

Construction Management Plan

Demolition of Byanda,
Construction of a 60-bedroom residential care facility,
Brighton Road,
Hassocks,
West Sussex,
BN6 9LX



Index

1	Introduction	3
	Planning History	3
	Scope of Report	5
2	Policy Context	7
	Policy	7
3	Site Details	10
	Site Context	10
	Local Highway Network	15
	On-street Parking	16
	Walking & Cycling	16
	Public Transport	18
	Local Challenges	19
4	Construction Programme & Methodology	20
	Site Set Up:	21
	Services & systems installation	23
	Fit out, testing and commissioning	23
	Construction Site Lighting	23
5	Vehicle Routing & Access	25
	Deliveries	25
	Routing	25
	Storage	30
6	Strategies to Reduce Impacts	31
	Measures for Traffic Management	31
	Adherence to Designated Routes	32
	Delivery Scheduling	32
	Measures to Prevent Material Deposition on Highway	33
	Highway Condition Survey	33
7	Vehicle Movements	34
8	Implementation & Updating	35
	Implementation	35
	Updating	35

Schedule of Appendices

A Site Layout Plan / Vehicle Tracking

Issue	Issue date	Compiled	Checked	Authorised
1 st	09/06/2026	ART	LNS	LNS

1 Introduction

- 1.1 As there is no guidance specific to West Sussex, this Construction Management Plan (CMP) has been written in accordance with the best available guidance document – CLOCS Construction Logistics Plan Guidance document: 'Construction Logistics Planning (CLP) Guidance – Version v1.2 (April 2021).'
- 1.2 This Construction Management Plan (CMP) has been prepared by GTA Civils & Transport Limited and commissioned by Dermot O'Reilly in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

Planning History

- 1.3 GTA Civils & Transport Limited was appointed by its client Dermot O'Reilly to provide a CMP as required by West Sussex County Council to satisfy Condition 9 of planning consent under planning application number, "DM/23/0002". Details of the condition were given on 30 April 2026 by Mid Sussex District Council, with West Sussex County Council, in its capacity as Local Highway Authority (LHA) consulted on discharge of conditions attached to approval DM/23/0002 (60 bed care home and associated works).
- 1.4 Specifically, planning application number DM/23/002 approves the following for construction: *"Demolition of Byanda (a single residential property and ancillary buildings) and the erection of a 60 bedroom residential care facility, with associated access, ground works, car parking, servicing, private amenity space, landscaping, construction of substation unit and boundary treatment."*
- 1.5 Condition 9 of planning consent states:

"No development shall take place, including any works of demolition, until a Construction 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,

- *the anticipated number, frequency and types of vehicles used during construction, Majority of deliveries via rigid lorries, small number of articulated lorries – swept path tracking required for these to show they can enter from Brighton Road, turn on site and exit in a forward gear. HGVs estimated to be no more than 8-10 vehicles (max 20 two-way movement/day). However, no indication of smaller contractor vehicle movements (vans) given and number of articulated vehicle movements not given.*

- the method of access and routing of vehicles during construction, Access via Brighton Road, directional signage should be agreed with Area Office as per below informative. Wider routing has not been provided (e.g. avoiding village centre, using main roads) Please provide plan of wider routing to and from site for construction vehicles.
- the parking of vehicles by site operatives and visitors, Limited parking on site – states all operatives will need to walk or use public transport but then vehicle movements states van/ contractor vehicle movements will be in place – clarification required. Unlikely to be realistic that no workers to travel by vehicle. Site set up plan required with areas for contractor parking clearly shown.
- the loading and unloading of plant, materials and waste, Site set up plan required showing areas for loading/unloading, as well as swept path tracking for turning on site including for articulated vehicles.
- the storage of plant and materials used in construction of the development, Site set up plan required showing areas.
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders), Commitment to wheel washing but indication of location of this required on site set up plan. Advise whether any temporary traffic management works are required – e.g. for articulated vehicles to be able to access from Brighton Road.
- details of public engagement both prior to and during construction works, Local residents newsletters, letter drop, display of head office contact.

Conclusion: Please ask the applicant to submit a Construction Management Plan (CMP) document which sets out the above information clearly, including swept path tracking and site set up plan."

Scope of Report

- 1.6 This CMP sets out an estimate of the construction traffic serving the development. This CMP is provided to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.7 A contractor, sub-contractors, site managers and a construction manager, have not yet been appointed. When details are known, this document will be updated to provide the correct relevant details. When appointed, the contractor and all site operatives will maintain safety for road users and seek to make improvements where appropriate.
- 1.8 This document has been provided to advise on and the assess the residual impacts of construction on the local highway network and to address Condition 9 of planning consent. This document outlines the routes that vehicles will take to the site; the expected size of vehicles; storage, loading and expected machinery, hours of working, expected duration of construction and preventive measures to avoid cumulative impact upon the local highway network as a result of the development.
- 1.9 As the construction is for the access into the site and subsequent construction of a care home for up to 60 beds, this CMP will deviate from the standardised methodology usually assessed.
- 1.10 It is anticipated that the approved application will take 24 months to complete, accounting for the construction of the access, groundworks, demolition, construction and amenity space.
- 1.11 This CMP sets out an estimate of the construction traffic serving the development and highlights any potential conflicts on users of the local highway network. This CMP is provided to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.12 At the time of writing, there is no appointed contactor. The estimated construction period is approximately 24 months although please note that this is subject to change.
- 1.13 When appointed, the contractor and all site operatives will always maintain safety for road users and seek to make improvements where appropriate.

- 1.14 This CMP will aim to address the above points and has been written in accordance with the Transport for London document 'Construction Logistics Planning Guidance', as West Sussex County Council does not provide specific guidance for producing Construction Management Plan documents. The use of this guidance is to ensure implementation of high-quality CMPs to minimise the impact of construction on the road network. The aim is to reduce:
- Environmental Impact – Lower vehicle emissions and noise levels;
 - Road Risk – Improving the safety of road users;
 - Congestion – Reduced vehicle trips, particularly in peak periods; and
 - Cost – Efficient working practices and reduced deliveries.
- 1.15 The expected site working hours will be between 8:00am – 17:00pm Monday-Friday and 8:00am – 13:00pm on Saturdays, unless separately agreed. No work to take place on Sundays or Bank Holidays. It must be noted that although these are site working hours, delivery hours differ. Aligning with the condition, no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in Eastbourne Road during these times. There will be no idling. Therefore, deliveries will be limited to 9.30am-3pm.

2 Policy Context

Policy

- 2.1 This plan has also been written in accordance with national and local policy and guidance including:
- National Planning Policy Framework (2025);
 - National Planning Practice Guidance;
 - Traffic Management Act (2004);
 - CLOCS Construction Logistics Planning Guidance (2021);
 - West Sussex Transport Plan (2022-2036);
 - West Sussex County Council Highway Network Management Plan (January 2025).
- 2.2 The National Planning Policy Framework (NPPF) is a long-term strategy for sustainable development and promotes the use of sustainable transport, safe road design and efficient and sustainable delivery of goods and supplies.
- 2.3 The West Sussex Local Transport Plan was adopted in 2022 and covers the period between 2022-2036 for the borough. Within the guidance, the importance of managing freight and larger heavy goods vehicles is emphasised with the need to minimise the carbon impacts of construction by using low carbon construction techniques and materials where available and viable.
- 2.4 The design of schemes will proactively consider environmental protection from the earliest stage, infrastructure, transport operations and maintenance required to ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to:
- Improve air quality;
 - Reduce carbon emissions;
 - Build resilience to climate change;
 - Avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity, including those areas designated at the international level such as Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar and sites with the potential to be designated in these categories;
 - Protect West Sussex's ecology, landscape and townscape and;
 - Protect natural resources.
- 2.5 The West Sussex County Council Highway Network Management Plan was developed and subsequently published in 2025. The guidance refers to freight routing. The Lorry Route Network which includes the County Strategic Road Network plus some other A class roads identifies the most suitable routes for goods vehicles. This can be seen in **Figure 5.1** later in this CMP.

- 2.6 The route map depicts routes that are free from height and width restrictions within West Sussex. It depicts roadside facilities as well as where preferred routes are stated. This will be referred to within this report.
- 2.7 Within the West Sussex County Council Highway Network Management Plan, CTMPs are referred to, with the use of these documents intending to evidence how the planned works are mitigating traffic disruption and where appropriate are exploring the use of innovative approaches to highway works to reduce traffic disruption.
- 2.8 The CTMP will set out the mitigation measures employed to reduce the impacts of the proposed works on the West Sussex Highway network. The CTMP will need to consider the following elements:
- Preferred routes for delivery vehicles and staff
 - HGV traffic movement restrictions
 - Local and strategic route traffic diversions
 - Route signage
 - Working hours
 - Timing of deliveries
 - The requirement for stewarding at accesses
 - Vehicle wheel washing
 - Highway condition survey
 - Promotional material and communications
 - Coordination/emergency contact
 - Sustainable staff travel
 - The completion of a construction method statement
- 2.9 As stated above, in absence of direct guidance, this CMP was written in accordance with the CLOCS Construction Logistics Plan Guidance document: 'Construction Logistics Planning (CLP) Guidance – Version v1.2 (April 2021).' The guidance is to ensure the implementation of high-quality CTMPs to minimise the impact of Construction Logistics on the road network. The aim is to reduce:
- Environmental Impact – Lower vehicle emissions and noise levels;
 - Road Risk – Improving the safety of road users;
 - Congestion – Reduced vehicle trips, particularly in peak periods; and
 - Cost – Efficient working practices and reduced deliveries.

2.10 In line with the above guidance, the specific objectives of this CMP will be to:

- Reduce deliveries to the site in peak periods;
- Maintain the safety of workers and road users by applying site-specific mitigation measures;
- Mitigate vehicle emissions, air quality emissions and noise levels by applying site-specific mitigation measures.

3 Site Details

Site Context

- 3.1 The site is known as Byanda, an existing large dwelling accessed from the A273 (London Road) via a private shared driveway. The site will continue to be accessed from this private driveway.
- 3.2 This stretch of the A273 (Brighton Road) is subject to a 30mph speed limit within vicinity of the site. On the eastern side of the carriageway there is a footway leading north towards the junction with Keymer Road. There are tactile paving and dropped kerbs to facilitate crossing of this area. There is a bus shelter approximately 60m north, called 'Stonepound Crossroads'. This is served by buses 270, 271, 272 and 273. The A273 leads north to Keymer Road (B2116) within 90m, leading directly into Hassocks within 490m.
- 3.3 To the south, the A273 leads south by approximately 1.32km leading to Clayton Hill (A273) which leads to the A23 via a slip lane to the south or a priority junction for northbound traffic. The A273 is a north-south road in Mid-Sussex, linking Haywards Heath, Burgess Hill and Hassocks, linking them to Brighton, via Pyecombe, as well as the A23.
- 3.4 The site location can be viewed below in **Figure 3.1**, and an aerial view of the site is shown below in **Figure 3.2** in relation to the wider surroundings.

Figure 3.1 – Site Location from A273

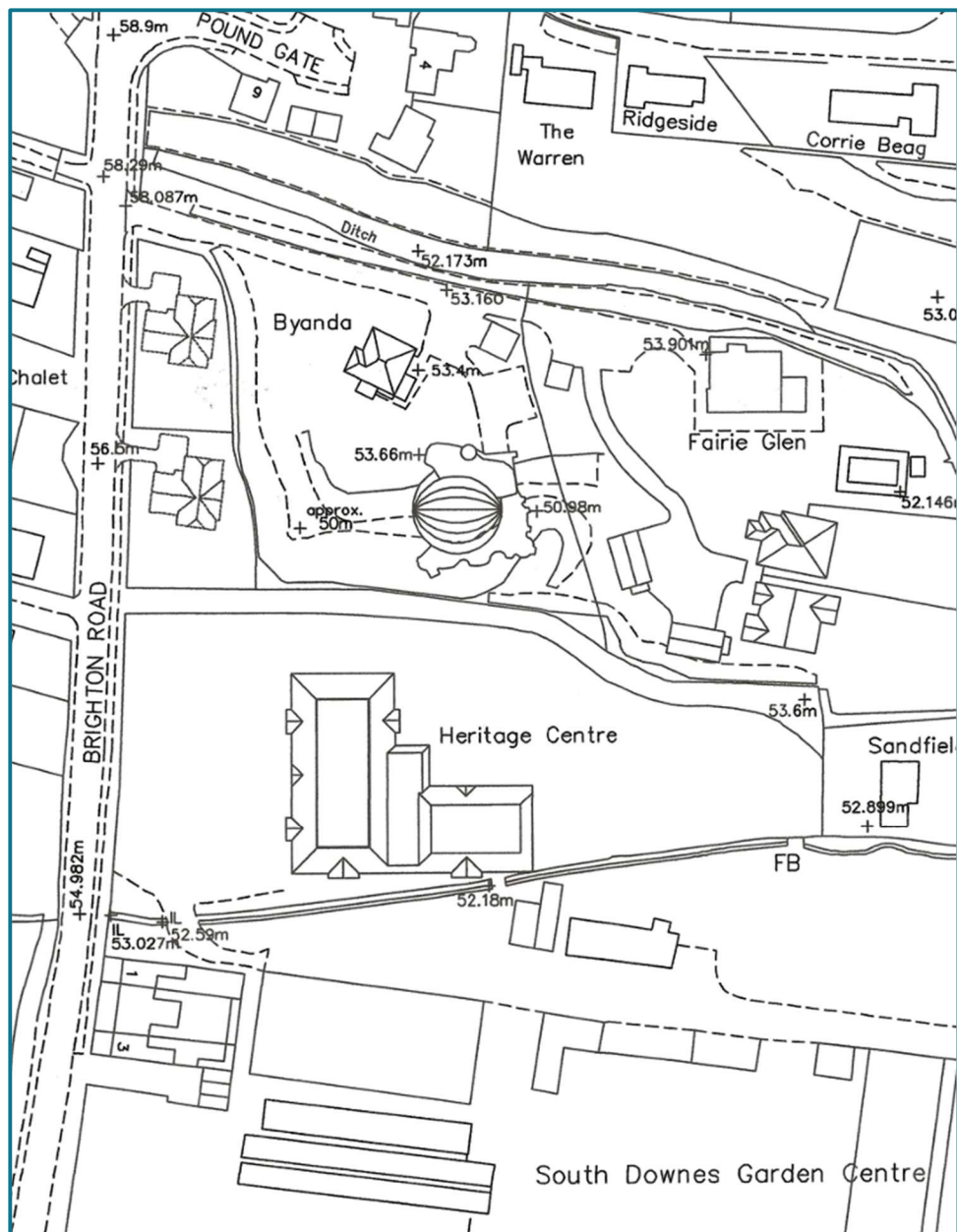


Figure 3.2 – Aerial view site location



Figure 3.3 – Existing Access



- 3.5 The access will be widened to a 6m carriageway along the entirety of the track leading to the care home, allowing two cars, or a car and a larger vehicle to pass each other, supported by vehicle tracking. The access will be 6m with a 1.5m footway linking to the existing eastern footway on Brighton Road and will require a s278 agreement as part of the footway/access works. This has been agreed to with WSCC. Visibility splays have been agreed with WSCC showing 2.4m x 215m to the north and 2.4m x 160m to the south. Visibility splays of 2.4m x 60m are provided in both directions which have been informed by the submitted speed survey data for this road. WSCC are satisfied the access improvements will be a betterment over what already exists.
- 3.6 The existing access in either direction for both northbound and southbound traffic has been shown below in **Figure 3.4** and **Figure 3.5**.

Figure 3.4 – Brighton Road (Northbound)



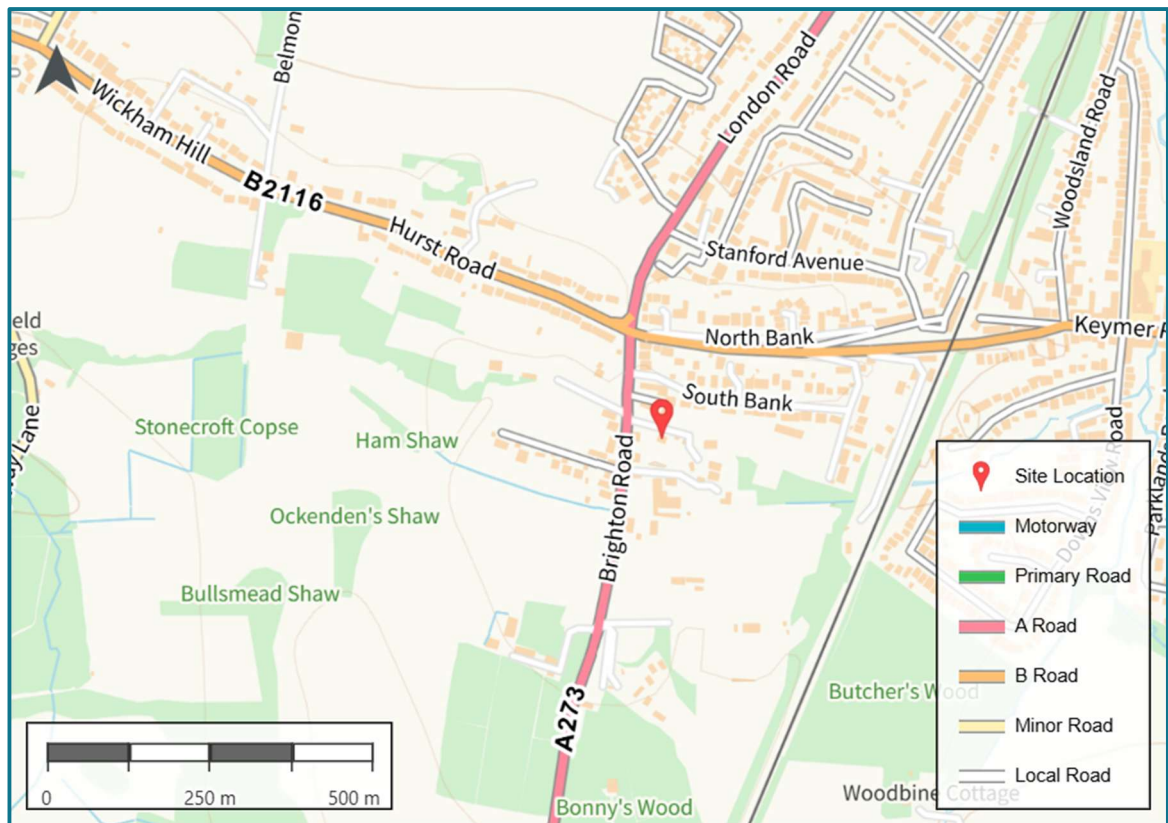
Figure 3.5 – Brighton Road (Southbound)



Local Highway Network

- 3.7 The A273 has good road connections towards Hassocks, Keymer and Ditchling to the north-east and towards Pyecombe and Falmer to the south via the A27. The A273 links to the A23 at Pyecombe. The A23 is a strategic A-road linking London to Brighton across 83km through both Surrey and Sussex. The A27 is also a strategic A-road that links Whiteparish in Hampshire to Pevnsey in East Sussex. The site is very well located in terms of access to the local highway network for goods vehicles. All vehicles accessing the site will adhere to the HGV route map as stated above.

Figure 3.4 – Local Highway Network surrounding the site



On-street Parking

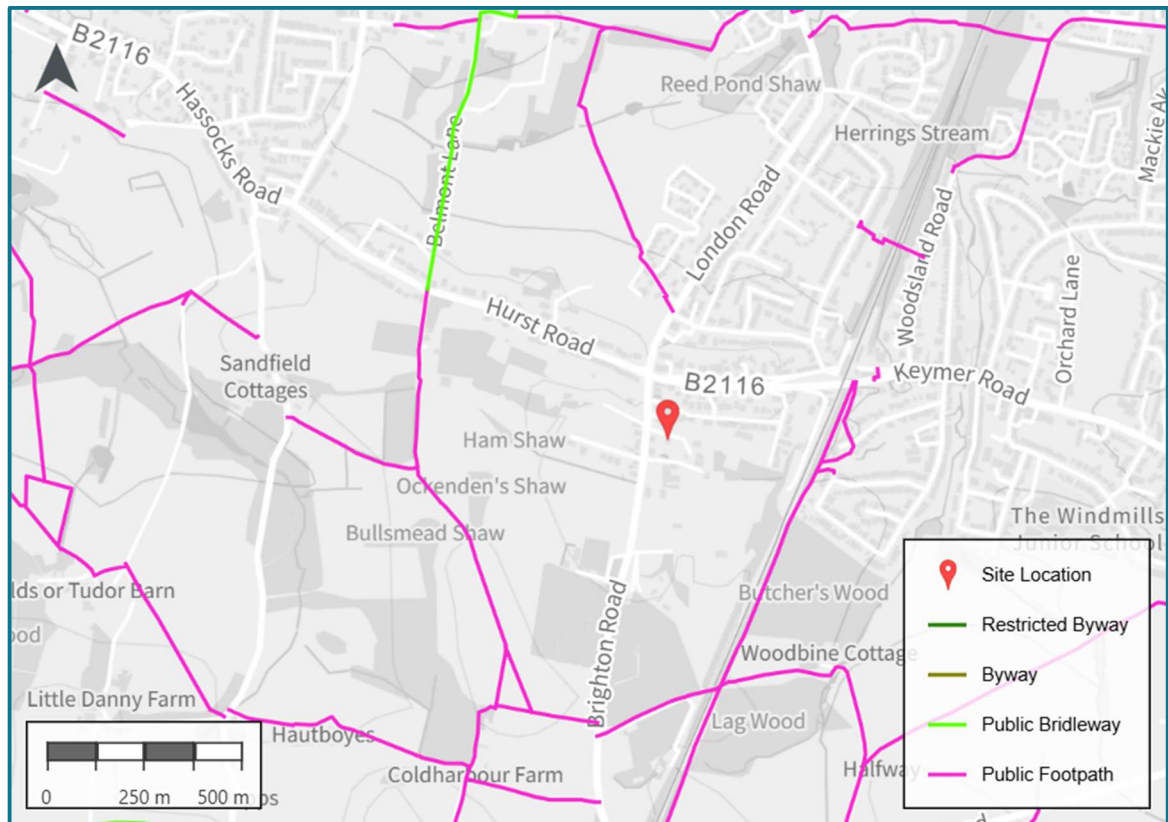
- 3.8 There are no parking restrictions located along the A273. However, as it is an A-road and there will be parking available on site for both operatives, contractors and visitors, parking will not be encouraged here. There is adequate space within the hardstanding area to park. Parking and idling of vehicles on the A273 will be strictly prohibited and will be monitored by the contractor and site operatives. All parking demands associated with the construction works will be accommodated for on-site.

Walking & Cycling

- 3.9 There are footways on the eastern side of the A273 as well as a bus stop located to the north of the site access road. Although this will not be directly impacted by construction vehicles and the bus stop will not require relocating, vehicles will be warned to be mindful of the pedestrian movements along London Road.
- 3.10 The Lorry Route Network for West Sussex will be adhered to. However, in order to gain access to the site, vehicles accessing the site from the Strategic Road Network may pass through the villages/settlements nearby of Pyecombe and Clayton and will therefore be advised to remain cautious of pedestrians.

- 3.11 There are no PROWs of concern within vicinity of the site, but a pedestrian footway crosses the access point. Safe public access will be maintained across the access. There will be no obstructions to the access during any point of construction, i.e. no stationary vehicles, plant, scaffolding or temporary storage of materials etc.
- 3.12 Appropriate signage will be installed at the access to ensure drivers take caution of potential users of the access as it leads to other houses to the east, in agreement with West Sussex County Council.
- 3.13 The following measure will be instated to ensure the access remains unobstructed and safe for pedestrians to use at all times:
- All vehicle movements will be undertaken under the supervision of a banksman, who will ensure that pedestrians are fully aware of oncoming vehicles and kept to a safe distance.
- 3.14 There are no specific cycle lanes in the vicinity of the proposed development site. However, construction vehicles should remain cautious of the presence of cyclists travelling on local roads in the vicinity of the site.
- 3.15 Construction vehicles will be advised to be mindful of pedestrians and cyclists within the local villages/settlements when passing through. As detailed above, measures will be instated to ensure the access remains unobstructed and safe for pedestrians to use at all times.

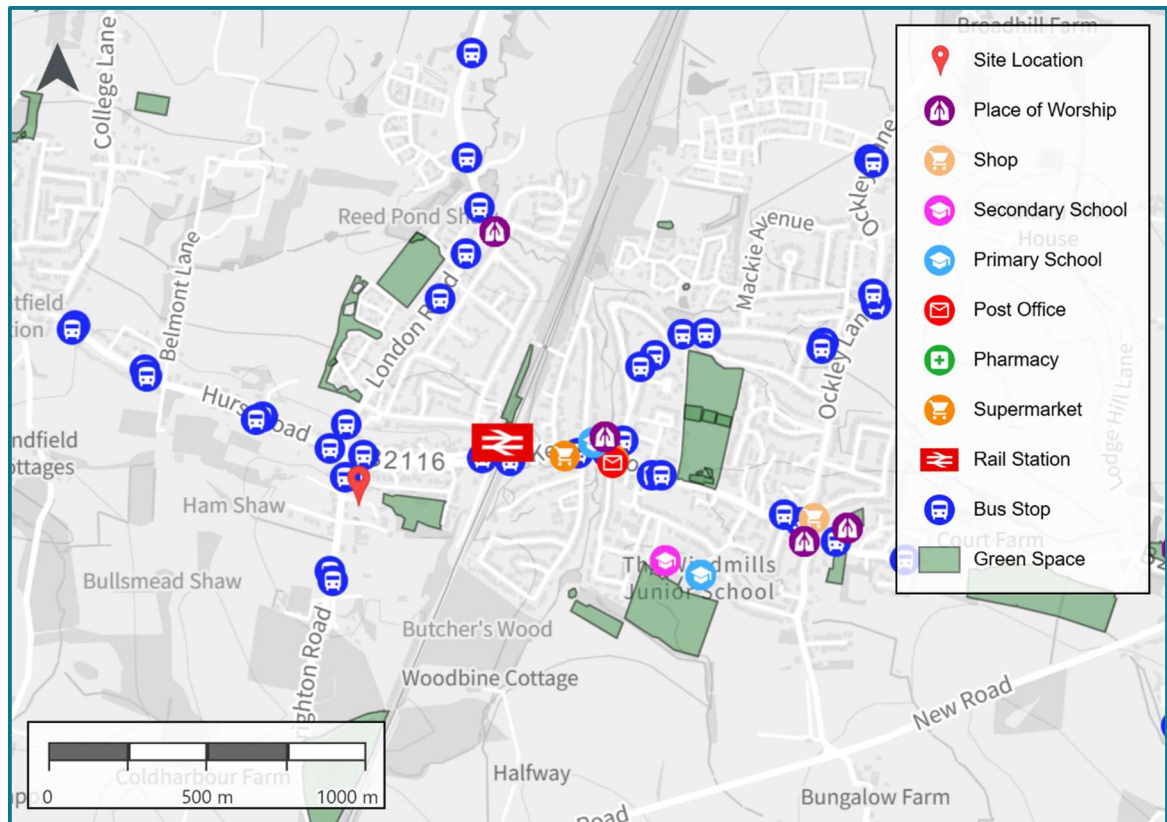
Figure 3.5 – PROWs within vicinity of the site



Public Transport

- 3.16 There is a bus shelter approximately 60m north, called 'Stonepound Crossroads'. This is served by buses 270, 271, 272 and 273. Buses do frequently run from this bus stop with a service approximately every 15 minutes on average.
- 3.17 Therefore, although there will be an increase in the number of lorries and general movements entering the site on a daily basis throughout the construction period, it is unlikely that bus services would be disrupted.
- 3.18 The nearest railway station is Hassocks Railway Station. It is unlikely that the site construction will have an impact on the operation of rail services. Construction vehicles are unlikely to be routed in this direction and will predominantly stick to A-roads and motorways when accessing the site, following the Lorry Route Network.

Figure 3.6 – Community considerations surrounding the site



Local Challenges

- 3.19 The site is predominantly surrounded by houses at the end of the cul-de-sac; countryside with limited use class and South Downs Nurseries Garden Centre to the south, with limited significant points of interest nearby.
- 3.20 Nearby houses and businesses will be notified of construction as well as contractor contact details and out of hours contact information given. The following businesses will be notified although this is not limited to:
- Nearby houses surrounding former 'Byanda'
 - The Weald lawn Tennis and Squash Racquets Club
 - South Downs Nurseries
 - Hassocks Football Club
- 3.21 A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CMP has prepared a strategy for preventing potential issues; however, any difficulties encountered during construction will be reported/recorded in a full log and resolved as appropriate.

4 Construction Programme & Methodology

- 4.1 The construction period is likely to take approximately 24 months is assumed to commence in September 2026 at the earliest, pending planning approval. Please note that this document is a live, working document and programmes, construction schedules and phases are subject to change and will be updated after the appointment of a contractor for the works.
- 4.2 It must be clarified that this CMP is a working document and therefore the timeframes stated within this report are not fixed and are subject to change following liaisons with WSCC as well as unforeseen circumstances associated with the commencement of construction works. Efforts will be made to adhere to the stated timeframes as below and inform WSCC as acting highway authority when there may be changes or delays to the construction programme.
- 4.3 The approximate breakdown of the anticipated 5 Construction Phases is as follows:
- Phase 1 (September 2026 – December 2026) – Access re-construction/re-surfacing, initial enabling works & levelling
 - Phase 2 (January 2027 – March 2027) – Internal Road, demolition hardstanding construction
 - Phase 3 (March 2027 – June 2027) – Sub-structure & super-structure
 - Phase 4 (June 2027 – December 2027) – Services & systems installation
 - Phase 5 (January 2028 – September 2028) – Fit-out, testing and commissioning
- 4.4 A summary of the approximate estimated construction programme is detailed below. Due to the nature of the development proposal, the construction phases differ from those stated within the TfL CMP guidance document.
- 4.5 The loading and unloading of construction materials will take place onsite, via the proposed site access from the A273 (Brighton Road). The proposed site access works will be carried out first, this including the widening of the access road to a 6metre wide carriageway to accommodate HGV vehicle manoeuvres easily. The carriageway will tie in with the existing construction along the A273. The access design has been approved by WSCC and will be constructed with a WSCC approved contractor. Please see site compound plan and swept path analysis contained in **Appendix A**.
- 4.6 After the access is built, the access road will be re-constructed as well as the areas of hardstanding and utility access for the care home. Any utility and drainage works will be completed prior to opening of access for public usage.
- 4.7 Thereafter, the following approximate construction methodology will be undertaken as detailed in the table below.

Table 3.1 – Construction Phase Programme

Construction Phase	Start	End
Site establishment, clearance & alterations	January-2027	February-2027
Excavation and Foundations	February-2027	March-2027
Sub-structure	March-2027	May-2027
Super-structure	May-2027	June-2027
Services & systems installation	June-2027	December-2027
Fit-out, testing and commissioning	January-2028	September-2028

Site Set Up:

- The appointed contractor will attend site before any site works take place.
- All operatives will be briefed on RAMS, site inductions for the specific works taking place.
- The existing entrance from Brighton Road will be widened to create a 6-metre-wide carriageway, and the timber sleeper wall will be removed. High-visibility temporary barriers will secure this working zone without encroaching on highway visibility splays or the live shared private driveway.
- Prior to any heavy plant arriving, the boundary treatments detailed below will be fully erected and inspected. No hoardings or skips will need to be placed along the highway boundary. Contractor details / 24hr emergency contact details will be provided at the temporary construction vehicle access.
- Earthworks will focus on bringing the active construction footprint up to the level area of the existing bungalow. Retaining structure will be provided where required adjacent to the proposed parking areas to permanently stabilise the steep sand pit embankments.
- Sub-surface water attenuation tanks will be installed within this newly levelled area concurrently with the early excavation works to ensure robust on-site surface water management from the outset.
- Site welfare and hoarding materials will be delivered via the site access from the A273 and erected within the site.
- Once the welfare has been set up and operatives briefed on the works, contractors and operatives will continue securing the site.
- Both Banksman and Traffic Marshalls will be appointed on the first day of the works commencing to manage the deliveries throughout the project and to oversee safety of pedestrians and cyclists respectively.
- The Banksman will be responsible for the safe movement of plant and vehicles to/from the site and the transportation of goods from the vehicles to the construction site. They will be responsible for maintaining security on site.

- When delivery vehicles are entering the site, specifically when southbound vehicles turning left into the site access crossing northbound traffic, Traffic Marshalls will be present with 'STOP' signs to stop cars temporarily to allow the vehicle to safely pass into the site; (or similar approved method)
- There will be no obstructions to the access, i.e. no stationary vehicles, plant, scaffolding or temporary storage of materials etc;
- All deliveries will need to be halted to allow pedestrians to pass the site under the supervision of a traffic marshal.

Excavation and Foundations

4.8 The excavation and foundation activities will comprise the formation of the site access, internal access road, and associated hardstanding areas to accommodate the care home. Works will include topsoil strip, bulk excavation, sub-base preparation, and installation of foundation layers suitable for the designed pavement and hardstanding specification.

- Undertake ecological and utility surveys to confirm clearance of constraints
- Strip topsoil across road and hardstanding areas and store for reuse in landscape areas or dispose of off-site in line with the Site Waste Management Plan
- Excavate to formation depth in accordance with approved design drawings and specification
- Place and compact imported granular fill or capping layer where required to achieve design levels and bearing capacity
- Ensure excavation is carried out in controlled layers to maintain stability and reduce the risk of over-digging
- Lay sub-base (MOT Type 1 or approved equivalent) in layers not exceeding 150 mm, compacted to specification
- Ensure falls and crossfalls are achieved to allow for positive surface water drainage
- Install kerbs, edgings, or other edge restraints as required prior to surfacing
- Construct hardstanding foundation layers in accordance with pavement design, suitable for heavy vehicular loading associated with travelling show people's homes
- Final surfacing to be completed with tarmacadam, concrete, etc (as specified)
- All plant and equipment will be operated by trained and competent personnel
- Excavated areas will be inspected by the Site Engineer before placement of fill or sub-base
- Compaction testing will be carried out at agreed intervals to ensure compliance with specification
- Dust suppression and wheel washing facilities will be used as required to minimise nuisance to neighbours.

Sub-Structure

4.9 Works during this phase will include:

- Traffic marshal will be responsible for all traffic movements to and from the site along the A273
- Concrete pump will not be required as concrete lorry will deliver to the pour location.
- Banksman will direct all construction vehicles to exit the site in a forward gear. Vehicles will not be permitted to reverse out of the site onto the A273.
- All materials delivered to site will be booked in as when required. No materials will be over-ordered.
- All materials while stored on the site will be stored securely.

Services & systems installation

- As stated above, deliveries will be made to the site via the site access only;
- Electricians and plumbers will be required to install the framework for use of utilities and services for the travelling show people;
- Materials will be offloaded / loaded using non-mechanical means (where possible) or delivered by hiab trucks.;
- Hand offloading may be required at times for tools or small deliveries.

Fit out, testing and commissioning

4.10 Deliveries will be made off road by hand to the site or by lifting machinery. All works will be carried out by hand with the use of a lift and hand tools.

- Final inspections will be undertaken;
- Hand offloading may be required at times for tools or small deliveries.
- The same protocol will be followed regarding the protection of the public or unauthorised access to lifting areas or construction site.

Construction Site Lighting

4.11 Although generally it is intended that construction work will take place during daylight hours, lighting will be provided in accordance with guidance by the HSE's Lighting at Work HG38 in relation to lighting of construction sites. According to HG38, lighting should:

- Allow people to notice hazards and assess risks;
- Provide enough light for the working environment and the task;
- Enable people to see properly and discriminate between colours (particularly important with safety warnings);
- Not cause glare, flicker, or stroboscopic effects;
- Not create big differences in light within an area or between adjacent areas;
- Meet any special needs of individuals;

- Not pose a health and safety risk itself;
- Be positioned to allow safe maintenance, replacement, and disposal;
- Include when necessary for suitable, and safe emergency lighting.

4.12 It is not likely that any resultant light pollution will affect local residents in the vicinity although this would be monitored throughout the construction period.

5 Vehicle Routing & Access

Deliveries

- 5.1 All deliveries will be made within the site boundary, with vehicle access from the improved site access via the A273. All construction vehicles will enter site using this access, turn and exit in a forward gear onto the A273.
- 5.2 Enabling works for this site will include putting up signage to warn the public of the proposed works; when they will start and how long they are proposed to last. Vehicles expected to the site would be briefed by the site manager prior to arrival about the best route to access the site and to avoid any roads which may be unsuitable. Signage would also be provided where appropriate to guide vehicles towards the site.
- 5.3 It is anticipated that the majority of the deliveries to the site will be by a large tipper, with the remaining deliveries by a 7.5tonne vehicle where necessary. This is deemed to be acceptable as the site will accommodate for larger vehicles as there will be large vehicles pulling trailers and other vehicles associated with the travelling show people culture and community. In the vehicle tracking for the access, a large tipper has been shown to sufficiently access and egress the site access to both the north and south. Therefore, a large tipper can easily be accommodated on site and within the access for the duration of the construction period.

Routing

- 5.4 There are no low bridges along the M25/A22 route to the site, or the M25/M23 route. There are low bridges in the nearby towns that will be avoided by construction vehicles. The low bridges can be viewed in **Figure 5.1** below.

Notes

1. All lorry movements in the County are expected to use these routes except for local access.
2. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.

Petworth Insert (Detail)

A286 Not suitable further North due to low bridge 13'0" (3.96m)

ROADSIDE FACILITIES

- Services
- Overnight Lorry Parking
- Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements
- Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements

LEGEND

- Railway Station
- Lorry Route
- Railway
- County Boundary

LORRY ROUTE NETWORK

Routes are free from height and width restrictions within West Sussex.
Routes not shown may carry restrictions.

Reproduced from or based upon 2021 Ordnance Survey mapping with permission of the Controller of HMSO © Crown Copyright reserved.
Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings West Sussex County Council Licence No. 100023447.
Contains OS data © Crown copyright and database right 2021.

5.6 Construction vehicles will stick to the proposed routes as shown below in **Figure 4.2** and **Figure 4.3** and will predominantly use A-roads in order to access the site.

- A22 / M25 (north/south route)
- M23 / A264 (west route)

Figure 5.2 – Route Map from the north (A23 / A273)

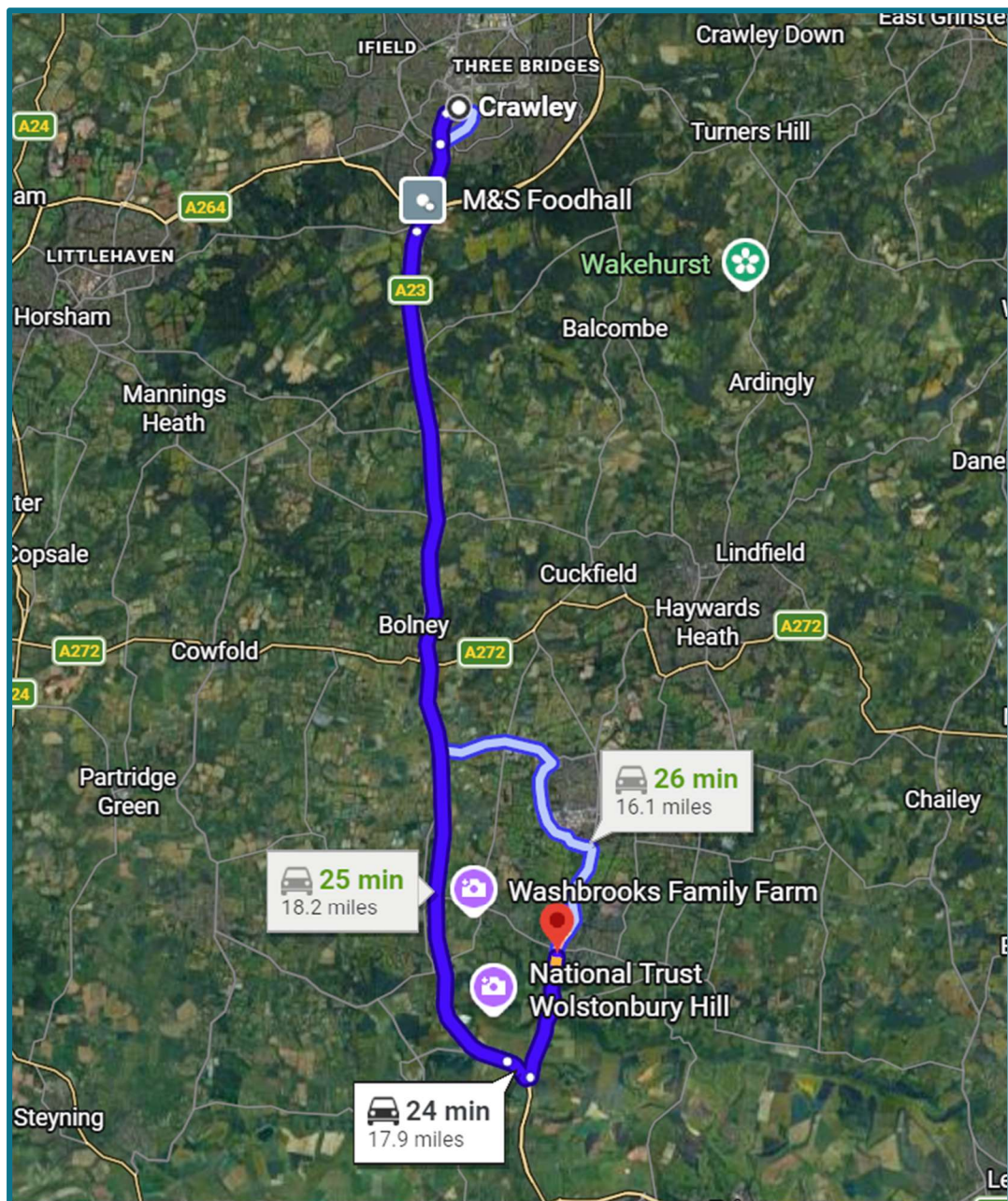
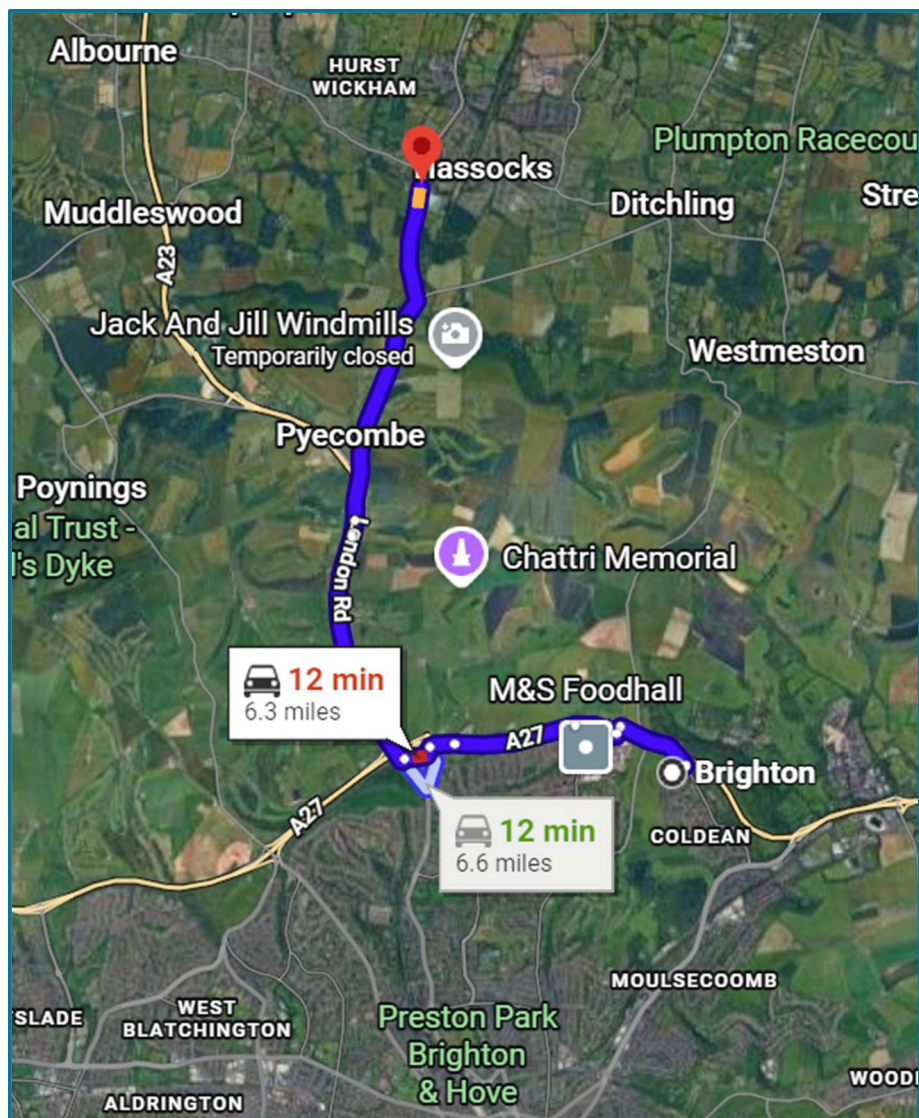


Figure 5.3 – Route Map from the south (A27 / A23 / A273)



- 5.8 Drivers of construction delivery vehicles will be made aware of the construction route prior to delivery and will be advised not to deviate from strategic roads unless there are road closures or restrictions to do so.
- 5.9 Posters will be displayed in the site welfare area to remind construction workers and drivers of the importance of maintaining pedestrian and cyclist safety.
- 5.10 It must be noted that the contractor will not permit any HGVs associated with the approved development to be laid up or waiting on the A273 at any time. All construction vehicles will enter site. There will be no parking or unloading outside of the proposed development area.

Anticipated equipment employed:

- 1x CAT D6 XE Electric Drive Dozer
 - 1x 30 Tonne Dump Trucks
 - 1x 30 Tonne Excavator
 - 1x Tractor towing a water bowser
 - 1x wheel spinner (roller which allows mud/debris etc to be spun off the rear tipper wheels to prevent it being tracked into the highway). This will be positioned at the exit of the site.
 - 1x road sweeper (this will be employed in the internal site roads as well as A22/public highway where required).
- 5.11 Such equipment shall be strictly operated by competent personnel e.g., delivery vehicle drivers with appropriate operator certification along with Certificates of Thorough Examination for the equipment inspected by the contractor's logistics management prior to the authorised use of such equipment on site.
- 5.12 It is important to note that plant will be returned to a secure contractors compound at the end of each shift to ensure secure storage of machinery and equipment.
- 5.13 Enabling works for this site will include putting up signage to warn the public of the proposed works when they will start and how long they are proposed to last. Vehicles expected to the site would be briefed by the site manager prior to arrival about the adhered to routes to access the site and to avoid any roads which may be unsuitable. Signage would also be provided where appropriate to guide vehicles towards the site.

Storage

- 5.14 The site will be secured using the erection and maintenance of appropriate fencing / hoarding within the boundaries of the site.
- 5.15 All material delivered will be moved to the delegated secure construction material storage area which will be placed internally within the site. Positioning and location of hoarding lines, storage area and welfare facilities are illustrated on the plan to be confirmed and agreed by WSCC.
- 5.16 Contractors vehicles will not be parked on the public highway or in areas which would cause obstructions or disruption to the flow of traffic. Contractors will be encouraged to travel via multiple occupancy vehicles and park within the site boundary within the designated area.

6 Strategies to Reduce Impacts

- 6.1 The following planned measures have been identified to help the contractor, when appointed, achieve the goals of the CMP and better manage the local challenges identified in **Section 2.0**.

Table 5.1 – CMP Management Strategies to Reduce Impact

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries	X		
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by Water*			X
Freight by Rail*			X
Material procurement measures			
DfMA and off-site manufacture	X		
Re-use of material on site	X		
Smart procurement	X		
Other Measures			
Collaboration amongst other sites in the area		X	
Implement a staff travel plan	X		

* If site is within 100m of foreshore of navigable waterway or rail freight siding.

Measures for Traffic Management

- 6.2 No stationary vehicles, plant, scaffolding or temporary storage of materials will be placed or permitted on the A273 as this route needs to be clear in order to preserve pedestrian safety.
- 6.3 Appropriate signage will be installed at the access to ensure drivers take caution of potential users of the footpath, in agreement with WSCC. A traffic marshal will be present when deliveries are expected, with drivers to 'call ahead' to inform the site that they are nearby so the access route can be manned, and deliveries halted to allow pedestrians to pass the site under the supervision of a traffic marshal.

- 6.4 No turning or temporary parking will be permitted on the A273 for the duration of the works. All vehicles must turn and deliver within the site.
- 6.5 Additionally, there will be dedicated parking on site to prevent any unsafe parking within the site or on the A273 (Brighton Road). No staff vehicles will be permitted to park on the A273 or on other nearby road for the duration of the construction works.
- 6.6 All vehicles are able to be accommodated for on site with dedicated parking areas. Queuing along the A22 Eastbourne Road will not be permitted on the highway, with traffic marshals directing vehicles to enter the site in order to load/unload. Moreover, the site expects no more than 6 construction vehicles as a maximum expected to the site per day and therefore there will be ample space to accommodate for the vehicles within the boundaries of the site.
- 6.7 All vehicles will be switched off when they are not in use and during periods of loading/unloading.

Adherence to Designated Routes

- 6.8 Details of routes to be used for journeys to and from site for road operations are provided in Section 5. A detailed route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

- 6.9 It is anticipated that at the peak construction period up to 30 vehicles will visit the site per month, which equates to up to 6 vehicles per day, please refer to **Section 6.0** below. Vehicles are typically expected to arrive between 10:00 and 14:00 each day. Construction vehicles will be given specific arrival and departure times and will be instructed not to queue or circulate on the local road network. Delivery vehicles are typically expected to arrive and depart from the site within a 20-minute period.
- 6.10 Aligning with the condition, delivery hours for construction vehicles will be between 9.30am-15.00pm to avoid peak network capacity times, confirmed by WSCC in Condition 8 of planning consent.
- 6.11 It is anticipated that the site working hours will be predominantly between the hours of 8:00am – 18:00pm Monday-Friday and 8:00am – 1:00pm on Saturdays, unless separately agreed. No work is to take place on Sundays or Bank Holidays.

Measures to Prevent Material Deposition on Highway

Wheel Washing

- Wheel washing will be provided on site to remove dirt and debris from vehicle tyres and undercarriages. All vehicles will be washed down before exiting back on to A22 Eastbourne Road.
- Rumble strips will be installed before egressing back along the access road to also dislodge loose materials before vehicles reach the highway.
- The access road will be regularly cleaned in order to prevent material build up, especially during wet weather and high traffic periods.

Site Housekeeping

- Stockpiles of loose materials will be contained and covered to prevent wind or runoff dispersal.
- Loading / unloading areas will be clean to ensure materials are not spilled or tracked out by vehicles.
- All loads will be secured before leaving the site, especially those carrying loose aggregates or soil. Vehicles will be inspected to ensure there is no trailing debris.

Highway Condition Survey

- 6.12 A brief Highway Condition Survey will be carried out both prior to works commencing as well as after construction has finished to identify if any reparation works needed to be undertaken to the highway resultant of any construction vehicle damage. The developer will be committed to funding the repair of any damage caused.
- 6.13 The Highway Condition Survey will establish the baseline condition of the A273 (London Road) in the vicinity of the construction site to confirm conditions prior to the construction works. This is suggested to cover 50m to the north and south of the development access.
- 6.14 The survey will cover all roads, pavements, verges, and highway assets (e.g. kerbs, signage, drainage features, street furniture) in the vicinity of the site access. The survey will comprehensively summarise the condition of the highway with a photographic log and descriptions of visible defects (e.g. cracks, potholes, rutting, subsidence), including annotated maps and plans showing locations of recorded issues. This will be shared with WSCC prior to works commencing and agreed upon.

7 Vehicle Movements

- 7.1 A contractor has not yet been assigned. It is anticipated that when assigned, there will be various sub-contract works packages to different contractors, although the main contractor will remain ultimately responsible for management of the site. When appointed, the sub-contractors will provide a more detailed, accurate estimation of the expected vehicle numbers during each construction phase.
- 7.2 The following estimations have been provided based on the TfL CLP Planning Tool Outputs in the absence of WSCC having a tool to provide vehicle estimations. The estimated trips have been input within TfL's CLP Tool and are tabulated below in. The number of vehicles accessing the site has been estimated for each of the 6 stages of construction, according to the Transport for London CLP toolkit calculator.
- 7.3 It should be noted that these are estimates given the current timeline of the application and there are likely to be small daily fluctuations based on the activities proposed on a given day.
- 7.4 The construction period is likely to take between approximately 4 months, beginning in November 2025 as an approximate estimation. It should again be noted that this document is a working, live document, so this date and the timescales are subject to change and variation and will be updated where necessary.
- 7.5 During the four months of construction, approximately up to 30 construction vehicles may travel to the site each month. Most vehicles will likely arrive in the peak hour in the day, which is considered to be 10am.
- 7.6 Vehicles will not be permitted to queue or circulate on the public highway. Deliveries will be coordinated to arrive, load/unload and depart to minimise vehicle conflict with other deliveries and road users of the access, but no undue time pressures should be placed upon the driver at any time. The expectation would be that these vehicles would arrive on site, unload within the boundaries of the site within the designated area and then leave the site within 20-minutes. Therefore, it is anticipated that all vehicles visiting the site could be accommodated.
- 7.7 The detailed construction programme and sequences of work will be set out following appointment of site contractors.

8 Implementation & Updating

Implementation

- 8.1 In the first instance, this CMP will be issued to WSCC for review. A detailed CMP will be prepared by the principal contractor using this document as the template.
- 8.2 Once there is certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites, as necessary.
- 8.3 The Principal Contractor will be responsible for implementing the CMP. It is expected that a Contractor and Driver Handbook or equivalent would be used to distribute information which makes sure that all contractors are aware of their obligations.
- 8.4 The key measures identified to manage and control the impacts of construction traffic are expected to be:
 - Commitment to meet CLOCS / FORS accreditation.
 - Use of delivery scheduling system.
 - Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

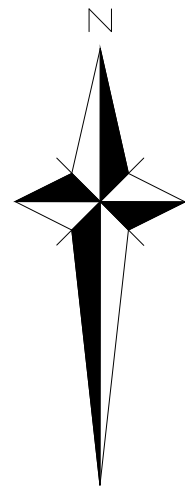
Updating

- 8.5 The CTMP is an evolving document to account for any changes to the construction strategy and will incorporate any consequent changes. It will be reviewed internally monthly and/or at any time there is a significant change in construction process. This will ensure that the document remains relative to the realities of the site at any point in time.
- 8.6 The CMP will be kept on site and updated by the Principal Contractor in consultation with the Local Authority.

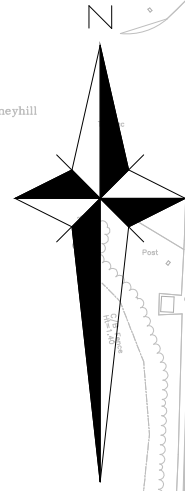
- End of Report -

Appendix A

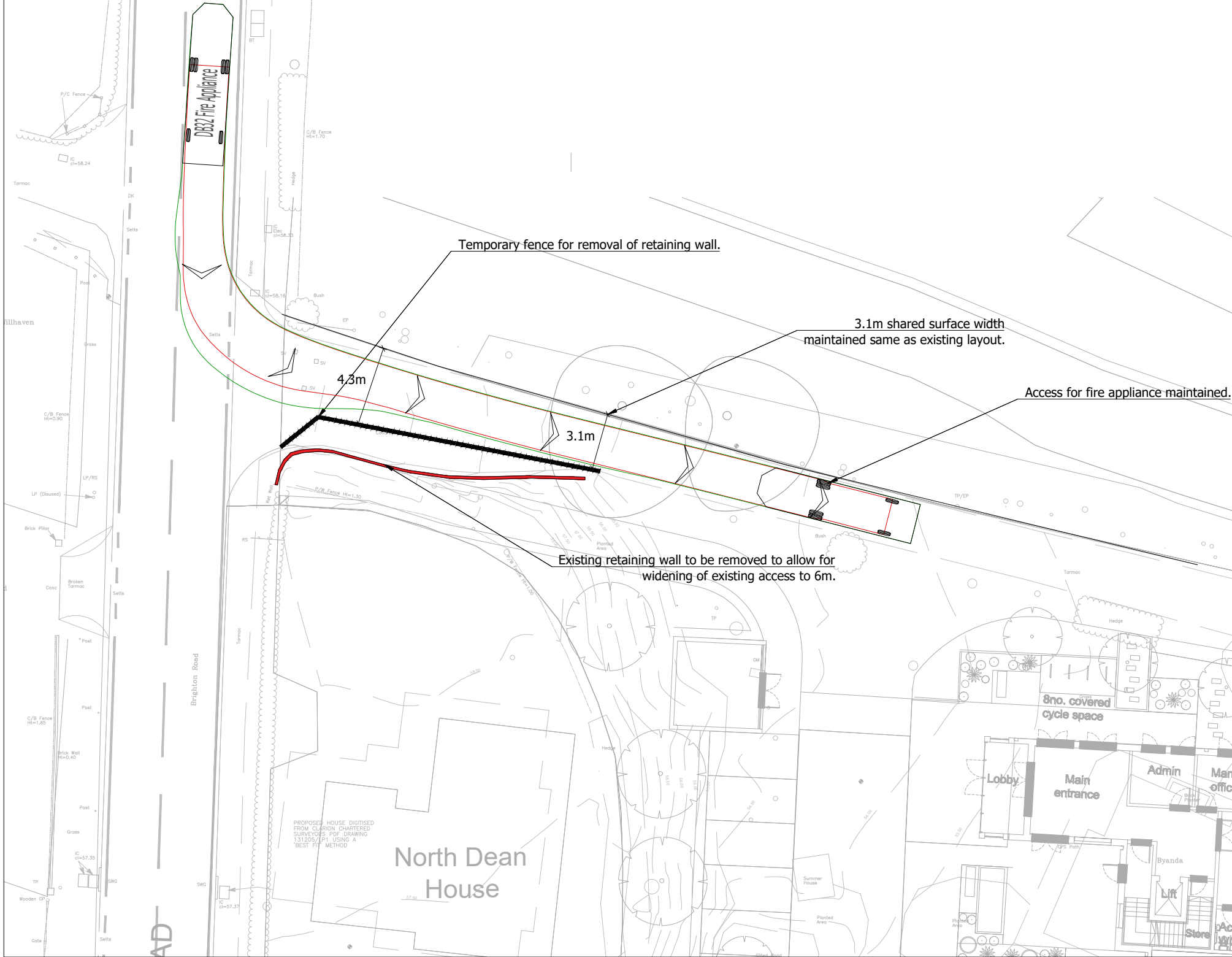
Site Compound and Vehicle Swept Path Analysis



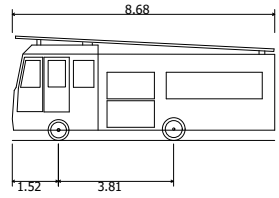
CONSTRUCTION COMPOUND
GENERAL ARRANGEMENT
1:500



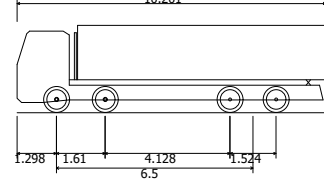
TEMPORARY FENCING FOR
SITE ACCESS WORKS
1:250



- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.
 7. If viewing this drawing as an Autocad file (.dwg) in digital format then it is done so with this Disclaimer due to the fact that it can be altered and manipulated following its issue by GTA Civils & Transport and therefore, any alteration or modification of DWG data files provided by GTA Civils & Transport, by you or a third party, without GTA Civils and Transport's express written approval, is done so entirely at your own risk. Modification includes (but is not limited to) turning layers on and off, unfreezing layers and reloading, turning on and off print functions and unloading x-refs.
 8. Your attention is also drawn to the fact that the information contained within this file may be subject to alteration at any time, pending technical approval from an approving authority or at the client's instruction. It is therefore strongly recommended that multiple and regular cross checks are made against the current contract drawings.
 9. It is your responsibility to ensure that the correct issue or revision of the DWG data file is being used and requests for updated information made accordingly.



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

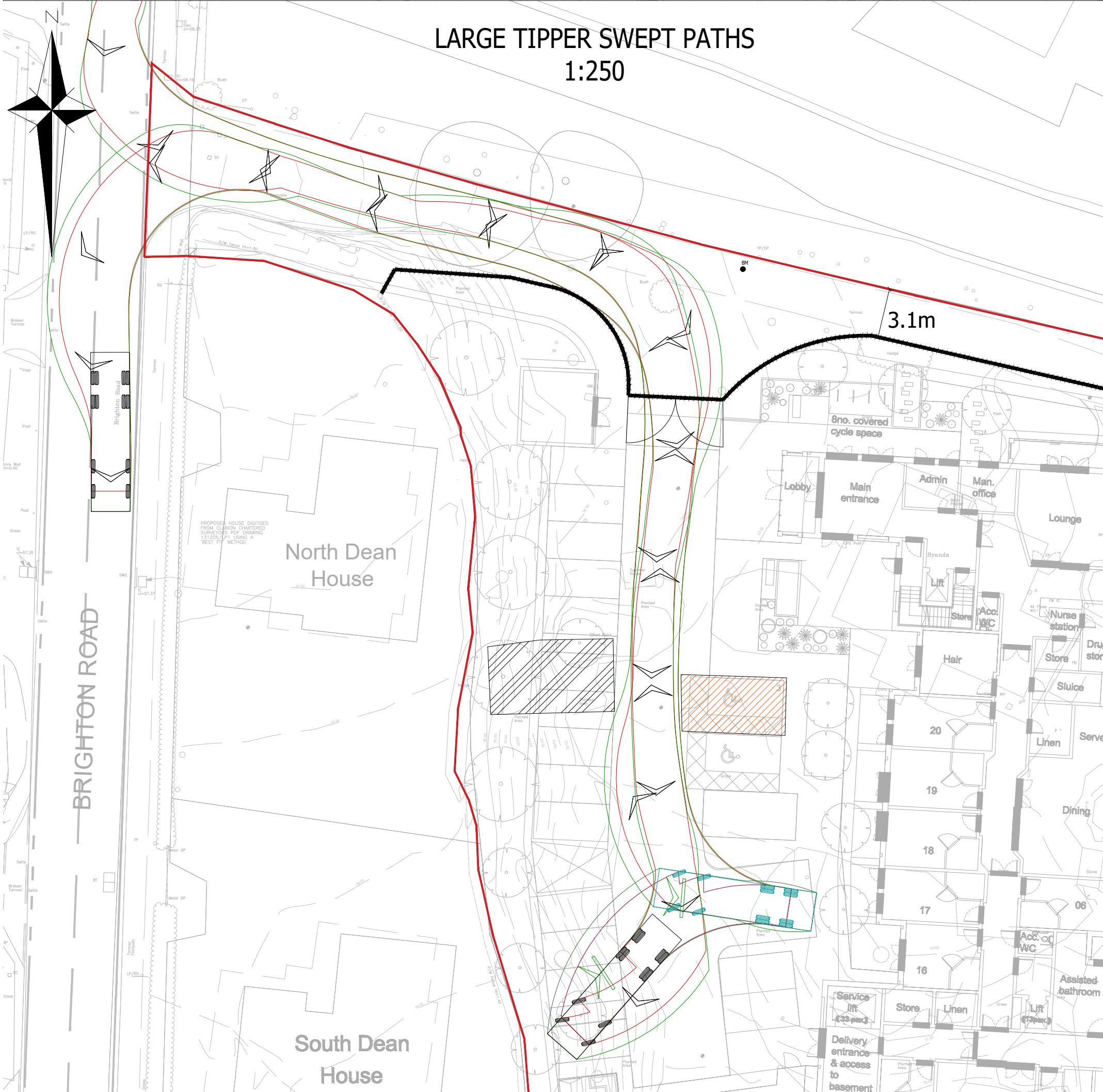


Vehicle wheels outline



Vehicle Body envelope

LARGE TIPPER SWEEP PATHS
1:250



P2	REVISED TO CLIENT COMMENTS	15/06/2026	ART	LNS
P1	INITIAL ISSUE	04/06/2026	ART	LNS
Rev	Amendments	Date	Dsn	Chk
Status				
PRELIMINARY				
Client				
DERMOT O'REILLY				
Architect				
Project				
60 BED CARE HOME, BYANDA HASSOCKS				
Title				
CONSTRUCTION SITE COMPOUND & VEHICLE SWEEP PATH ANALYSIS				
Date	JUNE 2026	Scale @ A1	1:250	
Clients Ref.		Project Ref.	14451	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk				
Drawing Number		Rev.		
14451_2300		P2		



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

T: 01444 871444 E: enquiries@gtacivils.co.uk www.gtacivils.co.uk

GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02

