

An aerial photograph of a large industrial yard filled with hundreds of stacked shipping containers in various colors (red, white, blue, and rusted metal). The containers are arranged in neat rows, forming a large rectangular area. To the right of the container yard is a multi-lane asphalt road with a green car visible. To the left is a dirt path and some greenery. A red location pin is placed on the right side of the container yard. Text labels 'A2300' and 'Less 2 Build It' are visible on the right side of the image, and 'Lersure Vehicles Sussex' is visible at the bottom center.

Construction Environmental Management Plan



Environmental Assessment Services Ltd

REPORT DATA SHEET

Requirement	Data
Report Reference	872/EllisdonArchitects/Leacroft/CEMP
Date	May 2026
Client	Less 2 Build It Ltd
Report type	Construction Environmental Management Plan
Purpose	Planning Condition
Revisions	June 2026, July 2026
Prepared by	Xanthe Lyford BSc (Hons)  Signed
Approved by	Eur Ing Malcolm McKemey BSc (Hons), CEng, CEnv, MICE, MCIWEM, MIEEnvSc  Signed

LESS 2 BUILD IT LTD

LAND TO THE SOUTH OF LEACROFT, LONDON ROAD, HICKSTEAD, WEST
SUSSEX, RH17 5LZ

Construction Environmental Management Plan

May 2026
(Revised June 2026, July 2026)

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Distribution

Name / Organisation	Role
	Site Manager
Xanthe Lyford/EAS Ltd	Environmental Consultant
Mid Sussex District Council	Local Planning Authority

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EXECUTIVE SUMMARY

It is proposed to redevelop the site at Land to the south of Leacroft, Hickstead for commercial use comprising the removal of the existing office building and the piles of bricks stored onsite, and the construction of warehouses along the north, east, west and part of the south boundary of the site with a staff parking area in the centre.

This Construction Environmental Management Plan (CEMP) has been prepared to support the construction and demolition phase of the proposed development. It sets out the environmental management framework, mitigation measures, and monitoring requirements that will apply throughout the construction programme.

The CEMP ensures that construction activities are carried out in a manner that protects environmental receptors, complies with all relevant legislation and planning conditions, and minimises disturbance to neighbouring occupants and the surrounding environment.

Key commitments include robust pollution prevention measures for water and soil, dust and noise controls, comprehensive waste management procedures, protection of ecologically sensitive features, and a clear emergency response protocol.

CONDITION 2:

The Condition states:

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the local planning authority, who shall consult with National Highways. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate including, but not necessarily restricted to, the following matters:

- The anticipated number, frequency, types and timing of vehicles used during construction (construction vehicles should avoid the network peak hours of 0800-0900 and 1700-1800 where practicable).
- The parking of construction vehicles (which must not be within the highway boundary) swept paths of construction vehicles demonstrating that the vehicles can enter and leave the site in forward gear.
- The loading, unloading and storage of plant, materials and waste (which must not be within the highway boundary unless agreed with National Highways and with appropriate traffic management in place).
- The erection and maintenance of security hoarding or other appropriate security barriers.
- The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway.
- Measures to reduce dust, dirt and any other airborne contaminants and to reduce as far as reasonably possible these passing beyond the site boundary, which shall include sheeted loads and dampening stockpiles where necessary.
- Positioning and design of any temporary lighting (which must not dazzle users of the highway) National Highways Planning Response (HEPR 16-01) January 2016.
- Measures to control noise affecting nearby residents (in accordance with BS5228:2014 Code of practice for noise and vibration control on construction and open sites - with particular regard to the noisiest activities, typically piling, earthmoving, concreting, vibrational rollers and concrete breaking).
- Dust management plan.
- Site contact details in case of complaints.
- The construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that construction of the development does not result in avoidable congestion on the A2300 and A23, to ensure that the A2300 and A23 continue to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road

safety, to protect the amenity of local residents from noise and dust emissions during construction and to comply with policies DP21, DP26 and DP29 of the Mid Sussex District Plan 2014 2031.

The Preliminary Contamination Risk Assessment report (PCRA - Environmental Assessment Services Ltd - 2017) identified that the site required a further Phase 2 Contamination Risk Assessment across the site in order to protect the future site users and site workers from any contact with contaminated soils at the site. The Contamination Risk Assessment (CRA - Environmental Assessment Services Ltd - 2026) identified contamination within the upper made ground and lower subsoil in the form of Speciated Polycyclic Aromatic Hydrocarbons (PAHs), Heavy metals and miscellaneous organics.

Remediation during construction was suggested in the form of appropriate industrial hygiene (wearing of boots, gloves, coveralls and dust masks and avoiding eating and drinking onsite) and the use of barrier pipes for the proposed water mains. The soft landscaped borders were suggested to be formed of a geotextile membrane laid over the clay topsoil interface with clean, new topsoil on top, to a depth of 0.6 m for any trees or shrubs or 0.25 for any other planting. Any waste topsoil/made ground removed from the site either in the digging of foundations or the creation of soft landscaping areas is to be disposed of by a licenced waste contractor and receipts retained.

LESS 2 BUILD IT LTD

LAND TO THE SOUTH OF LEACROFT, LONDON ROAD, HICKSTEAD, WEST
SUSSEX, RH17 5LZ

Construction Environmental Management Plan

May 2026

1. INTRODUCTION

- 1.1 The site comprises a plot of land, currently used for the storage and distribution of bricks for the building trade with a site office building to the northeast, located off London Road, Hickstead. The site area is approximately 0.4 ha. The Ordnance Survey (OS) map reference for the site is TQ 2668 2092. The site elevation is approximately +14 m OD. See Appendix A, Figure 1 for the site location plan and Figure 2 for the existing site layout.
- 1.2 It is proposed to redevelop the site after the demolition of the existing office building in the northeast of the site and the removal of the stacks of bricks stored on site, into a series of commercial warehouses located around the boundaries of the site with a staff parking area in the centre. Access to the site is via an existing entrance from London Road (A2300) to the east. See Figure 3 in Appendix A for the proposed site layout.
- 1.3 According to the British Geological Survey (available online), the site lies on Weald Clay Formation (mudstone). The Department for Environment, Food and Rural Affairs (Defra) online mapping (MAGIC) shows that the site lies on unproductive bedrock and superficial drift. DEFRA classify the soil type as “*slightly acid but base-rich loamy and clayey soils*”. The site lies on an area of ‘unproductive’ groundwater vulnerability and does not lie in a groundwater source protection zone (SPZ).
- 1.4 According to the Environment Agency online Flood Map for Planning, the site lies within Flood Zone 1 (low risk of flooding from fluvial sources), the site will remain in Flood Zone 1 in the 2070 - 2125 scenario. The site is not at risk from surface water flooding in the 1 in 30-year scenario, but the adjacent road, A2300 is at risk; the very edge of the eastern boundary of the site is at risk from surface water flooding in the 1 in 100-year scenario, this area increases slightly in the 1 in 1000-year scenario. Groundwater flooding or reservoir flooding are deemed unlikely at the site. The site lies within 100 m of a watercourse classified as a main river by the EA, the River Adur (eastern branch) lies to the north of the site and flows westwards under Rice Bridge 100 m to the north.
- 1.5 The PCRA concluded that there was an uncertain risk of contamination to the proposed future site users due to previous and current land use and that further intrusive site investigation was required. The subsequent CRA concluded that there was contamination in the made ground and subsoil of the site (PAHs,

heavy metals and miscellaneous organics) and remediation measures would need to be implemented into the construction plan.

- 1.6 This Construction Environmental Management Plan (CEMP) sets out the environmental management measures and mitigation strategies to be implemented during the demolition and construction phase of the proposed redevelopment at Land to the south of Leacroft. It establishes the framework for managing environmental risks, ensuring compliance with planning conditions, legislative requirements, and best practice standards. This CEMP should be read in conjunction with the project Health & Safety Plan, Construction Traffic Management Plan, Contamination Risk Assessment and any relevant ecological, archaeological or drainage management documents.

2 ROLES AND RESPONSIBILITIES

- 2.1 Environmental management on site is a shared responsibility. The key roles and their environmental duties are set out below.

Role	Environmental Responsibilities
Site / Project Manager	Overall accountability for CEMP implementation on site; day-to-day environmental decision-making; liaison with the Environmental Manager.
Environmental Consultant	Preparation and revision of CEMP; site audits and inspections; incident investigation; staff briefings; liaison with regulators and the LPA.
Site Operatives & Sub-contractors	Compliance with CEMP requirements; reporting of incidents, spills, or concerns; participation in environmental toolbox talks.

3. LEGISLATIVE & POLICY FRAMEWORK

This CEMP has been prepared with reference to the following legislation, regulations, and guidance.

3.1 Key Legislation

- Environment Act 1995 / 2021
- Environmental Protection Act 1990
- Control of Pollution Act 1974 (noise and vibration)
- Water Resources Act 1991 / Water Framework Directive
- Wildlife and Countryside Act 1981 (as amended)
- Conservation of Habitats and Species Regulations 2017 (Habitats Regulations)
- Countryside and Rights of Way Act 2000
- Town and Country Planning Act 1990 (planning conditions)

- Waste (England and Wales) Regulations 2011
- Control of Substances Hazardous to Health (COSHH) Regulations 2002
- Environmental Permitting (England and Wales) Regulations 2016
- Highways Act 1980

3.2 Guidance & Standards

- BS 5228: Code of Practice for Noise and Vibration Control on Construction Sites
- CIRIA C532: Control of Water Pollution from Construction Sites
- CIRIA C648: Control of Water Pollution (Linear Construction Projects)
- PPG1–PPG26 Pollution Prevention Guidelines (Environment Agency)
- BS 42020:2013 Biodiversity – Code of Practice
- Relevant local planning authority policies and conditions
- Design Manual for Roads and Bridges (DMRB)

4. ENVIRONMENTAL SENSITIVITY AND RECEPTORS

- 4.1 The following receptors have been identified in the vicinity of the site and will require particular attention during construction.

Receptor Type	Location / Description	Sensitivity
Watercourses / drainage	There is a watercourse approximately 50 m to the west, and the River Adur lies to the north of the site.	Medium
Groundwater	Not is a source Protection zone (SPZ). Not hydrologically sensitive.	Low
Protected habitats / species	None identified.	Low
Residential properties	Adjacent houses to the north, south and west. Existing site access from London Road. Suitable onsite storage available.	Medium
Air quality	Not in an AQMA. Rural residential area with light industry within the vicinity, but adjacent to the A23 highway.	Low/Medium,
Archaeology / heritage	No special status items.	Low

Contaminated land	Former parking and plant storage & existing use as a brick storage and distribution yard. PAH, heavy metal and miscellaneous organics.	Medium/Uncertain
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5. ENVIRONMENTAL MANAGEMENT MEASURES

5.1 Pollution Prevention – Water

The risk of pollution to surface and groundwater will be managed through the following measures:

- A spill clean-up kit, drain protectors and sorbents to be maintained on site during the construction phase. All operatives will be briefed on emergency spill procedures.
- No construction plant will be refuelled, serviced, or washed within 10 metres of any drainage feature.
- Fuels, oils, and chemicals will be stored under cover on containment.
- Concrete mixing and washout will take place away from drainage features.
- Site drainage will be inspected and maintained weekly, and following significant rainfall events.

5.2 Dust & Air Quality

- Effective dust suppression measures will be in place throughout groundworks and demolition. Disc cutting of masonry should be minimised as this is likely to be a significant generator of both dust and noise.
- Vehicles carrying loose materials will be sheeted prior to leaving site.
- Stockpiles of materials for construction are to be dampened to suppress dust.
- Burning of waste materials on site is strictly prohibited.
- Idling of diesel plant and vehicles will be minimised; engines will be switched off when not in use.
- Dust monitoring will be undertaken at the site boundary if a significant volume of dust related complaints are received from neighbouring residents.
- Large vehicles entering and leaving the site will require wheel washing to prevent mud deposition on the highway.

5.3 Noise & Vibration

- Working hours will be restricted to 07:30–18:00 Monday–Friday and 08:00–13:00 Saturday, unless otherwise agreed in writing with the LPA.
- Construction vehicles are to avoid entering and exiting the site during peak traffic hours (08:00–09:00 and 17:00–18:00).

- Plant and equipment will be maintained and fitted with effective silencers; noisy operations such as demolition and masonry cutting will be planned to minimise duration and frequency.
- Advance notice will be given to neighbouring residents of any exceptionally noisy activities.
- A noise monitoring scheme may be required by the LPA if a significant number of noise related complaints are reported.
- Noisy operations will not take place in the immediate vicinity of any confirmed bird nest during the nesting season (March–August inclusive).

5.4 Waste Management

- A Site Waste Management Plan (SWMP) will be maintained and regularly updated.
- Waste will be segregated at source into general, inert, hazardous, and recyclable streams.
- All waste will be removed from site by a registered waste carrier and disposed of or recycled at appropriately licensed facilities.
- Waste transfer notes (or hazardous waste consignment notes) will be retained for a minimum of two years.
- Waste minimisation will be prioritised throughout the construction programme.
- No waste will be burnt, buried, or disposed of on site without prior written consent from the Environment Agency.

5.5 Biodiversity & Ecology

- No ecological surveys have been carried out, and no ecological concerns have been raised regarding the proposed development.
- During the main bird nesting season (March–August), any nesting birds identified in the site should be protected from disturbance as much as is practical. Where necessary, the advice of a qualified ecologist should be sought.
- The only other ecological concern which could arise would be the discovery of a bat roost, which is considered to be very low risk in this case. Where this occurs, the advice of a suitably qualified ecologist should be sought.
- Biodiversity net gain enhancements (bat boxes, bird boxes, native planting, etc.) should be incorporated where previously agreed with the LPA.

5.6 Soil & Contaminated Land

- If unexpected contamination is discovered during excavation, work will cease and an Unexpected Finds Protocol will be activated, notifying the relevant authority.
- Where new water mains are to be laid, the soil should be tested to ensure that the current UKWIR guidelines can be met, or barrier pipe should be used.

- All soils waste proposed on site will be disposed of by a licenced waste contractor to ensure the disposal of contaminated material will comply with waste regulations.

5.7 Cultural Heritage & Archaeology

- No significant cultural heritage or archaeological concerns relating to the site have been noted and none are anticipated.
- An Unexpected Finds Protocol will be in place: work will cease and the LPA / Historic England will be notified if significant finds are discovered.

5.8 Lighting

- All artificial lighting on site will be angled (shield or angle fixtures below the driver's direct eye level – minimum 20° from the horizontal) to avoid causing dazzle to the traffic using the A23 or the A2300.
- Construction lighting should point downward and slightly away from traffic.
- Directional LED task lights should be used instead of broad floodlights.
- Temporary lighting used during the construction phase should be directed away from the A23 and the A2300.
- Beam-Controlled Lighting should be used (portable construction lamps that feature built-in shrouds, hoods, or beam-steering lenses).
- Artificial lighting on site will be directed to avoid disturbance to bats and other nocturnal species.
- Lighting rigs will use timed or motion-sensitive controls to minimise unnecessary illumination.
- Light spill into neighbouring residential properties will be minimised.

5.9 Community & Neighbour Relations

- A nominated point of contact will be identified for all community and neighbour queries.
- Local residents and businesses will be notified in advance of particularly disruptive activities (e.g. piling, road closures, unusually large deliveries).
- A complaints register will be maintained; all complaints will be acknowledged within 24 hours and investigated promptly.
- Secure hording and security barriers will be erected on site to ensure the safety of the local residents.

5.10 Travel

- Large vehicle delivery and waste removal to and from the site will be via the A2300 and A23 motorway.
- There is space on site for delivery vehicle parking and available storage space for plant and construction materials.

- No construction or delivery vehicles are to be parked on the public highways.
- Construction and delivery vehicles will not arrive or depart the site at the peak traffic times of 08:00-09:00 and 17:00-18:00 to avoid congestion to the public highways.
- A swept path analysis was undertaken to ensure that the largest vehicles could safely access and egress the site via the existing entrance to the A2300, concluding that a slight increase in the width of the entrance to 8.5 m and an additional drop to the kerb would be required to accommodate the largest vehicles. The report is attached in Appendix E, alongside the list of the proposed type and number of construction vehicles. The diagrams showing the sweep path movements of the different vehicle types are shown in Figure 4 in Appendix A.
- A revised site entrance design has been provided that allows for the access and egress of the largest construction vehicles and a revised swept path analysis for the larger entrance indicating the suitability of the larger entrance for the movement of construction vehicles. See Figure 5 in Appendix A.
- A DMRB GG 104 Road Safety Risk Assessment has been conducted in relation to the widening of the site entrance and after the suggested mitigation (use of construction warning signage, vegetation maintenance to avoid obscuring the line of site and visibility alignment) the residual risk was found to be low. See Appendix F.

6. ENVIRONMENTAL EMERGENCY RESPONSE

- 6.1 In the event of an environmental incident (e.g. fuel spill, other severe pollution or a fire), the following procedure will be followed:

1	STOP all work in the immediate area.
2	CONTAIN the incident where safe to do so (spill kit; protect drainage).
3	NOTIFY the Site Manager immediately.
4	REPORT to the Environment Agency (24-hour hotline: 0800 80 70 60) if groundwater may be affected.
5	RECORD all incidents in the site Incident Log; investigate root cause and implement corrective action.

7. MONITORING, AUDITING & REVIEW

- 7.1 The effectiveness of this CEMP will be monitored through the following programme:

Activity	Frequency	Responsible	Record
Site environmental inspection	Weekly	Site Manager	Inspection checklist
Drainage / sediment control check	After heavy rainfall	Site Manager	Site diary
Environmental toolbox talk	At induction + as needed	Site Manager	Training record
CEMP compliance audit	Monthly	Environmental Consultant	Audit report
CEMP review / revision	Following incidents	Environmental Consultant	Revised CEMP

8. TRAINING & AWARENESS

8.1 All site operatives and sub-contractors will receive an environmental induction before commencing work on site. The induction will cover:

- Key environmental sensitivities of the site
- Pollution prevention measures and location of spill kits
- Waste segregation and disposal procedures
- Noise and dust controls
- Emergency procedures and contact details
- Reporting mechanisms for incidents and near misses
- Appropriate industrial hygiene measures will be in place for all construction staff in the form of PPE comprising boots, gloves, coveralls and dust masks.
- No food or drink will be consumed on the site to avoid contamination from the soil or made ground

Toolbox talks on specific environmental topics will be delivered as appropriate throughout the construction programme. Training records will be maintained on site.

9. KEY CONTACTS

Name	Role	Organisation	Contact
	Site Manager	Less 2 Build It Ltd	(Tel / email)
X Lyford	Environmental Consultant	EAS Ltd	01444 882552 info@easltd.co.uk
Environment Agency	Incident Hotline (24hr)	EA	0800 80 70 60

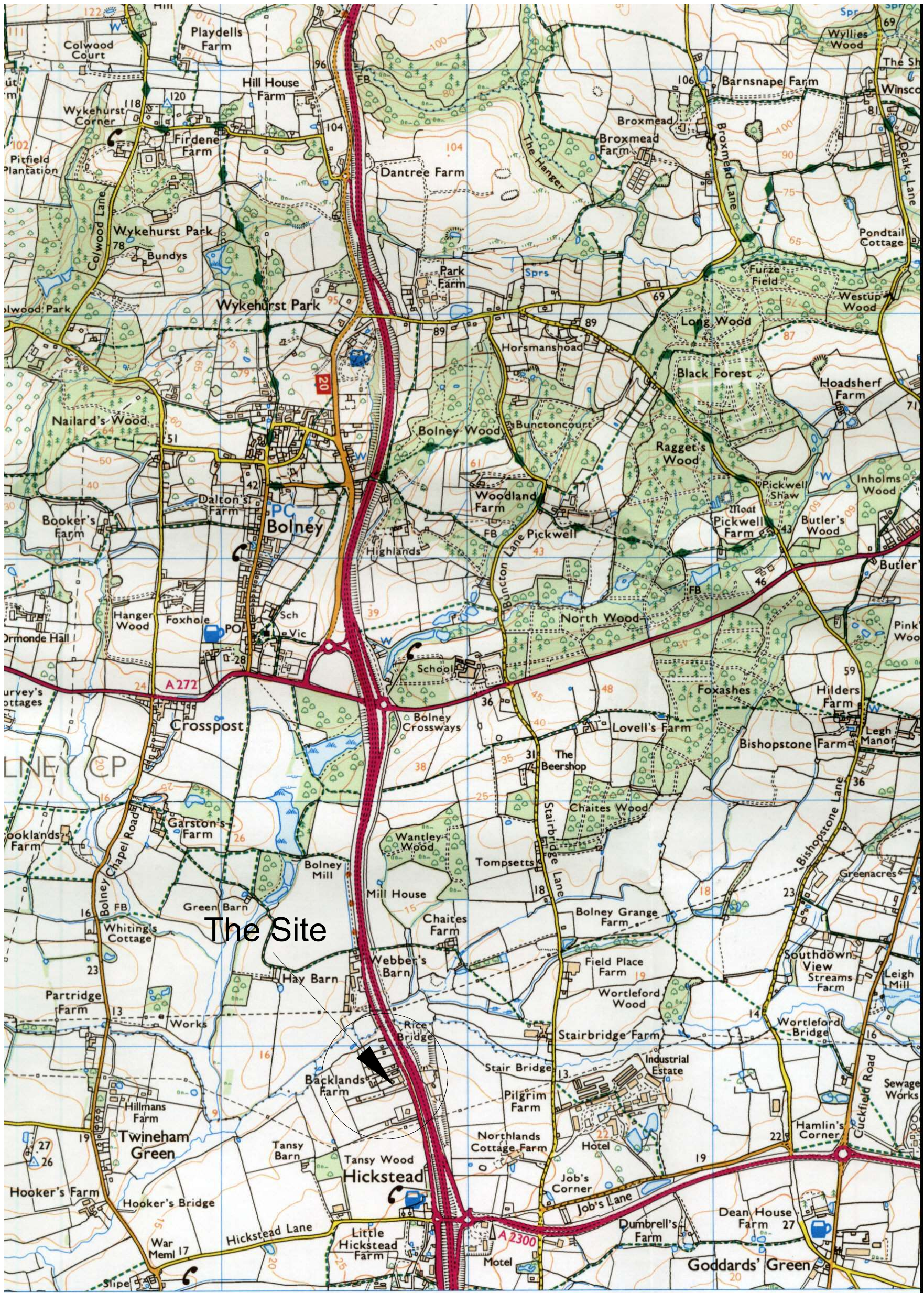
The construction work will be carried out at all times in accordance with the approved CEMP unless variations are approved by the local planning authority.

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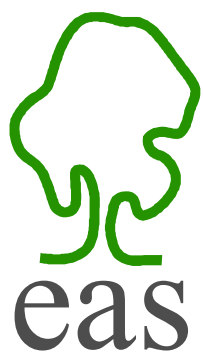
APPENDIX A

FIGURES

FIGURE 1:	Site Location Plan
FIGURE 2:	Site as Existing
FIGURE 3:	Proposed Development
FIGURE 4:	Sweep path of vehicles to and from the site
FIGURE 5:	Sweep path of vehicles with revised site entrance design



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Land to the South of Leacroft

London Road, Hickstead, West Sussex, RH17 5LZ

Scale 1:25000

Figure 1: Site Location

May 2026



Land to the South of Leacroft
London Road, Hickstead, West Sussex, RH17 5LZ

Figure 2: Site as Existing

Scale as shown

May 2026

FIGURE 4: Sweep path of vehicles to and from the site

Figure 1 — Site access constraints (existing) and required access widening

Land South of Leacroft, London Road (A2300), Hickstead RH17 5LZ | DM/23/1339 Condition 2 | dimensions from scaled survey data — verify on site

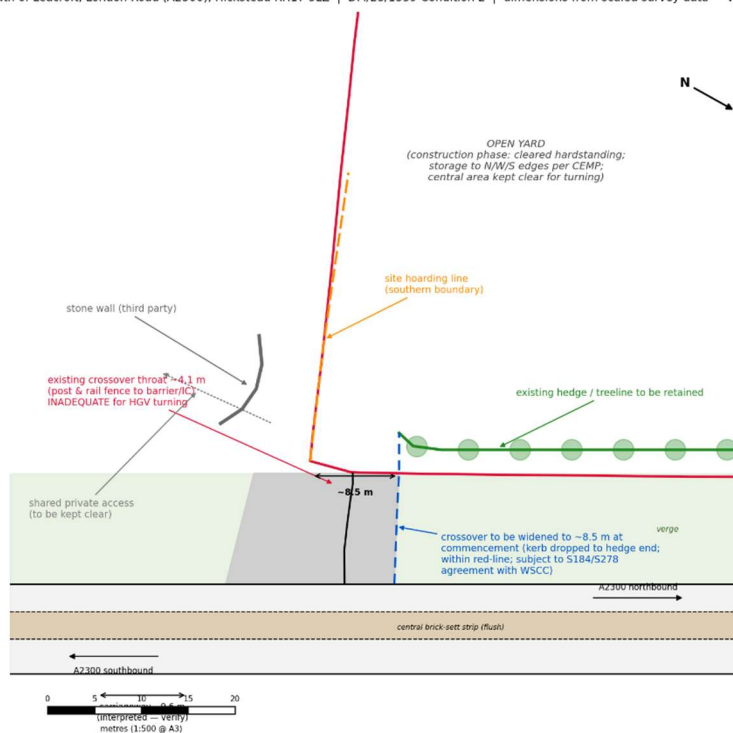


Figure 2 — 16.5 m articulated HGV: ARRIVAL from south (left turn in, forward gear)

Approach northbound A2300 nearside lane; front-axle turn radius 12.0 m; widened crossover in place. Envelope = vehicle body swept path.

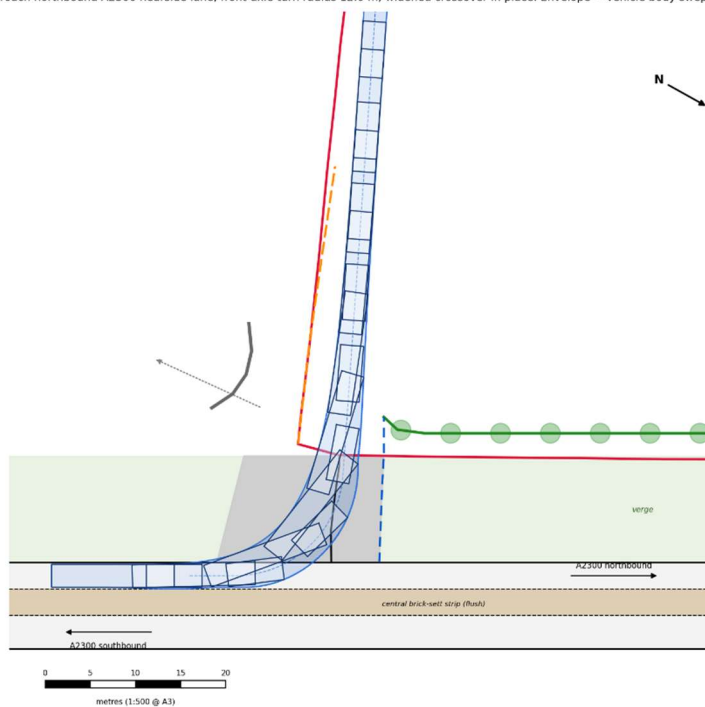


Figure 3 — 16.5 m articulated HGV: ON-SITE 180° TURN (forward gear throughout)

Turning loop within the central yard (radius 11.0 m) returning to the exit corridor; wholly within the site boundary.

**Figure 4 — 16.5 m articulated HGV: DEPARTURE to south (right turn out, forward gear)**

Egress across the carriageway into the A2300 southbound lane; front-axle turn radius 10.0 m; remains clear of the eastern carriageway edge.

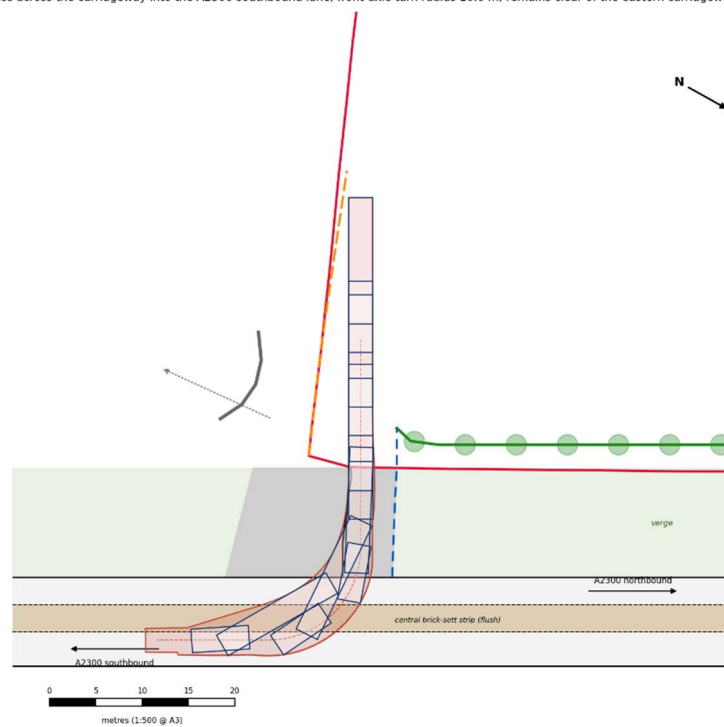


Figure 5 — 10 m rigid HGV (32 t tipper): ARRIVAL and DEPARTURE (forward gear)

Arrival (blue, front-axle R = 10.0 m) and departure (red, R = 9.0 m); margins exceed those of the 16.5 m articulated vehicle.

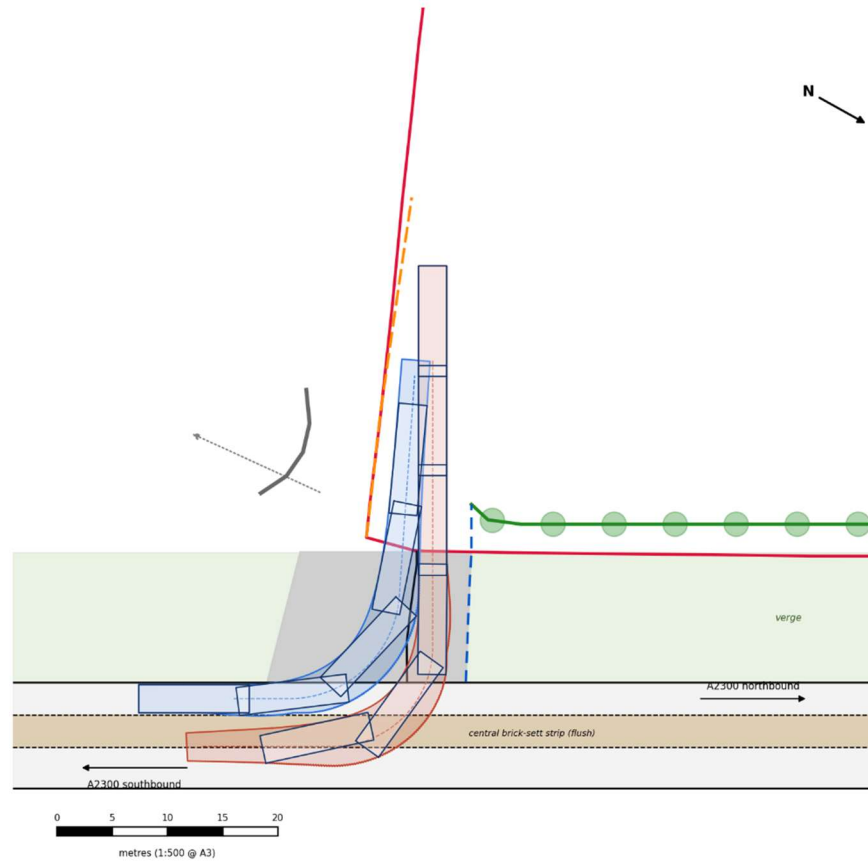
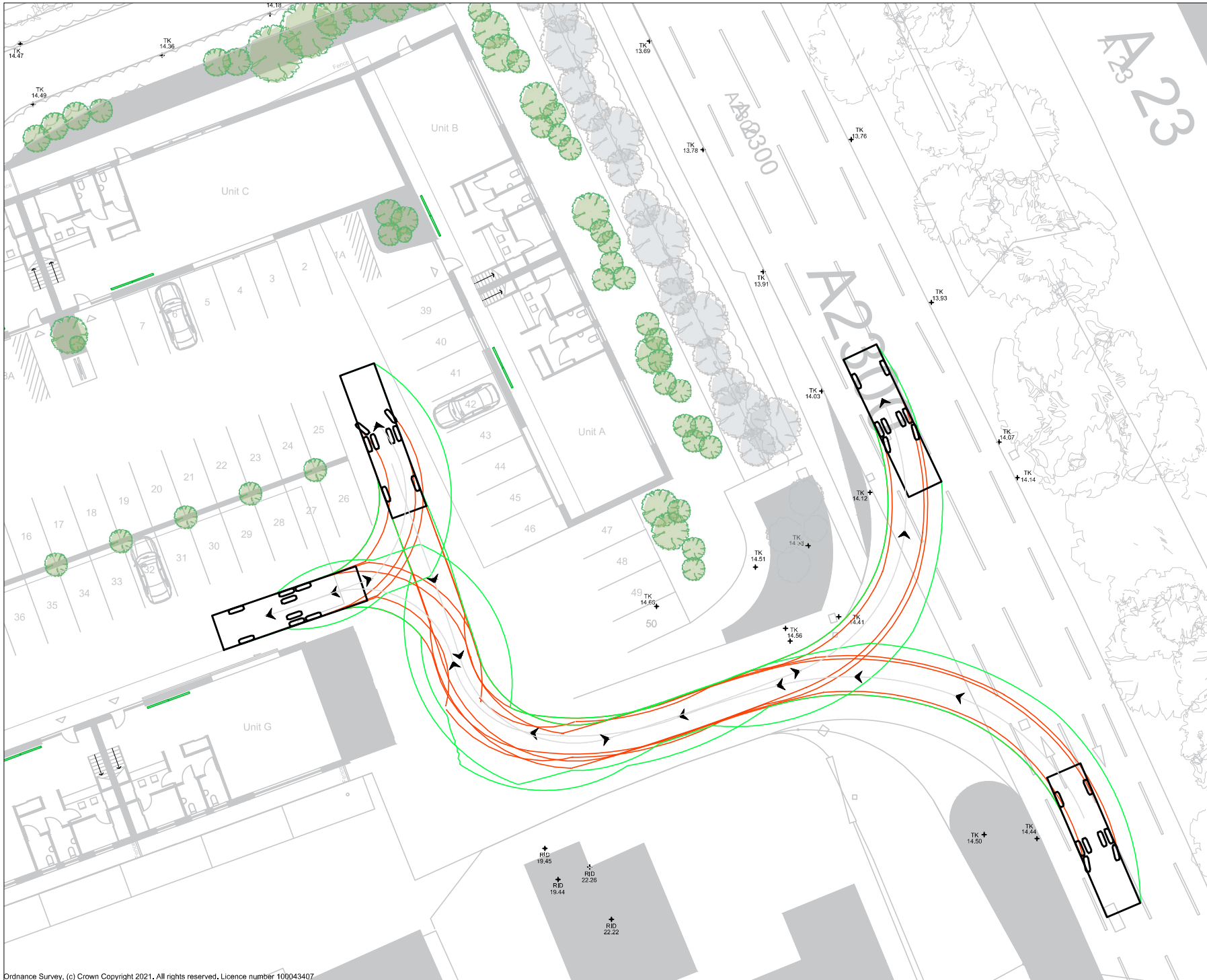
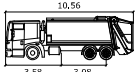


FIGURE 5:
Sweep path of vehicles with revised site entrance design

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Mercedes Benz Econic 2629 LL 2012
Width : 2.52 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 24.9



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Project:
Land West of the A2300, Hickstead

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing: 140319-TK12
Revision: A

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.8

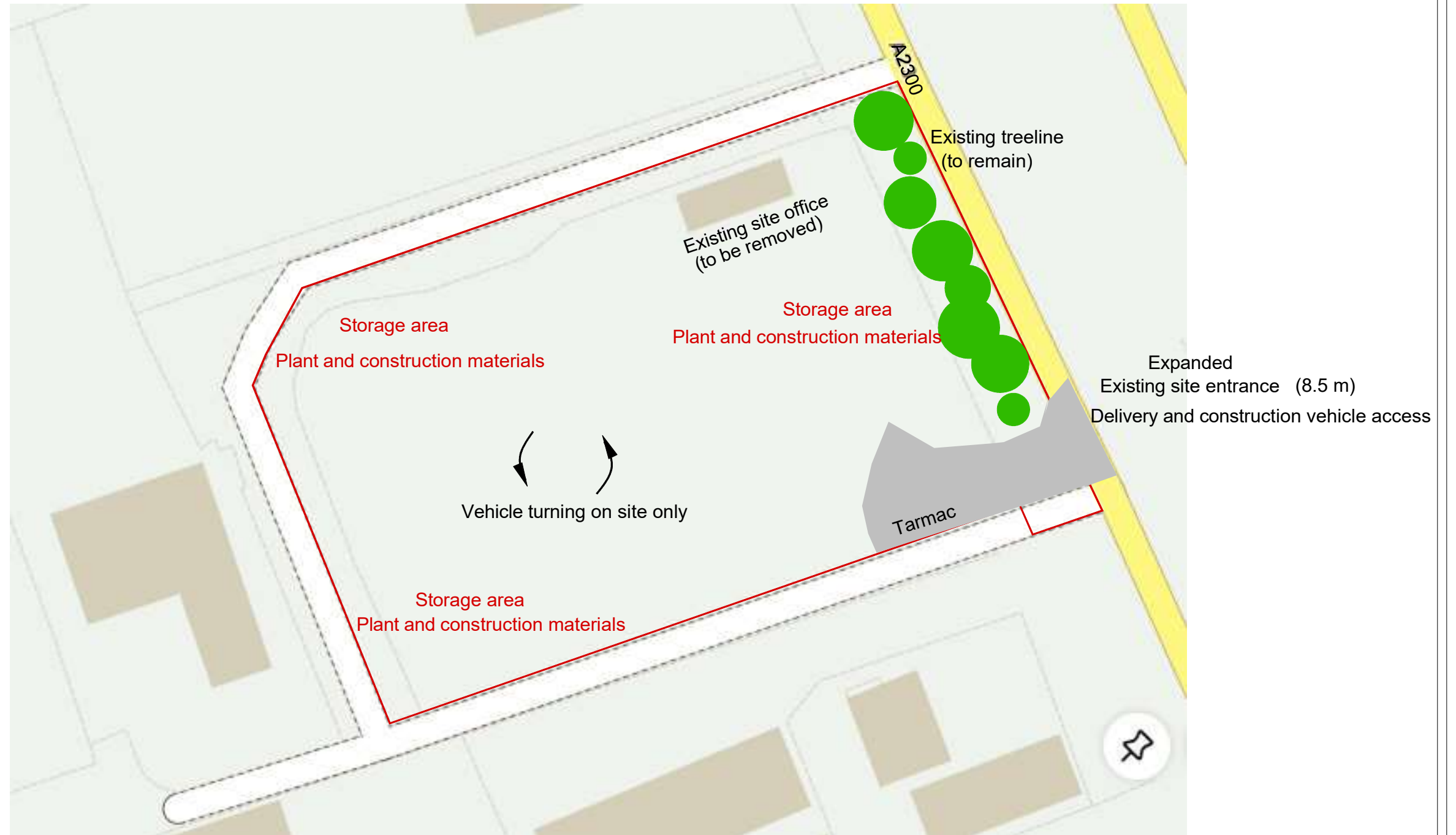


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140319-TK13	A



APPENDIX B

SITE PLAN & ENVIRONMENTAL CONSTRAINTS



Land to the South of Leacroft
London Road, Hickstead, West Sussex, RH17 5LZ

Constraints Plan

Scale as shown

May 2026

APPENDIX C**INCIDENT LOG TEMPLATE**

Ref	Date	Description	Action Taken	Closed Out

APPENDIX D**WEEKLY INSPECTION CHECKLIST**

Complete weekly and file on site. Any 'No' response requires corrective action to be recorded and tracked.

Check	Yes	No	N/A
Sediment controls in place and functional			
Fuel / chemical containment intact, no evidence of leaks or spills			
Spill kit fully stocked and accessible			
No waste burning taking place			
Waste segregated correctly and containers labelled			
No evidence of dust nuisance at site boundary			
Noise from site within expected levels for time of day			
No ecological concerns observed (e.g. nesting birds)			
Community notice board up to date			
Incident log reviewed and actions closed out			

Inspector Name: _____ Date: _____

Signature: _____

APPENDIX E

SWEPT PATH ANALYSIS AND CONSTRUCTION VEHICLE MODELS

At this stage a main contractor / site manager has not yet been appointed so we are not able to provide contractor-confirmed vehicle numbers. However, for the purposes of the CEMP, the following anticipated construction vehicle information is considered to be a reasonable and proportionate forecast for the construction phase of the approved 7 light industrial / office units.

The appointed contractor will be required to work within the approved CEMP and confirm / update the below before commencement where necessary.

Anticipated construction vehicle movements

The construction phase is anticipated to involve a mixture of light commercial vehicles, rigid delivery vehicles, occasional HGVs, concrete vehicles, plant delivery vehicles and waste collection vehicles. Vehicle movements will vary depending on the stage of the works, with the highest intensity expected during groundworks, drainage, foundations, concrete pours and delivery of structural / external envelope materials.

Unless otherwise agreed, deliveries and collections will be undertaken within the approved construction delivery hours only. HGV and large delivery movements will be scheduled to avoid the network peak hours of 08:00-09:00 and 17:00-18:00 where practicable.

Construction stage	Anticipated vehicle types	Anticipated number / frequency	Anticipated timing
Site set-up / mobilisation	Small vans, contractor cars, welfare delivery, Heras / hoarding delivery vehicle, occasional rigid lorry	Approx. 3-8 light vehicles per day during initial mobilisation, 1-3 larger delivery vehicles over the mobilisation period.	Generally Mon-Fri 09:30-16:00 for larger deliveries.
Groundworks, drainage and foundations	Excavator / plant delivery by low-loader, 8-wheel tipper / grab lorries, spoil removal vehicles, aggregate / sub-base deliveries, concrete mixer lorries, concrete pump if required	Typically 2-6 HGV / large vehicle visits per day during active groundworks. On peak days, such as muck-away or concrete pour days, up to approx. 8-10 HGV / large vehicle visits may occur. Low-loader plant delivery / removal expected on limited occasions only.	Larger vehicles to be booked outside 08:00-09:00 and 17:00-18:00 where practicable. Concrete pours generally mid-morning to mid-afternoon.
Slab / structural works	Concrete mixers, concrete pump, steel / frame delivery vehicles, HIAB / rigid lorries, telehandler delivery	Normal frequency approx. 1-4 larger vehicle visits per day. On concrete pour days this may increase to approx. 6-10 concrete-related vehicle visits depending on pour size.	Generally 09:30-15:30 Mon-Fri where practicable.
External walls, roof and envelope	Rigid delivery lorries, HIAB deliveries, scaffold lorries, cladding / roofing / window delivery vehicles, vans	Approx. 1-3 larger deliveries per day during key delivery periods, with contractor vans / light vehicles daily. Scaffold delivery / collection expected as occasional visits only.	Deliveries to be pre-booked, generally 09:30-16:00.
Internal fit-out / services	Electrician, plumber and mechanical contractor vans, small material deliveries, occasional rigid delivery vehicle	Approx. 4-10 light van / car visits per day. Larger deliveries typically 0-2 per day.	Mainly throughout working day, avoiding peak network hours for larger deliveries where practicable.
External works / surfacing / landscaping	Tipper lorries, asphalt / surfacing vehicles, paving / kgb deliveries, landscape material deliveries, vans	Approx. 1-4 larger vehicle visits per day during external works. Short-term peak may occur during surfacing or aggregate delivery.	Generally 09:30-15:30 Mon-Fri where practicable.
Waste removal throughout construction	Skip lorry, grab lorry, waste collection vehicle	Typically 1-2 visits per week, increasing temporarily during clearance or fit-out phases if required.	Pre-booked collections within permitted delivery hours.

Clarification: The above figures are anticipated vehicle visits rather than fixed daily limits. One vehicle visit would normally comprise one arrival and one departure. The highest number of vehicle movements would be temporary and associated with particular operations, such as groundworks, muck-away, concrete pours and surfacing.

General controls

No construction vehicles will park within the highway boundary.

Deliveries will be pre-booked and managed to avoid unnecessary vehicle waiting.

Larger vehicles will be scheduled outside 08:00-09:00 and 17:00-18:00 where practicable.

Materials, plant and waste will be loaded, unloaded and stored within the site, not on the public highway.

The contractor will be required to manage vehicle access so that construction vehicles enter and leave the site in forward gear where required by the approved arrangements.

The appointed contractor / site manager will maintain a site contact number for complaints or traffic management issues.

The above vehicle forecast will be reviewed by the appointed contractor before commencement and updated if required, provided any update remains consistent with the approved CEMP and planning condition requirements.

SWEPT PATH ANALYSIS

Construction vehicle access and egress — A2300 London Road

Site	Land South of Leacroft, London Road (A2300), Hickstead, West Sussex RH17 5LZ
Planning reference	DM/23/1339 — Condition 2 (Construction Management Plan)
Purpose	To demonstrate that the largest construction vehicles can safely access and egress the construction site from the A2300 in a forward gear, in response to LPA comments
Client	Less 2 Build It Ltd (via Environmental Assessment Services Ltd)
Status	DRAFT FOR REVIEW — desktop analysis (see Limitations, Section 8)
Date	June 2026

1. Introduction

Mid Sussex District Council has requested, in its comments on the Construction Management Plan submitted pursuant to Condition 2 of permission DM/23/1339, a swept path analysis demonstrating that the largest construction vehicles can safely access and egress the construction site from the A2300 in a forward gear. This note presents that analysis. The site is an approximately 0.4 ha former brick storage yard on the western side of London Road (A2300), with a single existing vehicular access at its south-eastern corner.

2. Basis of the analysis

Site geometry was digitised from the vector data of two scaled drawings: ABIR Architects topographical site plan 0460.EXG.001 (existing site, surveyed by Maltby Land Surveys, 1:200 at A1) and HOP Consulting drawing 9233-HOP-11-XX-DR-C-0501 (proposed layout, 1:200 at A1). Scale was independently verified on each drawing: the topographical plan was calibrated against its own scale bar (5 m measured as 24.98 pt in the drawing file), and the HOP drawing was verified by measurement of the proposed parking bays, which scale at exactly 2.40 m (the standard UK bay width). All dimensions quoted are derived from this calibrated vector data and should be verified on site before works commence.

A local coordinate frame was adopted with its origin at the south-eastern corner of the site ownership boundary, the X axis along the A2300 (northbound) and the Y axis into the site. The A2300 at the site frontage is a two-way single carriageway with a flush central brick-sett strip (a legacy of the former A23 alignment). The carriageway cross-section interpreted from the survey is: western edge approximately 11.7 m east of the site frontage boundary; northbound (nearside) lane approximately 3.0 m; central sett strip approximately 2.9 m; southbound lane approximately 3.7 m. The northbound lane lies adjacent to the site.

3. Key finding — the existing crossover is inadequate

The existing site access is a brick-sett crossover with a clear throat of only approximately 4.1 m between the post-and-rail fence on its northern side and the concrete barrier and inspection cover cluster on its southern side. Kinematic testing confirms that neither a 16.5 m articulated HGV nor a 10 m rigid HGV can negotiate this throat while turning to or from the A2300 in forward gear: the body sweep of a turning HGV requires substantially more width than 4.1 m. This is considered to be the matter underlying the LPA's request.

The analysis therefore assumes — and the Construction Management Plan should commit to — widening of the access crossover to approximately 8.5 m at the commencement of works, achieved by removing the redundant fence and barrier within the site and extending the dropped kerb northwards as far as the southern end of the retained boundary hedge/treeline. This widening lies within the application red line and corresponds to the consented permanent access arrangement shown on the HOP drawing (bell-mouth radius approximately 12.3 m); it would be carried out under a Section 184 (or Section 278) agreement with West Sussex County Council as highway authority. Figure 1 illustrates the existing constraints and the required widening.

4. Design vehicles

Parameter	16.5 m articulated HGV	10 m rigid HGV (32 t tipper)
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Overall length	16.5 m	10.0 m
Width (excl. mirrors)	2.55 m	2.55 m
Tractor wheelbase / wheelbase	3.8 m	5.1 m
Front overhang	1.4 m	1.4 m
Kingpin offset (fwd of drive axle)	0.5 m	n/a
Kingpin to trailer axle-group centre	8.0 m	n/a
Trailer front / rear overhang	1.6 m / 4.0 m	rear overhang 3.5 m

Dimensions are standard UK design-vehicle values consistent with the maximum legal articulated vehicle and a typical 32-tonne eight-wheel tipper. The articulated vehicle is the critical case; concrete mixers and low loaders of conventional dimensions are bounded by these two vehicles.

5. Methodology

Swept paths were computed using a discrete low-speed kinematic tracking model (tractrix integration at 0.05 m steps): the rear axle follows the front axle pursuit path according to the wheelbase, the trailer kingpin is carried at its offset on the tractor, and the trailer axle group follows the kingpin path according to the kingpin-to-axle dimension. The swept envelope is the union of the body rectangles over the manoeuvre. Front-axle paths are composed of straights and circular arcs with design radii no tighter than 10.0 m (12.0 m for the principal arrival turn), comfortably within the capability of the design vehicles. Clearance requirements adopted: 0.30 m to kerbs and the site hoarding line; 0.50 m to the retained hedge/treeline and to third-party structures.

6. Manoeuvres tested and results

In accordance with the CEMP routeing (arrivals and departures via the A23 and A2300 from the south), the principal manoeuvres are: (1) arrival from the south — left turn into the site from the northbound nearside lane; (2) a 180° turn within the central yard, in forward gear throughout, returning to the exit corridor; and (3) departure to the south — right turn out across the carriageway into the southbound lane. The three manoeuvres were simulated as one continuous forward-gear circuit for the 16.5 m articulated vehicle, so that trailer articulation carries realistically between manoeuvres. Arrivals from and departures to the north involve more road width and shallower turns and are bounded by the tested cases. Minimum clearances achieved by the continuous articulated-vehicle circuit:

Constraint	Min clearance	Required	Result
Hedge/treeline to remain (N)	2.17 m	0.50 m	PASS
Widened crossover N kerb	2.05 m	0.30 m	PASS
Stone wall (third party, S)	9.22 m	0.50 m	PASS
S boundary hoarding line	1.95 m	0.30 m	PASS
Carriageway east edge	1.07 m	0.30 m	PASS

All clearances are achieved with margin. During the arrival turn the front overhang briefly oversails the flush central sett strip of the A2300, which is an overrunable paved element; the departure manoeuvre necessarily crosses the strip and remains at least 1.07 m clear of the eastern carriageway edge. The 10 m rigid vehicle achieves larger margins than the articulated vehicle in all cases (Figure 5).

7. Conclusions and recommendations

Subject to the access crossover being widened to approximately 8.5 m at the commencement of works (within the red line and consistent with the consented permanent access), the largest construction vehicles — up to and including a 16.5 m articulated HGV — can enter the site from the A2300, turn within the site, and egress onto the A2300, all in forward gear and with adequate clearances. It is recommended that the Construction Management Plan be updated to include: (a) a commitment to form the widened access, with kerb works agreed with WSCC under Section 184/278, before HGV deliveries commence; (b) retention of a banksman to supervise HGV movements at the access; (c) the central yard turning area to be kept clear of storage at all times, as already indicated on the Constraints Plan; and (d) the shared private access to the south to be kept clear, with HGV swept paths crossing only its mouth within the bell-mouth area.

8. Limitations

This is a desktop analysis prepared using a first-principles kinematic tracking model with standard design vehicle dimensions; it is not an output of proprietary tracking software (e.g. AutoTrack or Vehicle Tracking), which some highway authorities require for formal acceptance, and it can be re-run in such software without change to the conclusions if requested. Site dimensions are derived from calibrated scaled drawings and must be verified by measurement on site, in particular the access throat, the position of the retained hedge end, and the carriageway cross-section, the central reserve arrangement of which has been interpreted from survey linework. The analysis addresses geometric feasibility only; visibility splays, traffic management and condition-compliance matters are addressed in the CEMP.

Figures 1–5 follow on landscape sheets.

Figure 1 — Site access constraints (existing) and required access widening

Land South of Leacroft, London Road (A2300), Hickstead RH17 5LZ | DM/23/1339 Condition 2 | dimensions from scaled survey data — verify on site

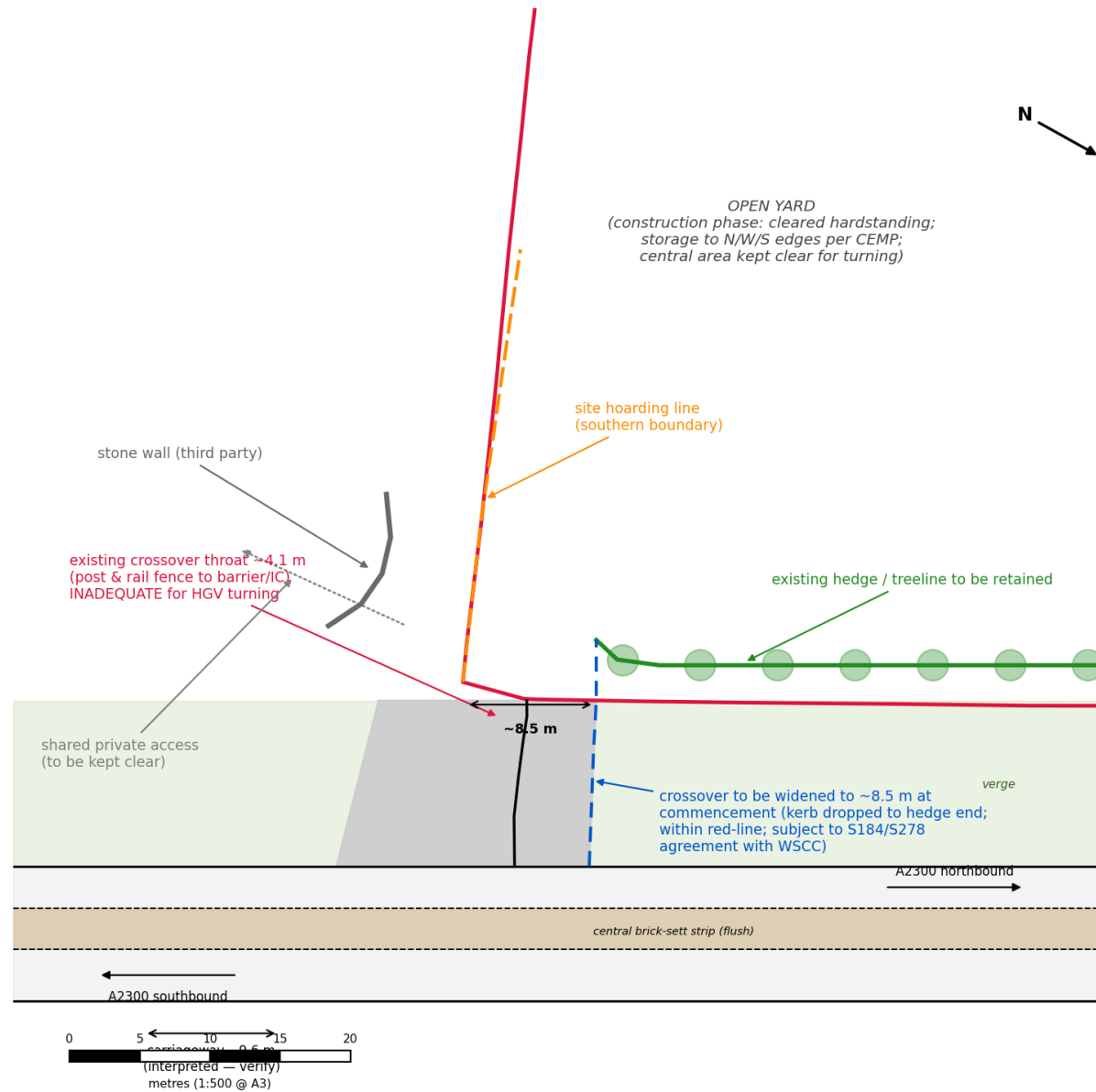


Figure 2 — 16.5 m articulated HGV: ARRIVAL from south (left turn in, forward gear)

Approach northbound A2300 nearside lane; front-axle turn radius 12.0 m; widened crossover in place. Envelope = vehicle body swept path.

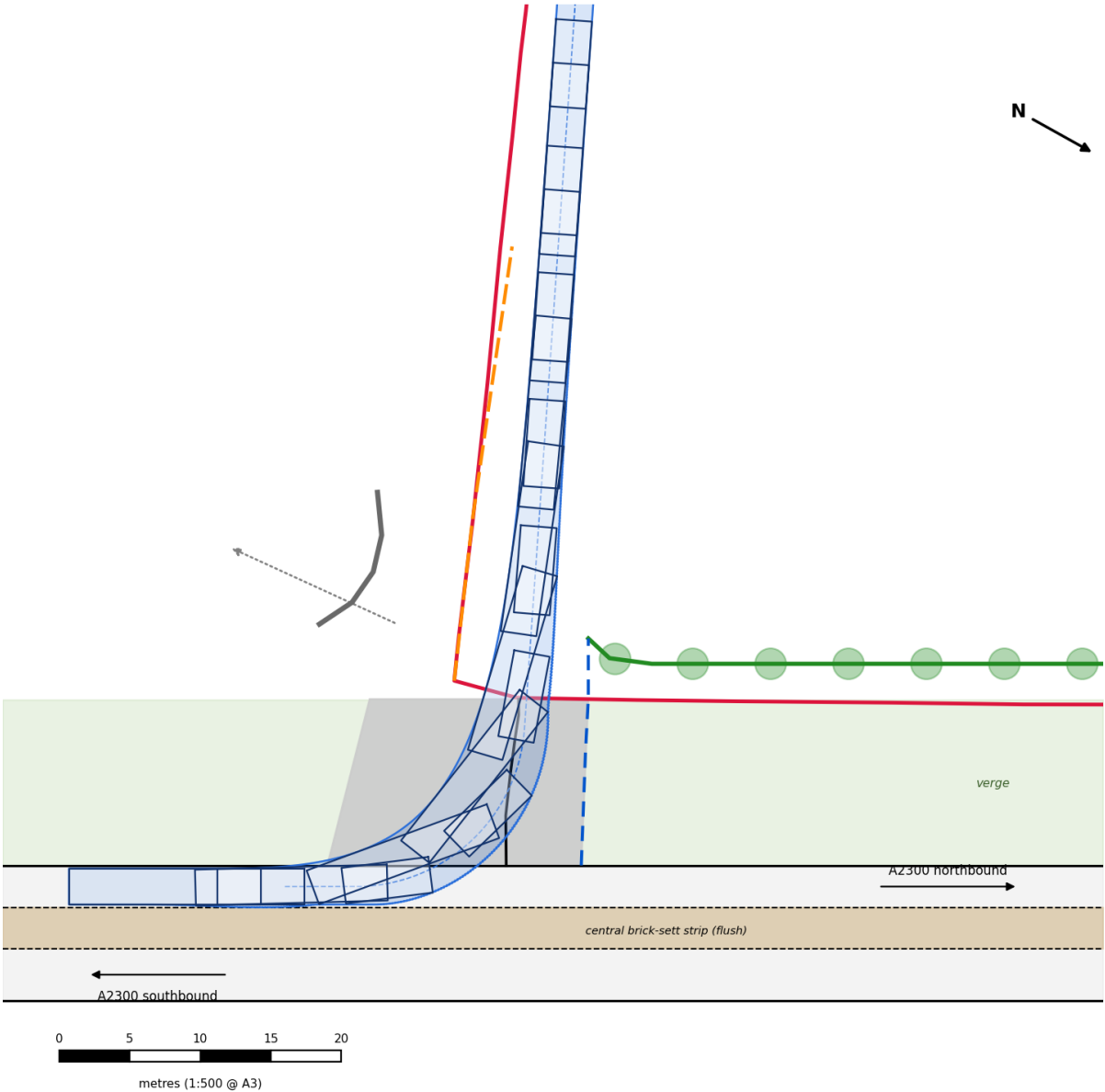


Figure 3 — 16.5 m articulated HGV: ON-SITE 180° TURN (forward gear throughout)

Turning loop within the central yard (radius 11.0 m) returning to the exit corridor; wholly within the site boundary.

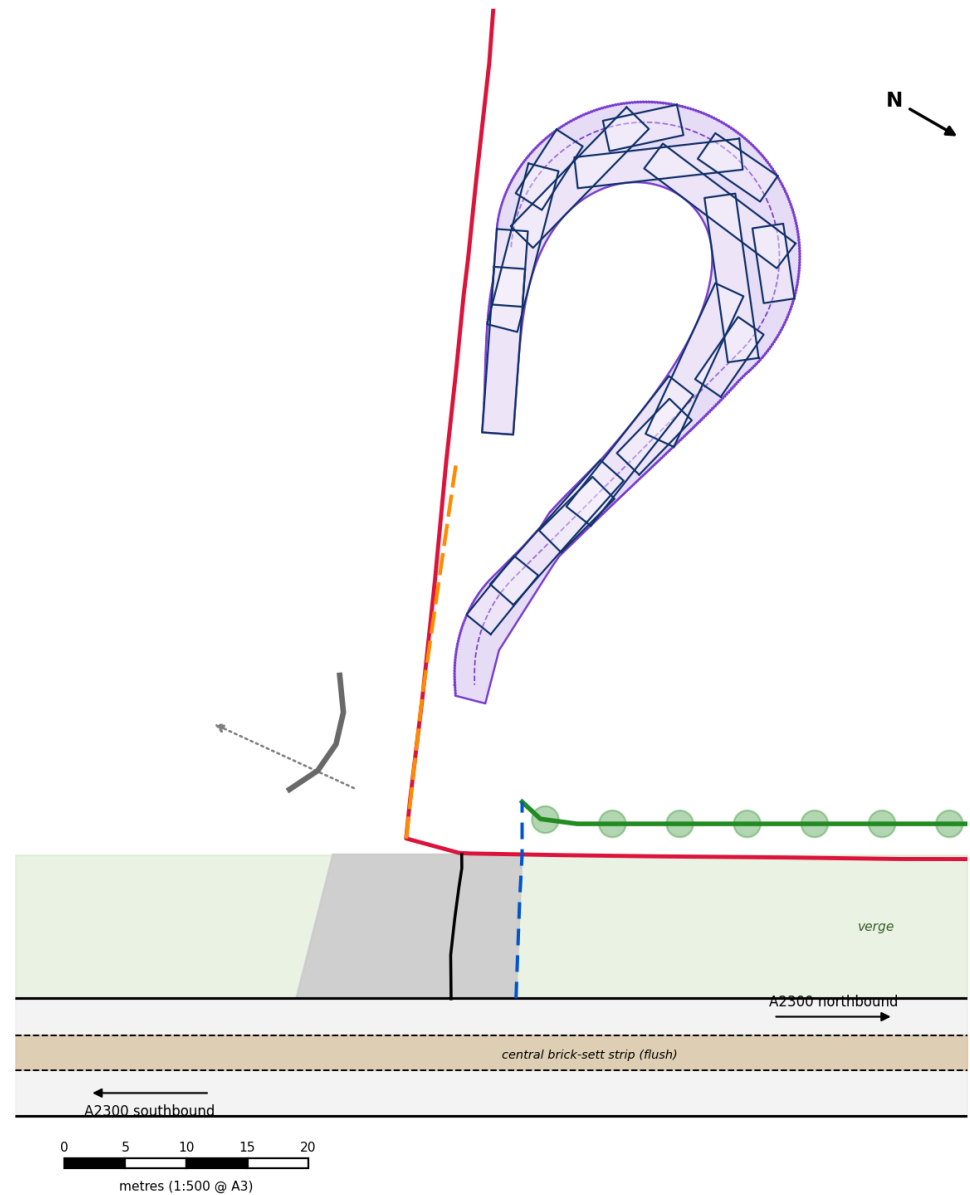


Figure 4 — 16.5 m articulated HGV: DEPARTURE to south (right turn out, forward gear)

Egress across the carriageway into the A2300 southbound lane; front-axle turn radius 10.0 m; remains clear of the eastern carriageway edge.

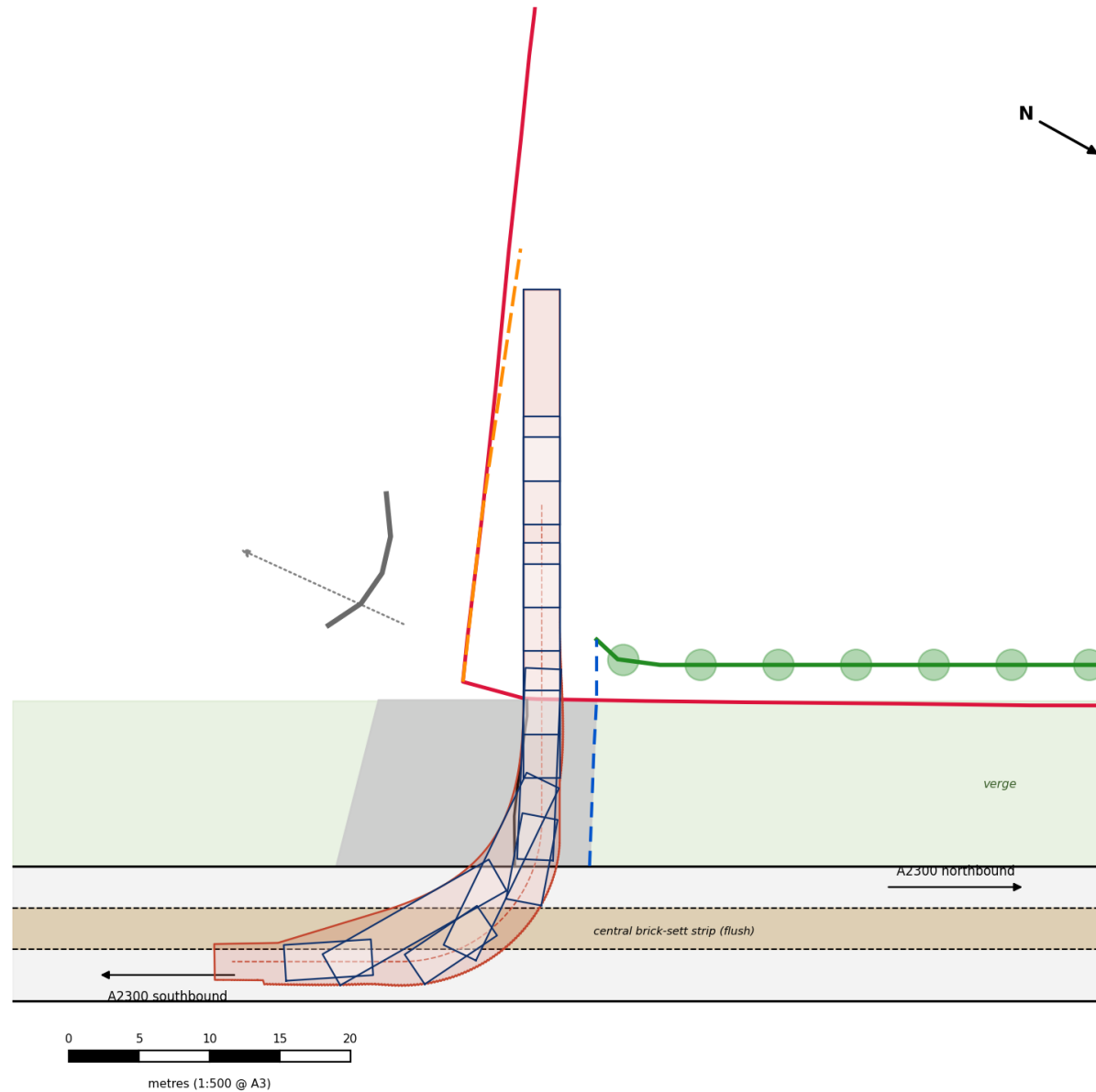
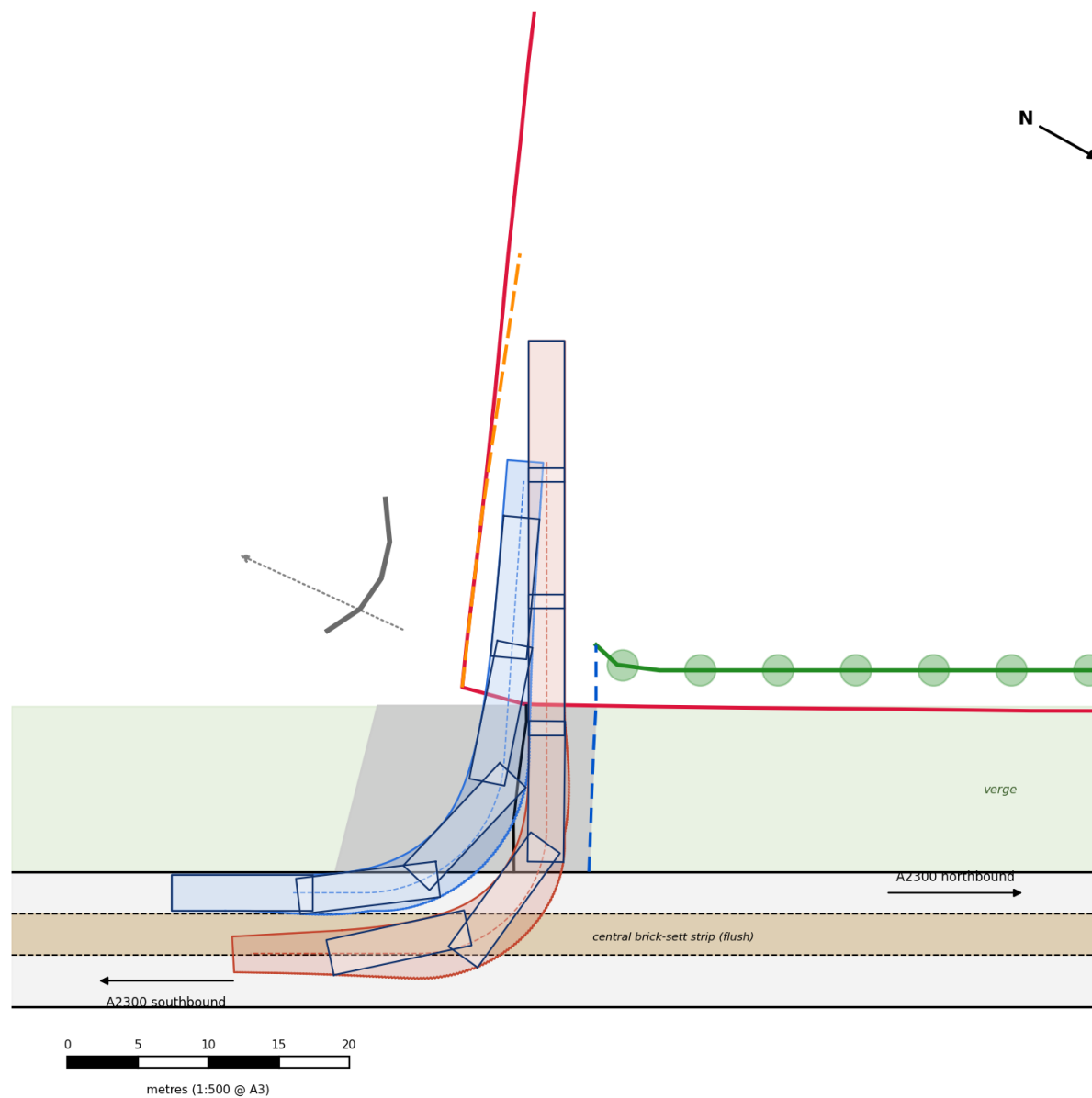
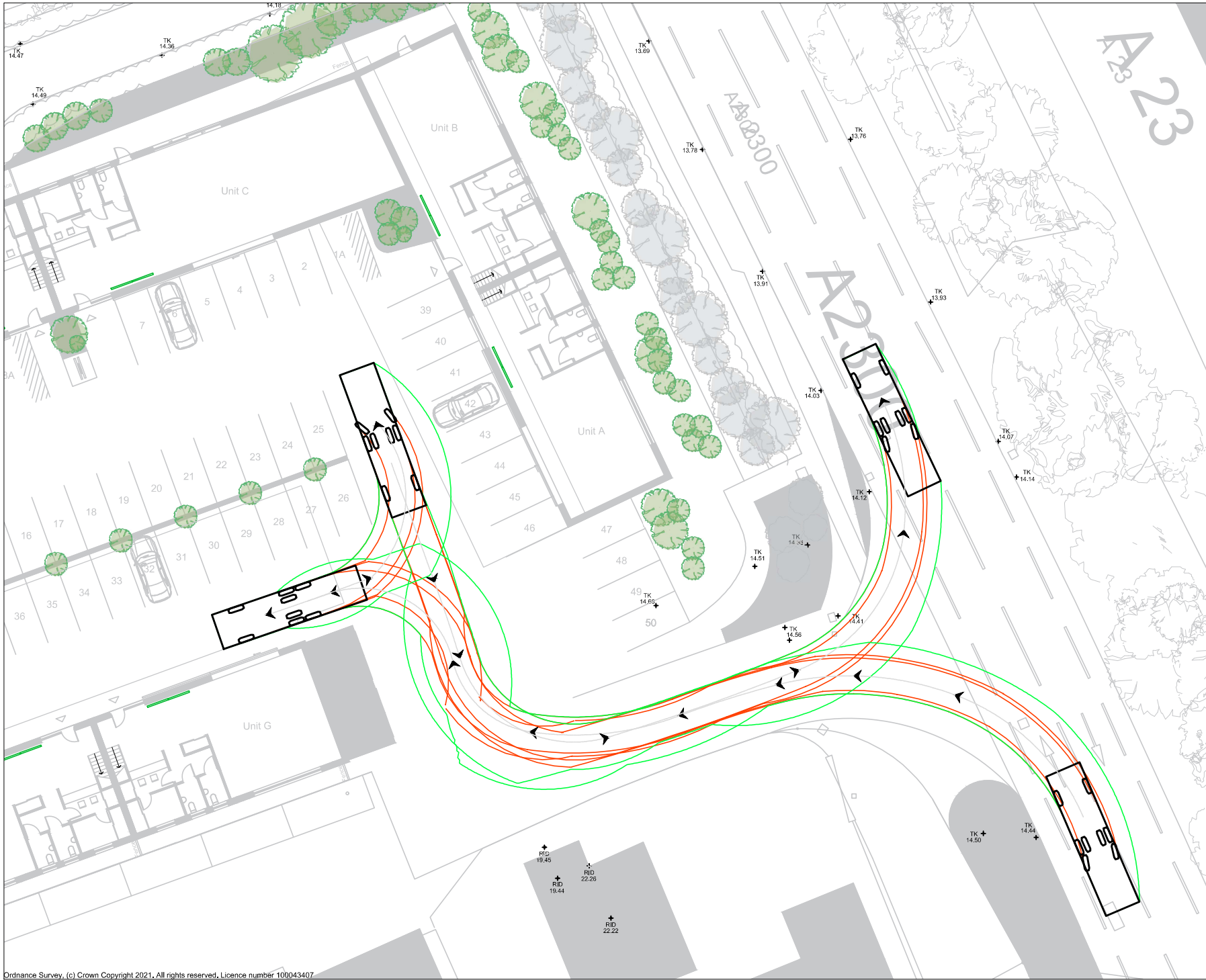


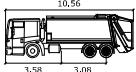
Figure 5 — 10 m rigid HGV (32 t tipper): ARRIVAL and DEPARTURE (forward gear)

Arrival (blue, front-axle $R = 10.0$ m) and departure (red, $R = 9.0$ m); margins exceed those of the 16.5 m articulated vehicle.





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Mercedes Benz Econic 2629 LL 2012
Width : 2.52 meters
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 24.9



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Golden Cross House
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T: 020 8065 5208

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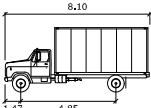
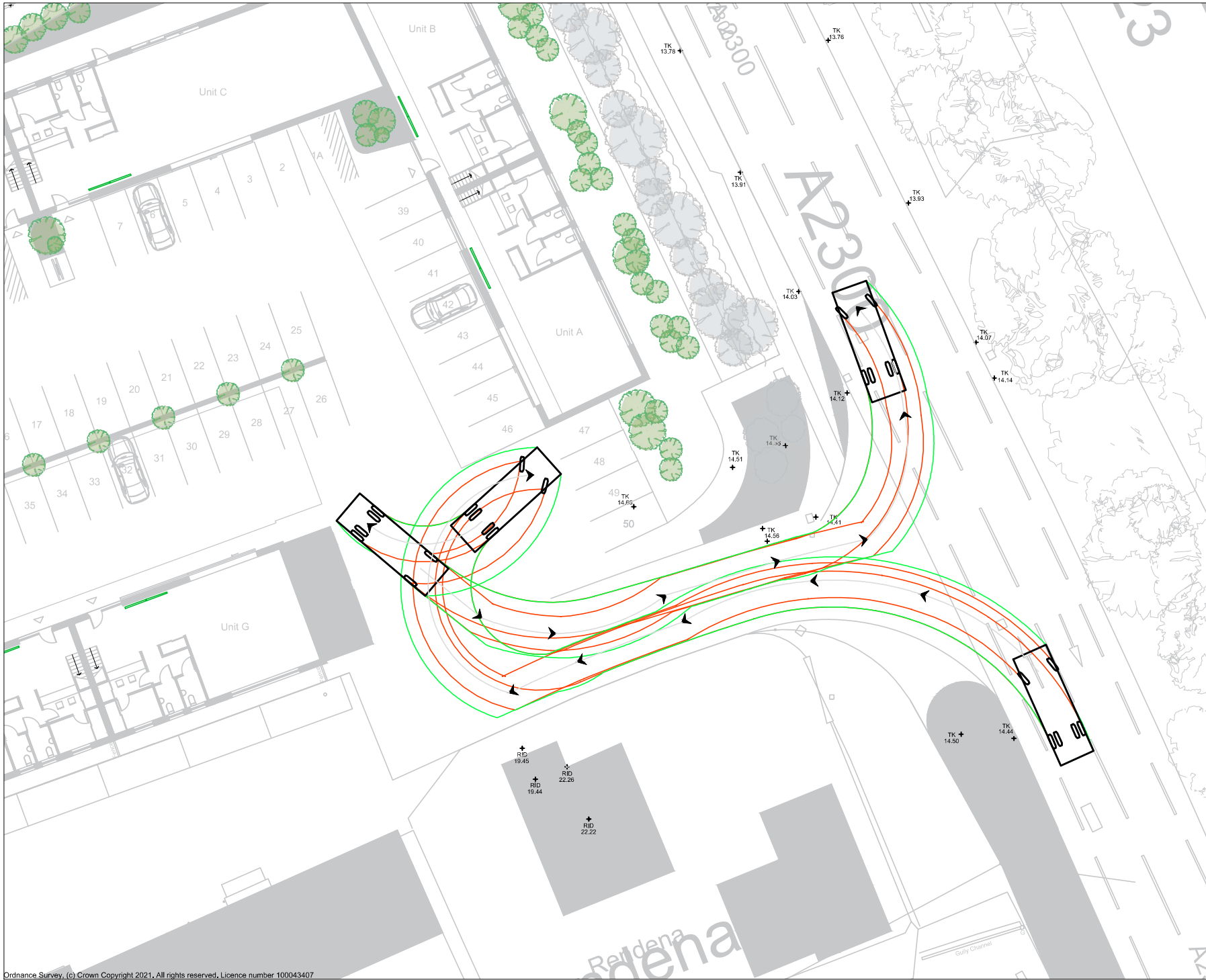
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Land West of the A2300, Hickstead

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing: 140319-TK12
Revision: A

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RIGID VAN 17T

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.8



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Project:
Land West of the A2300, Hickstead

Title:
Swept Path Analysis
Box Van

Scale: 1:250 (@ A3)

Drawing: 140319-TK13
Revision: A

APPENDIX F – DMRB GG 104 SAFETY RISK ASSESSMENT AND WCHAR ASSESSMENT

Stage 1 Road Safety Risk Assessment (RSRA)
Land to the south of Leacroft - site entrance widening scheme
UK GG 104 Road Safety Risk Assessment standard of the Design Manual for Roads and Bridges (DMRB).

Project Details

- **Project Name:** Land to the south of Leacroft - Road Site Entrance Widening to 8.4 m
- **Design Stage:** Stage 1 – Preliminary Design
- **Revisions:**
- **Date of Assessment:** July 2026
- **Prepared by:** EAS LTD
- **Design Organisation:** Less 2 Build It Ltd

1. Introduction

1.1 Purpose of the Assessment

This Safety Risk Assessment (SRA) has been prepared in accordance with DMRB GG 104 [GG 104]. It evaluates the safety risk impact of widening the existing site entrance onto the site at the land to the south of Leacroft.

1.2 Description of the Proposed Change

The physical change involves widening the site entrance mouth to facilitate the safe tracking of large construction vehicles (16.5 m articulated HGV 10 m, rigid HGV 32 t tipper) The operational change will introduce larger, slower-moving vehicles turning into and out of the site from the A2300 highway.

1.3 Boundaries and Interfaces

- **Physical Boundary:** The proposal to widen the existing 4.1 m entrance to a width of 8.5 m.
- **Temporal Boundary:** the widening of the entrance is to be a permanent expansion of the mouth of the entrance.

2. Safety Baseline and Population Groups

2.1 The Baseline

The baseline is the **existing too narrow site entrance** layout (4.1m). This layout will force larger vehicles to overrun the kerb or swing into oncoming lanes due to the tight geometry.

2.2 Population Groups Affected

In accordance with GG 104, three distinct population groups are evaluated [GG 104]:

1. **User Group 1: Main Road Traffic** (High-speed through-traffic filtering onto the major road – A23).
2. **User Group 2: Site Traffic** (Drivers, particularly HGV drivers, entering/exiting the site). this group will lessen once the major construction phase is over and the only traffic will be site workers and delivery vehicles.
3. **User Group 3: Vulnerable Road Users (VRUs)** (Pedestrians, cyclists and equestrians using the pavement). There is a cycle path on both sides of the A2300 and a pedestrian pavement, but no bridlepath and there is no access onto common land for horses to access. This group is considered to be unlikely to heavily use the road due to the location of the site being on a slip road leading to a dual carriageway.
4. **User Group 4: Highway Workers** (Maintenance crews working near the site entrance mouth).

3. Hazard Identification & Risk Evaluation

Risks must be assessed qualitatively or quantitatively based on the criteria of As Low As Reasonably Practicable (ALARP) [GG 104].

Risk Scoring Formula: Risk = Likelihood (1-5) x Severity (1-5)

Hazard 1: Increased Speed of Turning Vehicles

- **Description:** The widened entry radii could allow vehicles to turn into the site at higher speeds.
- **Impacted Group: Vulnerable Road Users** (The occasional pedestrians, cyclists crossing the entrance mouth).
- **Initial Risk Score:** Medium (Likelihood: 3, Severity: 3 = 9).
- **Mitigation / Control Measure:** Install high-visibility construction warning signage during the construction phase. Maintain tight exit radii where possible to slow down exiting traffic.
- **Residual Risk Score:** Low (Likelihood: 2, Severity: 3 = 6) — ALARP Achieved.

Hazard 2: Obscured Visibility Splays

- **Description:** Shifting the driver's eye line behind existing vegetation upon exiting the site.
- **Impacted Group:** Site Traffic and Main Road Traffic.
- **Initial Risk Score:** Medium (Likelihood: 3, Severity: 3 = 9)

- **Mitigation / Control Measure:** Design the visibility of entrance strictly to DMRB CD 123 standards. Enforce a permanent clearance zone within the highway boundary to keep sightlines clear.
- **Residual Risk Score:** Low (Likelihood: 1, Severity: 4 = 4) — **ALARP Achieved.**

Hazard 3: Increased Pedestrian Crossing Exposure

- **Description:** Widening the mouth increases the physical distance a pedestrian or cyclist must walk to cross the side road, increasing their time exposed to live traffic.
- **Impacted Group:** Vulnerable Road Users.
- **Initial Risk Score:** Medium (Likelihood: 3, Severity: 3 = 9)
- **Mitigation / Control Measure:** Maximize pedestrian visibility by setting back any proposed signage and landscaping.
- **Residual Risk Score:** Low (Likelihood: 2, Severity: 3 = 6) — **ALARP Achieved.**

4. Safety Risk Tolerability Matrix (GG 104 Framework)

Hazard Ref	Hazard Description	Initial Risk	Mitigations Applied	Residual Risk	Tolerability Status
H1	Turning Speed	Medium	Construction Warning Signage and Radii Optimization	Low	Acceptable (ALARP)
H2	Visibility Loss	Medium	Vegetation Clearance	Low	Acceptable (ALARP)
H3	Crossing Distance	Medium	Visibility Alignment	Low	Acceptable (ALARP)

5. Conclusion

"This Safety Risk Assessment indicates that while the widening of the site entrance introduces some minor new operational hazards (such as potential increased turning speeds and longer crossing distances for the very occasional pedestrians and cyclists), the proposed engineering controls reduce these risks to a level that is **As Low As Reasonably Practicable (ALARP)** [GG 104]. The overall safety profile of the network is maintained."

Land to the south of Leacroft, London Road, Hicksted, West Sussex, RH17 5LZ
A WCHAR (Walking, Cycling and Horse-Riding Assessment and Review)
Following standards set out in GG 142 Walking, cycling and horse-riding assessment and review within the UK Design Manual for Roads and Bridges (DMRB)

Section 1: Introduction

- 1.1 The site comprises a 0.4 ha plot of land, currently used for the storage and distribution of bricks for the building trade with a site office building to the northeast, located off London Road, Hickstead.
- 1.2 It is proposed to redevelop the site, after the demolition of the existing office building in the northeast of the site and the removal of the stacks of bricks stored on site, into a series of commercial warehouses located around the boundaries of the site with a staff parking area in the centre. Access to the site is via an existing entrance from London Road (A2300) to the east.
- 1.3 Subject to the access crossover being widened from its current width of 4.1 m to approximately 8.5 m at the commencement of works (within the red line and consistent with the consented permanent access). This would allow the largest construction vehicles — up to and including a 16.5 m articulated HGV - to enter the site from the A2300, turn within the site, and egress onto the A2300, all in forward gear and with adequate clearances.

Section 2: Categorising Activity at the site

- 2.1 The alterations to the road are relatively small, consisting only of the expansion of the existing entrance mouth to the site widened from the current 4.1 m to 8.5 m. No alterations to the A2300 highway are proposed in the development plan. The DMRB 104 Safety Risk Assessment rated the residual risk of the proposed development as low. Appropriate construction signage and ongoing maintenance of the vegetation has been recommended in order to maintain this risk rating.

Section 3: Affected Populations

- 3.1 The potential affected users of the highway consist largely of road users travelling along the A2300 to merge onto the A23 (group 1), HGV traffic to and from the site during the construction phase and delivery to the warehouses once the site is in operation (group 2).
- 3.2 There is also some minor pedestrian and cyclist traffic (group 3) on the pavement and cycle path on the A2300, although due to the location of the site and the proximity to the motorway this is considered to be minor; equestrian usage is deemed unlikely at this location.
- 3.4 Occasionally there may be road maintenance workers on the A2300 near the site (group 4).

Section 4: Scoping

- 4.1 The alteration to the entrance of the site consists of the widening of the site mouth from 4.1 m to 8.5 m to allow for the largest HGV vehicles to enter and exit the site. Geographically the scope of the alteration will not impact the highway itself.
- 4.2 The proposed expansion of the entrance to the site will create potential additional speed of movement of site vehicles to and from the site and a larger entrance to cross for the occasional pedestrian/cyclist/equestrian.

Section 5: Safety

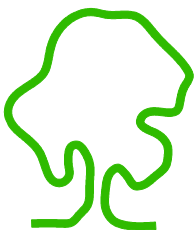
- 5.1 Reported crashes on the A2300 over the last five years tend to cluster around busy merging points with the A23 dual carriageway rather than stretches of straight road as is the case with the site.
- 5.2 The DMRB GG 104 Safety Risk Assessment classified the residual risk to users of the A2300 and the associated pavement and cycle path with the widened entrance to the site to be low. Provided that the appropriate construction signage was in place and the vegetation was managed appropriately to maintain the existing line of sight. The potential hazards from the widening of the site entrance scheme are summarised in table 5.1 below:

Table 5.1
Potential hazards from widening of site entrance to public use of the neighbouring
highway/pavement/cycle path

Hazards	Who might be harmed	Nature of Risk	Initial Risk Level	Mitigation	Remedial Risk Level
Vehicular traffic	General public	Increase in speed and quantity of HGV traffic to site.	M	High visibility signage to be used during construction phase.	L
Pedestrian Cyclist Trips and falls	General public	Change in ground level and uneven ground surface.	M	Maintain entrance way and repair any voids/excavations to the entrance. Clearly label these.	L

Section 6 Monitoring and Ongoing Assessment

- 6.1 If anything changes that affects the activity or component part(s) of it, a review to check that whatever has changed does not invalidate the Safety Risk Assessment is necessary. The Safety Risk Assessment shall be reviewed annually as part of the site maintenance schedule.
- 6.2 Where any assumptions are made in relation to the Safety Risk Assessment, these shall be validated as part of the annual review.



eas ltd

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