

For and on behalf of Circet Wireless Ltd.

Rocky Lane

Construction Management Plan



DC Development Consultants
Driving Sustainable Development

January 2026

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R1	23/01/26	First issue for Client review.

**Important note about the report:**

The sole purpose of this report and the associated services performed by D & C Consultancy Ltd. (trading as “DC Development Consultants”; referred to as DC hereafter) is to develop and present the Construction Management Plan in accordance with the scope of services set out in the Contract between DC and the Client. That scope of services, as described in this report, has been developed with the Client.

In preparing this report, DC has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, DC has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

DC have derived the data and assessments in this report from information sourced from the Client, produced in house and/or available in the public domain at the time of reporting. The passage of time, changes to either design or construction details by either the Client, Designer or Contractor, changes in the Clients requirements, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent re- evaluation of the data, findings, observations and conclusions expressed in this report. DC has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by DC for use of any part of this report in any other context.

The report is based on the available information provided to date and subject to agreement with the relevant Regulators. This report has been prepared on behalf of, and for the exclusive use of the Client, and is subject to, and issued in accordance with, the provisions of the contract between DC and the Client.

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1.0 Introduction

1.1 Preliminary Information

DC Development Consultants have been commissioned by Circet Wireless Ltd. to produce the Construction Management Plan for the development works at Land Adjacent to Rocky Lane, Haywards Heath, West Sussex, RH16 4TW.

The planning application reference for this development is DM/25/1495. This report has been developed in relation to planning condition 4, detailed in Table 1.1 below. A copy of the planning decision is provided in Appendix A.

Table 1.1 – Planning Condition Requirements and Reference Sections

Planning Condition Ref.	Requirement	Section Addressed
4 Construction Management Plan	<i>Prior to the commencement of the development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include amongst other matters details of:</i>	
	<i>the anticipated number, frequency and types of vehicles used during construction;</i>	3.5.4
	<i>the method of access and routing of vehicles during construction</i>	3.1
	<i>the parking of vehicles by site operatives and visitors;</i>	Fig 3.2 3.5.1 3.1
	<i>the loading and unloading of plant, materials and waste;</i>	Fig 3.3 3.5.3 3.1
	<i>the storage of plant and materials used in construction of the development;</i>	Fig 3.3 3.5.3
	<i>the erection and maintenance of security hoarding;</i>	3.1.2 App. B
	<i>the provision of wheel washing facilities;</i>	4.4 Fig 3.2
	<i>other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and,</i>	3.1 3.1.4
	<i>details of public engagement both prior to and during construction works.</i>	3.3
	<i>The construction works shall thereafter be carried out at all times in accordance with the approved Construction Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.</i> Reason: <i>In the interest of highway safety and the amenities of the area in accordance with policies DP21 and DP26 of the Mid Sussex District Plan 2014–2031.</i>	



This Construction Management Plan (CMP) has been prepared to satisfy the requirements of Condition 4 of the planning permission and to define the framework for managing construction activities associated with the development. The CMP has been prepared having regard to the policies of the Mid Sussex District Plan (2014–2031) and relevant guidance contained within the National Planning Policy Framework (NPPF), with particular emphasis on safeguarding highway safety and protecting local amenity during the construction phase. The approach set out within this document has been informed by recognised best practice, including BS 5228: Noise and Vibration Control, relevant highway authority guidance, and established construction management principles, in order to ensure that construction activities are managed in a proportionate and controlled manner.

1.2 Report Objectives

The objectives of this report are to:

- Address the planning condition detailed in Table 1.1 and ensure suitable actions are developed throughout the report, facilitating the discharge of the aforementioned conditions;
- Develop a suitable construction management plan to cover all stages of the development works, including groundworks and construction works; and,
- Ensure the site is developed safely with regards to construction and environmental risks, and nearby receptors.

1.3 Development Works

The development comprises the construction of a telecommunications installation and associated infrastructure on land adjacent to Rocky Lane. The scope of works shall comprise the following:

- Establishment of a temporary construction access from Rocky Lane, utilising the approved access route and junction arrangement, including the placement of temporary protective surfacing where required to protect existing ground conditions;
- Formation of a temporary crane and plant set-down area within the site to facilitate lifting operations associated with tower installation;
- Localised clearance of low-level vegetation within the compound footprint, comprising bramble scrub and ruderal growth. No works are proposed to trees outside the red line boundary;
- Regrading and levelling of the compound platform to form a stable working surface, followed by installation of a stone surface laid over a geotextile membrane;
- Construction of a 10m × 15m secure compound, including installation of 2.4m high chain-link fencing topped with barbed wire and a 1.0m wide access gate;
- Construction of a 6.25m × 6.25m reinforced concrete foundation to support the telecommunications tower, subject to ground investigation outcomes;
- Installation of the 22.5m high lattice telecommunications tower onto the prepared foundation;

- Construction of a 3.7m × 6.9m reinforced concrete equipment base within the compound;
- Installation of twelve equipment cabinets and a shared electrical meter cabinet within the fenced compound;
- Installation of power and fibre ducting, including incoming service ducts, transmission ducts and spare ducts, together with appropriate marker tapes and protective measures;
- Completion of all electrical and transmission connections between the tower, equipment cabinets and incoming services;
- Installation of ancillary infrastructure, including lightning protection, earthing arrangements, safety signage and cable containment; and,
- Final reinstatement works, including making good disturbed ground, trimming of vegetation where required, and removal of temporary access and construction measures.

No permanent landscaping or on-site biodiversity enhancements form part of the development, with biodiversity net gain delivered off-site in accordance with the approved BNG strategy.

1.4 Confidentiality

D & C Consultancy Ltd. (trading as “*DC Development Consultants*”) have prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from D&C Consultancy; a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular (construction area), centred on national grid reference TQ 32510 22159 and encompasses an area of circa 150m² (final site area). Figure 2.1 below shows the site area with the proposed development. The full drawing is presented in Appendix B.

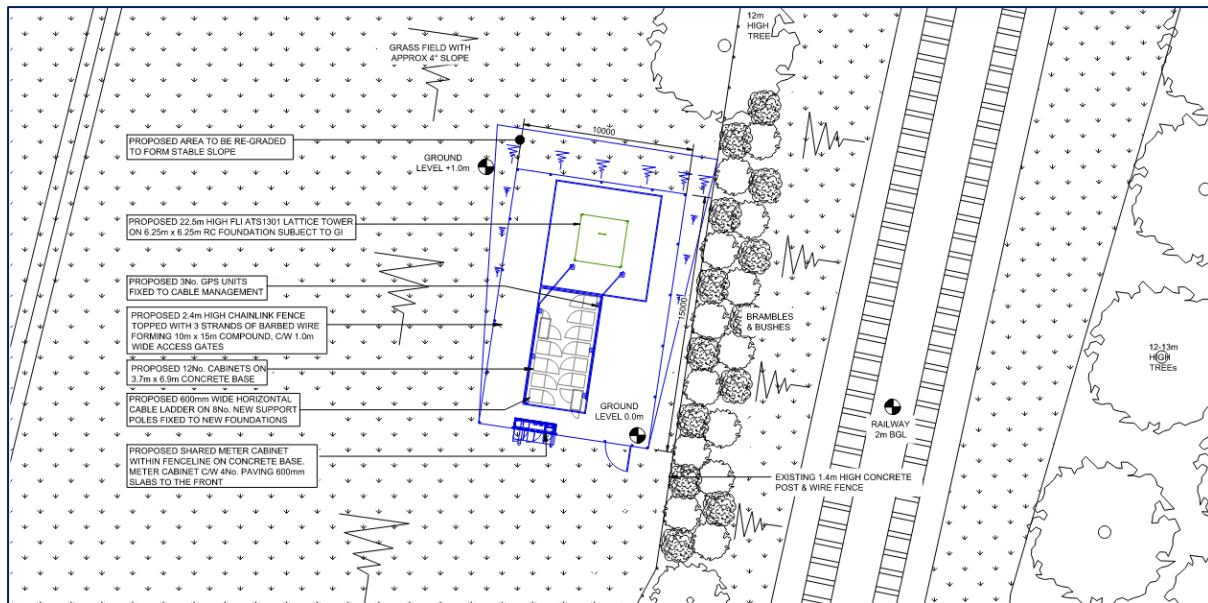


Figure 2.1 – site area and proposed development.

The site is located adjacent to Rocky Lane and comprises a small, undeveloped area of land within a wider agricultural field. The application site is defined by the approved red line boundary and is currently undeveloped, with no existing buildings, hardstanding, surfacing or formal access infrastructure present.

Ground conditions within the site comprise unmade grassed ground, consistent with the surrounding fields, with areas of bramble and low scrub present locally. The land is generally described as a grass field with an approximate 4° slope, with levels falling gently across the site. No sealed surfaces, drainage features or built structures are present within the site footprint.

Underground services within the area are recorded as unknown and indicative only, pending confirmation prior to works via PAS:128 verification.

An operational railway corridor runs immediately to the east of the site, set at a lower level relative to the adjacent field (approximately 2m below the field level). The railway is separated from the site by established boundary features and fencing associated with the rail infrastructure.

To the west and south, the land remains open and agricultural in character, comprising grassed fields with intermittent boundary vegetation and tree belts. These areas are free of built development and provide a rural surrounding in these orientations. The aerial imagery confirms uninterrupted open land extending in these directions beyond the site boundary.

To the north, the land rises towards Rocky Lane and the A272 corridor, beyond which lies established residential development associated with the wider Haywards Heath urban area, including Bolnore Village. The residential areas are physically separated from the site by intervening infrastructure, distance and vegetation, limiting direct interaction during construction.

Vehicular access to the site is proposed from Rocky Lane, via a new access arrangement approved as part of the development. Existing access to the land is informal, across grassed ground, with no defined track or constructed entrance currently in place.

No trees or hedgerows are located within the red line boundary. Boundary vegetation and trees shown on the submitted plans lie outside the site and shall be retained, with no arboricultural works required as part of the development.

Relevant drawings are presented in Appendix B, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.



Figure 2.2 – Site in context (red).

3.0 Construction Management

3.1 Site Access

3.1.1 Access from the Highway Network

A temporary construction access shall be formed from Rocky Lane in accordance with the approved highway drawings (presented in Appendix B) to facilitate construction of the development. The access shall be constructed prior to the commencement of any construction traffic movements to or from the site.



Upon completion of the construction phase, the access shall be retained to serve ongoing operational and maintenance access associated with the telecommunications installation. The access shall remain private and is not proposed for adoption by the Local Highway Authority.

The access shall be formed to an appropriate standard to safely accommodate construction vehicles, including abnormal loads where required. The design has been developed having regard to the geometry of Rocky Lane and the prevailing speed environment.

Visibility splays shall be provided and maintained in accordance with the approved drawings and relevant highway design standards, and shall be kept free of obstruction for the duration of the construction works. During construction, all temporary fencing, hoarding, plant, materials storage and parked vehicles shall be positioned so as not to obstruct the approved visibility splays or otherwise compromise highway safety. Any vegetation management required to maintain visibility shall be limited to that strictly necessary and confined to the areas identified on the approved plans.

Once formed, the access shall be used by construction vehicles in accordance with the approved highway arrangements. A "No Right Turn" access and egress restriction is proposed as part of the access strategy to manage turning movements and reduce potential conflict with through traffic on Rocky Lane. The restriction shall be implemented in accordance with the approved highway design and any associated highway agreements or traffic regulation requirements. All construction and operational vehicles shall comply with the access controls in place at the time of use.

The formation of the access and any associated signing or lining, shall be delivered under a Section 278 Agreement with the Local Highway Authority where required.

Temporary traffic management measures necessary to facilitate construction activities shall be developed by the appointed Contractor and agreed directly with the Local Highway Authority under the appropriate permits and licences. It is anticipated at this stage that a temporary lane closure controlled by temporary traffic signals will be required for access construction, implemented for limited durations.

All required approvals shall be secured by the Contractor prior to commencement of works affecting the public highway.

Figure 3.1 below shows the proposed access location and geometry. The full drawing is presented in Appendix B.

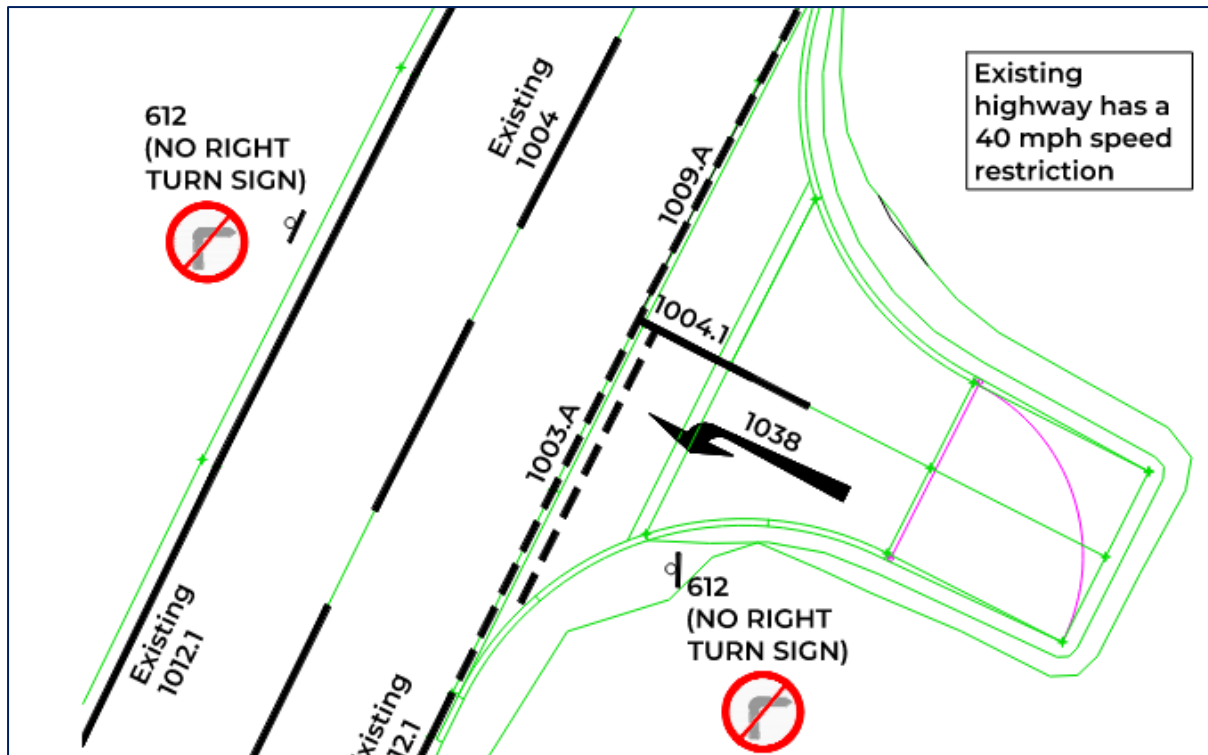


Figure 3.1 – site access detail.

Swept path analysis for both the largest regular construction vehicle regularly accessing the site and the irregular crane access and egress has been provided in Appendix B. It is noted that the largest construction vehicle to access the site is to be restricted to a small rigid in accordance with FTA 2016 (UK) dimensions (excluding irregular loads). This is due to both the geometry of Rocky Lane and the proposed junction accommodating this vehicle as a maximum size (outside of irregular loads, discussed in Section 3.1.4).

3.1.2 Access to the Works Area

Following formation of the temporary construction access from Rocky Lane, vehicular access between the highway junction and the works area shall be facilitated via a defined internal route across the site.

A temporary internal access route shall be established using interlocking plastic track mats laid directly over the existing ground surface. The track mats shall provide a stable running surface for construction vehicles and plant while minimising ground disturbance and preventing rutting or degradation of the underlying grassed surface. The temporary access route shall be maintained for the duration of the construction phase and removed following completion of the works, with the ground reinstated as appropriate.

For safety and security purposes, the full length of the temporary trackway, including the works area and the welfare area, shall be secured with Heras fencing for the duration of the construction phase.



The fencing shall be installed to clearly delineate the construction route, restrict unauthorised access and protect adjacent land.

A site welfare and security area shall be located adjacent to the site entrance. This location shall enable effective control of site entry and exit, provide a clear point of contact for deliveries and visitors, and reduce unnecessary vehicle movements within the site. The welfare area shall be positioned so as not to obstruct visibility splays or interfere with the safe operation of the access.

A turning area shall be maintained within the site to ensure that all construction vehicles are able to enter and exit the site in forward gear, avoiding reversing movements onto the public highway. The turning area shall be kept clear of stored materials, parked vehicles and temporary infrastructure at all times.

A primary parking area shall be provided in proximity to the site entrance for site operatives and visitors. In addition, a secondary parking and laydown area shall be provided closer to the works area to facilitate short-term parking associated with the transfer of small tools, equipment and materials. The use of the secondary area shall be actively managed to avoid congestion and to maintain clear access along the internal route and within the turning area.

All vehicle movements within the site, including access, egress and manoeuvring along the internal access route and within the turning area, shall be undertaken under the supervision of a competent banksman. A maximum site speed limit of 5 mph shall be enforced for all vehicles operating within the site boundary. The Site Manager shall be responsible for ensuring that banksmen are present when vehicle movements are taking place and that the site speed limit is clearly communicated to and complied with by all drivers.

The internal access arrangements shall be kept under regular review by the Site Manager to ensure the continued safe and efficient movement of vehicles and personnel throughout the construction phase.

The access plan is displayed below on Figures 3.2 and 3.3.

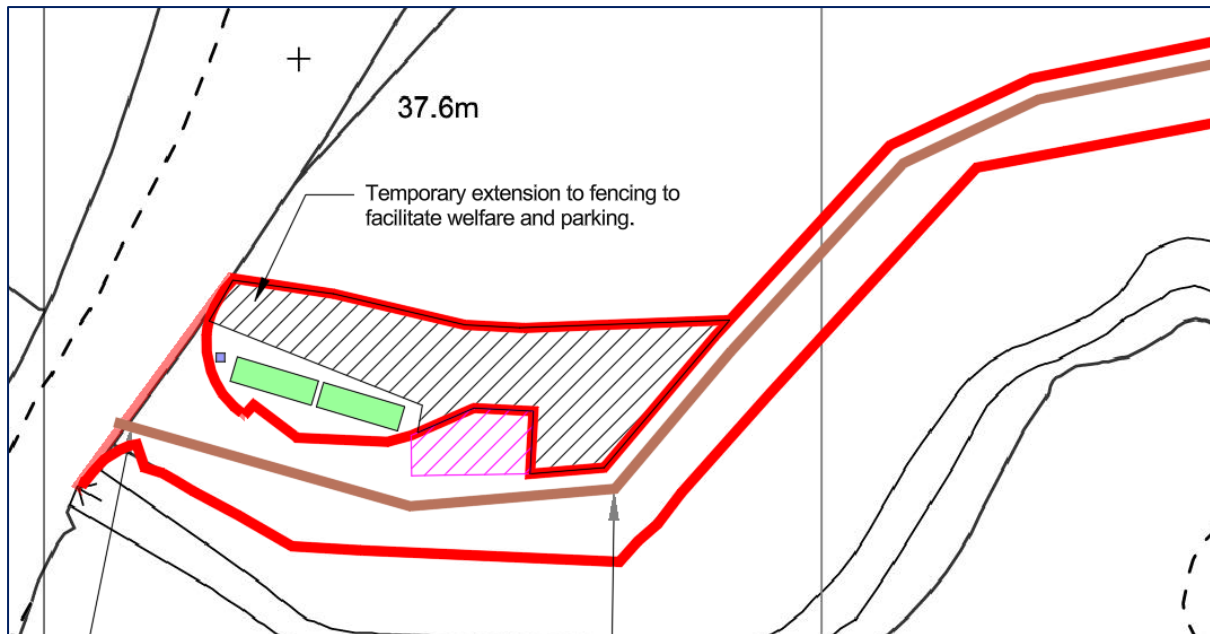


Figure 3.2 – Access logistics. Green block – site welfare. Red hatch – works area occupied for construction and storage of plant and materials. Delineated with heras fencing. Magenta hatch – holding area for construction vehicles (if required). Brown line – temporary trackway to be constructed (3m width, heras fenced to delineate from public realm). Blue box – Wheel wash location. Black hatch – parking location (on site). Full, scaled drawing presented in Appendix B as 26-364-ACC-LOG-001. Note all working areas are to be heras fenced.

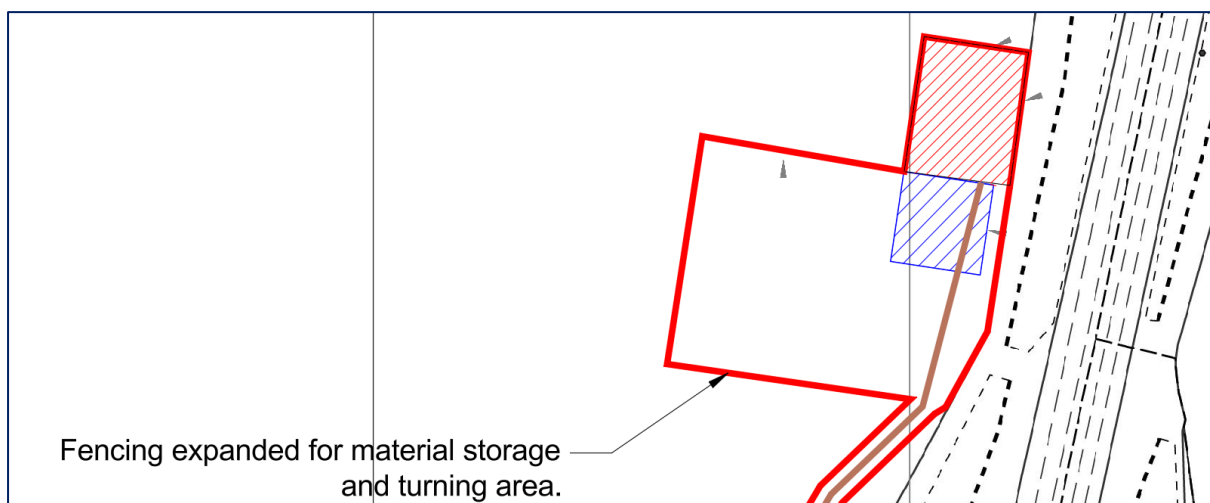


Figure 3.3 – site logistics. Red hatch – construction area. Blue hatch – crane laydown area. Expand area allowed for to facilitate material storage and vehicle turning.

3.1.3 Routing to the Site

Construction traffic shall access the site via Rocky Lane from the A272, approaching from the north and turning left into the site in accordance with the approved access arrangement and associated turning restrictions.

On egress, all vehicles shall exit the site in forward gear only and turn left onto Rocky Lane, proceeding southbound. A height-restricted railway bridge is located on Rocky Lane to the south of

the site, with a posted clearance of 4.1 metres (13 ft 9 in). Accordingly, all construction vehicles attending the site shall be restricted to a maximum height below this limit to ensure safe passage beneath the bridge and to avoid the need for alternative routing.

Following passage beneath the height-restricted bridge, vehicles shall proceed to Valebridge Road, where they shall turn right onto Leylands Road, before turning right onto London Road and continuing south to Isaacs Lane (A273) to rejoin the Strategic Road Network (SRN). It is noted the bridge on Leylands Road is subject to the same height restriction as the bridge on Rocky Lane.

This routing has been selected to provide the most direct and appropriate connection to the SRN while avoiding routing through the Burgess Hill town centre. The route utilises established distributor roads, avoids residential side streets and narrow rural lanes, and is compatible with the identified height constraints affecting the local highway network.

All drivers shall be briefed in advance on the approved routing and vehicle height restrictions. Compliance with the routing strategy shall be monitored by the Site Manager for the duration of the construction phase.

The routing strategy is presented as Figure 3.4 below.

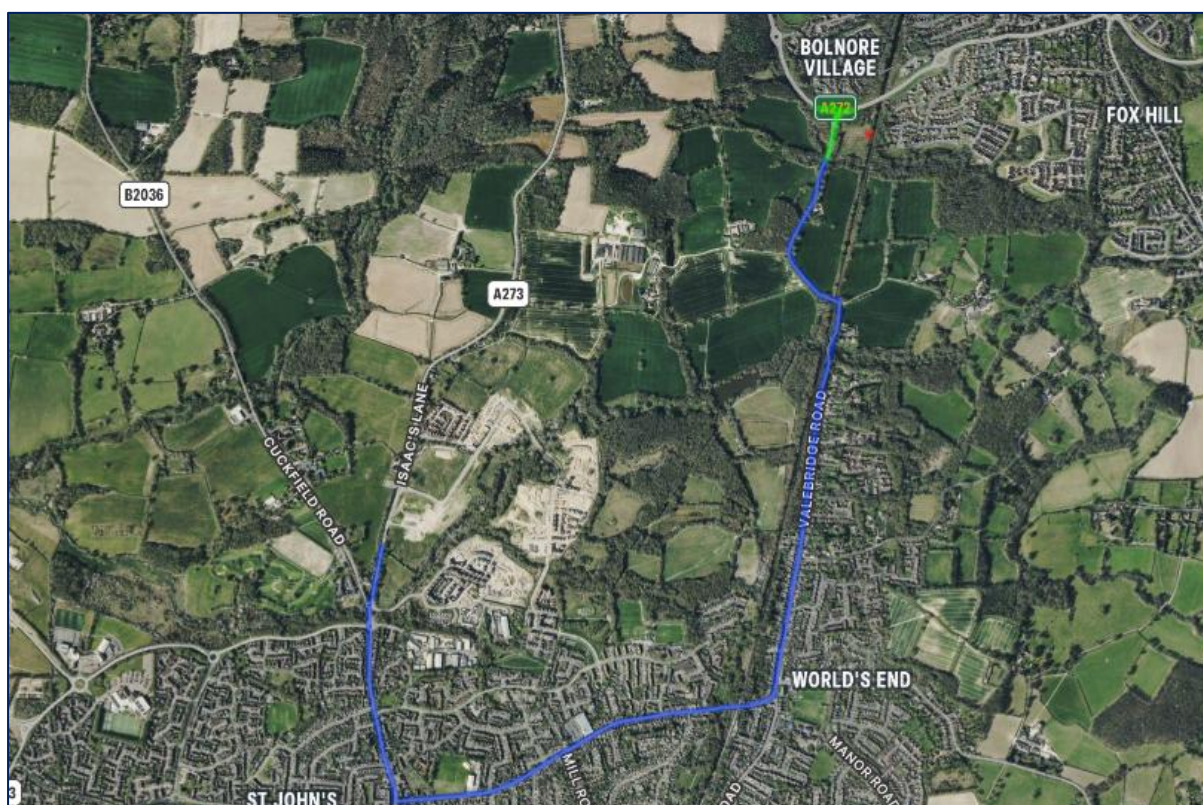


Figure 3.4 – routing path to and from the site from the Strategic Road Network (green – access. Blue – egress).



3.1.4 Access for Irregular Loads

The only irregular load associated with the works is the mobile crane required to lift and erect the tower. All other vehicles involved in the construction process are standard road-legal units and can access the site without constraint.

Short-duration traffic management will be required for both crane access and crane egress at the end of the works. This is required due to oversailing both lanes, particularly during egress.

The anticipated duration of the manoeuvre is less than two minutes (when used in conjunction with the delivery controls in Section 3.5.3), with the carriageway occupied only momentarily. Because the operation is relatively brief, the overall impact on network flow is considered minimal.

Stop/Go boards have been considered but discounted, as the setup, staffing and duration of control would likely introduce more disruption than the short manoeuvre itself. A lighter-touch arrangement using “STOP – WORKS” signs is considered more appropriate and proportionate.

The control measures for the irregular crane access and egress shall be as follows:

- Crane driver calls in using the delivery booking system 10 minutes prior to arrival and operatives get positioned on the highway;
- Upon arrival, two trained and experienced traffic marshals position on the public highway to temporarily hold traffic, cyclists and pedestrians using the ‘STOP-WORKS’ signs for the brief duration of the manoeuvre;
- Dedicated, competent banksmen position at each end of the crane, communicating directly with the operator to guide the turning movement and maintain safe clearance from potential obstructions;
- Cones or lightweight barriers deployed, if required, to create an exclusion zone and define the cranes turning envelope;
- Crane accesses the site and proceeds to the working area, signs and operatives removed from the highway.
- Operation scheduled outside peak hours, including early morning or late evening, if preferred by the Local Highway Authority.

This operation can be scheduled outside of peak hours, including early morning or late evening, if preferred by the Local Highway Authority.

This approach is considered safe, proportionate and fully compliant with Chapter 8 principles for short-duration, low-risk operations while avoiding unnecessary disruption to the highway network.

The proposed positions for stopping traffic for the manoeuvre are presented in Figure 3.5 below.

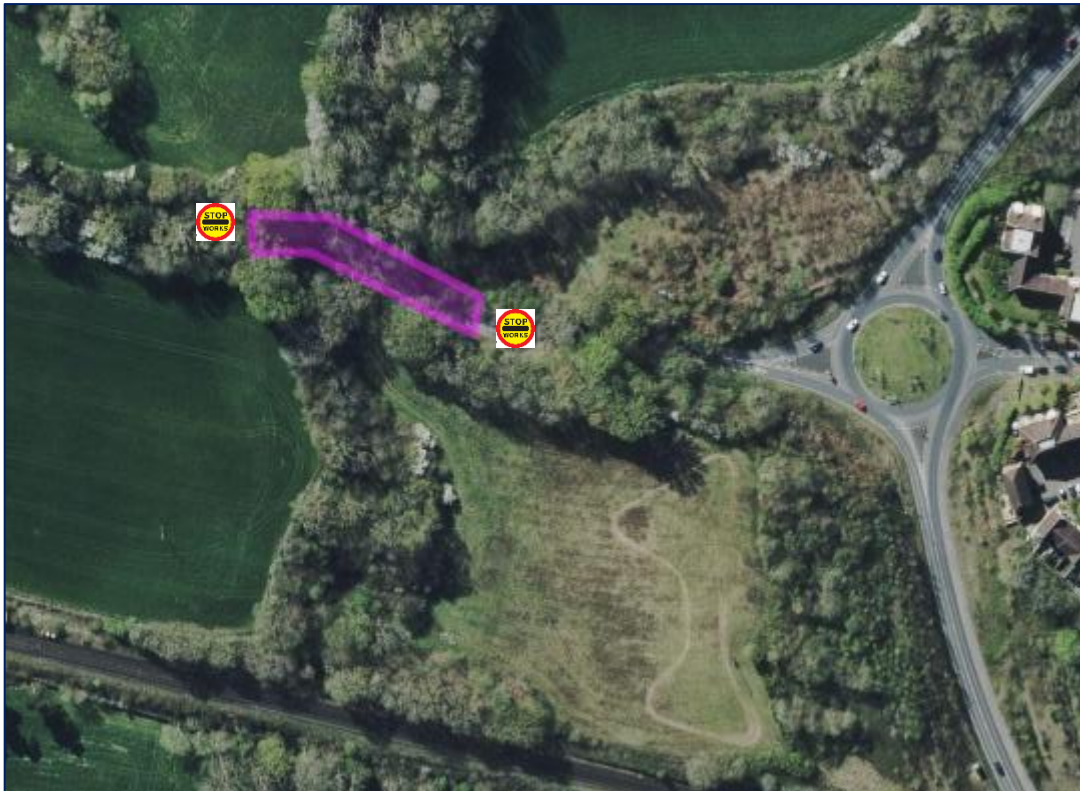


Figure 3.5 – proposed traffic stop positions during irregular vehicle access. Magenta shows the manoeuvre zone.

3.2 Site Hours of Operation

The site hours of operation shall strictly be 0800 – 1800 Monday to Friday. Saturday working hours shall be 0800 – 1300. No working shall be permitted on Sundays or bank holidays.

Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Authority before any such works take place. Any exceptional activities, including night-time working, shall be discussed and agreed with the Local Authority in advance. It is the Contractors responsibility to manage this process and to maintain all necessary liaison with the Local Authority.

3.3 Public Communications

Prior to works commencement, the Contractor shall, as a minimum, conduct a letter drop exercise to local residents and businesses, including, but not limited to, the following information:

- Summary of the works and the development;
- Mitigation measures employed to ensure minimal nuisance from the site;
- Summarised programme of works; and,
- Name and contact details (phone number and email address) of a dedicated person to be on site full time during the operational hours for local stakeholders to contact should the need arise.

The recommended minimum letter drop area is shown in Figure 3.6 below.



Figure 3.6 – proposed letter drop area to local residents. Red – approximate site area. Green – proposed letter drop recipients.

Properties selected as the closest to the site and most likely to experience potential disruption from environmental or logistical related impacts. Other receptors considered appropriately screened by distance, vegetation or both.

The Contractor shall put signs on the boundary stating an emergency contact, including name, direct telephone number & email address should any local residents, businesses or passers-by need to contact the management team either within or out of hours.

Complaints will be responded to by a formal email/ letter no later than 24 hours after the complaint is received. A record of complaints shall be kept by the Contractor electronically and in paper format in the site office. The complaints record shall be made available to the LPA upon request.

3.4 Highway Defect Monitoring

The Contractor shall undertake a photographic dilapidation survey of the adjacent highway and access points prior to commencement of the Works. A copy of this survey shall be retained on site for the duration of the project and made available to the LHA upon request.

The Contractor shall also undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.



3.5 Site Related Vehicles

3.5.1 Parking

Adequate parking provision shall be made available within the designated welfare and compound area to accommodate all site operatives, staff and visitors. No construction-related parking shall occur on the public highway or within nearby residential streets.

Where practicable, the Contractor will prioritise the use of a local workforce to minimise journey distances and promote sustainable modes of travel, including walking, cycling and public transport.

Car sharing will be encouraged for operatives travelling from outside the local area to further reduce the total number of vehicle movements and associated parking demand.

3.5.2 Sheeting of Construction Vehicles

Construction vehicles entering and leaving the site shall be appropriately sheeted to ensure that dust from any materials contained within is secured and is not liberated into the local atmosphere.

3.5.3 Loading and Unloading of Plant and Materials

All loading and unloading of plant and materials shall take place entirely within the site boundary, with no activity permitted on the public highway under any circumstances.

Where lifting operations are required, these shall be planned and executed in full compliance with LOLER, using competent personnel, certified equipment and task-specific lift plans.

A delivery booking system (managed via phone coordination with the Site Manager) shall be used to ensure that only one delivery vehicle accesses the site at any given time. Vehicles arriving without a booking, or arriving outside their allocated slot, will be turned away or instructed to return to the yard. This ensures that no vehicles queue or wait on Rocky Lane or the surrounding road network, and prevents circulating traffic seeking space to wait.

All materials shall be stored on site and outside of the public realm at all times.

3.5.4 Vehicle Types and Frequencies

The anticipated number, frequency and types of vehicles used during construction is presented as Table 3.1 below.

**Table 3.1 – Anticipated Construction Vehicles**

Construction activity	Vehicle type	Maximum vehicle size	Anticipated frequency	Estimated total movements (in / out)	Notes
Site mobilisation, welfare set-up, fencing and signage	Vans / 3.5 T light goods vehicles	Up to 3.5 T	Daily over c. 2–3 days	8–12	Site management, fencing, signage and general set-up.
Delivery and installation of welfare facilities and Heras fencing	Small rigid wagon	Up to 7.17 m length	1–2 days	2–4	Welfare unit and fencing delivered in sections where required.
Installation and removal of temporary trackway	Vans and small rigid wagon	Vans + up to 7.17 m rigid	1–2 days (install) + 1 day (removal)	6–10	Delivery and collection of interlocking plastic track mats and small plant.
Localised excavation and formation works	Small rigid tipper	Up to 7.17 m rigid	Intermittent over 2–4 days	4–8	Includes limited muck-away and redistribution of soils.
Import of aggregate / sub-base materials	Small rigid tipper	Up to 7.17 m rigid	Intermittent over 1–3 days	4–8	Quantities limited by small compound footprint.
Concrete pours (tower foundation and equipment bases)	Ready-mix concrete wagons	Restricted to vehicles ≤ 7.17 m	Concentrated over 1–2 pour days	12–20	Deliveries programmed to avoid queuing; no artic mixers permitted.
Tower delivery and installation	Mobile crane and support vehicles	Crane only (oversize exception)	Single installation day	4–6	One mobile crane plus associated small support vehicles.
Delivery of equipment cabinets, fencing, ancillaries	Vans and small rigid wagons	Vans + up to 7.17 m rigid	Intermittent over 2–5 days	10–16	Delivered in staged, manageable loads.
Skips and waste removal	Skip wagon	Up to 7.17 m rigid	As required	4–8	Typically one skip on site, exchanged as needed.
Supervisory visits and inspections	Cars / vans	Cars and vans	Intermittent	6–12	Client, subcontractors and inspections.

4.0 Environmental Control Measures

4.1 Dust Liberation Assessment & Control Measures

The site has been assessed in accordance with IAQM Guidance on Assessment of Dust from Demolition and Construction V1.1. A summary of the assessment is provided in Table 4.1. Guidance used to develop this assessment is contained within the appendices.

Table 4.1 – Overall Dust Risk in Accordance with IAQM Guidance			
Development Phase	Dust Emission Magnitude	Sensitivity of Area	Overall Risk
Demolition	N/A	N/A	N/A
Earthworks/ Civils	Small	Low	Low
Construction	Small		Low
Trackout	Medium		Low

Given the limited scale of the works, use of plastic track mats along the internal haul route, and wheel washing controls to prevent mud being transferred to the public highway, the residual risk of trackout dust is considered Low following implementation of standard good practice measures.

Given the very limited scale of earthworks, the absence of building demolition, the pre-assembled modular aspect to the tower construction and the relatively low volume of HGV traffic, the overall risk of dust effects from this development is classified as Low in accordance with IAQM guidance.

Standard good-practice dust control measures (as scheduled below) are therefore considered sufficient, and formal continuous dust monitoring is not required.

Equipment used to cut or break concrete, paving, duct covers or other hard materials shall be operated with appropriate water suppression or integrated dust filters. Although cutting on this project is minimal, any such activity shall be controlled to prevent dust release beyond the working area.

Delivery activities, plant operations, stockpiled materials and any other actions with the potential for dust generation shall be positioned as far from the site boundaries and neighbouring properties as reasonably practicable. Stockpiles of friable material shall be minimised and, where present, shall be dampened, covered with tarpaulin or otherwise contained to prevent dust uplift.

Handling of soils and aggregates shall be undertaken carefully, with drop heights kept to a minimum. Fine water misting shall be used where necessary to control dust during loading or handling operations. Skips, chutes and conveyors (if used) shall be covered or enclosed to prevent the escape of dust.

Weather conditions shall be monitored throughout the works to identify extended dry or windy periods. The Contractor shall ensure that adequate equipment is in place to manage increased dust risk during such conditions, including the availability of hoses or mobile water bowzers.

Vehicles carrying dusty materials to or from the site shall be securely sheeted. Water suppression shall be applied in dry conditions.

4.2 Noise Mitigation Measures

A schedule of plant and equipment on site and their typical noise levels is provided below in Table 4.2.

Table 4.2 – Typical Plant Noise Levels		
Plant / Equipment	Typical Noise Level (LA _{max} at 10m; (dB A)	Notes
14-tonne excavator	75–82	Higher end during breakout or hard digging (not anticipated).
6-tonne dumper	72–78	Includes movement and tipping.
Mobile crane (30–60 t class)	65–72	Slewing and hoisting are relatively low-noise; engines are the dominant source.
Concrete pump (truck-mounted)	70–75	Continuous pumping tone but moderate level.
Bowmag / small roller	72–78	Peak levels during vibration mode.
Stihl saw / cut-off saw	85–100	Very short duration.
Muck-away HGVs (arriving/departing)	74–80	Includes low-speed manoeuvring and idling.
Small tools (wacker plate)	80–88	Short bursts only.

Given the anticipated noise levels associated with the plant listed in Table 4.2, the separation distance to the nearest residential receptors (approximately 75m), and the presence of intervening vegetation and level changes to the east, construction noise is not expected to give rise to significant effects. On this basis, quantitative noise monitoring is not proposed, subject to the implementation of the best-practice noise controls set out in this section.

All vehicles and mechanical plant shall be fitted with effective exhaust silencers and maintained in good working order for the duration of the works. Electric powered tools shall be prioritised where reasonably practicable. Pneumatic tools, where required, shall be fitted with manufacturer-recommended mufflers or silencers.

Plant and machinery in intermittent use shall be shut down when not in use and vehicle/ plant idling shall be prohibited. Start-up of multiple items of plant shall be staggered to avoid unnecessary peak noise. Activities involving higher noise levels, such as breaking out small areas of hardstanding (not



anticipated) or excavating the tower base, shall be programmed within standard working hours and carried out as efficiently as practicable to limit duration.

Where practicable, mains- or battery-powered equipment shall be used instead of diesel or petrol generators. Handling of materials shall be undertaken carefully to minimise noise, including avoiding unnecessary dropping or impacts.

No radios or similar amplified devices shall be audible beyond the site boundary. Reversing alarms, where required for safety, shall be of the broadband “white noise” type wherever reasonably practicable. Vehicle movements shall be managed to eliminate reversing and to avoid queuing or revving on Rocky Lane or the surrounding network.

The Contractor shall remain alert to any elevated noise levels or concerns raised by residents. Should any unforeseen noise issue arise, the Contractor shall review the working method immediately and implement appropriate adjustments or additional mitigation to reduce the impact.

4.3 Fuel Storage and Vehicle Refuelling

The Contractor shall ensure that any fuel required for plant is stored in double bunded tanks which have a capacity of 110% of the containment volume. Refuelling shall be undertaken such that any spillage is collected on a spill tray and disposed off-site. Any spillages shall be reported immediately to the Site Manager, immediately cleared and cleaned in an approved manner and any contaminated sub-soil immediately removed & disposed off site via suitably licenced waste hauliers to suitably licenced waste facilities.

4.4 Mud Control

The Contractor shall implement appropriate mud and debris control measures for the duration of the works. A jet-wash unit shall be installed adjacent to the welfare area, positioned on the internal haul route so that all vehicles pass through it before exiting onto Rocky Lane. This arrangement ensures that wheels and bodywork are cleaned while still on the site’s hardstanding and matting system, reducing the risk of mud or debris reaching the public highway.

All vehicles exiting site shall pass through the jet-wash, and the gateman shall maintain records of vehicle washing as part of the daily environmental checks. The Contractor shall ensure that no mud, dust or debris arising from site activities is deposited on Rocky Lane or the surrounding network. Should any tracking or soiling occur, the Contractor shall implement immediate mitigation measures, including manual clearance or deployment of a road-sweeping vehicle where necessary.

4.5 Waste Materials: Management and Disposal

The Contractor shall ensure that any waste materials stored on site are adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and beyond its boundaries. In



the event that the waste is dispersed, the Contractor shall be responsible for the recovery of this waste through a waste collection/ litter picking exercise.

The burning of waste on site shall be strictly prohibited.

In accordance with the DoW:CoP, the Waste (England and Wales) Regulations 2011 & the Environmental Protection Act 1990, the waste producer is responsible for ensuring the legally compliant disposal of waste generated from site activities. In this scenario, the waste producer is typically the Main Contractor, who holds overall responsibility, while any appointed sub-Contractors, from whose work waste is generated, may be considered waste holders but remain accountable to the Main Contractors waste management plan (if produced) or their subsequent actions to comply with their waste duty of care, the waste hierarchy and relevant waste legislation.

The relevant Contractors working on site shall dispose of their waste via suitably licenced waste hauliers to suitably licenced waste facilities. Accurate waste assessments in accordance with the requirements of WM3 shall be conducted by the relevant parties involved or a suitably qualified and experienced Third Party, where required.

In accordance with the Waste (England and Wales) Regulations 2011, it is the legal responsibility of the waste holder to confirm that the waste has been handled and disposed of (or recovered) appropriately.

A blank duty of care: waste transfer note has been provided in Appendix C1. These shall be completed by the relevant Contractor for every type of inert or non-hazardous waste disposed off site, every different haulier and every different waste acceptor. This form shall be completed prior to the disposal of materials off site. Example situations for document requirements are provided below for reference:

- If there is one source of inert or other non-hazardous waste, two hauliers and one waste acceptance facility, two completed forms will be required to cover the two different hauliers;
- If there is two sources of inert or other non-hazardous waste (e.g non-hazardous soils and oversized concrete), going by three hauliers to three waste acceptance facilities (separately), the Contractor will require 6 forms to be complete to cover the two types of waste and the three routes it is taking to the three waste receivers.

The non-hazardous forms can be used as a 'season ticket' where the waste type, haulier and receiver remain the same. These can be used for up to 1 year.

A blank hazardous waste consignment note has been provided in Appendix C2. This form will need to be completed and received by the waste acceptor prior to the disposal of hazardous waste off site and for every load or batch of hazardous material disposed, with a separate ticket reference for each new load. Advice from a suitably experienced waste specialist may need to be sought if the Contractor cannot complete the form appropriately. In some instances, the Technically Competent



Manager (CoTC/ WAMITAB Level 4 Holder) of the waste facility may be able to assist the Contractor with the form completion.

All waste disposal tickets, including the overarching, signed duty of care documents shall be retained by the Contractor and provided to the Client, Local Authority and Environment Agency on request.

The Contractor shall ensure they apply the principles of the waste hierarchy to ensure project sustainability.

4.6 Environmental Pollution Incident Emergency Response Measures

Common types of pollution incidents that may occur on construction sites include, but are not limited to:

- Fuel or oil spills;
- Concrete or cement washout water;
- Silt-laden runoff entering watercourses; and,
- Leaks of chemicals or hazardous materials.

The Contractor shall ensure that all hazardous materials and environmental risks on site are recorded within their Construction Phase Plan, along with all relevant COSHH information. They shall also ensure that control measures to manage the risk of hazardous material leakages & environmental pollution hazards are present on site throughout the duration of the works.

In the event of a pollution incident, the following measures shall be taken by the Contractor & the Contractors operators:

- All work in the affected area shall cease immediately;
- The source of the pollution shall be immediately isolated (for example, fuel pumping apparatus switched off);
- The site manager will be informed & situation will be assessed to identify the source, type, and extent of the pollution;
- Containment measures will be deployed promptly using on-site spill kits or other containment materials, such as absorbent pads for oil spills or sandbags for sediment runoff;
- The affected area will be isolated and remediated to minimise risks to personnel and ecological receptors, as appropriate;
- If required, a geoenvironmental engineer or similar may need to observe the remediation methods and liaise with the Environment Agency/ Local Authority Environmental Health team to ensure that the measures taken to contain & remediate the pollution incident are appropriate.

To minimise risks proactively, all fuel and oil storage tanks on-site will comply with secondary containment requirements, such as bunding to 110% capacity. Concrete washout will only occur in



impermeable designated areas, with proper disposal of waste. Surface water management measures, including silt traps and temporary drainage systems, will be installed where necessary to control runoff effectively.

5.0 Conclusion

This Construction Management Plan = has been prepared by DC Development Consultants on behalf of Circet Wireless Ltd. to support the implementation of the development at Land Adjacent to Rocky Lane, Haywards Heath, West Sussex (planning reference DM/25/1495) and to address the requirements of Planning Condition 4.

The CMP sets out a proportionate framework for managing construction activities associated with the development, with particular emphasis on highway safety, access arrangements, construction traffic routing, parking, loading and unloading, site security, and communication with local stakeholders. The measures have been developed having regard to the characteristics of the site, the surrounding highway network, and the limited scale and duration of the proposed works.

The assessment demonstrates that construction activities can be undertaken in a controlled manner without giving rise to unacceptable impacts on the public highway or local amenity, provided that the measures set out within this CMP are implemented. Responsibilities for delivery and compliance are clearly defined, and appropriate flexibility is retained to allow detailed traffic management arrangements to be agreed directly with the Local Highway Authority where required.

The construction works shall be carried out at all times in accordance with this approved Construction Management Plan, unless any variation is first submitted to and approved in writing by the Local Planning Authority. On this basis, the CMP is considered sufficient to discharge the requirements of Planning Condition 4.

End of Report



containment requirements, such as bunding to 110% capacity. Concrete washout will only occur in impermeable designated areas, with proper disposal of waste. Surface water management measures, including silt traps and temporary drainage systems, will be installed where necessary to control runoff effectively.

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End of Report



DC Development Consultants
Driving Sustainable Development

APPENDIX A – Planning Decision Notice

Cellnex Connectivity Solutions Limited
c/o Ms Rebecca Skerrett
Avison Young
11 York Street
7 Norfolk Street
Manchester
M2 2AW

CONTACT: Hamish Evans
PHONE: 01444 477228
E-MAIL: hamish.evans@midsussex.gov.uk
REF: DM/25/1495
DATE: 16th January 2026

Dear Sir/Madam

Land Adj. To Rocky Lane Haywards Heath West Sussex

The installation of a 22.5 metre lattice mast, mounted with 9No. antennas, 12No. cabinets, 1No. Electrical meter cabinet located within a compound comprised of 2.4 metre high chain-link fence topped with 3 strands of barbed wire and the creation of a new access from Rocky Lane and ancillary development thereto.

I advise that your application DM/25/1495 was **Granted Permission** on **16th January 2026**.

I enclose a copy of the Decision Notice in relation to the above application. If you are acting as an Agent please ensure that a copy is given to the applicant. **Please read the notes accompanying this decision notice carefully.**

Please also be advised that this permission does not constitute an approval under Building Regulations. Before you proceed with your proposal you should ensure that a Building Control application is not required, or has been submitted.

Yours faithfully



Ann Biggs
Assistant Director Planning and Sustainable Economy

Cellnex Connectivity Solutions Limited
Ms Rebecca Skerrett
Avison Young
11 York Street
7 Norfolk Street
Manchester
M2 2AW

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015

PERMISSION

REFERENCE: DM/25/1495

DESCRIPTION: THE INSTALLATION OF A 22.5 METRE LATTICE MAST, MOUNTED WITH 9NO. ANTENNAS, 12NO. CABINETS, 1NO. ELECTRICAL METER CABINET LOCATED WITHIN A COMPOUND COMPRISED OF 2.4 METRE HIGH CHAIN-LINK FENCE TOPPED WITH 3 STRANDS OF BARBED WIRE AND THE CREATION OF A NEW ACCESS FROM ROCKY LANE AND ANCILLARY DEVELOPMENT THERETO.

LOCATION: LAND ADJ. TO , ROCKY LANE, HAYWARDS HEATH, WEST SUSSEX

DECISION DATE: 16 JAN 2026

CASE OFFICER: HAMISH EVANS - HAMISH.EVANS@MIDSUSSEX.GOV.UK

The Council hereby notify you that they **GRANT** planning permission for the above development to be carried out in accordance with the submitted application and plans and subject to compliance with the following conditions:-

Conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interest of proper planning.

3. No external materials shall be used other than those specified on the approved plans and application form without the prior approval of the Local Planning Authority.

Reason: To protect the appearance of the area and to accord with Policy DP26 of the Mid Sussex District Plan 2014 - 2031.

4. Prior to the commencement of the development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include amongst other matters details of: the anticipated number, frequency and types of vehicles used during construction, the method of access and routing of vehicles during construction, the parking of vehicles by site operatives and visitors, the loading and unloading of plant, materials and waste, the storage of plant and materials used in construction of the development, the erection and maintenance of security hoarding, 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) and details of public engagement both prior to and during construction works. The construction works shall thereafter be carried out at all times in accordance with the approved Construction Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety and the amenities of the area in accordance with policies DP21 and DP26 of the Mid Sussex District Plan 2014-2031.

5. No use of the access shall take place until such time that the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled "JUNCTION DESIGN PROPOSED" and numbered "S5-11-00-004-MD004 Rev. 4".

Reason: In the interests of road safety and to accord with policy DP21 of the Mid Sussex District Plan.

6. No use of the access shall take place until such time that visibility splays of 2.4 metres by 120 metres to the north and 2.4 metres by 34.5 metres to the south have been provided at the proposed site vehicular access onto Rocky Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety and to accord with policy DP21 of the Mid Sussex District Plan.

7. The works shall be carried out in accordance with the recommendations within the Tree Survey and Arboricultural Impact Assessment which were submitted on the 09.06.2025.

Reason: To ensure the works are carried out to a satisfactory standard, to protect the existing trees on the site and to accord with policy DP37 of the Mid Sussex District Plan.

8. All mitigation measures and/or works shall be carried out in accordance with the details contained in the Ecological Survey and Assessment (Adapt Environmental Ltd, November 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended), s40 of the NERC Act 2006 (as amended) and to accord with policy DP38 of the Mid Sussex District Plan.

9. All development hereby permitted must be removed from the site, and the land returned to arable use within 6 months of the proposal no longer being required.

Reasons: To protect the appearance of the area and to accord with Policy DP12 of the Mid Sussex District Plan 2014 - 2031.

Biodiversity Net Gain

1. This permission is considered to be one which **will require the approval of a biodiversity gain plan before development is begun** (which includes demolition) because none of the statutory exemptions or transitional arrangements are considered to apply.

Please see the information contained within the notes to applicants/agents set out below.

Informatives

1. Your attention is drawn to the requirements of the Environmental Protection Act 1990 with regard to your duty of care not to cause the neighbours of the site a nuisance. Accordingly, you are requested that:
 - Hours of construction/demolition on site are restricted only to: Mondays to Fridays 0800 - 1800 hrs, Saturdays 0900 - 1300 hrs, No construction/demolition work on Sundays or Public Holidays.
 - Measures shall be implemented to prevent dust generated on site from crossing the site boundary during the demolition/construction phase of the development.
 - No burning of materials shall take place on site at any time. If you require any further information on these issues, please contact Environmental Protection on 01444 477292.
2. The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with the proposed left turn only. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.
3. The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highway Agreements Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

4. There is a low risk that great crested newts (GCN) may be present at the application site. Mid Sussex District Council considers it to be unreasonable to require the applicant to submit a survey because this could be considered disproportionate to the scale and the likely impacts of the development. However, the application site lies in the red impact zone as per the modelled district licence map, which indicates that there is highly suitable habitat for GCN within the area surrounding the application site. Therefore, anyone undertaking this development should be aware that GCN and their resting places are protected at all times by The Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended). Planning permission for development does not provide a defence against prosecution under this legislation or substitute the need to obtain a protected species licence if an offence is likely. If a GCN is discovered during site preparation, enabling or licence if an offence is likely.

The following recommendations are provided to further reduce the likelihood of impacts on this species:

- o Any trenches left overnight should be covered or provided with ramps to prevent GCN from becoming trapped.
- o Any building materials such as bricks, stone etc. should be stored on pallets to discourage GCN from using them as shelter.
- o Any demolition materials should be stored in skips or similar containers rather than in piles on ground.

Human Rights Implications

The planning application has been considered in light of statute and case law and any interference with an individual's human rights is considered to be proportionate to the aims sought to be realised.

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

Plan Type	Reference	Version	Submitted Date
Existing Site Plan	S5-11-00-000-MD004	4	09.06.2025
Proposed Site Plan	S5-11-00-001-MD004	4	09.06.2025
Existing Elevations	S5-11-00-002-MD004	4	09.06.2025
Proposed Elevations	S5-11-00-003-MD004	4	09.06.2025
Access Plan	S5-11-00-004-MD004	4	09.06.2025
Access Plan	8371-HJCE-XX-00-DR-C-4005	P01	08.07.2025
Visibility Plans	8371-HJCE-XX-00-DR-C-4004	P02	08.07.2025

A handwritten signature in black ink, appearing to read 'ABiggs'.

Ann Biggs
Assistant Director Planning and Sustainable Economy

PEFULZ

APPEALS TO THE SECRETARY OF STATE

Notes for Applicants

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision then you must do so within 6 months (8 weeks in the case of advertisements, 12 weeks in the case of householder or minor commercial development) of the date of this notice *(see exceptions below)

Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on Tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.uk.

- * If this decision relates to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.*
- * If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months (12 weeks in the case of a householder appeal) of the date of this notice, whichever period expires earlier.*

Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Mid Sussex District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition that apply in this instance

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

The effect of Paragraph 19 of Schedule 7A to the Town and Country Planning Act 1990

If the permission which has been granted has the effect of requiring or permitting the development to proceed in phases, the modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

Purchase Notices

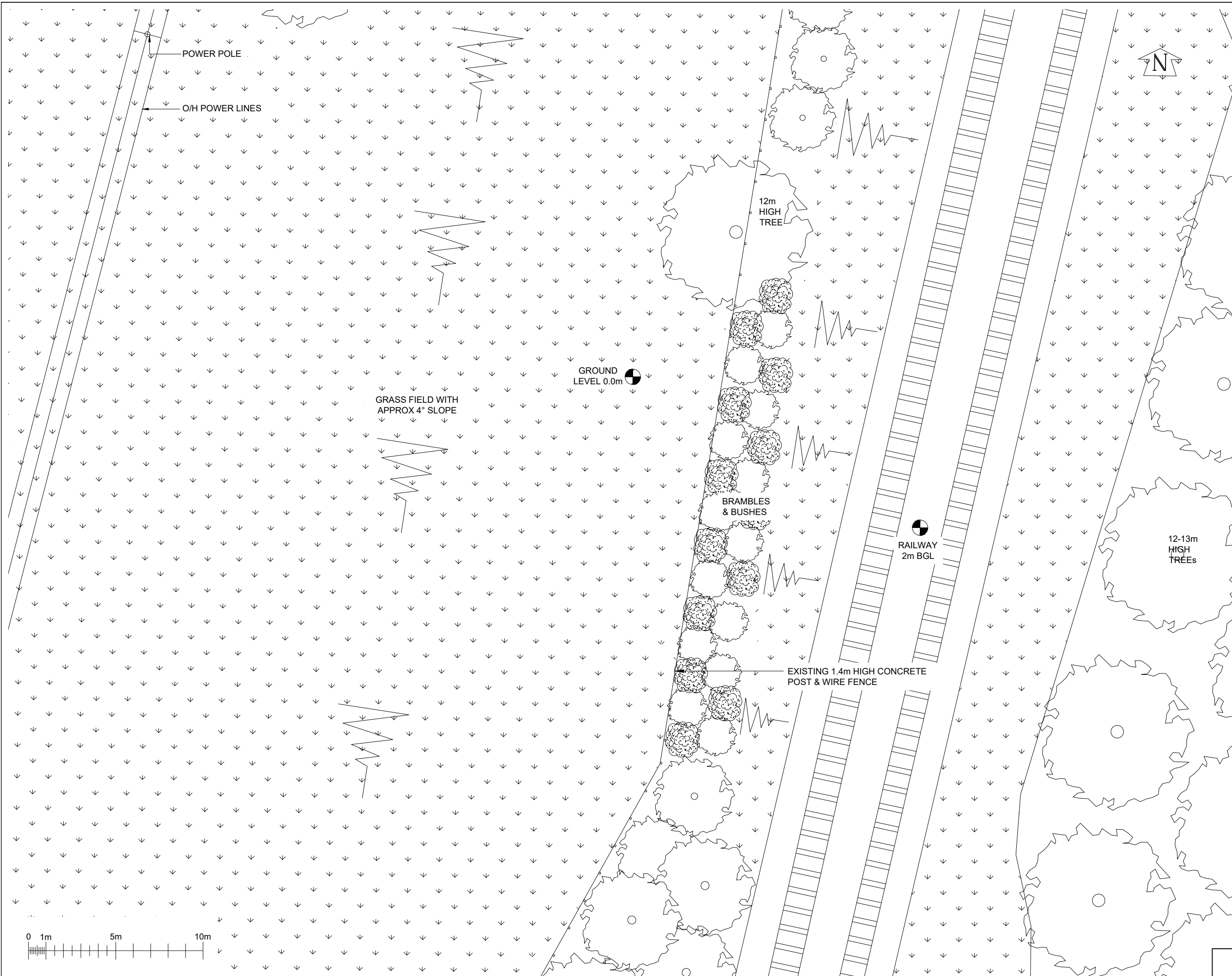
If either the Local Planning Authority or Secretary of States refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the District Council. This notice will require the Council to purchase their interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



DC Development Consultants
Driving Sustainable Development

APPENDIX B – Drawings



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NOTES

UNDERGROUND SERVICES
UNDERGROUND SERVICES ARE INDICATIVE ONLY. POSITIONS SHOULD BE CONFIRMED ON SITE PRIOR TO ANY DEVELOPMENT

DRAINAGE
DUCTS
FEEDERS
GAS
LIGHTNING PROTECTION - EARTHING

POWER
SERVICES UNKNOWN
TELECOMS
WATER

ACCESS ARRANGEMENTS

KEYS:-

ARQIVA GATE KEY

B KEY

C KEY

LEGGE KEY

SURVEY REQUIRED TO CONFIRM ACCESS KEYS FOR REMAINING ROOMS AND SITE ENTRANCE

CELL No.		S5_11e	
4	COL.MOD.UK.0002684 BNG REMOVED	06/05/25	CIR
3	COL.MOD.UK.0002684 PLANNING AMENDS	31/10/24	CIR
2	COL.MOD.UK.0002684 COMPOUND MOVED	23/03/23	RST
1	PLANNING	27/04/22	RTL
ISS	REVISION	DATE	DRN APP

cellnex
driving telecom connectivity

CELLNEX UK
R+, 4TH FLOOR, 2 BLA GRAVE STREET, READING, RG1 1AZ
Tel. 020 4526 8553

SITE No **S5-11**

LAND ADJACENT TO ROCKY LANE

ARABLE FIELD ADJACENT TO ROCKY LANE

SANDROCKS

ANSTY AND STAPLEFIELD

RH16 4TW

NGR	TQ 32514 22168	
OS GRID	532514 122168	
TITLE		
SITE PLAN		
EXISTING		
SCALE 1:200		
DRAWN	GV	31/03/22
APPROVED	CIR	06/05/25

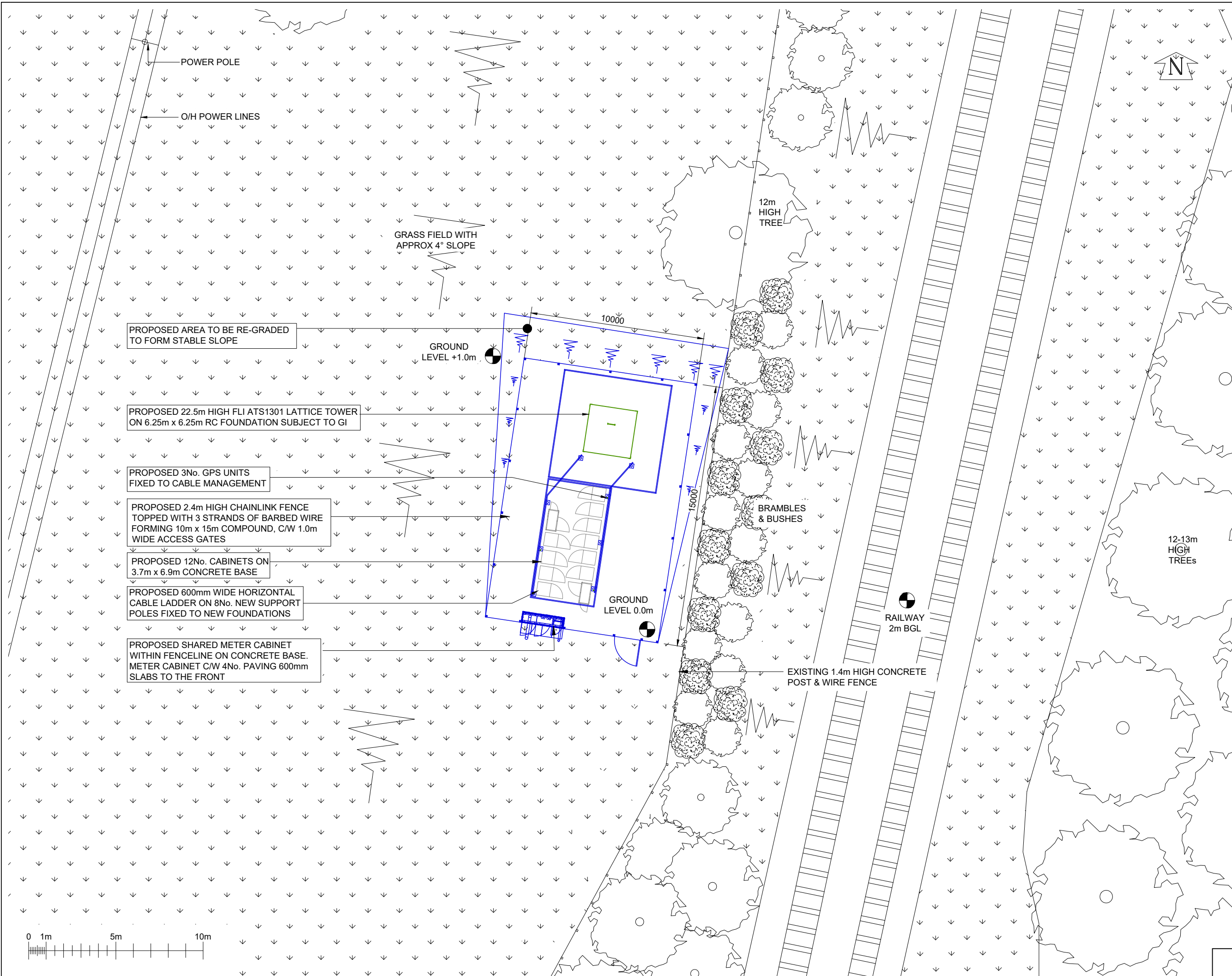
DRG No.

Sheet 1 of 1

Rev

S5-11-00-000-MD004

4



PROPOSED AREA TO BE RE-GRADED TO FORM STABLE SLOPE

PROPOSED 22.5m HIGH FLI ATS1301 LATTICE TOWER ON 6.25m x 6.25m RC FOUNDATION SUBJECT TO GI

PROPOSED 3No. GPS UNITS FIXED TO CABLE MANAGEMENT

PROPOSED 2.4m HIGH CHAINLINK FENCE TOPPED WITH 3 STRANDS OF BARBED WIRE FORMING 10m x 15m COMPOUND, C/W 1.0m WIDE ACCESS GATES

PROPOSED 12No. CABINETS ON 3.7m x 6.9m CONCRETE BASE

PROPOSED 600mm WIDE HORIZONTAL CABLE LADDER ON 8No. NEW SUPPORT POLES FIXED TO NEW FOUNDATIONS

PROPOSED SHARED METER CABINET WITHIN FENCELINE ON CONCRETE BASE. METER CABINET C/W 4No. PAVING 600mm SLABS TO THE FRONT

GROUND LEVEL +1.0m

GROUND LEVEL 0.0m

12m HIGH TREE

BRAMBLES & BUSHES

RAILWAY 2m BGL

EXISTING 1.4m HIGH CONCRETE POST & WIRE FENCE

12-13m HIGH TREES

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NOTES

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DRAINAGE
DUCTS
FEEDERS
FENCE PLAN
GAS
LIGHTNING PROTECTION - EARTHING

POWER
SERVICES UNKNOWN
TELECOMS
WATER

ACCESS ARRANGEMENTS

KEYS:

ARQVA GATE KEY
B KEY
C KEY
LEGGE KEY

SURVEY REQUIRED TO CONFIRM ACCESS KEYS FOR REMAINING ROOMS AND SITE ENTRANCE

CELL No.	S5_11e			
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2	COL.MOD.UK.0002684 COMPOUND MOVED	23/03/23	RST	MK
1	PLANNING	27/04/22	RTL	RST
ISS	REVISION	DATE	DRN	APP

cellnex
driving telecom connectivity

CELLNEX UK
R+, 4TH FLOOR, 2 BLA GRAVE STREET, READING, RG1 1AZ
Tel. 020 4526 8553

SITE No **S5-11**
LAND ADJACENT TO ROCKY LANE
ARABLE FIELD ADJACENT TO ROCKY LANE
SANDROCKS
ANSTY AND STAPLEFIELD
RH16 4TW

NGR **TQ 32514 22168**

OS GRID **532514 122168**

TITLE
**SITE PLAN
PROPOSED**

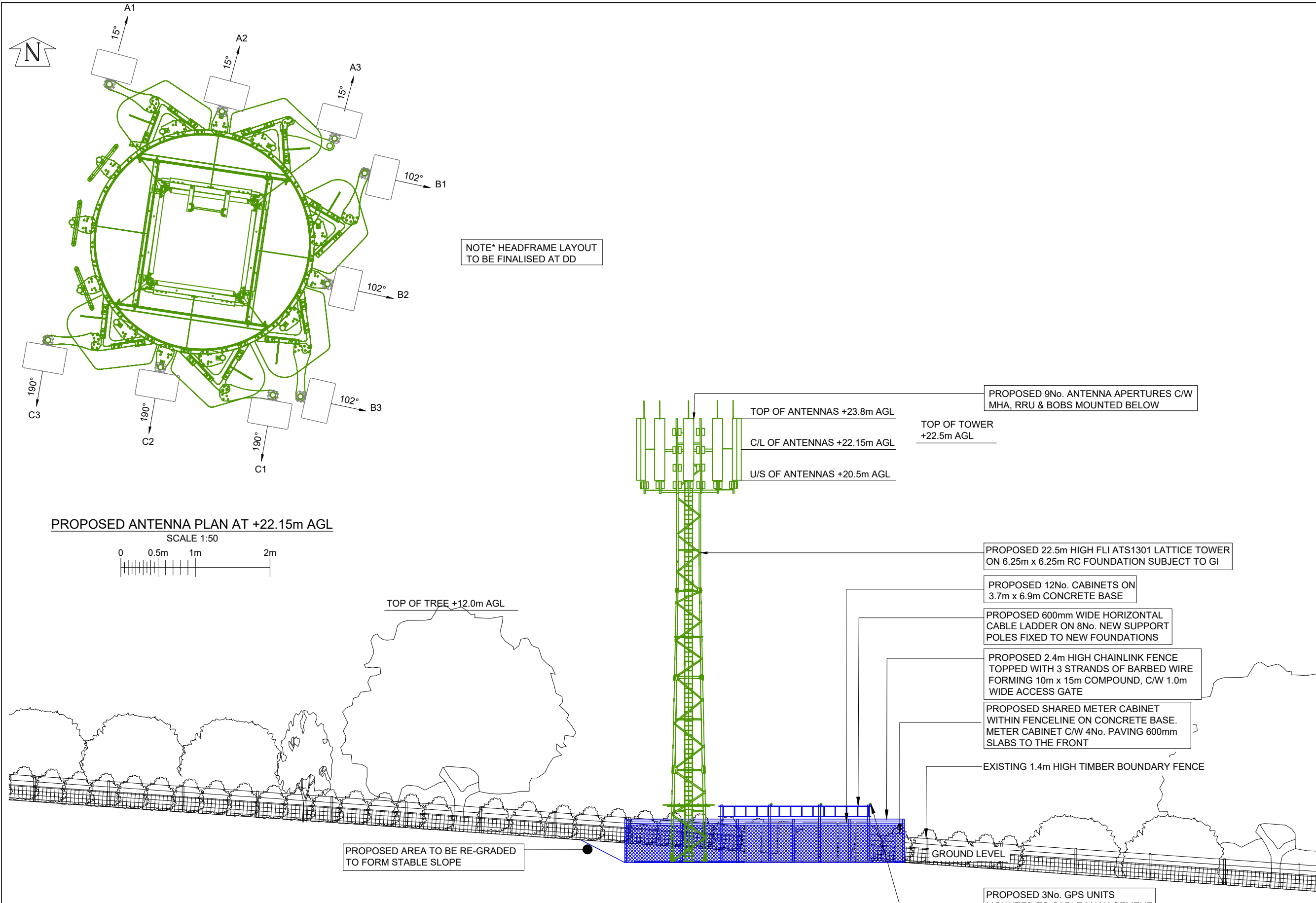
SCALE **1:200**

DRAWN	GV	31/03/22
APPROVED	CIR	06/05/25

DRG No. **S5-11-00-001-MD004** Sheet 1 of 1 Rev **4**

		
CELLNEX UK R+, 4TH FLOOR, 2 BLAGRAVE STREET, READING, RG1 1AZ Tel. 020 4526 8553		
SITE No S5-11 LAND ADJACENT TO ROCKY LANE ARABLE FIELD ADJACENT TO ROCKY LANE SANDROCKS ANSTY AND STAPLEFIELD RH16 4TW		
NGR	TQ 32514 22168	
OS GRID	532514 122168	
TITLE WEST ELEVATION EXISTING		
SCALE 1:200		
DRAWN	GV	31/03/22
APPROVED	CIR	06/05/25

A3



EQUIPMENT CABINET SCHEDULE							
ID No	EQUIPMENT	MANUFACTURER	DIMENSIONS (WxDxH) mm	COLOUR	LOCATION	STATUS	COMMENTS
CAB 1	PSU CABINET (x2)	TBC	770x770x2100	GREY	PAD FOUNDATION	PROPOSED	
CAB 2	TX CABINET (x2)	TBC	1500x600x1200	GREY	PAD FOUNDATION	PROPOSED	
CAB 3	RADIO CABINET (x7)	TBC	770x770x2100	GREY	PAD FOUNDATION	PROPOSED	
CAB 4	POWER & TX CAB (x1)	TBC	770x770x2100	GREY	PAD FOUNDATION	PROPOSED	
CAB 5	SMC (x1)	TBC	1873x560x588	GREY	FENCELINE	PROPOSED	

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NOTES

CELL No.	S5_11e			
4	COL.MOD.UK.0002684 BNG REMOVED	06/05/25	CIR	CIR
3	COL.MOD.UK.0002684 PLANNING AMENDS	31/10/24	CIR	CIR
2	COL.MOD.UK.0002684 COMPOUND MOVED	23/03/23	RST	MK
1	PLANNING	27/04/22	RTL	RST
ISS	REVISION	DATE	DRN	APP

cellnex
driving telecom connectivity

CELLNEX UK
R+, 4TH FLOOR, 2 BLAGRAVE STREET, READING, RG1 1AZ
Tel. 020 4526 8553

SITE No **S5-11**
LAND ADJACENT TO ROCKY LANE
ARABLE FIELD ADJACENT TO ROCKY LANE
SANDROCKS
ANSTY AND STAPLEFIELD
RH16 4TW

NGR **TQ 32514 22168**
OS GRID **532514 122168**

TITLE
**WEST ELEVATION
PROPOSED**

SCALE **1:200 UNO**

DRAWN	GV	31/03/22
APPROVED	CIR	06/05/25

DRG No.	Sheet 1 of 1	Rev
S5-11-00-003-MD004		4



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NOTES

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SURVEY DIGITAL DATA
WITH THE PERMISSION OF
THE CONTROLLER OF HER
MAJESTY'S STATIONARY
OFFICE, © CROWN
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0000806982



CRANE SET DOWN AREA

ACCESS ROUTE

DEMISE AREA

APPROX FIBRE ROUTE

APPROX POWER ROUTE

THE SITE
150m2
APPROX
FIBRE
ROUTE TO
DROP OFF
POINT

CRANE
SET
DOWN
AREA

APPROX
POWER
ROUTE

5	PROJ MOD.UK.0002684 PLANNING AMENDS	06/05/25	CIR	CIR
4	PROJ MOD.UK.0002684 PLANNING AMENDS	31/10/24	CIR	CIR
3	PROJ No N/A ACCESS AMENDED	17/04/23	MIT	MIT
2	PROJ No N/A SHEET 2 ADDED	17/10/22	MIT	MIT
1	PROJ No N/A FIRST ISSUE	12/06/23	GV	JBT
ISS	REVISION	DATE	DRN	APP



CELLNEX UK
R+, 4TH FLOOR, 2 BLA GRAVE STREET, READING, RG1 1AZ
Tel. 020 4526 8553

SITE No **S5-11**
LAND ADJACENT TO ROCKY LANE
ARABLE FIELD ADJACENT TO ROCKY LANE
SANDROCKS
ANSTY AND STAPLEFIELD
RH16 4TW

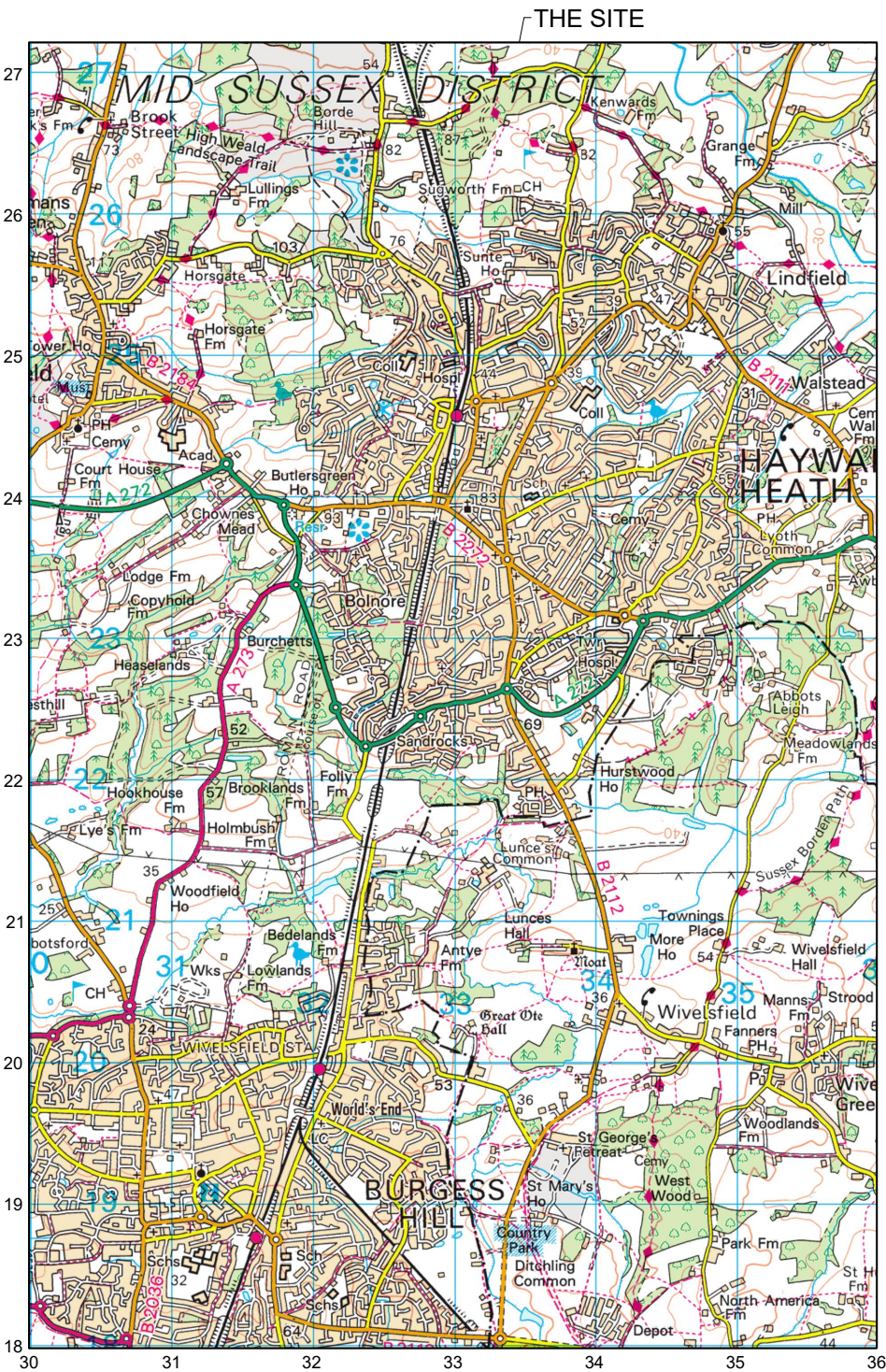
NGR TQ 32514 22168
OS GRID 532514 122168

TITLE
LOCATION PLAN

SCALE SEE DRAWING

DRAWN	GV	31/03/22
APPROVED	CIR	06/05/25

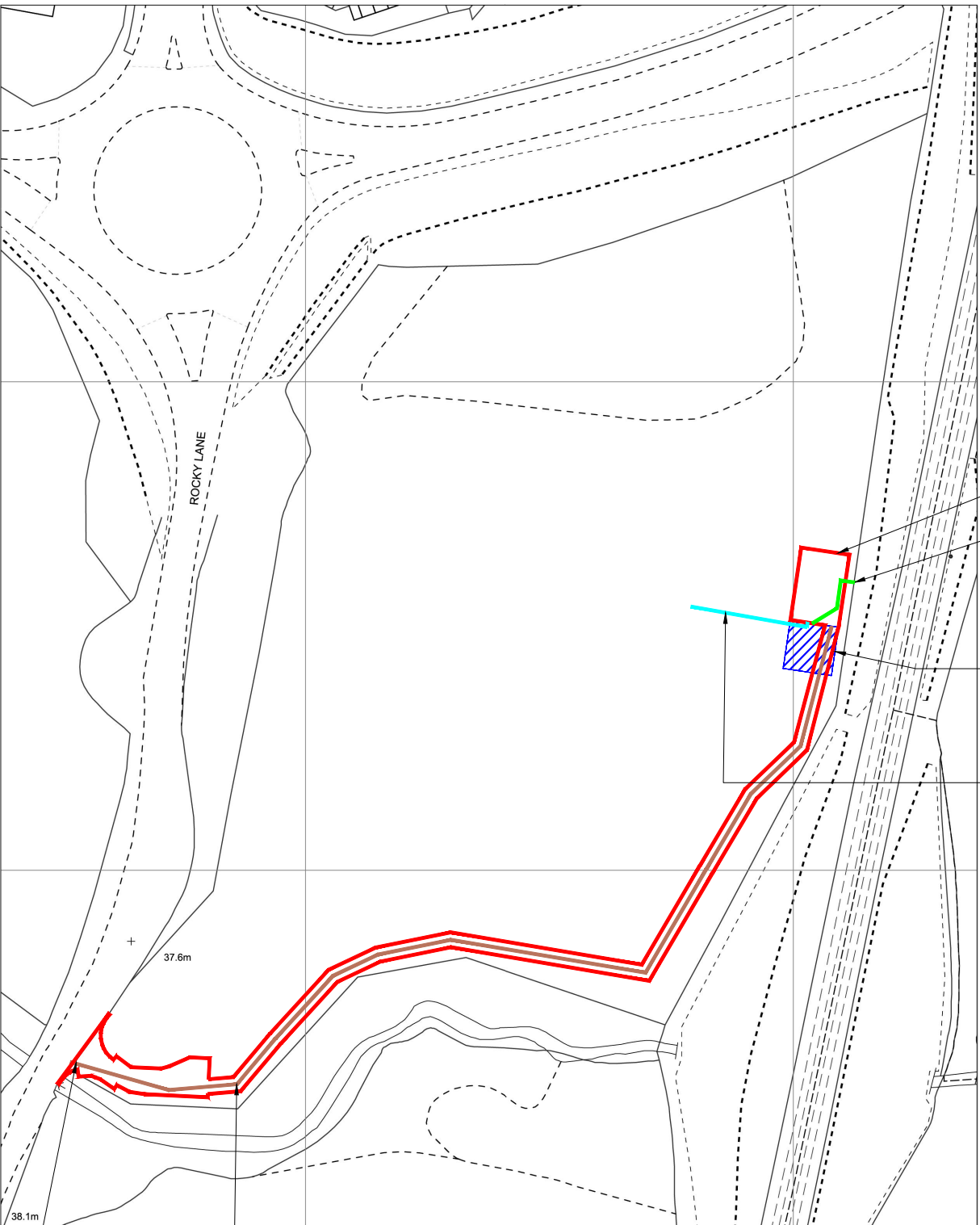
DRG No.	Sheet 1 of 1	Rev
S5-11-00-004-ML005		5



LOCATION PLAN
SCALE 1:50,000

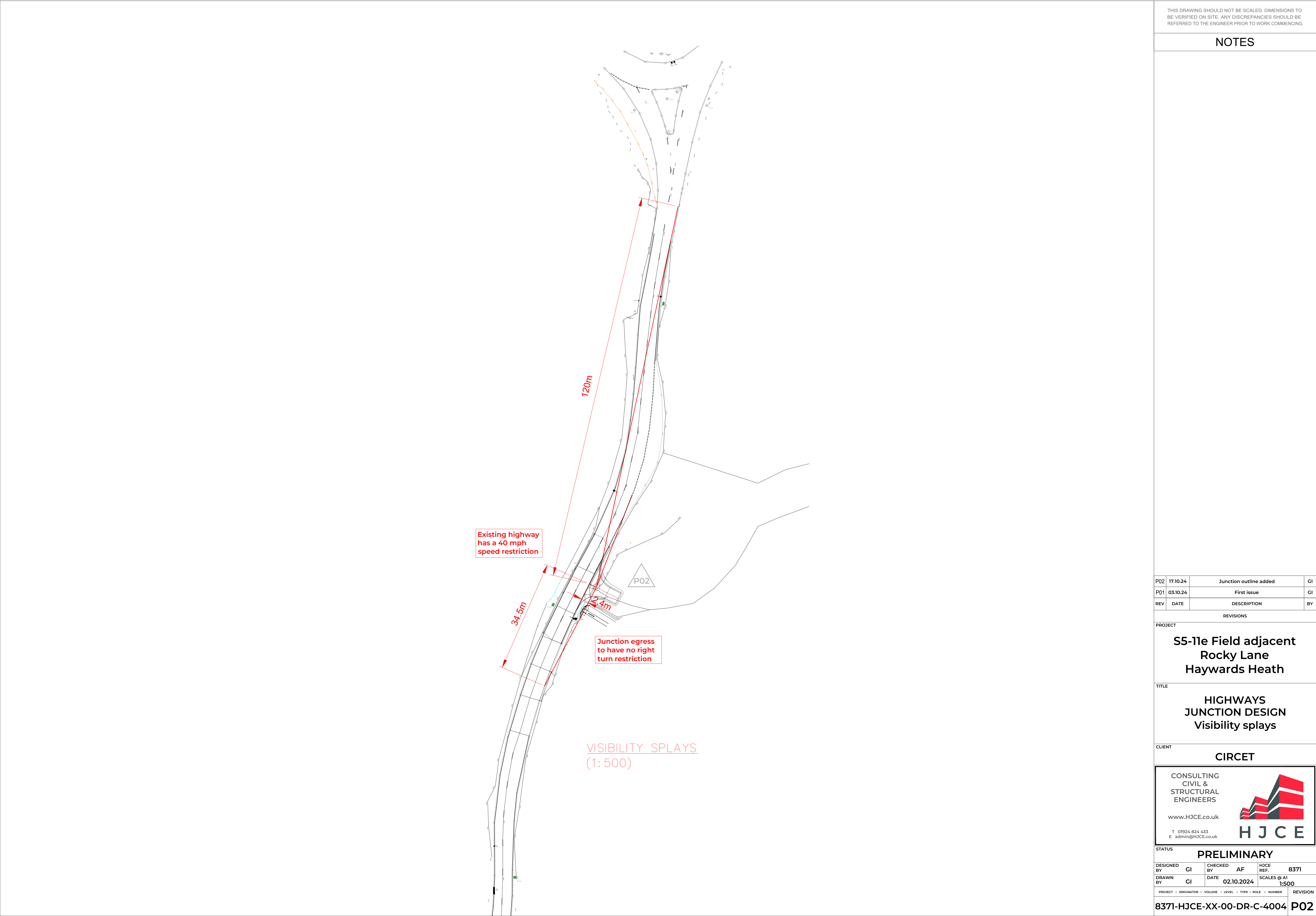
PROPOSED
JUNCTION
LOCATION

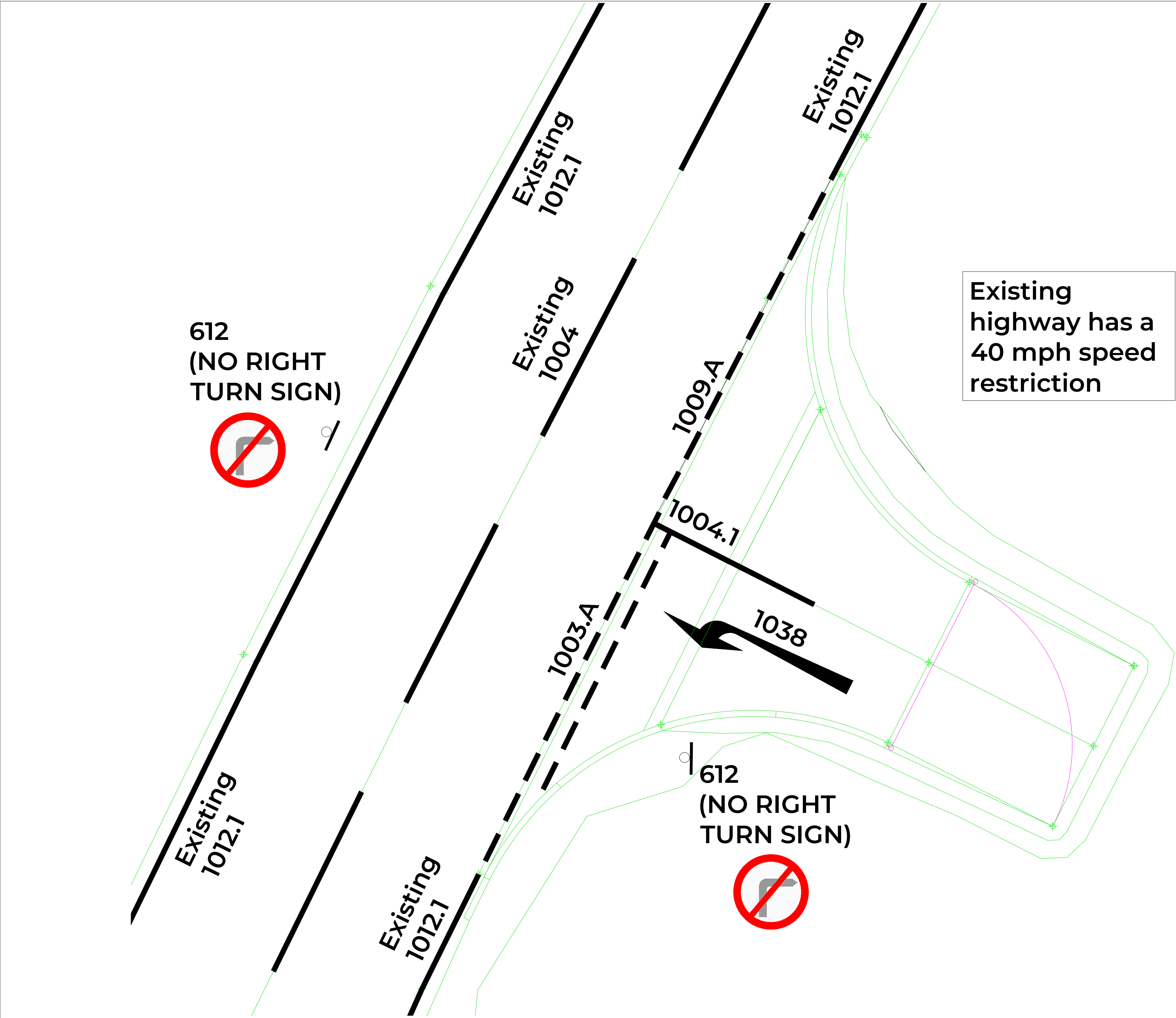
SITE ACCESS



LOCATION PLAN
SCALE 1:1250

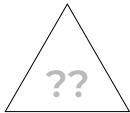
DEMISE AREA
876m ²
ACRES 0.216464
HECTARES
0.087599872862





THIS DRAWING SHOULD NOT BE SCALED. DIMENSIONS TO BE VERIFIED ON SITE. ANY DISCREPANCIES SHOULD BE REFERRED TO THE ENGINEER PRIOR TO WORK COMMENCING.

NOTES



P01	17.10.24	First issue	GI
REV	DATE	DESCRIPTION	BY

REVISIONS			
PROJECT			

S5-11e Field adjacent
Rocky Lane
Haywards Heath

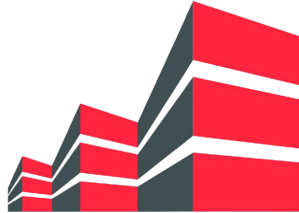
TITLE			
HIGHWAYS JUNCTION DESIGN Lining and signage			
CLIENT			

CIRCET

CONSULTING
CIVIL &
STRUCTURAL
ENGINEERS

www.HJCE.co.uk

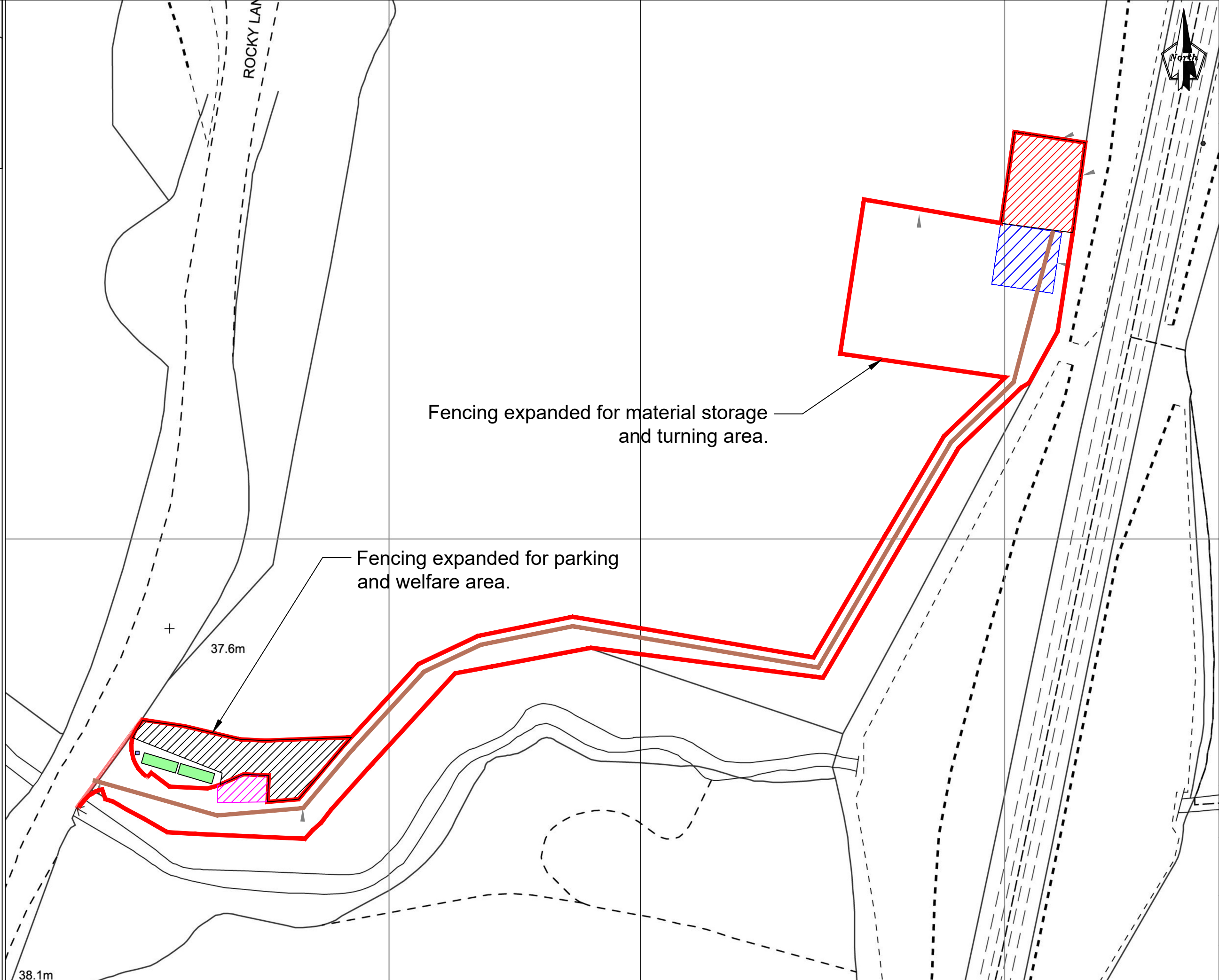
T 01924 824 433
E admin@HJCE.co.uk



HJCE

STATUS			
PRELIMINARY			
DESIGNED BY	GI	CHECKED BY	AF
DRAWN BY	GI	DATE	15.10.2024
		HJCE REF.	8371
		SCALES @ A1	AS SHOWN

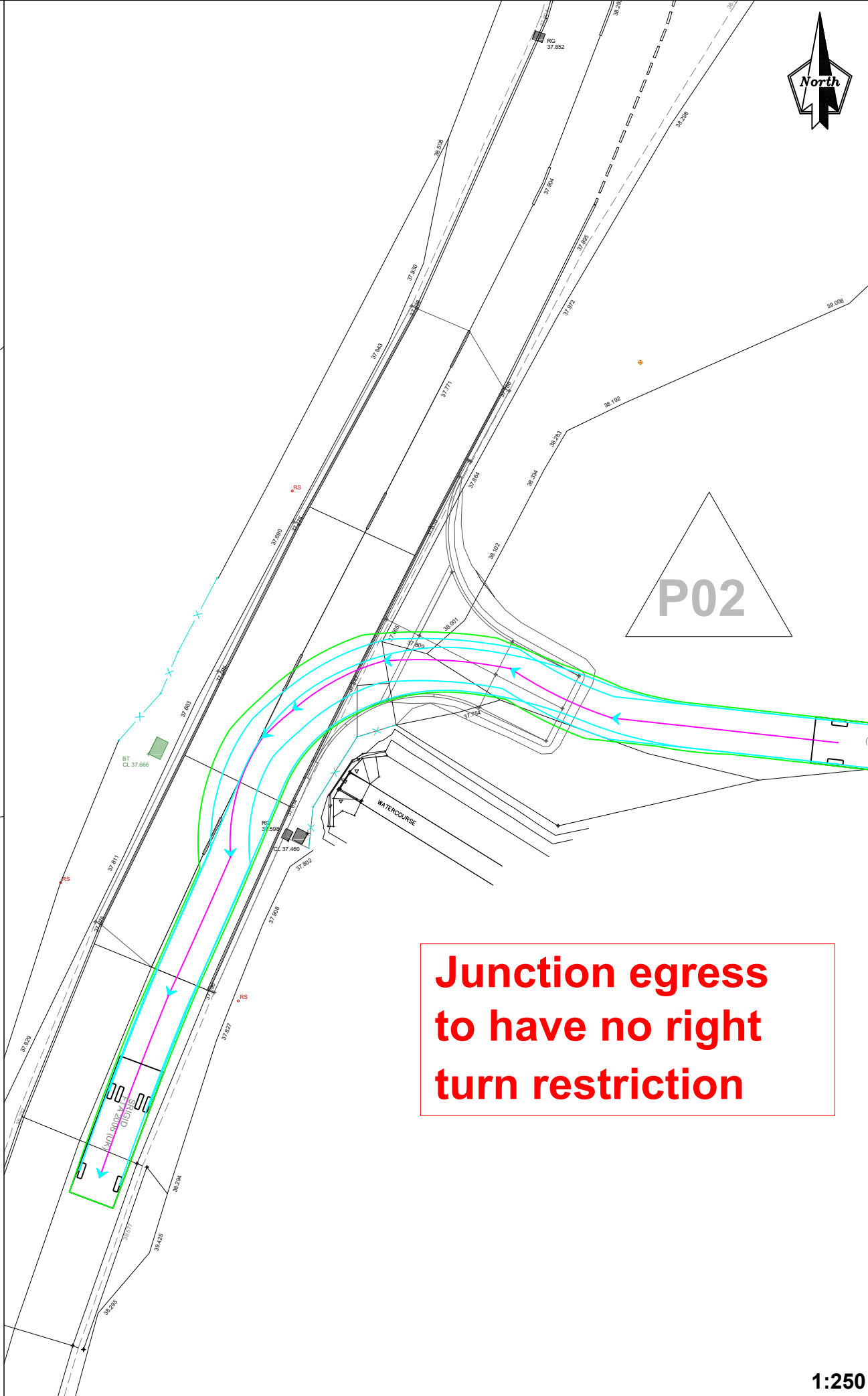
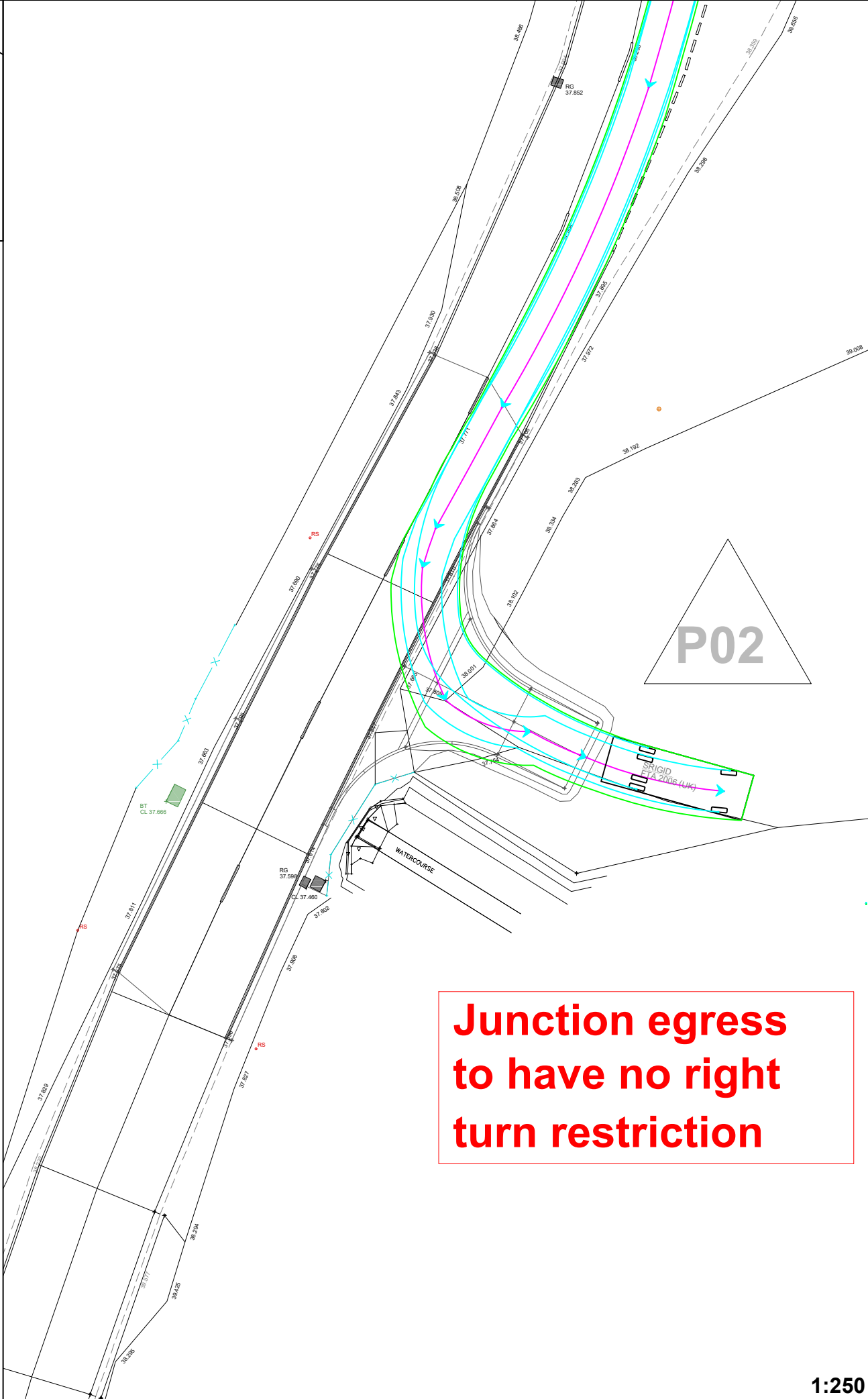
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION
8371-HJCE-XX-00-DR-C-4005							P01



Job Title	Rocky Lane
Location	West Sussex
Client	Circet Wireless Ltd.

Key	
	Site fencing boundary
	Construction area
	Crane laydown area
	Trackmat route
	Parking area
	Vehicle holding area
	Welfare/ office cabins
	Wheel wash location

Rev	Date	Description
A	23/01/25	Information
Information		
Drawing Title		
Access and Logistics Plan		
Project Code	C-364	Scale
		1 : 1000
		Date Drawn
		23/01/25
		Drawn By
		TM
		Reviewed By
		CH
		Original Size
		A3
Drawing Number		Rev
26-364-ACC-LOG-001		A



Job Title
Rocky Lane

Location
West Sussex

Client
Circet Wireless Ltd.

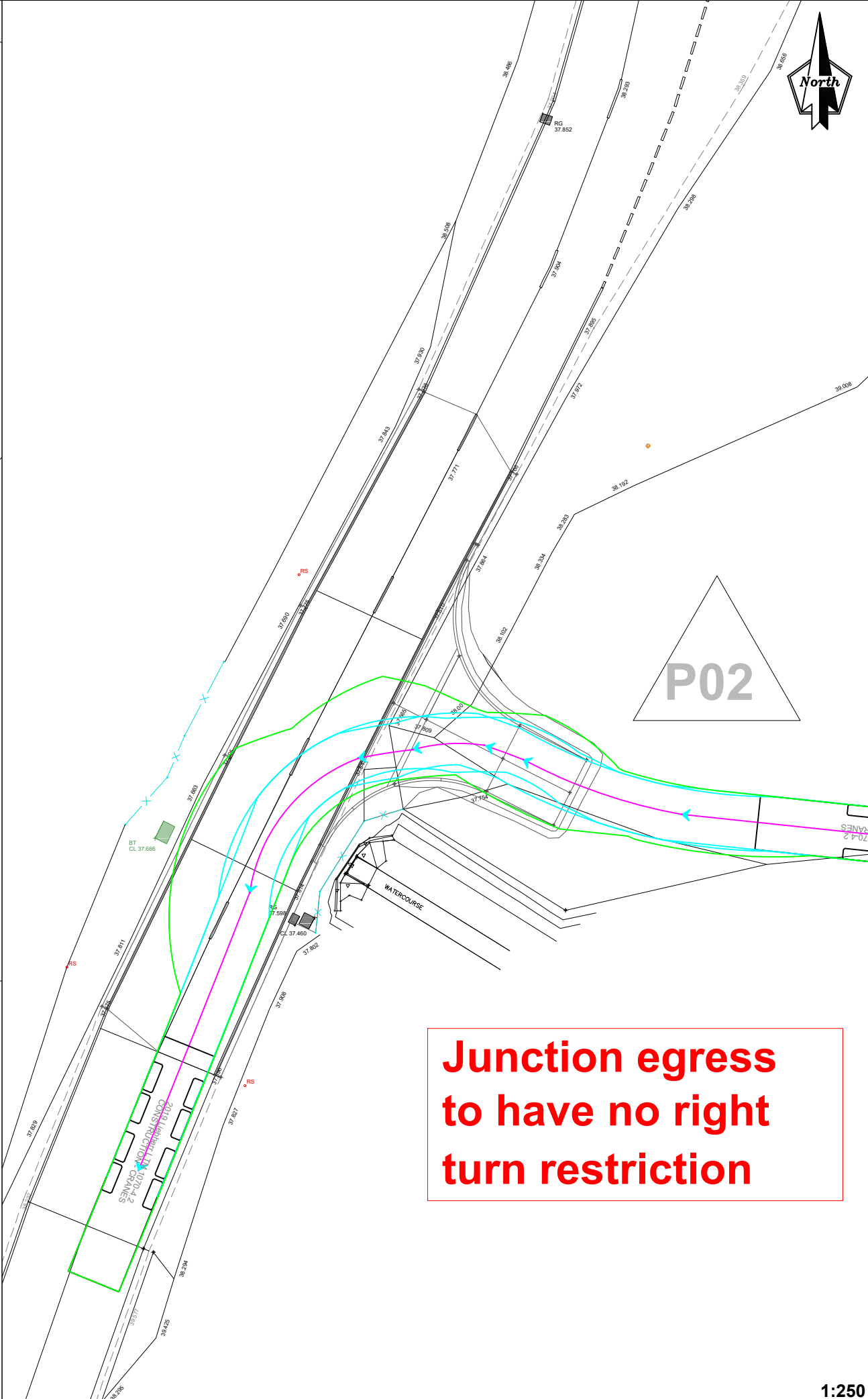
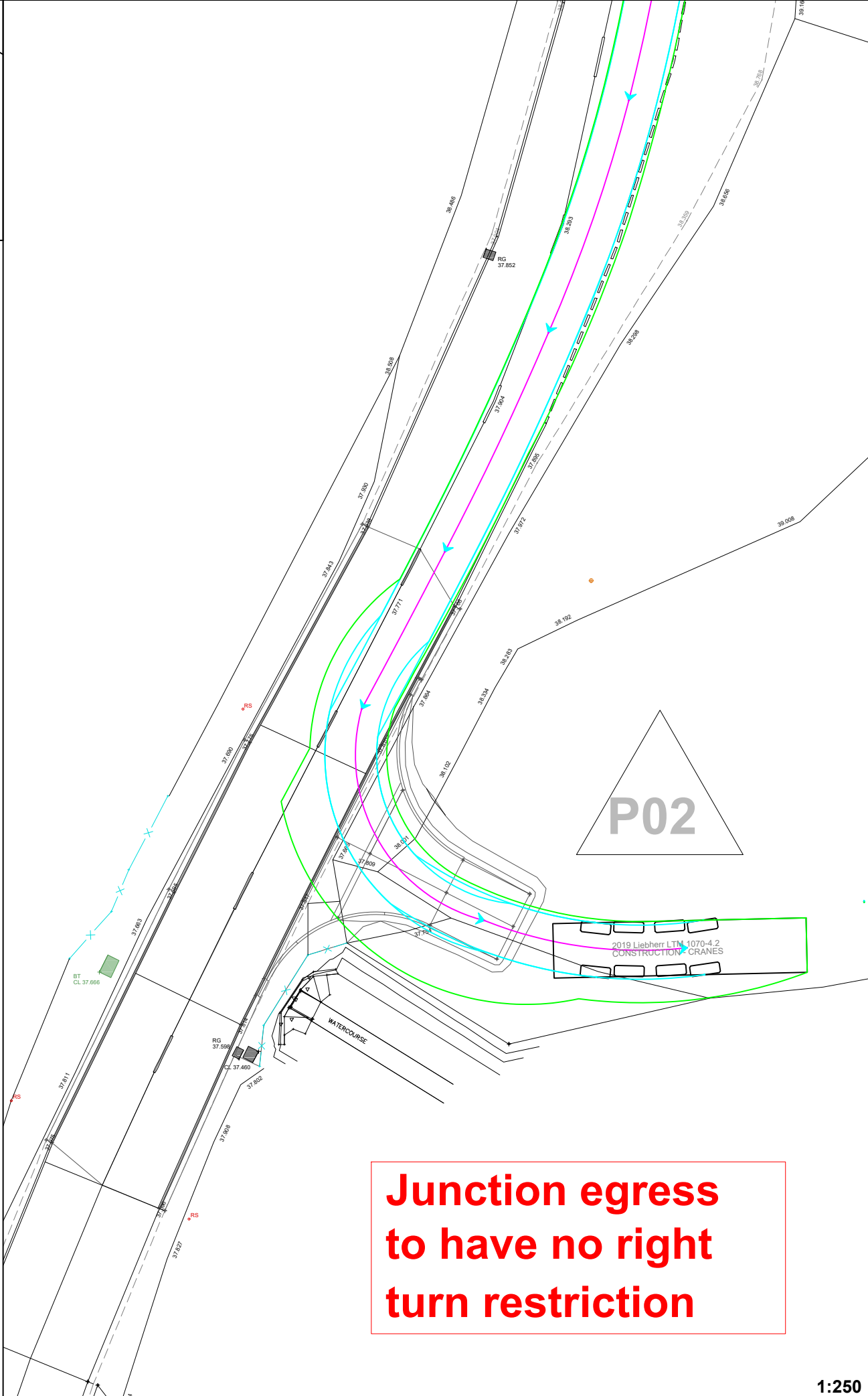
- Key
- Approximate site boundary
 - Approximate dropped kerb extents
 - Vehicle Body
 - Wheel path
 - Body path
 - Center line

Vehicle modeled:

SRIGID

Width : 2.30
Track : 2.12
Lock to Lock Time : 6.00 s
Steering Angle : 42.70 deg

Rev	Date	Description
A	23/01/25	Information
Drawing Status		
Information		
Drawing Title		
Swept Path Analysis Largest Regularly Anticipated Vehicle		
Project Code	C-364	Scale
Date Drawn	23/01/25	As Dwg
Drawn By	TM	
Reviewed By	CH	
Original Size	A3	
Drawing Number		Rev
26-364-ACC-SPA-001		A





Job Title
Rocky Lane

Location
West Sussex

Client
Circet Wireless Ltd.

Key

 Approximate site boundary

 Approximate dropped kerb extents

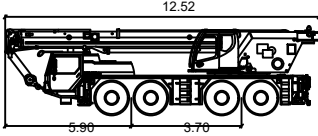
 Vehicle Body

 Wheel path

 Body path

 Center line

Vehicle modeled:



2019 Liebherr LTM 1070-4.2
Meters
Width : 2.69
Track : 2.69
Lock to Lock Time : 6.00 s
Steering Angle : 12.67 deg

Rev	Date	Description
A	23/01/25	Information

Drawing Status
Information

Drawing Title
**Swept Path Analysis
Abnormal Vehicle**

Project Code	C-364	Scale	As Dwg
		Date Drawn	23/01/25
		Drawn By	TM
		Reviewed By	CH
		Original Size	A3

Drawing Number
26-364-ACC-SPA-002

Rev
A



DC Development Consultants
Driving Sustainable Development

APPENDIX C – Waste Documentation



DC Development Consultants
Driving Sustainable Development

**APPENDIX C1 – Controlled Duty of Care Waste Transfer
Note (Inert and/ or Non-Hazardous Wastes)**

Duty of care: waste transfer note

Keep this page and copy it for future use. Please write as clearly as possible.

Section A – Description of waste

A1 Description of the waste being transferred

List of Waste Regulations code(s)

A2 How is the waste contained?

Loose ☐ Sacks ☐ Skip ☐ Drum ☐

Other ☐ _____

A3 How much waste? For example, number of sacks, weight

Section B – Current holder of the waste – Transferor

By signing in Section D below I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011 Yes ☐

B1 Full name

Company name and address

Postcode _____ SIC code (2007) _____

B2 Name of your unitary authority or council

B3 Are you:

The producer of the waste? ☐

The importer of the waste? ☐

The local authority? ☐

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section C – Person collecting the waste – Transferee

C1 Full name

Company name and address

Postcode _____

C2 Are you:

The local authority? ☐

C3 Are you:

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section D – The transfer

D1 Address of transfer or collection point

Postcode _____

Date of transfer (DD/MM/YYYY) _____

D2 Broker or dealer who arranged this transfer (if applicable)

Postcode _____

Registration number _____

Time(s) _____

Transferor's signature

Name

Representing

Transferee's signature

Name

Representing



DC Development Consultants
Driving Sustainable Development

APPENDIX C2 – Hazardous Waste Consignment Note

CARRIER'S COPY

1 Consignment note code:

					/						
--	--	--	--	--	---	--	--	--	--	--	--

 3 The waste will be taken to (name, address and postcode):
 2 The waste described below is to be removed from (name, address,
 postcode, telephone, e-mail, facsimile):
 4 The waste producer was (if different from 2) (name, address,
 postcode, telephone, e-mail, facsimile):

If continuation sheet used, tick here ☐

- 1 The process giving rise to the waste(s) was: 2 SIC (2007) for the process giving rise to the waste: .
- 3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components in the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			

The information given below is to be completed for each EWC identified

EWG code							UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART D Consignor's certificate

(If more than one carrier is used, please attach schedule for subsequent carriers. If schedule of carriers is attached tick here. ☐)

I certify that I today collected the consignment and that the details in A2, A3 and B3 are correct and I have been advised of any specific handling requirements.

Where this note comprises part of a multiple collection the round number and collection number are:

_____ /

- 1 Carrier name:
On behalf of (name, address, postcode, telephone, e-mail, facsimile):
- 2 Carrier registration no./reason for exemption:
- 3 Vehicle registration no. (or mode of transport, if not road):

Signature

Date Time

I certify that the information in A, B and C has been completed and is correct, that the carrier is registered or exempt and was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any special handling requirements.

I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011.

- 1 Consignor name:
On behalf of (name, address, postcode, telephone, e-mail,
facsimile):

Signature

Date Time

PART E Consignee's certificate (where more than one waste type is collected all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

- | | | | | | | | | | | | | | | | |
|--|------|---|---|---|---|---|---|---|---|------|-----------------|---|---|---|--|
| 1 I received this waste at the address given in A3 on: | Date | D | D | M | M | Y | Y | Y | Y | Time | H | H | M | M | |
| 2 Vehicle registration no. (or mode of transport if not road): | | | | | | | | | | | Name: | | | | |
| 3 Where waste is rejected please provide details: | | | | | | | | | | | On behalf of (n | | | | |
| | | | | | | | | | | | facsimile): | | | | |

I certify that waste permit/exempt waste operation number:

--

authorises the management of the waste described in B at the address given in A3.

Where the consignment forms part of a multiple collection, as identified in Part C, I certify that the total number of consignments forming the collection are:

Name:

On behalf of (name, address, postcode, telephone, e-mail, facsimile):

Signature

Date Time

 Environment
Agency
CONSIGNEE'S COPY

4 The waste producer was (if different from 2) (name, address, postcode, telephone, e-mail, facsimile):

If continuation sheet used, tick here ☐

2 SIC (2007) for the process giving rise to the waste:

[illegible]

EWC code							UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART D Consignor's certificate

Date Time

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

Date Time

The Hazardous Waste Regulations 2005: Consignment Note

CARRIERS'S COPY Continuation sheet of Continuation sheet for consignment note code: **PART B Description of the waste**

3 WASTE DETAILS (for all waste types collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components of the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			

The information given below is to be completed for each EWC identified above

EWC code	UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART E Consignee's certificate (all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

