

The table shows that approximately 8,301 of the 11529 (circa.72%) total one-way movements could be considered as HGV movements. The total number of two-way trips (arrivals and departures) associated with the works would thus be in the order of 23,057 of which 16,601 could be considered as HGV movements.

From the above data, estimation of the daily trips at the site is possible, assuming that any building works will be undertaken between Monday and Friday (08:00– 18:00) and Saturday (09:00 – 13:00). Based on the current programme is estimated that construction will take 128 weeks to complete, equating to 832 working days, counting 6.5 days a week.

Some variation in flow on a day-to-day basis is reasonably expected as different phases of the development take place. However, based on the above construction programme, we would expect up to 14 vehicles a day or 28 movements, of which 72% could be expected to be via HGV. In terms of vehicles per hour, on a 10-hour per day basis, we could expect up to 3 vehicles movement per hour. These will not result in a significant impact on the operation of the surrounding highway network.

## 4.4 Demolition/Construction Routes and Highway Capacity

Access routes to and from the site to be used by heavy goods vehicles (HGVs) will be agreed upon with WSCC/HBDC/CBC prior to initiation of the demolition of construction programmes.

### Phase 1- Rusper Road Access Point

At this stage, the anticipated routes to be used by construction traffic to access/egress this part of Phase 1 are assumed to access/egress the site from Rusper Road at the existing access point which then leads to A23 via Ifield Dr, Overdene Drive and Gossops Drive. The initial access route is shown in Figure 4-1.

Figure 4-1 Phase 1 Rusper Road access route



### Phase 1- Charlwood Road Access Point

At this stage, the anticipated routes to be used by construction traffic to access/egress this part of Phase 1 are assumed to access/egress the site from Charlwood Road at the existing access to the fields which then leads to A23 via Ifield Avenue Drive. The initial access route is shown in Figure 4-2.

Figure 4-2 Phase 1 Charlwood Road access route



## 4.5 Construction Worker Access

Construction workers are expected to use the same route as the HGVs. Due relative difficulty of public transport, particularly at the Charlwood Road access, sufficient car parking spaces will be made available to cater for the construction personnel.

However, the availability of parking spaces will be limited. The construction site manager could implement a number of initiatives to reduce single-car use. Some of the initiatives might be a car-share scheme between for the construction personnel; and provide reserved spaces for those who need to carry heavy equipment or materials to the Site and those who demonstrate that public transport is not viable.

A crew bus/van could also be provided by the contractor to all the site labour forces, operatives and visitors that could be made available to/ from Ifield train station to the compound of the Charlwood Road access point. This will ensure a minimal impact on the site construction traffic/daily construction activity.

In addition, a number of covered and secure cycle parking spaces will be available for the construction workers.

Unapproved parking on public roads by construction workers will not be permitted. This will be managed by the construction site manager who will issue a verbal and subsequently written warning to the staff parking on the street.