

Homes England – Brookleigh, Burgess Hill

Western Bridge & Link Road - Phase 3

Construction Management Plan





Homes
England



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03			
04			

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Acronyms and Definitions

Acronym	Definition
CEMP	Construction Environment Management Plan
CMP	Construction Management Plan
HE	Homes England
JCE	Jackson Civil Engineering
MSDC	Mid Sussex District Council
PLO	Public Liaison Officer
PMP	Project Management Plan
PRoW	Public Right of Way
SWMP	Site Waste Management Plan
TTRO	Temporary Traffic Regulation Order
VBMS	Vehicle Booking Management System
WBLR	Western Bridge & Link Road
WIE	Waterman Infrastructure and Environmental
WSCC	West Sussex County Council

1 Introduction

Jackson Civil Engineering (herein referred to as “JCE”) have been commissioned by Homes England (the “Applicant”) to submit both Reserved Matters and a separate Full Planning Application for the third phase of the Western Bridge and Link Road (WBLR) scheme, pursuant to an outline planning permission for wider mixed-use development on land to the northwest of Burgess Hill (Application Reference: DM/21/3279, date of permission 09th December 2022).

This Construction Management Plan (CMP) has been prepared to accompany the verge widening and footway/cycleway improvement works along the A273 and A2300 which make up the WBLR Phase 3 scheme. It outlines how construction activities will be managed to minimise disruption to the local community, maintain safety for road users and site operatives, and ensure compliance with planning condition 7 of the Full Planning Application (Application Reference: DM/25/0110).

The scheme was granted planning permission (Reserved Matter Ref: DM/25/0109 and Full Planning App Ref: DM/25/0110) in July 2025 and October 2025 respectively. The Full Planning Application approval notice included planning condition 7, which states:

Construction Management Plan

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:

- a) The anticipated number, frequency and types of vehicles used during construction,*
- b) The method of access and routing of vehicles during construction,*
- c) The parking of vehicles by site operatives and visitors;*
- d) The loading and unloading of plant, materials, and waste;*
- e) The storage of plant and materials used in construction of the development;*
- f) The erection and maintenance of security hoarding;*
- g) 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);*
- h) Details of public engagement both prior to and during construction works, including site contact details in case of complaints.*

Reason: In the interests of highway safety and to protect the amenity of local residents and to accord with Policies DP21 and DP26 of the District Plan.

At the time of preparing this CMP, JCE is appointed solely to obtain full planning permissions for the scheme, undertake the detailed design of the WBLR Phase 3 scheme, obtain full Technical Approval from the local highway authority, and discharge all relevant planning conditions. A Principal Contractor has not yet been appointed to deliver the construction works. Accordingly, this document sets out the anticipated approach to the management of construction activities based on current design information and typical best practice. Once a Principal Contractor has been appointed to deliver the works on site, they will need to review, update if necessary, and formally adopt this CMP as their own prior to the commencement of construction.

The construction of the scheme shall be carried out in accordance with the approved CMP unless otherwise agreed in writing by MSDC, the Local Planning Authority.

It shall be the responsibility of the Principal Contractor's Project Manager to ensure all necessary persons, including suppliers and delivery drivers of vehicles delivering to site, are aware of the contents of this CMP. The Principal Contractor's Project Manager is the responsible person for enforcing compliance with this plan.

1.1 Project Details

Project Information

Project Name:	WBLR Phase 3
Project Location:	Land at A273 Jane Murray Way, north of Gatehouse Lane, Burgess Hill, RH15 8UZ
Client:	Homes England
Brief Scope:	The construction of a segregated 2 metre footway and 3 metre cycle track (Green Superhighway) and 2.75 metre verge along the northern side of the A2300, construction of a 3-metre shared use route with up to 1 metre verge along the southern side of the A2300, construction of a 3 metre shared use route along the western side of the A273 Jane Murray Way with up to 2.75 metre verge drainage works, fencing, lighting, landscaping and associated works.
Start Date:	May 2026 (to be confirmed)
Completion Date:	September 2027 (to be confirmed)

Table 1 - WBLR Phase 3 Project Details

Planning Reference

Reserved Matter Ref: DM/25/0109

Full Planning App Ref: DM/25/0110

Project Description

The project comprises of verge and footway improvements so to provide new soft verges, 3m wide shared use footway on the southern side of the A2300, segregated 3m wide 2-way cycle track & 2m wide footway on the northern side of the A2300, and 3m wide shared use footway on the west side of the A273, earthworks, surface water drainage, utilities corridors, lighting, and landscaping. To the south of the newly constructed A273 roundabout, widening and extension of the existing footway works are proposed for creation of a shared footway/cycleway along the

western side of the A273 between Gatehouse Lane and A273 roundabout via the removal of the carriageway hard strip, relocation of existing bus stop bench, lighting, landscaping and associated works.

Site location plans are shown in Appendix A. The general arrangement of the Proposed Development is shown in Appendix B which shows the following proposed infrastructure:

- Verge and footway improvement works adjacent to the existing A2300 and A273;
- Surface water drainage infrastructure;
- Street lighting; and
- Landscaping.
- New NMU provisions along exiting carriageway verges.

The anticipated construction sequencing for each of the proposed infrastructure is discussed in detail in Section 4.3.

2 Site Location & Specified Routes

2.1 Site Location

Refer to Appendix A for graphical representation of the site location, with specified routes shown in Appendix C.

The site covers an area of approximately 1.9 hectares in total, along the existing verges of the A2300 (between the recently constructed A2300 roundabout and Triangle Roundabout), and A273 (between the Triangle Roundabout and intersection with Gatehouse Lane). The Application Sites are approximately centred on National Grid Reference Centre 120058 N, 529629E with an approximate postcode of RH15 8UZ. The site is located in a rural setting on the northwestern outskirts of the town of Burgess Hill, West Sussex. It is located within the Hurstpierpoint and Downs Wards and falls within the district of Mid Sussex.

2.2 Provision of On-Site Facilities

Due to the linear nature of the proposed works and the geographical spread of activities along the verge and footway/cycleway improvement corridor, it is envisaged that two separate compounds will be required to support construction operations efficiently and safely, with a third separate access point. The overall planning application boundary has been developed in recognition of this requirement, incorporating sufficient space for both compounds and associated access (as shown in Figure 1).

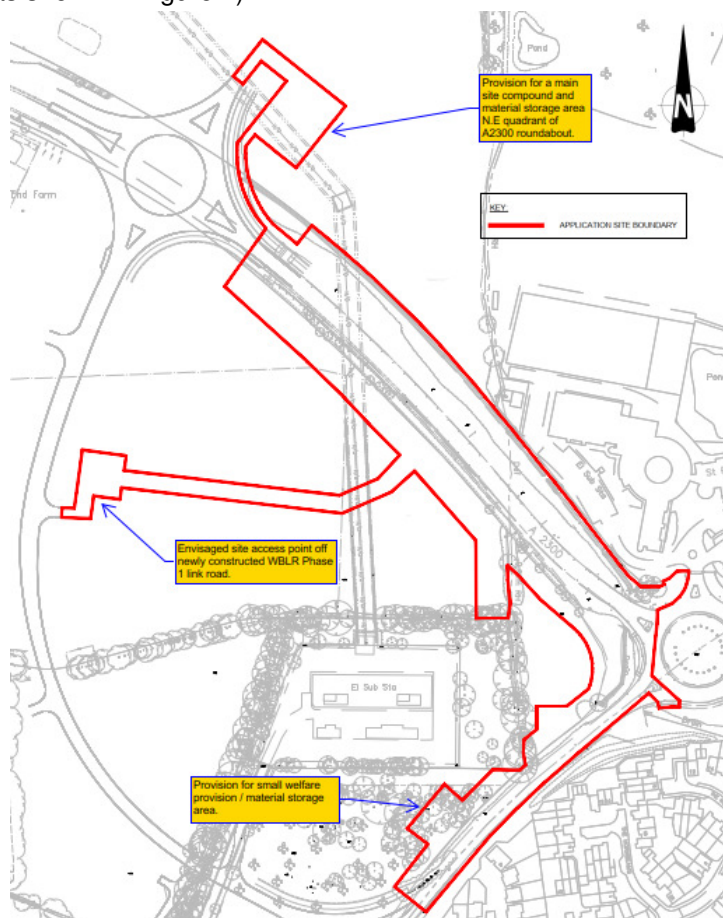


Figure 1 – Proposed Main Site Compound Location & On-Site Facilities

The main site compound (compound A) will accommodate the projects site offices, welfare facilities (including toilets, canteen, and drying room), a small secure stores area, and car parking for site personnel and visitors. The compound will be enclosed with Heras-type fencing panels around the perimeter, with a lockable, gated access point to maintain site security. Security personnel will be present, or alternative security measures implemented, during non-working hours to deter unauthorised access and safeguard plant and materials.

Vehicular access to the main site compound will be taken directly from the northern arm of the existing A2300 roundabout. During the construction period for the WBLR Phase 3 works, the northern arm of this roundabout will remain closed to the general public (as is currently the case). As such, the Principal Contractor will have sole use of this access for site operations. Appropriate temporary traffic management arrangements will be implemented to control vehicle movements into and out of the compound safely and to ensure there is no adverse impact on the public highway.

Compound A will also serve as the primary induction point for all personnel and visitors attending site for the first time. All inductions, daily briefings, and co-ordination meetings will be undertaken from this location to maintain consistency and control of site access procedures.

A secondary satellite compound (compound B) will be established towards the southern extents of the scheme. This compound will comprise a small welfare unit and a secure stores area, all enclosed using Heras fencing panels with a lockable gate. The primary purpose of this facility will be to provide secure material storage and local welfare support for operatives working in that area of the site. The compound will be appropriately maintained and managed to ensure safe access, good housekeeping, and compliance with health, safety, and environmental requirements. Regular communication and logistical co-ordination will be maintained between the main and satellite compounds to ensure efficient operation across the full length of the works.

2.3 Method of Access and Routing of Vehicles During Construction

Compound A (Main Site Compound)

Except in the case of emergency, all access to the main site compound and to the majority of the construction areas will be taken via the existing A2300 and/or A273 Jane Murray Way. Construction traffic approaching from the north is expected to route via the M23, while traffic from the south is expected to approach via the A23. The proposed access routes to and from the Application Sites to be used during the construction phase are shown on the plans included in Appendix A.

Access routes and entry/exit points to be used by Heavy Goods Vehicles (HGVs) will be agreed in advance with MSDC and WSCC prior to the commencement of construction works. HGV movements will be restricted to the primary road network bordering and within the Application Sites, namely the A2300, A273, and A23, thereby minimising use of local and residential roads.

Wherever practicable, access for construction traffic will be segregated from public traffic to reduce interaction with the general public. Temporary Traffic Management arrangements, designed and implemented in accordance with Chapter 8 of the Traffic Signs Manual and DfT guidance, will be utilised to maintain the safety of both site operatives and road users. These

arrangements will include advance warning signage, temporary speed restrictions, lane closures, and/or traffic control measures where necessary.

It is anticipated that the majority of construction vehicle movements will take place outside of peak hours, to minimise the potential for congestion on the local road network. Deliveries will also be scheduled to avoid peak traffic periods and sensitive times such as school start and finish periods, particularly where routes pass near educational facilities (in particular St Paul's Catholic College) or nearby residential areas.

Although estimated vehicle types and expected movement frequencies have been estimated (see section 2.6), at this stage, it is not yet possible to confirm precise numbers and vehicle types associated with the construction phase. This information will be refined by the Principal Contractor upon appointment, once the construction programme and material delivery schedules have been finalised. However, it is anticipated that the largest vehicles accessing the site will include ready-mix concrete trucks, HGVs transporting earthmoving plant, and flatbed lorries carrying street lighting columns or similar long loads. All such vehicle movements will be planned and managed by the Principal Contractor to ensure compliance with the approved routing strategy and to maintain safety on the public highway.

Where practicable, large or bulky materials will be delivered directly to the work face, rather than via the main site compound. This approach will reduce the need for double handling and minimise internal vehicle movements across the works area, particularly avoiding unnecessary movements between the main site compound and the active work fronts.

Compound B, located just off A273 Jane Murray Way

A smaller satellite compound (compound B) will be established on land located on the western verge of the A273 Jane Murray Way. This land is owned by Homes England, the Client for the project, and has been identified as an appropriate location to support construction operations along the southern section of the works.

Access to this compound will be taken via a newly established, well-signed works access from the existing Jane Murray Way carriageway, which will only be used during the planned full road closures to facilitate safe construction of the scheme. This access will be managed in a similar manner to the main site compound entrance, with appropriate temporary traffic management measures implemented to ensure the safety of both site traffic and the general public. The access will be securely gated, with suitable visibility splays and advance warning signage provided on all approaches in accordance with Chapter 8 of the Traffic Signs Manual and local highway authority requirements.

It is not anticipated that there will be a high volume of vehicle movements to or from Compound B. The facility will primarily serve as a localised store and welfare area to support small teams working in the immediate vicinity. As such, daily traffic movements will be minimal and largely limited to light vehicles (e.g. staff vans and small deliveries).

Where larger vehicle deliveries are necessary, these will be pre-booked using the project's site-specific vehicle booking and management system and allocated a defined delivery slot. This approach ensures that any deliveries are efficiently co-ordinated, prevents queuing on the public highway, and avoids conflict with peak traffic periods.

Construction traffic accessing compound B will be encouraged to approach from the north, using the A2300 and A273 only. This routing strategy is intended to reduce or eliminate

construction traffic travelling along Jane Murray Way from the south, thereby avoiding unnecessary vehicle movements through residential areas of Burgess Hill. Directional signage and route instructions will be issued to all suppliers and subcontractors to ensure compliance with the approved routing plan.

All vehicle movements associated with compound B will be closely co-ordinated with those from the main site compound, ensuring consistent communication and management across the project. The Principal Contractor will monitor access, maintain delivery records, and enforce adherence to the agreed routing and timing restrictions.

2.4 Site Access Control and Vehicle Management Procedures

A vehicle booking management system (VBMS) will be utilised to schedule all HGV and large vehicle deliveries. Each delivery will be assigned a specific time slot to prevent congestion on the local road network and to ensure efficient site operations. Delivery drivers will be required to contact the site security/VBMS operative approximately 20 minutes prior to arrival to confirm their estimated time of arrival (ETA), enabling the gateman or banksman to prepare for the delivery and facilitate a smooth entry to site.

All delivery drivers will be emailed a site map prior to attending site showing the correct access point and compound location, together with their allocated arrival time and any relevant traffic management instructions. This information will also be included within the sub-contractor order documentation prior to the driver's first visit to site, ensuring full awareness of the approved routing and site access procedures.

Vehicle marshals will be in attendance for all lorry and large-vehicle movements within or adjacent to the site boundaries to assist with safe manoeuvring, prevent conflict with other road users, and maintain compliance with site safety rules.

The construction management team will actively monitor vehicle movements to ensure adherence to the agreed access routes. If it is found that any vehicle has used unauthorised routes, particularly through nearby villages or residential areas, that haulier or supplier will be prohibited from returning to site. This zero-tolerance approach will be clearly communicated to all subcontractors and suppliers in advance.

The Site Project Manager, working closely with the Principal Contractor's Buying Department, will co-ordinate all deliveries to avoid unnecessary congestion, particularly during local peak hours or in proximity to educational facilities (in particular St Paul's Catholic College) or nearby residential areas. Regular co-ordination meetings will be held to review delivery performance, discuss upcoming high-volume activities, and ensure that the local community and highway network are not adversely affected by construction traffic.

2.5 Storage, Loading & Unloading of Plant, Materials & Waste

Plant, materials and waste will be managed in a controlled and orderly manner to ensure safety, minimise vehicle movements, and reduce the impact on the surrounding highway network. As stated elsewhere in this CMP, it is not intended for plant and materials to be delivered to the main site compound only to be 'double-handled' across the A2300 / A273. Deliveries will therefore be planned such that materials are delivered directly to the work face wherever practicable, with the compounds used only as a secondary option for short-term storage.

Plant Storage

All operational plant will be stored safely within the main site compound during non-working hours. Plant will be parked close to, but not obstructing, designated site access points so that it remains visible to out-of-hours security patrols. Where plant is left at the work face (e.g., during short duration phased works), it will be positioned within secured working zones, appropriately immobilised, and fenced off from public access.

Material Storage

Both the main and satellite compounds will host secure storage units to minimise the need for operatives to transport tools and consumables daily. External storage areas will be clearly designated, level, and kept free of trip hazards. Materials will be stacked in accordance with manufacturer guidance and industry standards, with heavier or bulkier items stored at low level and away from site boundaries. Any materials requiring weather protection will be covered or stored within enclosed units.

Loading and Unloading Areas

Designated loading and unloading areas will be established and clearly signed within the site boundary. These locations will remain flexible, moving as construction progresses along the linear scheme. All lifting operations will be carried out within controlled zones, with exclusion areas and banksmen in attendance for every HGV or plant manoeuvre. No loading or unloading will take place on the live highway at any time.

Waste, Spoil and Muck-Away

Waste generation will be minimised as far as reasonably practicable. The design already incorporates the maximum re-use of site-won materials, thereby reducing the need for export and limiting HGV movements. A Site Waste Management Plan (SWMP) will be prepared prior to commencement, detailing the anticipated volumes of materials imported and exported, and recording reuse, recycling, and disposal rates. A dedicated Engineer will maintain this record and monitor opportunities for increased materials efficiency.

It is however expected that some spoil removal will be necessary, and this will be carried out throughout the construction programme using appropriately sized vehicles and in accordance with the approved routing strategy. At no time will skips, spoil stockpiles or temporary storage structures be positioned on the public highway. All waste handling will take place within the site boundary, with removal undertaken only via the authorised construction access points.

Segregation and Recycling

Recycling skips will be provided at both compounds. Waste streams will be segregated (e.g., timber, metal, inert waste, mixed construction waste) to maximise recycling rates. Skips will be positioned on hardstanding and regularly monitored to prevent overfilling or contamination.

Environmental Protection Measures

Measures will be taken to prevent debris, silt or liquids entering nearby watercourses or drains during loading, unloading or waste handling. Spill kits will be available at all storage and handling locations. Any hazardous material storage (e.g., fuels, oils) will be bunded and handled in accordance with relevant environmental legislation.

Housekeeping and Site Cleanliness

All storage, loading and unloading areas will be subject to regular housekeeping checks. Debris will be cleared promptly, materials neatly stored, and access routes kept free from obstruction. This will minimise slip/trip hazards and reduce the likelihood of debris being tracked onto the public highway.

2.6 Anticipated Number, Frequency & Types of Vehicles Used During Construction

This section provides an estimate of the anticipated types, numbers and frequencies of construction vehicles expected to service the works. These figures represent the current best forecast based on the proposed construction methodology and typical requirements for a scheme of this nature. They will be reviewed and refined by the Principal Contractor upon appointment, once the detailed construction programme and supplier delivery schedules have been finalised.

Construction traffic is expected to comprise the following broad categories:

- **Light commercial vehicles** such as vans and pick-ups used by operatives, supervisors and for deliveries of small tools or consumables.
- **Small and medium rigid HGVs** delivering general construction materials including aggregates, kerbs, ducting, fencing and other minor civils items.
- **Flatbed lorries** transporting long or oversized materials such as street lighting columns, traffic signs and their posts.
- **Ready-mix concrete trucks** for isolated concrete pours associated with chambers, foundations or reinstatement works.
- **Low-loaders and plant transporters** used for the mobilisation and demobilisation of large construction plant.
- **Muck-away or waste removal vehicles**, though the frequency of these will be limited due to the intention to reuse the majority of site-won materials within the works.

Where possible, all large or bulky materials will be delivered directly to the work face to reduce internal vehicle movements and minimise interface with public roads. Deliveries will be scheduled outside local peak periods, particularly during school start/finish times, to reduce congestion on the surrounding road network.

Vehicle movements may vary depending on the construction phase, with short-term peaks during activities such as site clearance, earthworks, duct installation and surfacing. These peaks are anticipated to be infrequent and will be controlled through the Principal Contractor's delivery management system.

A summary of the estimated vehicle types and expected movement frequencies is provided in Table 2 below.

Vehicle Type	Typical Purpose	Estimated Typical Daily Movements	Estimated Peak Daily Movements
Car / Delivery Van / Light Commercial Vehicles	Operatives, supervisors, small tools	10-20 Movements Daily	20-30 Movements Daily
Small rigid HGVs	General materials (ducts, kerbs, fencing, small plant)	1-3 Movements Daily	5 Movements Daily
Medium rigid HGVs	Aggregates, granular materials, pre-cast items	0-2 Movements Daily	2-4 Movements Daily
Flatbed lorries	Lighting columns, large traffic signs & posts, long loads	0-1 Movements Daily	1-3 Movements Daily
Ready-mix concrete trucks	Localised concrete pours	0-2 Movements Daily	3-6 Movements Daily
Low-loaders / plant transporters	Delivery/removal of large plant	0 (typical)	1-2 (on mobilisation days)
Muck-away / waste removal HGVs	Spoil removal, skip exchange	0-2 Movements Daily	3-6 Movements Daily

Table 2 - Anticipated Daily Number, Frequency & Types of Construction Vehicles

These estimated figures are considered a realistic forecast for a scheme of this scale and scope. The Principal Contractor will continually monitor actual vehicle movements once works commence and will adjust delivery schedules where necessary to comply with the approved routing strategy, avoid peak traffic periods, and minimise disruption to local residents, businesses and the surrounding highway network. A detailed vehicle movement plan will be included within the Contractor's Construction Phase Plan.

2.7 Vehicle and Pedestrian Routes

Arrangements for managing vehicle movements and pedestrian access within the construction site will comprise the following measures:

- **Vehicle Booking Management System (VBMS):**
All vehicles attending site will be booked in via the VBMS. Delivery times will be agreed with suppliers to control and stagger traffic flows, reducing peak numbers and preventing congestion both within the site and on the surrounding road network.
- **Pre-arrival Information for Drivers:**
All delivery drivers will be emailed a map showing the access point, the compound they are to attend, and their allocated delivery time. Upon arrival, site security will provide a short briefing covering the one-way system, designated holding areas, and unloading procedures. Vehicle Marshals will be in attendance for all lorry movements within the site.
- **Designated Parking, Loading & Unloading Areas:**
Clearly signed and segregated parking areas will be provided for staff and visitors at the main site compound, with smaller controlled parking and unloading provisions at Site Compound B. Loading/unloading areas will be defined and adjusted as the works progress, ensuring they remain safely away from pedestrian routes and operational work fronts.

- **Segregation of Pedestrians and Vehicles:**
All routes for operatives and site visitors will be fully segregated from plant and vehicular traffic using barriers, fencing or Heras panels, with pedestrian walkways clearly signed and protected. Where segregation cannot be achieved due to short-duration activities, a dedicated banksman will control pedestrian and vehicle movements.
- **Traffic Marshals / Plant Banksman:**
All excavators, dumpers, telehandlers and other mobile plant will operate under the control of a trained plant banksman. HGVs entering work zones will be managed by a traffic marshal at all times. They will maintain visual contact with drivers, ensure safe exclusion zones, and respond immediately to the presence of nearby pedestrians.
- **One-Way Systems & Internal Traffic Circulation:**
Where practicable, a one-way system will be implemented within compounds and main work areas to minimise reversing and reduce the risk of conflict between vehicles and pedestrians. Designated turning heads or turning circles will be used to eliminate reversing movements wherever possible.
- **Speed Limits:**
A 10mph maximum speed limit will be implemented throughout all compounds and work areas. Additional restrictions (e.g., 5mph) may be applied in congested or high-risk locations.
- **Temporary Signage and Lighting:**
All internal routes will be clearly signed with directional signs, speed limits, warning signage and site-specific hazard information. Where pedestrian routes or vehicle haul routes operate during darker hours, temporary lighting towers will be provided to ensure safe visibility.
- **Crossings and Interfaces:**
Where pedestrian walkways intersect with vehicle routes, designated crossing points will be established using barriers, signage and painted markings. These crossings will be located to maximise visibility and kept to a minimum.
- **Reversing Restrictions & Use of Cameras:**
Reversing will be avoided wherever possible. Vehicles equipped with reversing cameras, alarms or proximity sensors will be prioritised. Banksman will supervise any essential reversing movements.
- **Emergency Access:**
All vehicle and pedestrian routes will be designed to maintain 24/7 access for emergency services. Routes will not be obstructed by parked vehicles, storage, or plant.
- **Regular Inspection and Updating:**
All internal traffic and pedestrian routes will be subject to regular inspection by the Site Manager. As the works progress, routes will be updated to reflect changing site conditions, with updated plans briefed to all operatives during daily briefings and toolbox talks.

2.8 Public Rights of Way

During the construction phase, Public Rights of Way (PRoWs) and footpaths that intersect with or pass close to the works will require temporary management measures to ensure the safety of the public and construction staff. These measures will include temporary closures, diversions, or

controlled crossings, as appropriate. The anticipated management approach for each PRow is summarised in Table 3 below.

Two PRows (Footpath 98CR and Footpath 14HU) run along the northern side of the A2300 and are the primary routes interacting with the construction area:

Public Footpath 14HU

This footpath was formally diverted as part of the WBLR Phase 1 works. The new permanent alignment is shown in Figure 2 below and now runs further north of the A2300. The current alignment of Footpath 14HU lies outside the main construction footprint and therefore will require only minimal temporary controls during the works.

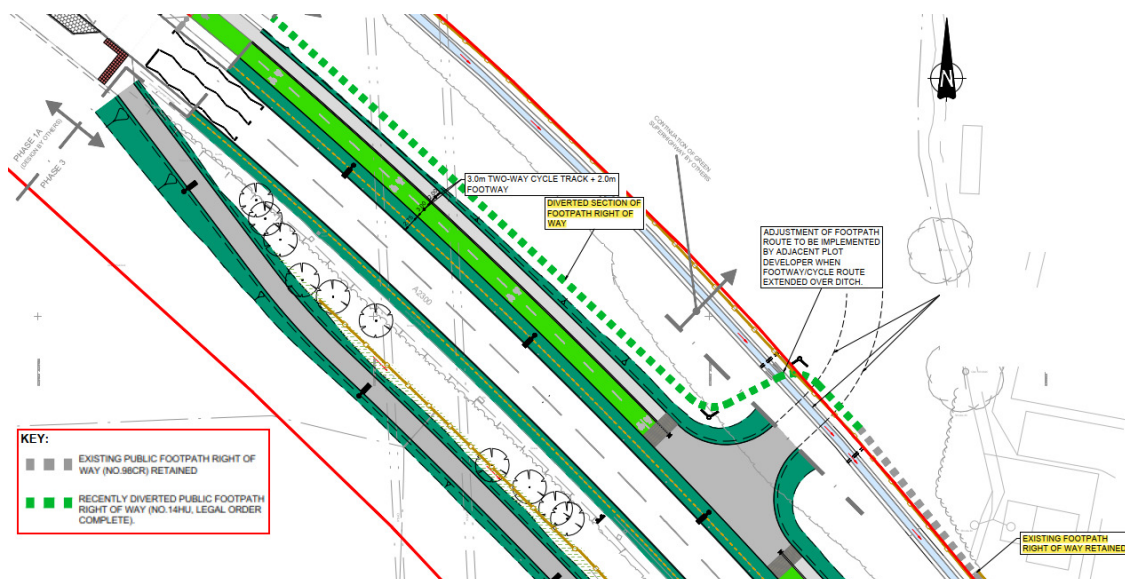


Figure 2 - Existing Public Footpaths Northern Verge of A2300

Public Footpath 98CR

Footpath 98CR connects with Footpath 14HU and continues southeast towards the Triangle Roundabout, where it becomes Footpath 39BH. This route passes further away from the verge widening and footway/cycleway improvement works and therefore is not expected to be impacted by the works, albeit may be subject to short-term temporary restrictions, brief closures, or supervised crossing points while construction activities take place close to the triangle roundabout. Any restrictions will be planned in advance, minimised as far as practicable, and coordinated with the WSCC Public Rights of Way Team.

Bridleway 80HU

An existing Bridleway (80HU) is located east of the A273, south of Gatehouse Lane. It is not expected to be impacted by the works and will remain fully open throughout the construction period. No closures or diversions are anticipated.

PRoW Reference	Route Description	Interaction with Construction Works	Proposed Management Measures	Anticipated Duration of Measures
Existing Footpath PRoW 14HU	Recently diverted route north of the A2300 (permanent alignment created during WBLR Phase 1).	Lies just outside the main construction footprint. Only minimal temporary controls required during specific work operations.	• Footpath to remain open as much as is safely possible. • Localised protective barriers/fencing where construction is immediately adjacent. • Warning signage advising users of nearby construction activities.	Short-term and intermittent, only during activities near the site boundary.
Existing Footpath PRoW 98CR	Located further north of the site boundary, connecting to Footpath 14HU and continuing southeast towards Triangle Roundabout.	Lies further away from the verge widening and footway/cycleway works and is not expected to be affected by the main works. However, short-term restrictions or supervised crossing may be required where works occur near Triangle Roundabout.	• Footpath expected to remain fully open for the majority of the works. • Short-duration restrictions or closures only where necessary for safety near Triangle Roundabout tie-in works. • Installation of temporary signage and fencing as required. • Use of marshals to supervise pedestrian movements if plant operates close to the route.	Very limited and short-term, primarily during works near Triangle Roundabout.
Existing Bridleway 80HU	Located east of A273, south of Gatehouse Lane.	Completely outside the working area; no interaction expected.	• No closures, diversions, or restrictions required. • Advance signage confirming the bridleway remains open.	None. Remains fully open throughout the works.

Table 3 - Footpath / PRoW Interaction

General PRow Management Measures

To ensure safe public access during construction, the following measures will be implemented:

- Minimum disruption principle: Access along affected PRowS will be maintained wherever safely possible, with temporary closures used only where no safe alternative can be provided.
- Temporary diversions: Where required, temporary diversions will be fully signed, accessible, and agreed with WSCC prior to implementation.
- Protective barriers and signage: Barriers, fencing and signage will be installed where PRowS pass close to active work areas to prevent accidental access into construction zones.
- Supervised crossing points: Where construction activities require plant or vehicle movements across a PRow, trained marshals will manage movements to ensure pedestrian safety.
- Advance notification: Local residents, relevant user groups and the WSCC PRow Team will be notified in advance of any closures or temporary restrictions in accordance with statutory requirements.
- Regular inspections: PRowS affected by the works will be subject to routine inspection to ensure surfacing, fencing and signage remain safe and fit for purpose.

3 Vehicles Accessing the Site

3.1 The Parking of Vehicles by Site Operatives & Visitors

The main site compound shall be where all staff and visitors will be directed to each day for site inductions/signing in etc. It is here therefore that the majority of the site staff will be based.

All construction site vehicle parking (including contractor and employee parking) shall take place within the designated space within each site compound. Adequate space for contractor, site operative and visitor parking areas and space for delivery vehicles to park and turn shall be considered and provided when planning the compounds and this will be provided together with on-site loading / unloading areas. It is anticipated that there will be no more than approximately 50 persons working on site at any one time, and whilst car sharing/public transport/cycling to work will be encouraged, our proposed car parking arrangements cater for these expected vehicle numbers, with spare capacity within site compounds to increase this if necessary.

3.2 Site Working Hours

The normal site working (construction) hours are proposed to be:

- Monday to Friday 08:00 to 18:00;
- Saturdays 08:00 to 13:00; and
- No working on Sundays and Bank Holidays unless otherwise agreed with MSDC & WSCC.

More information concerning working hours are contained within the scheme's CEMP document reference WBLR_JCE_EXX_00_RP_Z_0001.

Night-time working will be restricted to exceptional circumstances. By arrangement, there may be some out of hours construction deliveries made to the site.

No vehicles will be on site before 07:00 each day. The hours from 07:00 – 08:00 each day shall be limited to personal worker preparations for starting works (i.e. PPE, daily works briefings, toolbox talks, permit briefings etc.). Construction vehicle and plant movements will commence after 07:30 each day only.

3.3 Deliveries and Collections

Deliveries and collections shall in general be restricted to between 09:30am and 04:30pm; this is to ensure that during peak times construction traffic will be prevented from causing potential obstructions to the highway.

3.4 Vehicle Wheel Washing Facilities

Adequate and suitable wheel washing facilities will be provided at each site compound to ensure that mud, debris or other detritus generated by construction vehicles is not deposited onto the public highway. These facilities will be positioned such that all outbound construction vehicles must pass through them before leaving the site, preventing the transfer of material onto the A2300, A273, or any other public roads.

The wheel washing systems will be designed and operated to:

- Effectively remove mud and debris from tyres, wheel arches and vehicle chassis.
- Prevent any surface water runoff from carrying silt or contaminants off site.
- Ensure wash water is captured, contained, and managed appropriately using settlement tanks or a controlled drainage system.
- Prevent pollution in accordance with the Environmental Permitting Regulations and Environment Agency guidance.

A jet wash will also be available at each compound to provide targeted cleaning where required, particularly for vehicles operating in clay or wet earth conditions, or where specific areas of plant require additional cleaning prior to leaving site.

Wheel wash facilities will be positioned on hardstanding surfaces where possible, graded to ensure wash water drains toward settlement or recycling units rather than directly onto the ground or highway. These facilities will be inspected routinely by the Site Manager to ensure they remain effective, unobstructed and properly maintained.

In addition, off-site road sweeping equipment will be employed to ensure surrounding roads are kept clean and free from construction material. A dedicated road sweeper will be available on a four-hour call-out basis and will be deployed:

- Proactively during periods of high vehicle activity, earthworks or adverse weather;
- Reactively if any mud or debris is transferred onto the public highway;
- As contingency cover should the wheel washing facilities be temporarily unavailable.

All site staff and delivery drivers will be briefed on the mandatory use of the wheel washing facilities. No vehicle will be permitted to leave site until its wheels and chassis have been checked and confirmed to be free of debris. Any non-compliance will be immediately addressed by Site Management.

These combined measures will ensure the public highway is kept clean, safe and free from construction-related debris throughout the duration of the works.

3.5 Vehicle Co-ordination

The Site Project Manager will have overall responsibility for the co-ordination of construction deliveries and will advise suppliers of their allocated delivery times. Specific “no-delivery” periods will be identified and communicated to the supply chain, and these restrictions will be strictly enforced.

To prevent congestion or queuing on the public highway, delivery times will be staggered as set out in Section 3.2 above. This approach will help regulate traffic flow and reduce the likelihood of vehicles arriving simultaneously.

During busy periods, when higher volumes of construction traffic are anticipated, delivery drivers will be required to contact the Site Manager 20 minutes prior to their scheduled arrival to confirm that the delivery/set-down area is clear. If a delay on site arises, incoming vehicles may be asked to wait outside the village until the area is ready and safe to receive them.

A Vehicle Movement Booking System (VMBS) will be implemented to co-ordinate and track all vehicle movements throughout the project. The VMBS will:

- Prevent multiple unplanned arrivals;
- Eliminate unnecessary waiting times;

- Assist Traffic Marshals in managing flows safely; and
- Minimise the risk of traffic build-up or congestion on the public highway.

Through these combined measures, construction traffic will be managed in a safe, organised and efficient manner, helping to prevent disruption to the local highway network and surrounding community.

4 Impact on Other Highway Users

4.1 Storing of Plant or Materials on the Public Highway

It is not envisaged that any plant or materials will need to be stored on the public highway at any stage of the construction works. All plant, equipment and materials will be stored within the site boundary, primarily in the designated site compound or other approved storage areas within the works footprint.

During non-working hours, plant will be parked adjacent to site access points, but always in locations that do not obstruct the public highway, footways or access routes. Positioning will be selected to ensure that all items remain readily visible to out-of-hours security personnel while also maintaining safe access for road users and pedestrians.

Should an exceptional circumstance arise where temporary storage on the highway becomes unavoidable, this will only occur following prior agreement with the Local Highway Authority and in full compliance with all relevant safety, signage and traffic management requirements.

4.2 Protection of Pedestrians

Signage identifying the construction site and alerting pedestrians to construction traffic will be erected at all key interface points, including the main entrance to the principal site compound on the A2300, the Public Rights of Way (PRoW) crossings, and the satellite compound entrance on Jane Murray Way. Signage will be positioned to ensure all pedestrians (including vulnerable users) are made fully aware of vehicle movements at site access and egress points.

All access and egress locations serving both site compounds will be continuously managed by trained Traffic Marshals, who will prioritise the safety of pedestrians and uphold the public's right of way at all times. Where construction vehicles are required to cross footways or re-enter the public highway, retractable trellis fencing will be deployed to segregate the public from operational areas and limit pedestrian–vehicle interaction.

Vehicle movements will be carefully controlled, with efforts made to avoid or minimise such movements during peak pedestrian and traffic periods, particularly at times associated with school start and finish times. Additional vigilance and protective measures will be implemented during these periods to safeguard the general public and especially schoolchildren moving through the surrounding area.

4.3 Traffic Management & Traffic Diversions

Appendix D illustrates the proposed working areas for the scheme, how these have been phased to suit the construction methodology, and the preferred traffic management (TM) arrangements, including indicative durations. These proposals have already been discussed and agreed in principle with the WSCC Streetworks Team during the latter stages of the detailed design phase.

The works have been divided into three distinct sections, each requiring a tailored traffic management approach:

Section 1 (South of the Jane Murray Way Roundabout)

- Traffic Management Arrangement: 2-way temporary traffic signals, operating 24/7 Monday–Friday, with signals removed at weekends.
- The existing Pegasus crossing south of the works will be covered and its signal control incorporated into the temporary traffic signal system.

Section 2 (between the Jane Murray Way Roundabout and Triangle Roundabout)

- Traffic Management Arrangement: Full road closure between Jane Murray Way Roundabout and Triangle Roundabout (agreed in principle with WSCC).
- Traffic will be diverted via the newly constructed WBLR Phase 1 link road.

Section 3 (between the Triangle Roundabout and A2300 Roundabout)

- Traffic Management Arrangement: Full road closure between the Triangle Roundabout and A2300 Roundabout (agreed in principle with WSCC).
- Traffic will again be diverted via the WBLR Phase 1 link road.

Following Contract Award, the Principal Contractor team will meet with the WSCC Streetworks Team to present further-developed TM proposals and reconfirm acceptance of the principles and details. Regular meetings will continue throughout the Contract, maintaining the open, collaborative approach established during the design stage.

Given the complexity of working within and modifying existing carriageway areas, a co-ordinated approach between the Principal Contractor, WSCC Streetworks Team, and the designated Traffic Management specialist will be critical. TM proposals will be developed in full compliance with current legislation and guidance, ensuring appropriate road widths, working widths, safety zones and pedestrian protection measures.

All TM drawings will be prepared using CAD software, subject to internal review prior to submission, to reduce the need for repeated resubmissions. Once approved by WSCC, they will support timely applications for all required Temporary Traffic Regulation Orders (TTROs).

The Site Project Manager will hold overall responsibility for –

- Securing acceptance from the WSCC Streetworks Team for all final Traffic Management proposals, including permits and TTROs.
- Overseeing the installation, maintenance and removal of TM systems.
- Ensuring that signage is appropriately illuminated and positioned to avoid dazzle.
- Ensuring all TM signage is either new or in good second-hand condition.
- Ensuring all TM equipment is cleaned at least weekly to maintain visibility and legibility for road users and pedestrians.

Where one-way working is required, it will be controlled using temporary traffic signals, in accordance with Chapter 8 of the Traffic Signs Manual and Safety at Street Works and Road Works – A Code of Practice. Signals will be manually controlled during peak periods by a suitably trained operative.

STOP/GO boards will be available at all times and ready for immediate deployment in the event of temporary signal failure.

The Site Project Manager will arrange monthly (or more frequent, if required) co-ordination meetings with the WSCC Streetworks Team, the planning case officer and/or WSCC Highways Officers. These meetings will cover:

- Construction progress
- Forthcoming TM requirements
- Review of updated TM designs
- Agreement of TM arrangements prior to formal submission for approval

4.4 Domestic and Commercial Waste Collections

The construction works do not directly interface with any properties, domestic or commercial waste storage areas; however, the Principal Contractor will ensure that no restrictions are placed on domestic or commercial waste collection services for local residents, businesses or other stakeholders throughout the duration of the project.

Although traffic restrictions and temporary diversions will be required at times - as is typical for highway works of this nature – the Principal Contractor, in collaboration with WSCC, will always seek to keep such impacts to an absolute minimum. Traffic management will be planned to maintain access wherever possible, and sequencing of works will be arranged to avoid conflict with scheduled waste collection periods.

Advance notification of any temporary changes to access arrangements will be provided to the waste collection authorities, residents, and businesses in accordance with the project communication plan.

4.5 Erection and Maintenance of Hoarding and Fencing

The construction site will be clearly demarcated from public areas through the installation of secure fencing and hoarding appropriate to the location, level of public interface, and nature of the works being undertaken.

Site Compounds:

The main site compound and the satellite compound will be enclosed using either timber hoarding (in higher-risk or visually sensitive locations) and Heras style steel mesh fencing in areas of lower sensitivity. Timber hoarding will be installed where enhanced security, privacy, or screening is required, or where stipulated by the Local Planning Authority.

General Construction Areas:

Along the site boundary and around active working areas, Heras fencing will be used to prevent unauthorised access and protect members of the public from hazards such as open excavations, moving plant, and uneven ground. Additional protection measures such as debris netting, reflective strips, and warning signage will be installed where necessary, particularly adjacent to footways, PROWs, and live carriageways.

Inspection and Maintenance:

All hoarding and fencing will be inspected daily, including before works commence each morning and at the end of each shift, to ensure that the installations remain secure, upright, and fit for purpose. Any defects - such as damaged panels, loose fixings, or missing signage - will be rectified immediately.

Hoarding and fencing will be cleaned on regularly to maintain good presentation, ensure visibility of mandatory signage, and reflect positively on the project's public interface. Additional checks will be undertaken following periods of high winds or severe weather.

Access Control:

Pedestrian and vehicle access points will be clearly identified, gated, and managed by authorised personnel. Gates to compounds will remain locked when not in use, with access strictly controlled through site security procedures. This approach ensures that the site remains secure, compliant with health and safety legislation, and respectful of the amenity of the surrounding area throughout the construction period.

4.6 Other Works to Mitigate Impact of Construction Upon the Highway

Advance warning signage will be erected on all "A" roads heading to and from the main work sites to give notice to road users that construction work is taking place. All signage will be designed and positioned in accordance with Chapter 8 requirements to ensure visibility, clarity, and early notification of any changes to traffic conditions.

The Principal Contractor will provide a dedicated Public Liaison Officer (PLO), working in collaboration with the Homes England public relations team, to ensure clear, consistent, and timely communication with the general public, local residents, businesses, and key stakeholders. Information regarding the works - including upcoming traffic management changes, progress updates, and any potential impacts - will be distributed through local notices, publications, letter drops where required, and appropriate social media channels.

Updates and progress reports will be issued through the aforementioned channels on a fortnightly basis, or more frequently during periods of significant traffic management change, to ensure all affected parties remain fully informed and can plan their journeys accordingly.

4.7 Commitment to Highway Repairs

If, during the course of the works, any part of the existing highway is found to have been damaged as a direct result of construction activities or the operation of the Principal Contractor's vehicles, the damage will be rectified as soon as reasonably practicable.

Repairs will be undertaken in full compliance with the relevant standards and specifications required by the Local Highway Authority (WSCC) and will ensure that the highway is restored to a safe, serviceable, and fully compliant condition. Any urgent defects affecting the safety of road users will be addressed immediately, with temporary measures implemented where necessary until permanent repair can be carried out.

The Principal Contractor will maintain a record of any incidents or reported damage, including the actions taken to rectify them, to demonstrate compliance with this commitment and to facilitate liaison with the Local Highway Authority.

4.8 Public Engagement

Pre-Construction Engagement

During the design and planning stages of the scheme, Homes England - supported by JCE where required - regularly engaged and consulted with local stakeholders. The purpose of this

engagement was to inform all potentially affected parties of design updates, options considered, and planning progress.

In addition, Homes England has maintained a project website, which provides updates on the various pre-construction phases of the wider development, including detailed design work, planning approvals, and other relevant information.

Public Liaison During Construction

During the construction phase, the Principal Contractor will provide a suitably experienced Public Liaison Officer (PLO) dedicated to this scheme. The PLO will act as the primary point of contact for stakeholders, ensuring timely communication of all project activities and maintaining a 24-hour contact channel via a dedicated mobile number, with support from the Site Project Manager.

A dedicated e-mail address will also be established to receive electronic enquiries. This account will be administered solely by the PLO, with viewing access provided to the Site Project Manager and Homes England to allow monitoring of key concerns and issues raised by stakeholders. Responses will be issued in a timely manner following consultation with relevant parties.

The PLO will prepare weekly progress updates for Homes England review prior to dissemination to stakeholders. These updates will also inform the Homes England Brookleigh project website, ensuring wider public awareness of scheme progress.

Community Engagement for Construction Works

Due to the linear and phased nature of the works, temporary construction access arrangements may need to be flexible. While the main access points are detailed in this CMP, various phases of traffic management may be implemented to provide safe and controlled access. All traffic management designs will be planned in advance by the site-based JCE Project Manager, fully complying with the Traffic Signs Manual, Chapter 8, and agreed with the WSCC Street Works Team. All necessary road space permits and TTROs will be in place, as described in Section 4.3.

The PLO will support Homes England with all aspects of community engagement, including:

- Providing residents and businesses with advance notice of upcoming works, access arrangements, and changes to traffic management layouts.
- Issuing weekly progress updates, supplemented by letter drops to affected stakeholders where required.
- Ensuring stakeholders are informed of temporary access routes, safety measures, and project milestones.

Management of Enquiries, Complaints, and Compliments

All enquiries, complaints, and compliments will be recorded in a Communications Log maintained by the PLO. The PLO will co-ordinate responses and ensure that all communications are addressed within agreed timescales.

All site personnel will be briefed on public communication strategies and made aware of the role of the PLO. They will be instructed to provide the PLO's contact details if approached by members of the public or stakeholders.

The PLO will also liaise with Homes England's Press Officer to manage media enquiries in a timely and coordinated manner.

5 Environmental Protection Measures

Environmental protection for the scheme will be managed through the WBLR Phase 3 Construction Environmental Management Plan (CEMP), which has been prepared in accordance with best practice and statutory requirements.

The CEMP (file ref WBLR_JCE_EXX_00_RP_Z_0001) sets out measures to minimise environmental impacts associated with the construction works, including but not limited to:

- Noise and vibration mitigation, including the selection of appropriate plant, use of silencers, and monitoring where required;
- Dust and air quality control, including wheel washing, water spraying of stockpiles, and covering of deliveries;
- Pollution prevention, including spill kits, silt fencing, and protection of watercourses or drainage systems;
- Waste management, including minimising waste generation, re-use of materials, and segregation of recyclable materials;
- Protection of sensitive receptors, including PROWs, residential properties, and ecological features.

Where relevant, reference will be made to the CEMP for detailed mitigation measures, monitoring requirements, and roles and responsibilities. The CMP and CEMP will work in conjunction to ensure construction activities are undertaken in a safe, sustainable, and responsible manner.

6 Co-ordination With Other Contractors / Works

While no specific interfaces with other contractors are currently anticipated, the nature of the works means co-ordination may be required with:

- Adjacent housing developers or construction teams, depending on programme phasing;
- Other works on the public highway, including utility diversions or maintenance works.

The Principal Contractor will proactively coordinate with all relevant parties to avoid conflicts and ensure safe working. This will include:

- Sharing of traffic management and access plans to avoid overlap;
- Regular liaison meetings where required;
- Communication of programme updates, temporary restrictions, and safety arrangements;
- Ensuring that all works are conducted in accordance with current legislation and agreed traffic management plans, with approvals from WSCC and any other relevant authority.

7 Emergency Procedures

The Principal Contractor will ensure that a clear set of emergency procedures will be in place to respond to incidents affecting the site or the surrounding highway network. This will include:

- Immediate reporting and management of incidents, such as traffic accidents, vehicle breakdowns, or public safety hazards;
- Procedures for temporary site closure or isolation if necessary due to weather, accident, or hazardous events;
- Deployment of trained personnel to safely manage traffic, pedestrian segregation, and safe evacuation of site personnel if required;
- Contact lists for emergency services, the Local Highway Authority (WSCC), the Local Planning Authority (MSDC), and Homes England, ensuring rapid communication and response;
- Maintenance of an incident log to record details, actions taken, and follow-up measures.

8 Monitoring & Compliance

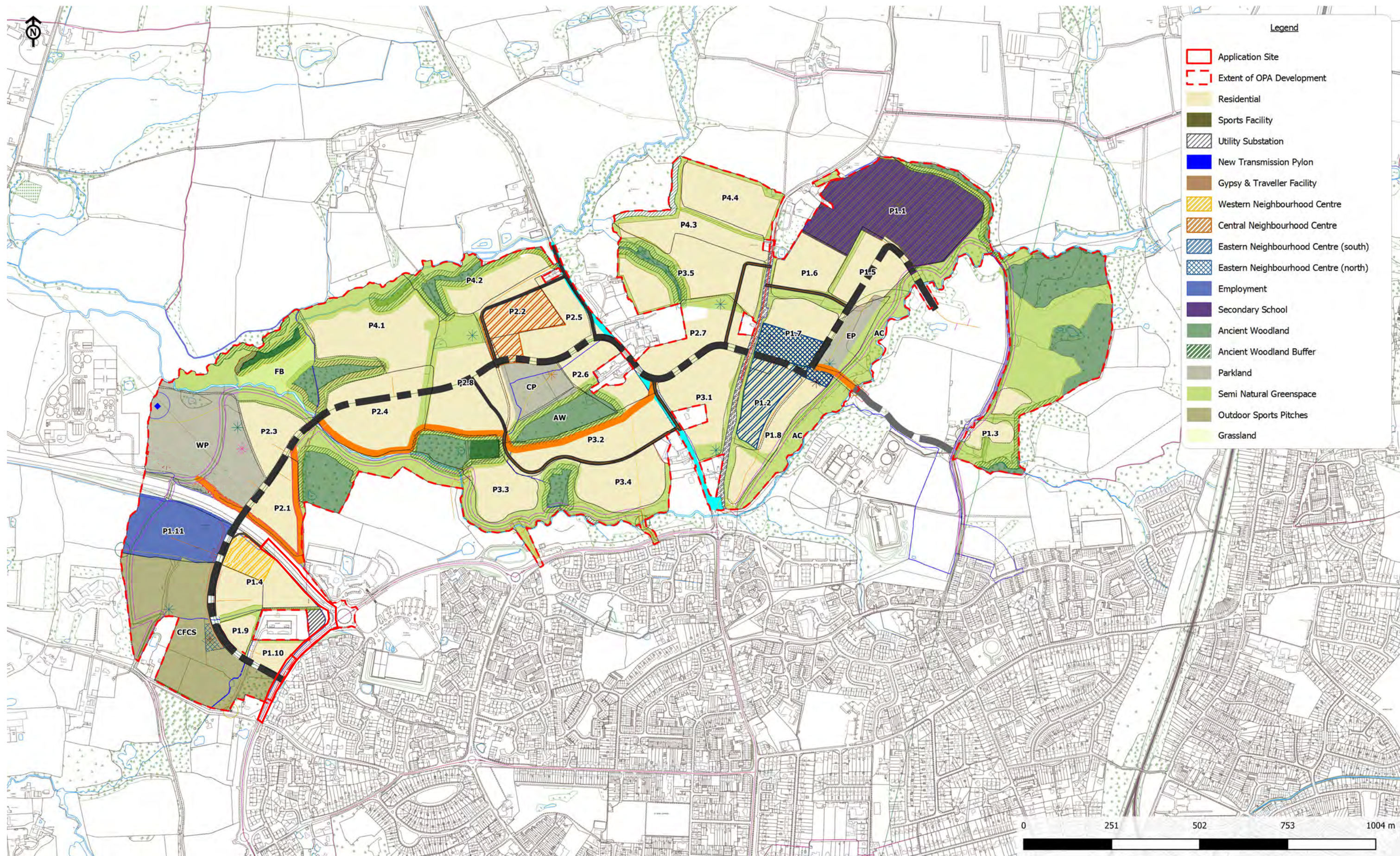
The Principal Contractor will implement regular monitoring to ensure compliance with this CMP and associated environmental, traffic, and safety measures. This will include:

- Daily inspections of traffic management, site accesses, hoarding/fencing, and PROW interfaces;
- Weekly review of construction traffic flows, deliveries, and vehicle management;
- Routine checks of wheel washing facilities, signage, and compound security;
- Maintenance of a Communications Log for enquiries, complaints, or compliments;
- Reporting any deviations or breaches to the Site Project Manager, who will take corrective action immediately;
- Liaison with the Local Planning Authority MSDC and Local Highway Authority WSCC as required to demonstrate compliance and resolve any issues arising.

It shall be the responsibility of the Principal Contractor's Project Manager to ensure that all necessary persons, including site personnel, suppliers, and delivery drivers, are made fully aware of the contents of this CMP. The Project Manager is the designated responsible person for enforcing compliance with this plan and ensuring that all mitigation measures, traffic management arrangements, and site protocols are consistently followed throughout the construction period.

Appendix A

Site Location Plans

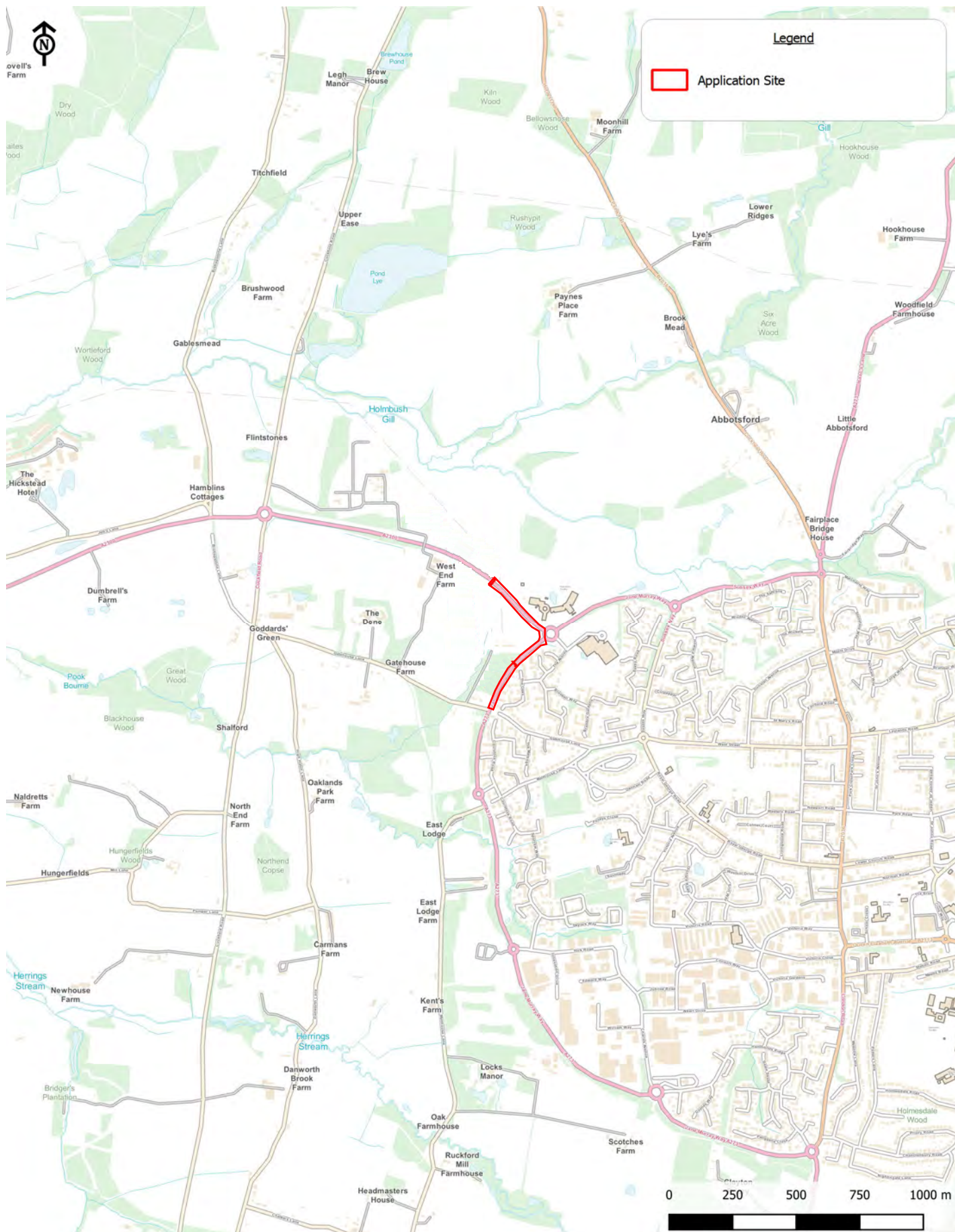


Burgess Hill Northern Arc - Reserved Matters - Western Bridge and Link Road - Phase 3

Client: Homes England

Figure 1:
OPA Development Masterplan

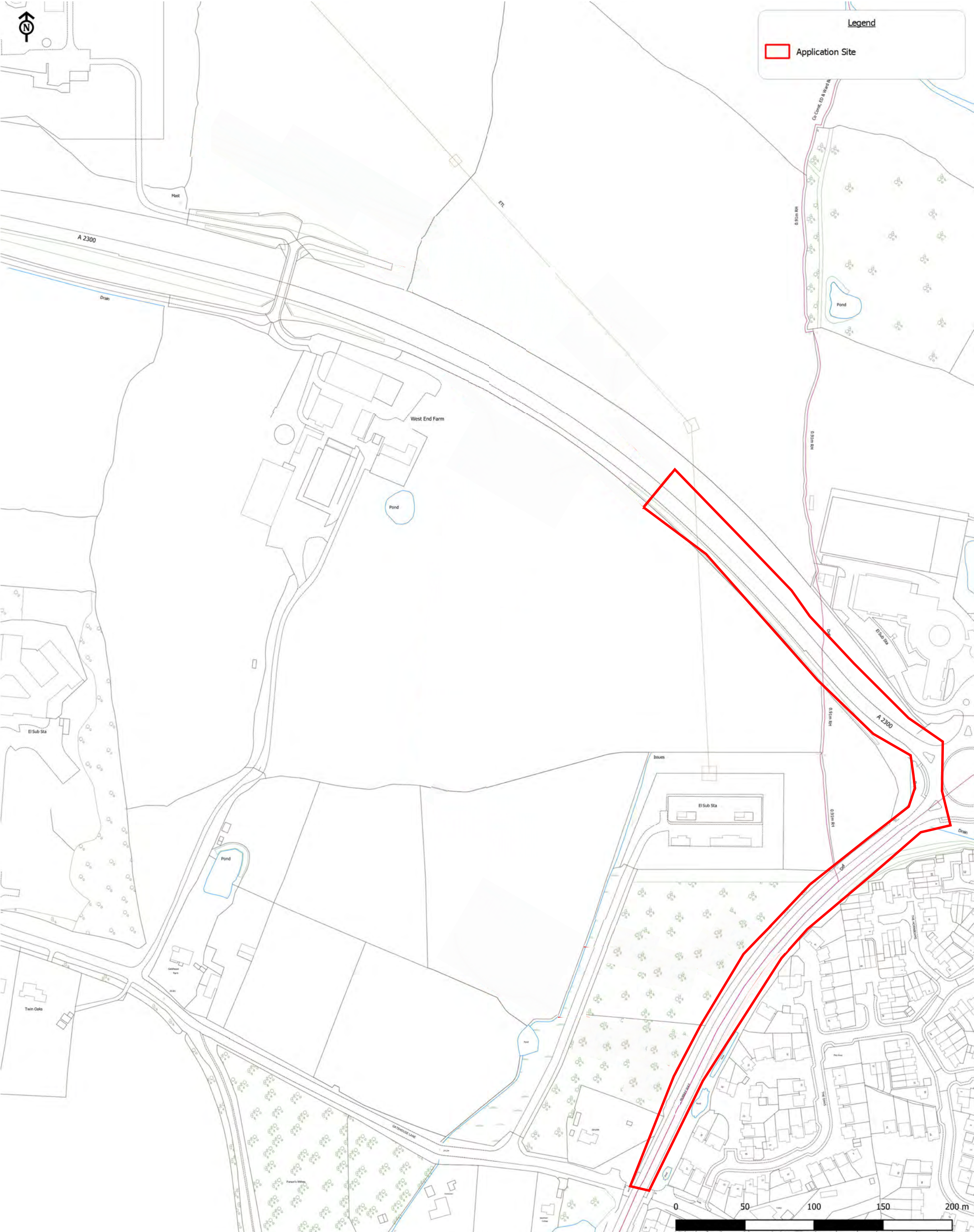
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Burgess Hill Northern Arc - Reserved Matters -
Western Bridge and Link Road - Phase 3
Client: Homes England

Figure 2:
Application Site Location

Scale: 1:20000@A4

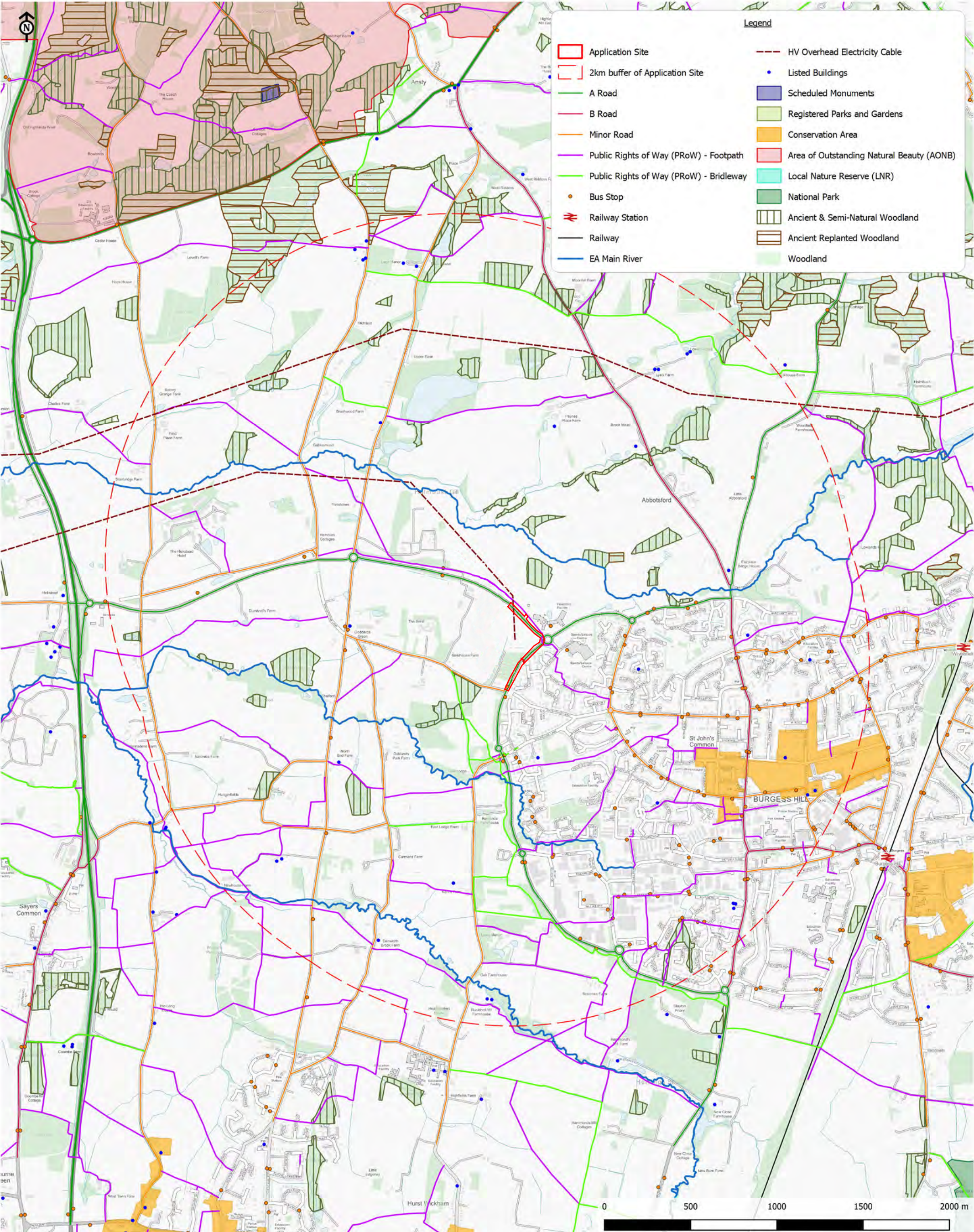


Burgess Hill Northern Arc - Reserved Matters -
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Figure 3:
Application Site Boundary

Scale: 1:2500@A3





Burgess Hill Northern Arc - Reserved Matters -
 Western Bridge and Link Road - Phase 3
 Client: Homes England

Figure 4:
 Key Features Within and Surrounding the Application Site

Scale: 1:20000@A3

