from site activities such as dampening, wheel washing and cleaning of hard standing.

Effective vehicle cleaning and specific fixed wheel washing with a jet wash located on the site exit as shown on the PAVES plan, to allow the wheels etc. of all vehicles to be cleaned prior to leaving site. A catch pit will be provided to catch all run off. The wheel washing facility will be followed by an area of hard standing prior to the public road access.

A road brush attachment on the forklift will be used on site to ensure the site roads are kept clean.

All loads entering and leaving site will be covered. This measure is in place to prevent debris and dust deposition off site onto the public highway.

When a muck shift is taking place a road sweeper will be in attendance at all times.

Daily monitoring of the road cleanliness in the surrounding area including will take place throughout the working day and as a minimum during the morning, midday and afternoon and a road sweeper will visit on a regular basis and will be called in as necessary.

Deliveries

Deliveries will be managed through the issuing of a Delivery Management Plan this will be issued to all suppliers and subcontractor and provides detailed instructions for delivering / arriving at site.

The full site address including postcode, contact details for the Site Manager, details of delivery times and any nearby schools etc. a delivery route to the Development, plus arrival and unloading details including H&S and a map of the surrounding area are all included.

This also confirms deliveries will only be accepted between the 8am – 4.30pm.

Delivery vehicles can be small delivery vans, rigid 7ton Lorries, 20 tipper and delivery Lorries, 35ton wagon and trailers and 40ton articulated Lorries.

Where practicable rigid or wagon and trailer deliveries are specified to reduce the need for articulated Lorries; this will be noted on all Lovell material orders issued to our suppliers.

During the construction period, various types of construction vehicles will be operated within the site compound. All construction vehicles are compartmentalised onto 5 main categories which includes: Groundworks, substructure, superstructure, internals, and externals. Below is a list of the main construction vehicles envisaged to be present on site in relation to the works being carried out. Sizes of such construction vehicles have been estimated on the page over.

Construction stage	Construction vehicles	Size
Groundworks	Front loader	operating payload of 80 tons
	Concrete mixer truck	Max 9.2m x 3.7 (32 tonnes)
	Backhoes	Max 0 1.05m ³ (Bucket cap)
	Dumper trucks	Variety of shapes and sizes
	Grader	Variety of shapes and sizes
	Compactors	Variety of shapes and sizes
	Excavators	Max 5.16 m ³ (Bucket cap)
	Rigid & Artic lorries	Max 9.1m - 16.5m in length
Substructure	Front loader	operating payload of 80 tons
	Concrete mixer truck	Max 9.2m x 3.7 (32 tonnes)
	Backhoes	Max 0.70m ³ - 1.05m ³ (Bucket cap)
	Forklifts	Variety of shapes and sizes
	Piling Rig	Variety of shapes and sizes
	Dumper trucks	Variety of shapes and sizes
	Grader	Variety of shapes and sizes
	Compactors	Variety of shapes and sizes
	Excavators	Max 5.16 m ³ (Bucket cap)
	Piling rig	Dependent on piling design
	Rigid & Artic lorries	Max 9.1m - 16.5m in length
Superstructure	Forklifts	Variety of shapes and sizes
	Telehandler	Variety of shapes and sizes
	Mortar silo	
	Rigid & Artic lorries	Max 9.1m - 16.5m in length
Internals	Forklifts	Variety of shapes and sizes
	Telehandler	Variety of shapes and sizes
	Rigid & Artic lorries	Max 9.1m - 16.5m in length
External Landscaping	Forklifts	Variety of shapes and sizes
	Dumper trucks	Variety of shapes and sizes
	Telehandler	Variety of shapes and sizes
	Compactors	Variety of shapes and sizes
	Rigid & Artic lorries	Max 9.1m - 16.5m in length

Ecology

Reference is made to the Halpin Robbins Construction and Environmental Management Plan (Biodiversity), 01.234.011.01_Woodgate Centre_CEMP (Biodiversity).

No enabling works will begin until pre-commencement surveys, compound footprint checks, and installation of Biodiversity Protection Zones (BPZs) are completed and signed off by the Ecological Clerk of Works.

5. Site Waste Management Plan

The Site Waste Management Plan will develop over the detailed design stage. Decisions made now in design and specification will have been led by the SWMP and similarly the contents of the SWMP will have been informed by the design process.

Where practicable of site manufacturing of products will be used to reduce on site waste.

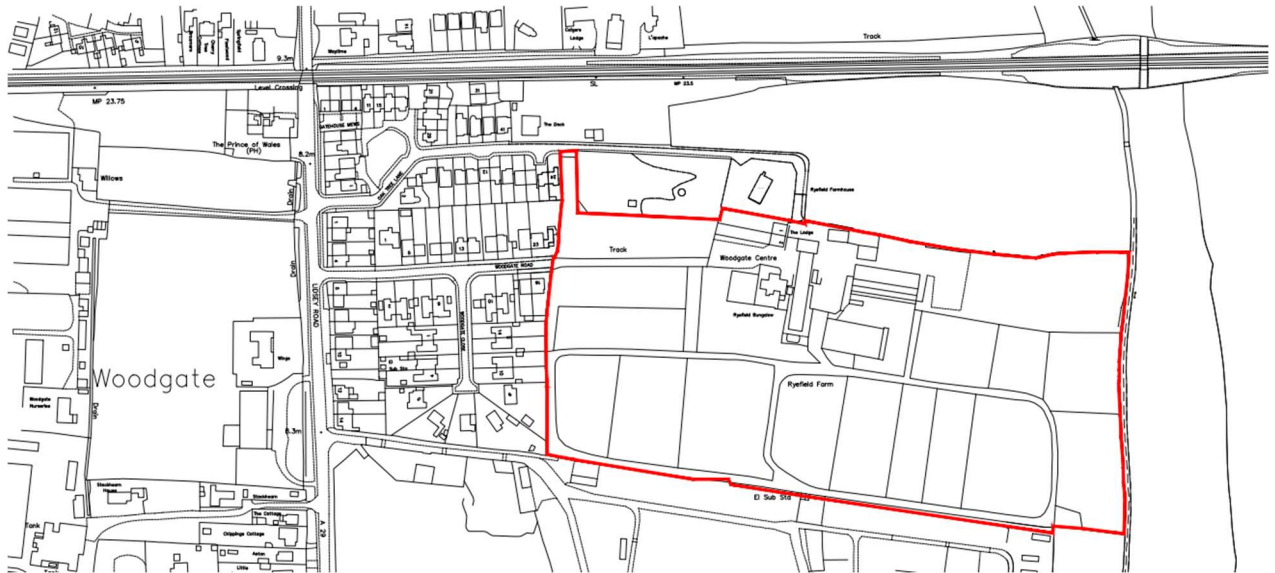
At the end of the development process the document will be sufficiently developed to act as a coherent document providing guidance on waste eliminating and reducing activities and waste management and will show the target waste quantities for each process, from spoil off site to waste generated from the construction process.

During the Construction phase the SWMP will be used as a tool for the management of waste and also as a record of waste production and movement. This will include records of all the hauliers waste transfer licenses and licenses for the landfill / waste transfer stations used.

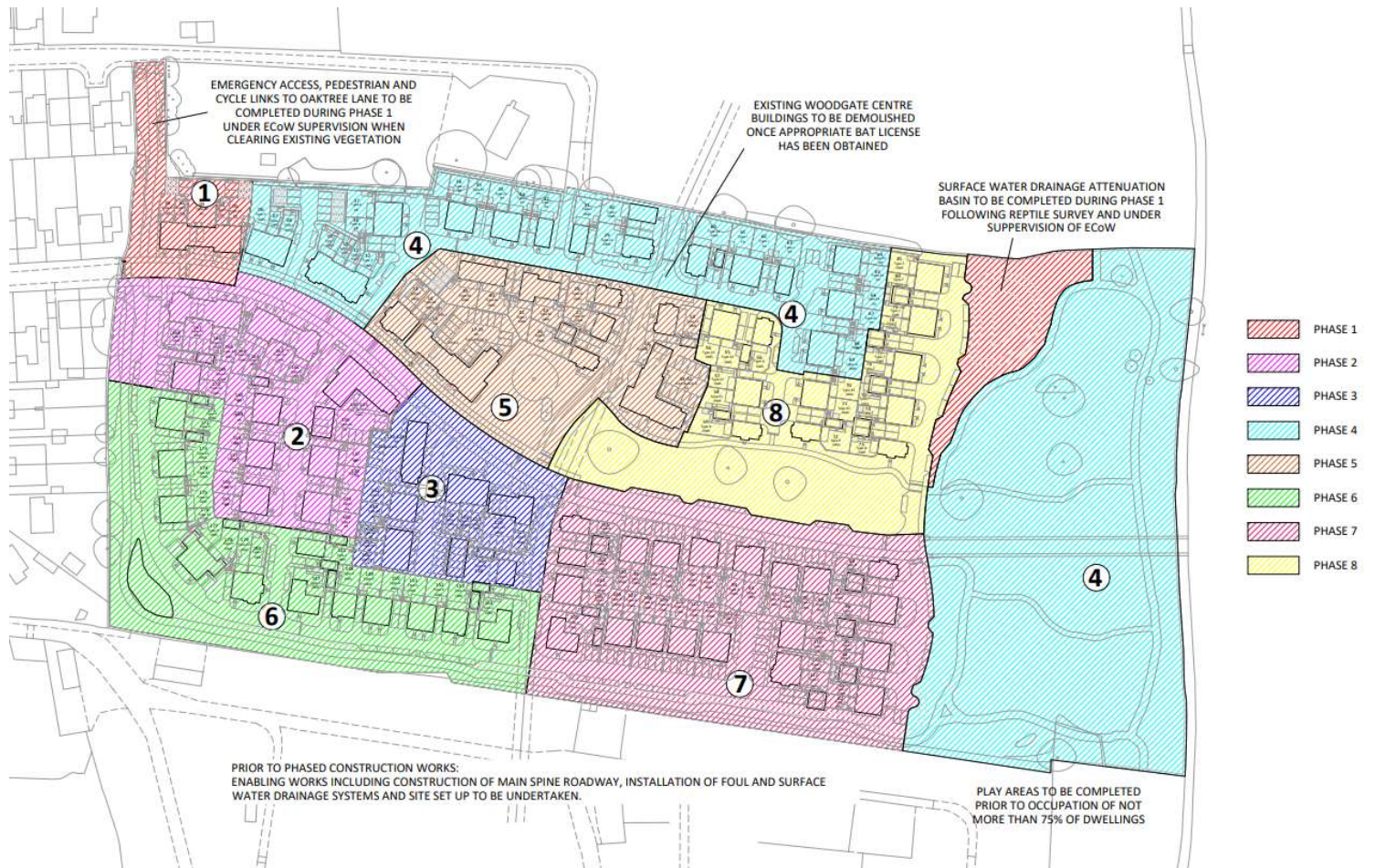
The output from the SWMP from the Development will inform decisions on design and specification on future Developments through a process of continuous improvement.

Demolition of the existing buildings and associated hardstanding will be undertaken by a specialist licensed demolition and remediation contractor. Risk assessments and method statements will be provided, reviewed and agreed with Lovell.

Appendix A – Site location plan



Appendix B – Site phasing



Appendix C – Works programme

Construction period	183w	20/02/2026	01/11/2027
Enabling	20w 1d	20/02/2026	16/07/2026
Access road inc drains and services below	20w	23/02/2026	16/07/2026
Remediation and demo	18w	23/02/2026	02/07/2026
Temp site compound for early works	2w	20/02/2026	05/03/2026
Form and set up final site compound	4w	16/03/2026	14/04/2026
+ Phase 1	37w	13/04/2026	13/01/2027
+ Phase 2	64w 3d	13/04/2026	30/07/2027
+ Phase 3	48w	01/09/2026	20/08/2027
+ Phase 4	58w 1d	17/11/2026	01/02/2028
+ Phase 5	64w 4d	14/06/2027	29/09/2028
+ Phase 6	51w	20/09/2027	29/09/2028
+ Phase 7	67w	14/02/2028	21/06/2029
+ Phase 8	49w 4d	30/10/2028	01/11/2029

As can be seen above, the programmed date for the commencement of works is the end of February 2026. This is however, subject to a reptile survey to facilitate the deconstruction of the earth mounds formed by previous archaeological investigations.

The date for the demolition of the existing Woodgate Centre is subject to obtaining the appropriate bat license for the building noted as B3. Due to the planned site phasing shown in Appendix B and the location of the existing buildings on the site, there is flexibility on the date when these works can commence.

Appendix D – Site logistics

