

**BELLWAY HOMES LIMITED (SOUTHERN COUNTIES
DIVISION)**

DUCKMOOR, BILLINGSHURST

CONSTRUCTION MANAGEMENT PLAN

**REPORT REF.
2303711_B-ACE-XX-XX-RP-C-0101F**

August 2026

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- A. WSCC Highways Comments**
- B. Tree Protection Plan**
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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	1 st Draft	EN	JE	DRAFT	02.03.26
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A	Updated to Reflect Environmental Health Comments	JE	JE	PR	28.05.26
B	Updated to Reflect Environmental Health Comments	JE	JE	PR	11.06.26
C	Updated to reflect consultee comments	JE	JE	PR	22.06.26
D	Updated to reflect WSCC Arboricultural Comments	JE	JE	PR	29.07.26
E	Revised Logistics and Sequence Plan	JE	JE	PR	24.08.26
F	Updated to reflect consultee comments	JE	JE	PR	26.08.26

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PR

Distribution

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1. Introduction

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Ltd to provide transport and infrastructure support in relation to obtaining approval for a Reserved Matters application pursuant to the granted outline application DC/20/2607. The Reserved Matters application considers appearance, landscaping, layout and scale in respect of the erection of 83 residential dwellings, associated car parking and infrastructure.
- 1.2 This Construction Management Plan (CMP) has been prepared for submission to the Local Planning Authority, Horsham District Council (HDC), to discharge pre-commencement Condition 5 as part of the approval of reserved matters pursuant to outline application DC/20/2607. This condition was partially discharged in November 2025 under planning application DISC/25/0252. This focused on ecological elements of construction, with transport logistics elements to be agreed. This condition was partially discharged, subject to the following subsequent condition:

"The development hereby approved shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of the following relevant measures:

- i. An introduction consisting of a description of the construction programme definitions and abbreviations and project description and location;*
- ii. Details of how residents will be advised of site management contact details and responsibilities;*
- iii. Detailed site logistics arrangements, including location of site compounds, location for the loading and unloading of plant and materials, site offices (including height and scale), and storage of plant and materials (including any stripped topsoil);*
- iv. Details regarding parking or site operatives and visitors, deliveries, and storage;*
- v. The method of access to and from the construction site;*
- vi. The arrangements for public consultation and liaison prior to and during the demolition and construction works – newsletters, fliers etc.;*
- vii. Details of any floodlighting, including location, height, type and direction of light sources, hours of operation and intensity of illumination*

viii. Locations and details for the provision of wheel washing facilities and dust suppression facilities;

ix. Details of measures to manage biodiversity environmental impacts, including:

The construction shall thereafter be carried out in accordance with the details and measures approved in the CEMP."

- 1.3 Accordingly, the aim of this report is to provide West Sussex County Council (WSCC) with sufficient information on the management of construction traffic during the site set-up and construction phases of the site, in accordance with the requirements of the above condition. It also seeks to highlight site specific requirements to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.
- 1.4 This CMP is considered to be a live document and following liaison with WSCC and HDC at the appropriate intervals, may be subject to minor updates as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan if needed i.e. change routes due to road closures, altered processes due to, for example, construction methodology changes.
- 1.5 A meeting was held between ACE and WSCC Highways on 22nd December 2025 to discuss access arrangements to and from the site. Feedback was then provided by WSCC. The comments are included at **Appendix A**, with summary provided below:
- Visibility splays should be reviewed both at the construction access and the junction between Wooddale Lane and the A272;
 - Construction access will require a S278 Agreement;
 - Passing places on Wooddale Lane would be beneficial and should be explored by the design team;
 - Routing should be formalised within the construction report;
 - Methodology for delivery phasing should be summarised within the construction report;
 - Parking for site operatives should take places within the site;
 - Wheel washers should be provided close to the access onto Wooddale Lane; and
 - A Condition survey should be undertaken on Wooddale Lane prior to works commencing in accordance with the WSCC Local Engineer.

- 1.6 It is intended that the CMP will be amended following each completed phase and revised as necessary by the development's project manager to ensure that it remains up to date and relevant throughout its lifespan. The appropriate contact details for the person who will be the main point of contact, as well as the address of the development, will be provided below once a contractor is appointed:

Development Name: Duckmoor, Billingshurst
Site Owner: Bellway Homes Limited
Address of Development: Duckmoor, Wooddale Lane, East Billingshurst, RH14 9YX
Telephone: 07483546383
Email: karl.chandler@bellway.co.uk
Principal Contractor: Bellway Homes / Mostrim

- 1.7 The agreed contents of the CMP must be complied with unless otherwise agreed with the relevant planning and highway authorities. The project manager shall work with these authorities to review this CMP if problems arise in the relation to the construction of the development. Any future revised plan must be approved by HDC and WSCC and complied with thereafter.
- 1.8 This draft plan has been prepared by ACE to support the planning application; however, it is the responsibility of the developer and appointed contractor to deliver the strategy and ensure ongoing monitoring and compliance. It is anticipated that the indicative details contained within this CMP will be updated and confirmed following appointment of the primary contractor.

2. Site Description

Site Location

- 2.1 The development is located to the west of Wooddale Lane, and to the east and north of the A272. It is located to the northeast of the parish of Billingshurst. The site comprises greenfield land. The site's operational access will be from the west via Dadswell Drive, however, temporary construction access will be from Wooddale Road to the east. An extract of the red line boundary is shown in **Figure 2.1**.

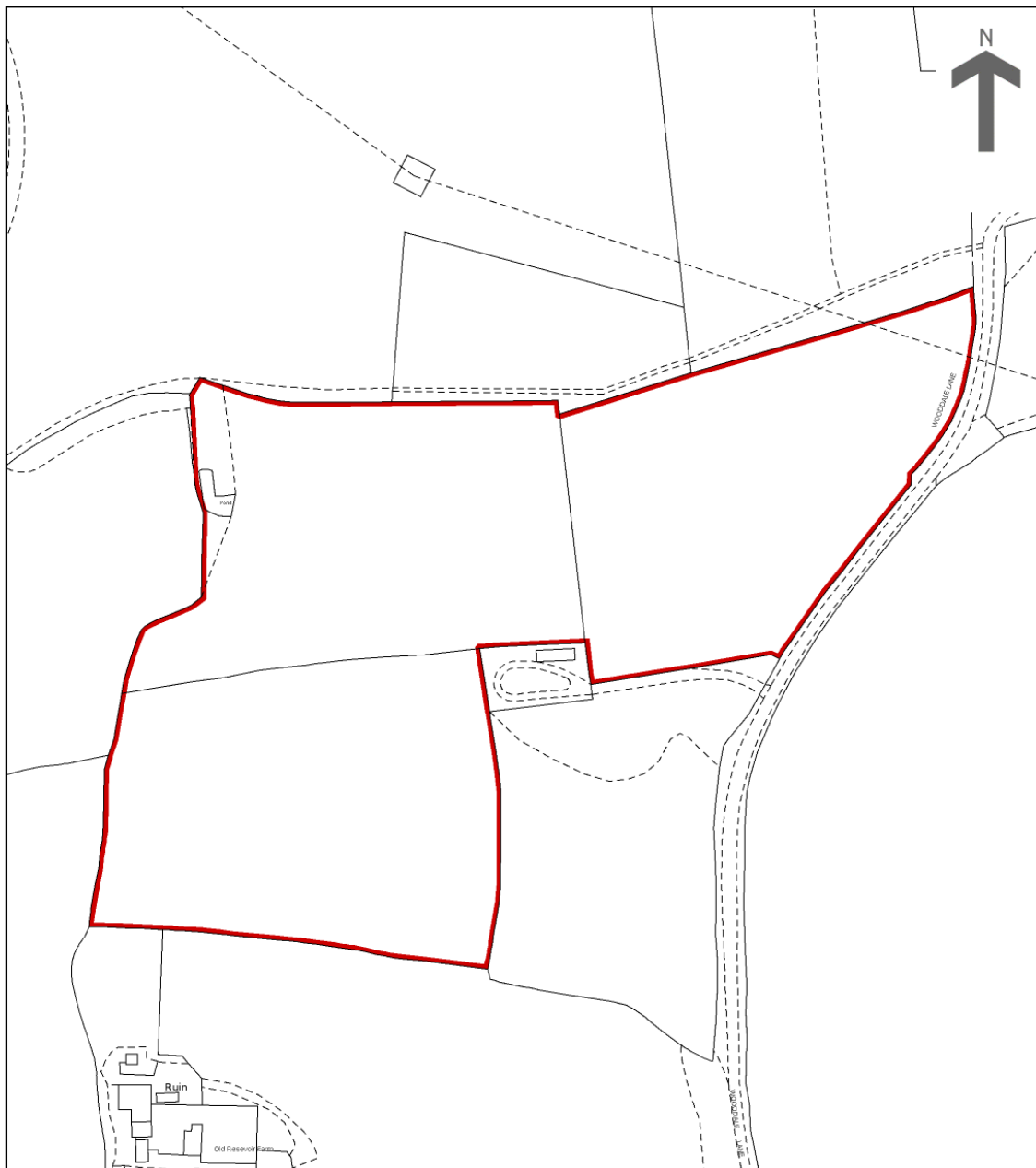


Figure 2.1: Extract of Proposed Site Boundary (Source: HM Land Registry)

Local Highway Network

- 2.2 The site currently has no formalised access points, but there is a planned one from Dadswell Drive to the west, however, this is not for construction, it is for the completed development. There is an existing gated access point onto Wooddale Lane, which is where the proposed construction access will be located.
- 2.3 Wooddale Lane, to the east, is a rural road with no footway provision and no streetlights, with a national speed limit. As noted above, this will be the location of the construction access
- 2.4 The road to the south and west of the site are relatively rural roads with no street lighting and 30mph speed limits.
- 2.5 The construction access point on Wooddale Lane connects to the A272 (Coneyhurst Road).

Proposed Highway Layout

- 2.6 Vehicular access for the development will be taken via Dadswell Drive to the west, once construction works are completed. In the development process, this will not be the access for construction due to the impact on existing residents. A sales hub for the development will be served directly from Hilland Road, also located to the west of the site.
- 2.7 Construction access is to the east, on Wooddale Lane, and 3 temporary passing places are proposed to accommodate construction vehicles, which will be in place until the development is completed. These can be retained following completion of the construction works; however, ongoing maintenance will not be the responsibility of the developer.
- 2.8 Wooddale Lane has been designed to accommodate construction vehicles, with 3 temporary passing places being proposed along that road to ensure the flow of traffic remains, as noted above. Further details on the passing places are provided in **Section 5.0** of this CMP.

3. Proposed Programme and Restrictions

3.1 The proposed development seeks to construct 83 residential dwellings. Subject to satisfying the pre-commencement conditions promptly, the works associated with the development commenced in April 2026. A construction period of 26 months is anticipated, though this will be confirmed as part of an updated CMP prepared by the principal contractor once appointed. It should be reiterated that the programme is indicative and subject to alteration, but any delays should be detailed to the relevant authority. A programme divided into two primary phases is anticipated, as shown indicatively below:

- Phase 1: Site setup / groundworks - 6 months
- Phase 2: Construction - 20 months

3.2 It should be noted that enabling works do not form part of the condition and this CMP is solely for the construction phase of the development.

3.3 General site working hours will be as follows:

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 09:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

3.4 The working hours will be written into all supply chain sub-contractor orders and also displayed on site gates, along with the constraints noted within this CMP.

4. Vehicle Types, Restrictions and Routing

4.1 The details below set out the anticipated set-up procedures and logistical impact / mitigation for both the site set-up / groundworks and construction elements of development. For the purposes of this stage of assessment, all details of vehicle types are estimates, and these will be confirmed following appointment of the principal contractor as part of an updated CMP.

4.2 Typically, the preferred delivery hours are as below, with any exceptions to be discussed with HDC:

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 09:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place (unless operationally necessary)

Anticipated Vehicle Types

4.3 It is envisaged that the following vehicle types should occur as part of the construction process.

- Small tipper / 7.5 tonne lorry;
- Skip Lorry;
- Concrete mixer;
- Rigid truck;
- Oil tanker.

4.4 It should be reiterated that these are indicative and are not confirmed and therefore should therefore be considered as such.

Phase 1: Site Set-Up / Groundworks

- Initially site set-up deliveries will occur to bring items such as site offices, hoarding, scaffolding and initial plant. This is likely to comprise up to 20 deliveries in total using a small tipper / 7.5 tonne lorry type vehicle;

- It is estimated that circa 350 delivery vehicles will be required to bring materials and equipment to the site over a 6-month period, equating to approximately 13 to 14 per week;
- Throughout the site setup period, it is estimated that some 200-400 vehicle arrivals will be required to remove materials from site over 6 months, equating to 8-16 per week, or around 2 to 4 per day on average. This is likely to be undertaken using skip lorry / small tipper / 7.5 tonne lorry type vehicles;
- Deliveries of fuel would occur throughout this phase, which would occur at an average of 1 movement per week using either a small oil tanker or a rigid truck type vehicle (in the event of oil being delivered in barrels instead). This would be around a total of 26 throughout the contract; and,
- On completion of Phase 1, the plant shall be picked up from the site, which is likely comprise up to 20 collections using a small tipper / 7.5 tonne lorry type vehicle.

Phase 2: Construction

- The delivery of contractor equipment (generators, storage facilities) would occur within the first four weeks of the phase and would then be collected at the end of the project. This should comprise up to 20 deliveries using a small tipper / 7.5 tonne lorry type vehicle;
- The delivery of concrete (ready mixed / precast blocks) would occur within the first 10 months of the phase. It is estimated that this would comprise up to 600 deliveries using a small tipper/concrete mixer / 7.5 tonne lorry type vehicle. This equates to an average of 14-16 occurring each week;
- The delivery of aggregates/cement would occur within the first 10 months of the phase. It is estimated that this would comprise up to 450 deliveries using a 7.5 tonne lorry / rigid truck type vehicle. This equates to approximately 10 per week;
- The delivery of steel products (sheet piles / rods etc.) would arrive throughout the contract. It is estimated that this will comprise of up to 650 deliveries using a rigid truck, equating to approximately 7-8 per week;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise of up to 900 deliveries using a small tipper / 7.5 tonne lorry type vehicle. This equates to approximately 10 occurring a week;

- Deliveries of fuel would occur throughout the contract, which would occur at an average of 1 per week using a small oil tanker/rigid truck type vehicle (in the event of barrels). This equates to a total of 87 deliveries throughout the contract; and
- Small routine deliveries (general construction ancillaries / PPE / signs / roadwork equipment etc.) would occur throughout the contract. It is estimated that this would comprise of up to 350 movements using a transit van or similar vehicle. This equates to approximately 4 movements per week.

4.5 Using the above details, **Table 4.1** summarises the expected average daily and weekly vehicular movements for the construction phase of the development. This is based on 5.5 working days per week.

Phase	Frequency Per Day	Frequency Per Week
1	4	21
2	9	50

Table 4.1: Approximate Frequency of Construction Vehicles

Access

- 4.6 A temporary construction-only access will be implemented along Wooddale Lane due to the sales cabin being located to the west of the site. This avoids the need for construction vehicle to pass along Dadswell Drive and disrupt existing residents. Any hoarding will be implemented such that suitable visibility splays can be achieved from the access, in addition to any treatment to ensure that adjacent vegetation does not inhibit visibility and compromise highway safety. **ACE Drawing No 2303711_B-ACE-XX-XX-DR-C-0101C** shows that junction visibility splays of 2.4 by 33m to the north and 2.4 by 50m to the south are achievable at the access point. Furthermore, forward visibility of 125m from the north and 77m from the south is achievable to the access point, allowing an oncoming driver to see construction vehicles. Movements to and from the site will also be supervised to avoid conflict.
- 4.7 This proposed access arrangement will need to be agreed with WSCC / HDC and is subject to the relevant licenses prior to beginning on-site. The access will be subject to a S278 Agreement.

- 4.8 The site access will be located at the location of an existing gate. Controlled gates are to be provided at the primary access during the construction phases. The gates will be set back a minimum of 12 metres distance from the highway, in order to ensure most large vehicles (i.e. large tipper or rigid truck) can wait to enter without obstructing passing traffic on Wooddale Lane. All proposed access arrangements outlined within this report are indicative and subject to confirmation with the appointed contractor and WSCC / HDC prior to commencement on-site.
- 4.9 Temporary ground protection mats shall be installed to the Wooddale Lane temporary access route where access tracking lies within the root protection area of retained trees. Suitable products include TuffTrack Ground Guards, but many other proprietary products are available. This same methodology shall be applied to the no dig construction access tracking through retained trees to the central aspect of the site, allowing the construction access road to extend into the northeastern parcel, and subsequently to the southern parcel. A Tree Protection Plan is included at **Appendix B**.
- 4.10 Minor works shall be required in order to allow vehicle traffic through the existing Wooddale Lane access/egress point, amounting to minor crown lifting of the leading limbs of existing oak trees found at c.9.5m in height above the access gate. Minor vegetation clearance shall be required within the confines of the access pathway from Wooddale Lane heading into the site, as well as minor levelling to provide a uniform surface for the TuffTrack GroundGuards (addition of minor compacted sediments to create a uniform contour for vehicle access tracking). Minor crown lifting works and provision of GroundGuard surfacing shall apply to the internal access route passing through the existing tree belt to the central aspect of the site. All works to vegetation related to the access points shall be supervised by an Ecologist and best practice instruction provided by consultant Arborists courtesy of Keen Consultants.
- 4.11 Where large vehicle manoeuvres may need to occur at the access, qualified banksmen and traffic marshals will be present to ensure that the manoeuvres are undertaken successfully, and traffic safety is maintained during use of the access by large vehicles.

4.12 With respect to the internal layout, the site set-up and construction phases will be planned such that adequate space is kept clear for internal turning manoeuvres. Haul roads will be provided along the route of future estate roads, with the initial section from the site access provided first and then three other roads constructed, as shown at **Appendix C**.

4.13 The principles of the phasing and internal routing arrangements are shown in **Appendix C**, subject to confirmation following appointment of the contractor. The compound should seek to minimise the impact on residents who occupy the site during ongoing building works. Subject to agreement and licensing, hoardings will be erected around the site boundary and relevant phases during site set-up and construction.

Routing

4.14 In order to access the site, vehicles will have to access Wooddale Lane via the A272 from Billingshurst or from the south, out of Billingshurst. Any heavy goods vehicles (max gross weight of 7.5 tonnes or higher) will be routed to avoid local residential roads. It is considered that the site can be accessed from the strategic road network along the A272 which can therefore accommodate regular HGV movements. Overall, it is considered that Wooddale Lane and the adjoining roads are sufficient to accommodate movements from site setup and construction vehicles associated with the site. The proposed site routing strategy is shown indicatively in **Figure 4.1**.

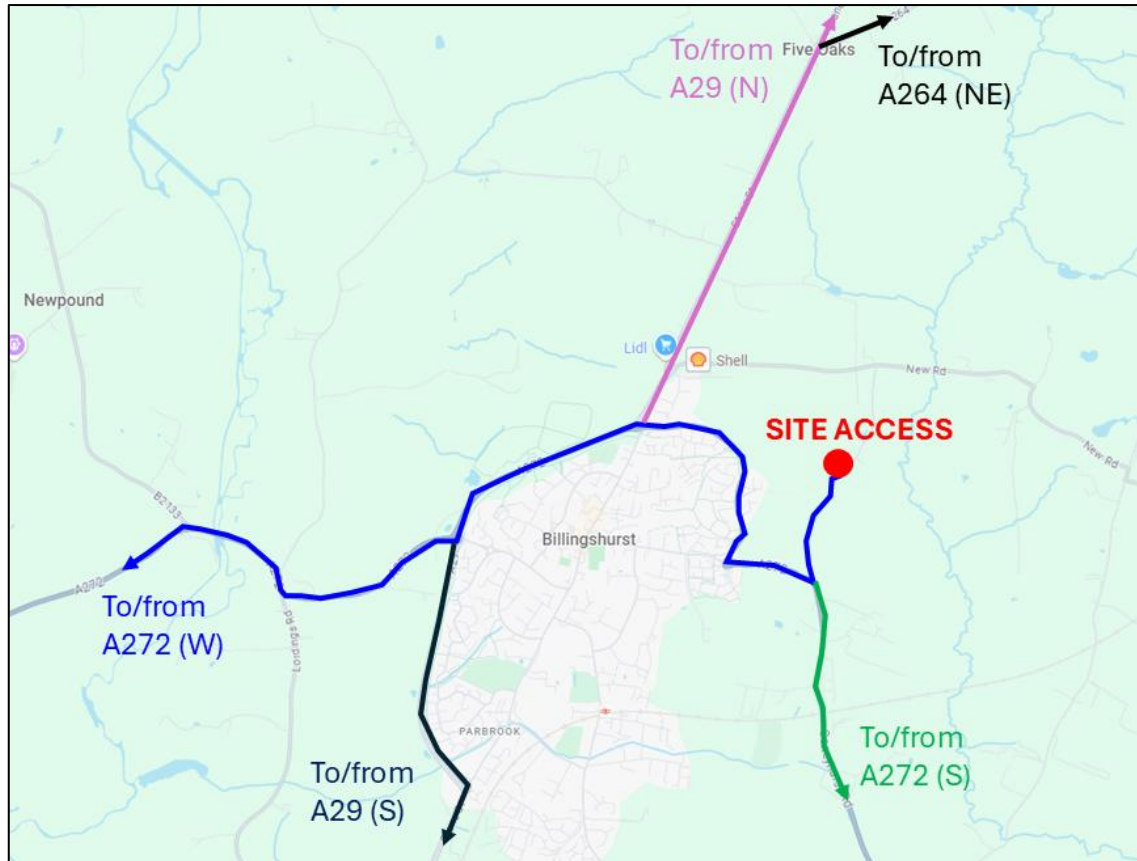


Figure 4.1: Indicative Routing Strategy

4.15 Vehicles will be required to exit onto the A272 from Wooddale Lane. As shown on **ACE Drawing No 2303711_B-ACE-XX-XX-RP-C-0102** visibility splays of 2.4m x 49.28m to the east and 2.4m x 66.8m to the north are achievable. These equate to oncoming speeds of 38mph from the north and 31mph from the east, in accordance with MfS guidance. Again, manoeuvres at this junction are to be supervised to reduce conflict.

Site Facilities

4.16 Site offices and associated portacabins etc. will be within the site, as shown on **Drawing No 2303711_B-ACE-XX-XX-DR-C-0101C**. These areas would also be designated for any required car parking to ensure that no overspill parking occurs on Wooddale Road or the adjoining highway network. Plans highlighting the construction phasing and locations of the above are included at **Appendix C**.

4.17 The site compound's location has been designed to avoid the Root Protection Areas (RPAs) of existing trees found to the bounding hedgerows and tree belts of the site.

The compound location has been agreed with consultant Arborists (Keen Consultants) and consultant Ecologist (Ecology Solutions) input.

- 4.18 Full details of the site compound, including dimensions, car parking and internal layout are included at **Appendix D**.

5. Site Set Up and Logistics

- 5.1 The below sets out the anticipated set-up procedures and logistical impact/mitigation for both construction phases.

Site Contact Details

- 5.2 The site manager's contact details (to be outlined in **Section 6.0**) will be supplied to the relevant authorities, and these details will be placed on the hoardings at the front of the site to identify the site manager / contractor. In addition, details of any community liaison representative shall also be publicly provided.

Procedures

- 5.3 During all phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no overspill occurs within the site and to avoid vehicles meeting on Wooddale Lane. Before arrival, drivers of vehicles will be required to contact the site manager to ensure that they can be accommodated. When approaching and departing the site, any large vehicles or non-standard vehicle manoeuvres will be monitored by banksmen.
- 5.4 Whilst a strict programme shall be in place to ensure that deliveries do not overlap, if for unforeseeable circumstance there is no space for vehicles then they would be asked to drive away from the site. If approaching from the north, vehicles will be directed east onto Hilland Road, before turning left at the roundabout junction onto the A272, before turning left again onto Wooddale Lane towards the site. If approaching from the south, the route would be reversed.

Disruption to Public Highway

- 5.5 As all vehicles will be brought onto the site and kept behind hoardings, disruption to the public highway will be limited to construction vehicle manoeuvres into and out of the site and any works to create the access (to be agreed with WSCC).
- 5.6 To warn approaching pedestrians, cyclists and vehicles at the site frontage, appropriate warning signage will be provided in accordance with the requirements set out within Chapter 8 of the Traffic Signs Manual. The contractor will work with

the local authority when required to ensure that no disruption will occur to the operation of the existing highway network during construction.

- 5.7 Three passing places are proposed along Wooddale Lane, subject to discussion with WSCC Highways and review of arboricultural impacts, in order to reduce congestion along this road with construction vehicles passing through, as shown on **ACE Drawing 2303711_B-ACE-XX-XX-DR-C-0103**. The passing places are designed to allow a car to pull in and allow an HGV to pass. Given the booking system to be implemented will avoid HGV conflict on Wooddale Lane, the passing places have not been designed to allow two large construction vehicles to pass.
- 5.8 The visibility has been assessed at the site access and the A272 junction. At the A272 junction, the visibility splay to the west is based on a speed of approximately 31mph and visibility splay to the south is based on speeds of 38mph. During construction, there may have to be temporary speed limit reductions on the A272 due to the reduced visibility.

Pedestrian/Cyclist Conflict

- 5.9 To minimise the impact on pedestrians, access along Wooddale Lane will be maintained at all times throughout the site set-up and construction phases. It is however noted that there is no existing footway on Wooddale Lane where the site is located. As mentioned previously, an on-site traffic manager / banksman will oversee the entry and exit manoeuvres of selected vehicles with tight manoeuvres to avoid conflicts between vehicles, pedestrians and cyclists. Site access / egress is controlled by gates to facilitate safe manoeuvres and only permit access to authorised vehicles. The on-site traffic manager will ensure these gates are open as vehicles approach to prevent any blocking back into the highway.

Measures to Reduce Car Travel by Construction Workers

- 5.10 As shown in **Drawing No 2303711_B-ACE-XX-XX-DR-C-0101C**, 35 on-site parking spaces for key site operatives / management and visitors will be available within the hoarding lines during both phases. These spaces will be kept to a minimum and will be managed accordingly. Construction workers will be encouraged to travel to the site by sustainable means where practicable, for example via the local bus or

by cycle. Local sub-contractors will strongly be encouraged to travel by these non-car modes, and in the first instance local suppliers will be used wherever possible to minimise travel distances.

5.11 If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged. At the start of each pre-start meeting with the relevant sub-contractor's car sharing will be promoted.

5.12 Where possible, materials used to construct the development are to be locally sourced to reduce the distance travelled from the suppliers to the site, and also to boost local economy. The contractors will aim to maximise the recycling of materials within the development, thereby minimising the number of vehicles carrying waste.

Community Liaison

5.13 Contractors will aim to keep residents and others informed about unavoidable disturbances (i.e. noise, traffic disruption, etc.). A contact board will be displayed outside the site with the contact details of relevant authority. All contact boards shall include the following materials:

- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager.
- Month and year of completion of works.
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

5.14 Occupiers in the vicinity of the site who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible, within two weeks but, in any event, at least a week prior to the works commencing.

5.15 The local residents shall receive a letter drop prior to the commencement of the construction phase of development, including site management contact details and the responsibilities of Site Management in relation to the public.. Both the letter drop,

and site hoarding information board shall include a number to be used outside normal working hours.

- 5.16 Should noise / vibration / dust complaints arise from the building construction / building works, these complaints must be recorded in a comments' register and made available to the Local Authority, if requested. The comments register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Environmental Controls

- 5.17 In order to effectively control pollution from the site the developer/contractor will generally work in accordance with the requirements of WSCC / HDC in relation to dust, emissions and noise monitoring during the site set-up & construction works.
- 5.18 During all phases, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.
- 5.19 There will be no burning of site clearance or other wastes.

Condition Survey

- 5.20 A condition survey of the carriageway on Wooddale Lane will be undertaken before construction works begin.
- 5.21 A follow-up survey will be undertaken following conclusion of the works and any damage repaired to a standard agreed with WSCC/HDC and funded by the developer.

Lighting

- 5.22 It is expected that lighting solutions during the construction phase shall be limited to the site compound and fulfilled by the following product: 30w LED Ultra Slim Floodlight - Cool White | LEDlite (LTUSF30CW). These shall be raised to a maximum height of 4.2m. Lighting shall remain operational from 7:30am – 6 PM Monday to Friday, these lighting provision hours correspond with the commencement construction phase site-based activities.

- 5.23 Flood lighting, and any other obtrusive external lighting shall be sensitively located within the site compound to avoid nuisance to neighbouring properties and should only provide the necessary luminance for the relevant task(s). No additional security lighting shall be required for the construction phase, all security cameras on site shall be fitted with passive infra-red sensors which negates the need for lighting at night. Lighting schemes shall be compliant with the Institution of Lighting Professionals Guidance Note 01/21 "The Reduction of Obtrusive Light".
- 5.24 Lighting during the construction phase shall comply with Guidance Note 8 Bats and Artificial Lighting (2023, ILP & BCT). The lighting strategy will ensure that construction lights will be orientated away from site boundaries such as hedgerows and treelines and below the horizontal plane, with lighting levels limited to a maximum of 1 lux at suitable habitats. Where necessary, additional attachments such as cowls and hoods, or screening (temporary fencing or similar) will be installed to further minimise light spill on sensitive areas and reduce any negative impacts on bat species present.
- 5.25 It is considered that this will largely be achieved using tree protection fencing / site hoarding (see **Appendix B**). These measures are deemed suitable to reduce any negative impacts derived from the construction phase of the development.

Mud and Debris

- 5.26 To ensure that the highway is kept clear of mud or debris resulting from both phases, a number of measures, including the following, are to be implemented on-site:
- A mechanical road sweeper to clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
 - The provision of a wheel/lorry jet washing facility on the site;
 - Adequate sheeting on all vehicles carrying waste materials; and
 - Measures to ensure that mud and detritus is not swept into gullies.
- 5.27 As highlighted above, the site shall include wheel washing facilities. The wheel wash will be located near to the main entrance on the site, as shown on **Drawing No 2303711_B-ACE-XX-XX-DR-C-0101C**. A jet wash facility will be provided in this location throughout the construction period of the development. However,

mechanical road sweeper to clean the site and/or highway will still be provided throughout the construction of the site at regular intervals.

Fuel Storage

5.28 All fuel storage will be kept to a minimum on site. Where fuel is stored it will be as follows:

- Contained in a double-skinned proprietary fuel storage vessel;
- Clearly sign posted;
- Kept locked at all times with authorised access only;
- Emergency spill kit will be provided adjacent to the fuel store; and
- Emergency procedures will be included within the Site Health and Safety Plan.

Dust Monitoring

5.29 The site enabling works and construction of any new building frame are activities prone to generating dust. This may become problematic during prolonged spells of dry weather. A strict regime of dust control measures will be implemented by the developer/contractor if this is required, which will include:

- Dust monitoring at the site boundary;
- Encapsulating the buildings in scaffold with monoflex during demolition and new build activities;
- Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results, and make an inspection log available to the local authority;
- No burning of site clearance or other wastes will be permitted; and
- Damping down with water and vapour sprays during dust generating activities.

5.30 Should ongoing issues with dust occur and the need arise in discussion with the Environmental Health Officer, some of the following measures should be considered:

- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions;

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction; and
- Avoid bonfires and burning of waste materials.

5.31 Appropriate equipment will be utilised for dust monitoring and agreed with the local authority when agreeing appropriate monitoring locations. This may include PM₁₀ monitors and Frisbee dust deposit gauges, which can be sourced from various manufacturers.

5.32 Given the location of the site, there are few immediate sensitive receptors. However, management of the impact on existing residents at Dadswell Drive will be key. Dust monitoring will be required along this boundary. A further area where monitoring may also be required are in the northwestern corner of the site to the south of existing properties at Hillyfield. It is noted that there are also existing farm and residential buildings to the south of the site, albeit screened from construction works. Dust monitoring may also be required in this location.

5.33 In the event of variable weather patterns, site management will monitor conditions daily to ensure the correct measures are implemented and emissions are controlled.

Noise Monitoring and Control

5.34 Construction at the site may cause periods of high-level noise. The site's location will demand that careful best practice controls are put in place to minimise noise impact at noise sensitive receptors, for example existing residential properties. The developer will work closely with the local authority to agree systems of work that minimise impact at noise sensitive receptors. All building operations will comply with the statutory code of practice documents BS5228 Control of Noise and Vibration on Construction and Open Sites, Part 1 of which covers noise and Part 2 of which covers vibration.

5.35 It is anticipated that the sensitive receptors in this instance will be existing properties at both Dadswell Drive to the west of the site and Hillyfield to the north. The main compound is located away from both boundaries; however, construction work will take place close to both the northern and western extents of the site.

- 5.36 If appropriate and ongoing issues occur, noise limits may be set in accordance with British Standards and local and national policy. To ensure on-going compliance with any agreed noise limits, there may be a requirement for monitoring to be carried out during the demolition / construction period. This will be undertaken by an independent representative of the developer to ensure ongoing compliance. The precise extent and location of any such monitoring would be agreed with the local authority prior to commencement.
- 5.37 Should any non-compliance with agreed monitoring requirements, be identified this will be investigated and control measures put in place to reduce sound levels as far as reasonably practicable. Outcomes of any monitoring will be recorded on-site and reported to HDC accordingly.
- 5.38 Consideration will be given to the following actions to reduce noise generated by operations on the site:
- All plant will be silenced in accordance with current best practice;
 - Wherever practical plant used for breaking out will be 'crushing' rather than hammering (e.g. cutting down piles);
 - Where practical all fixings and holes will be formed / cast into concrete to avoid drilling and cutting on site (e.g. cast in situ fire sleeves will be used for all soil vent pipes;
 - As far as practical, off-site manufacture will be utilised to reduce production activity on site; and
 - Where extremely noisy activities are unavoidable (e.g. elements of demolition) methods of working will be agreed with HDC.

Ecology/Biodiversity

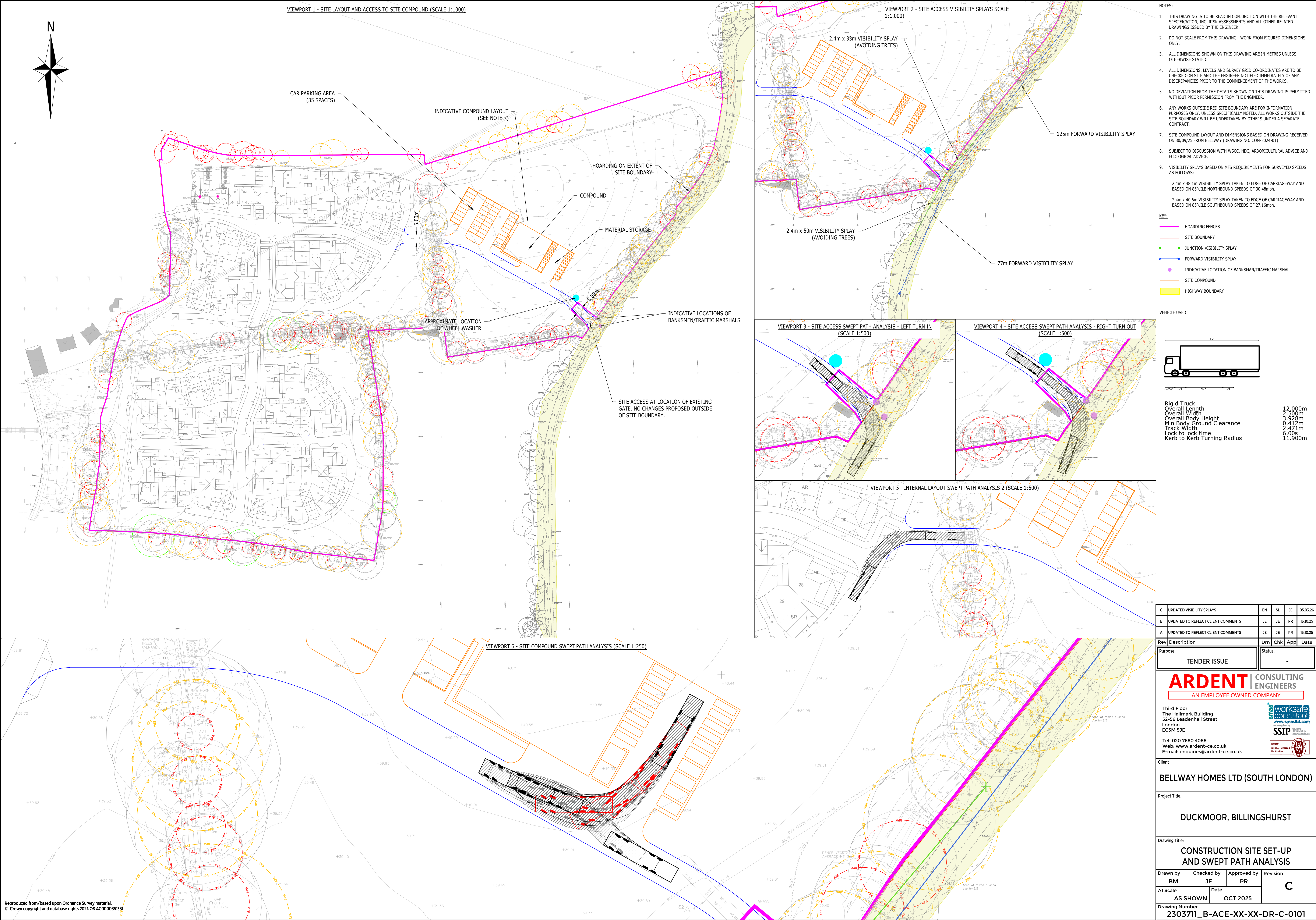
- 5.39 Details of measures to manage ecological and biodiversity concerns are covered within the provisions set out above. These include the use the installation of protective fencing for identified species present (e.g. dormouse), vegetation clearance and topsoil strip in areas not affected by habitat for protected species, and a requirement for all works to be overseen by an Ecologist.

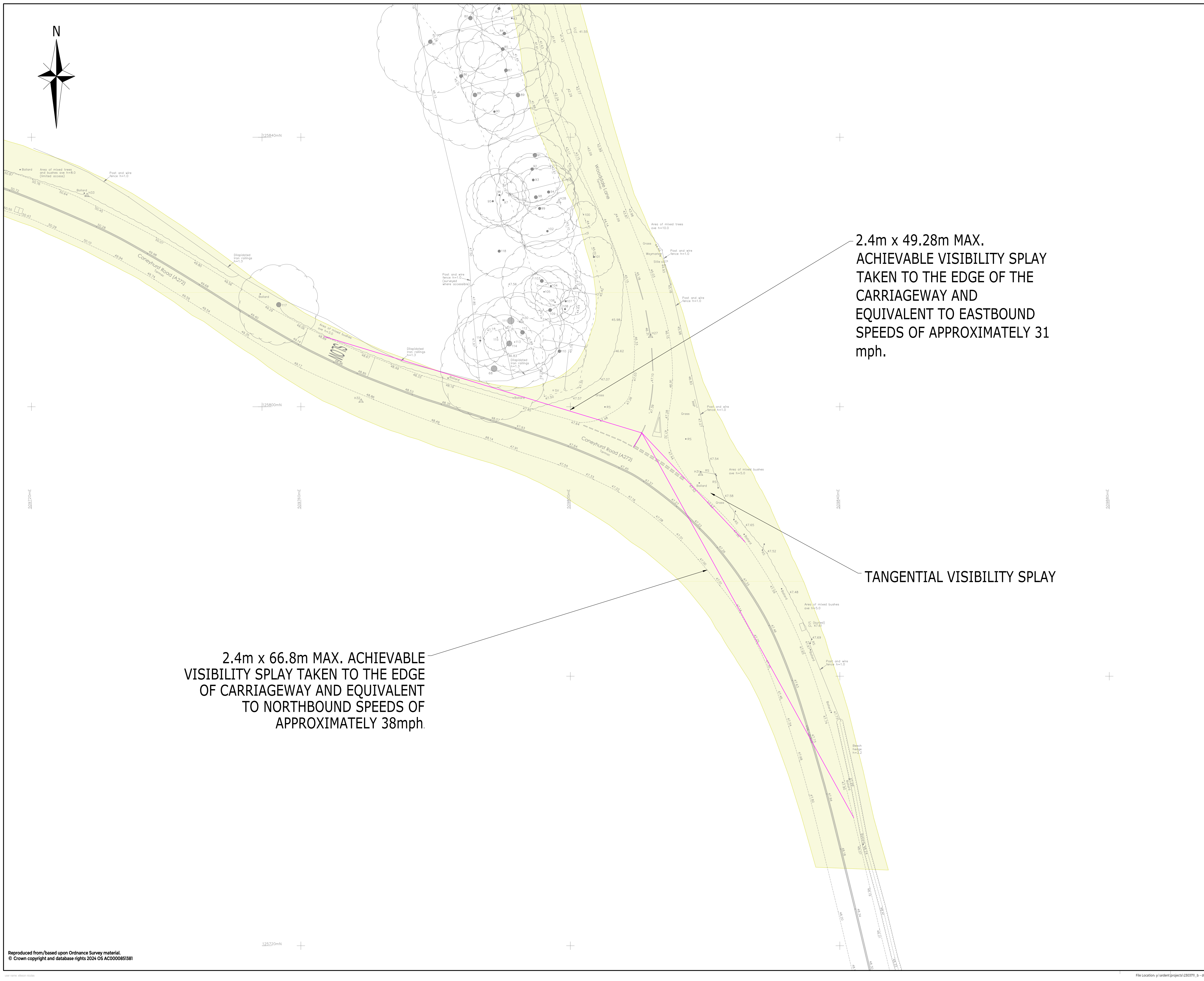
5.40 Damage to trees and hedgerows is to be prevented through the use of fencing and hoarding, as shown in **Appendix B**, with the site compound located to avoid tree root protection areas. No dog construction is to be implemented along elements of the internal haul roads where this interacts with existing trees to prevent impact on root networks.

6. Conclusion

- 6.1 This CMP has been prepared by ACE in support of proposals to construct 83 dwellings at Duckmoor, Billinghamurst. It is anticipated that this document will be submitted to HDC and WSCC to discharge the relevant condition. It will also seek to provide a framework for future liaison between the appointed contractor and authorities to minimise, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.
- 6.2 This CMP is considered to be a live document and following liaison with WSCC and HDC at the appropriate intervals, may be subject to minor changes as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan as required. While this document provides a framework and number of anticipated measures, it is envisaged that it will be reviewed by the appointed contractor and updated to reflect expected work practices and programmes as necessary. It will therefore be the appointed contractor who assumes responsibility for delivering, monitoring and updating the plan.
- 6.3 It is considered that the measures set out within this report provide sufficient mitigation to ensure that the proposed construction works will not significantly impact on the operation of the surrounding highway network.

Drawings





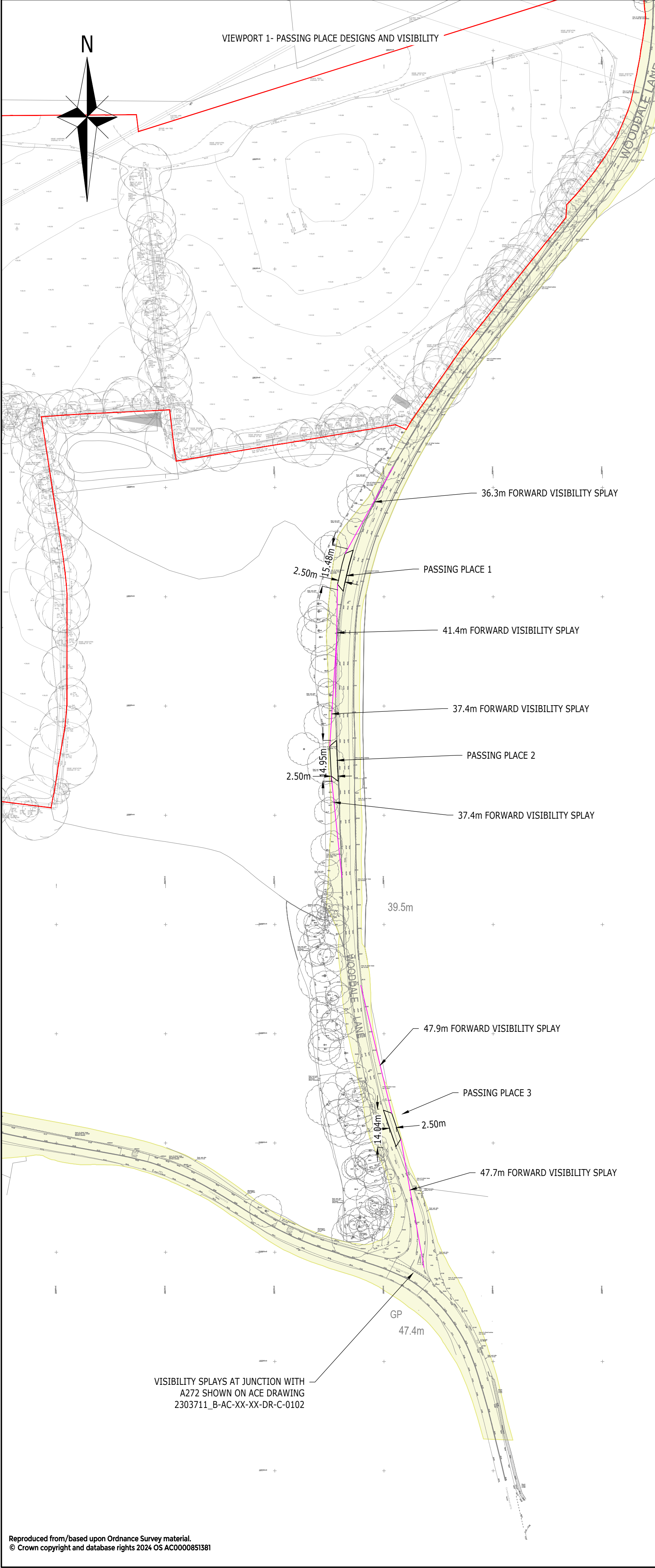
- NOTES:
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 - ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 - ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
 - ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
 - TOPOGRAPHICAL SURVEY UNDERTAKEN BY HOOK SURVEY AND RECEIVED ON 14.11.2025.
 - HIGHWAY BOUNDARY INFORMATION RECEIVED FROM WSCC ON 08.01.2026.
 - HIGHWAY BOUNDARY INFORMATION AND TOPOGRAPHICAL SURVEY COMBINED TO BEST FIT.
 - COMMENSURATE SPEEDS BASED ON MAXIMUM ACHIEVABLE VISIBILITY SPLAYS CALCULATED BASED ON MFS/ DMRB REQUIREMENTS.

KEY:

- HIGHWAY BOUNDARY (SEE NOTES 8 & 9)
- VISIBILITY SPLAYS (SEE NOTE 10)



Rev	Description	Drn	Chk	App	Date
Purpose:		Status:			
PRELIMINARY		-			
ARDENT CONSULTING ENGINEERS AN EMPLOYEE OWNED COMPANY Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk smas worksafe consultant www.smashtd.com SSIP SAFETY EXCELLENCE IN PROFESSIONS ISO 9001 BUREAU VERITAS CERTIFIED 					
Client					
BELLWAY HOMES LTD (SOUTH LONDON)					
Project Title:					
DUCKMOOR, BILLINGSHURST					
Drawing Title:					
WOODDALE LANE JUNCTION VISIBILITY					
Drawn by	Checked by	Approved by	Revision		
EN	SL	AB	-		
A1 Scale	Date				
1:250	FEB 2026				
Drawing Number					
2303711_B-ACE-XX-XX-DR-C-0102					



KEY:

- SITE BOUNDARY
- HIGHWAY BOUNDARY (SEE NOTE 8)
- FORWARD VISIBILITY SPLAY

NOTES:

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- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- TOPOGRAPHICAL SURVEY UNDERTAKEN BY HOOK SURVEY AND RECEIVED ON 14.11.2025.
- HIGHWAY BOUNDARY INFORMATION RECIEVED FROM WSCC ON 08.01.2026.
- SUBJECT TO DISCUSSION WITH WSCC HIGHWAYS AND REVIEW OF ARBORICULTURAL IMPACTS.
- FORWARD VISIBILITY SPLAYS BASED ON SPEED SURVEYS UNDERTAKEN IN FEBRUARY 2026. CALCULATIONS BASED ON MS, AS FOLLOWS:
2.4m x 36.3m VISIBILITY SPLAY BASED ON 85%ILE NORTHBOUND SPEEDS OF 25.1mph (ADJUSTED FOR WET WEATHER CONDITIONS).
2.4m x 41.4m VISIBILITY SPLAY BASED ON 85%ILE SOUTHBOUND SPEEDS OF 27.5mph (ADJUSTED FOR WET WEATHER CONDITIONS).
2.4m x 37.4m VISIBILITY SPLAY BASED ON 85%ILE NORTHBOUND SPEEDS OF 25.6mph (ADJUSTED FOR WET WEATHER CONDITIONS).
2.4m x 33.9m VISIBILITY SPLAY BASED ON 85%ILE SOUTHBOUND SPEEDS OF 23.9mph (ADJUSTED FOR WET WEATHER CONDITIONS).
2.4m x 47.9m VISIBILITY SPLAY BASED ON 85%ILE NORTHBOUND SPEEDS OF 30.4mph (ADJUSTED FOR WET WEATHER CONDITIONS).
2.4m x 48.3m VISIBILITY SPLAY BASED ON 85%ILE SOUTHBOUND SPEEDS OF 30.6mph (ADJUSTED FOR WET WEATHER CONDITIONS).

VEHICLES USED:

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Scale: 1:1000 @ A1

Rev	Description	Dn	Chk	App	Date
Purpose:	TENDER ISSUE				Status: -

ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

Third Floor
The Hallmark Building
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London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

SSIP

Client

BELLWAY HOMES LTD (SOUTH LONDON)

Project Title:

DUCKMOOR, BILLINGSHURST

Drawing Title:

WOODDALE LANE PASSING PLACE REVIEW

Drawn by	Checked by	Approved by	Revision
EN	JE	AB	-

A1 Scale

1:1000	Date	MARCH 26
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Drawing Number

2303711_B-ACE-XX-XX-DR-C-0103

Appendix A
WSCC Highways Comments

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Ardent FAO: Joe Earp
FROM:	WSCC - Highways Authority
DATE:	22 nd December 2025
LOCATION:	31, DADSWELL DRIVE BILLINGSHURST WEST SUSSEX RH14 9YX
SUBJECT:	Internal Reference: PRE-114-25 Advice on CEMP and road closure associated with App: DC/24/0768
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed Construction Environmental Management Plan (CEMP) at 31, DADSWELL DRIVE BILLINGSHURST WEST SUSSEX, RH14 9YX.

Comments

The LHA undertook an online meeting with the Design Team on the 22nd December 2025. During the meeting the following points were discussed:

- Access from A272 to Woodale Lane-Visibility splays from the junction with the A272 should be shown
- Access will require a Section 278 Agreement
- Access for delivery only from the A272 would be preferable
- Visibility splays at site access onto Woodale Lane will need to be shown
- Passing Bays-these are being investigated by the Design Team and a drawing will be provided in due course showing the exact details.
- Routing Agreement to be provided and formalised within the formal CEMP
- Parking for site operatives will be within the site compound
- Deliveries phased and planned-detail to be provided within the CEMP
- Wheel washing at the site access onto Woodale Lane
- Site survey to assess the current condition of the road prior to works commencing. This will be undertaken in accordance with the WSCC Local Engineer.

Conclusion

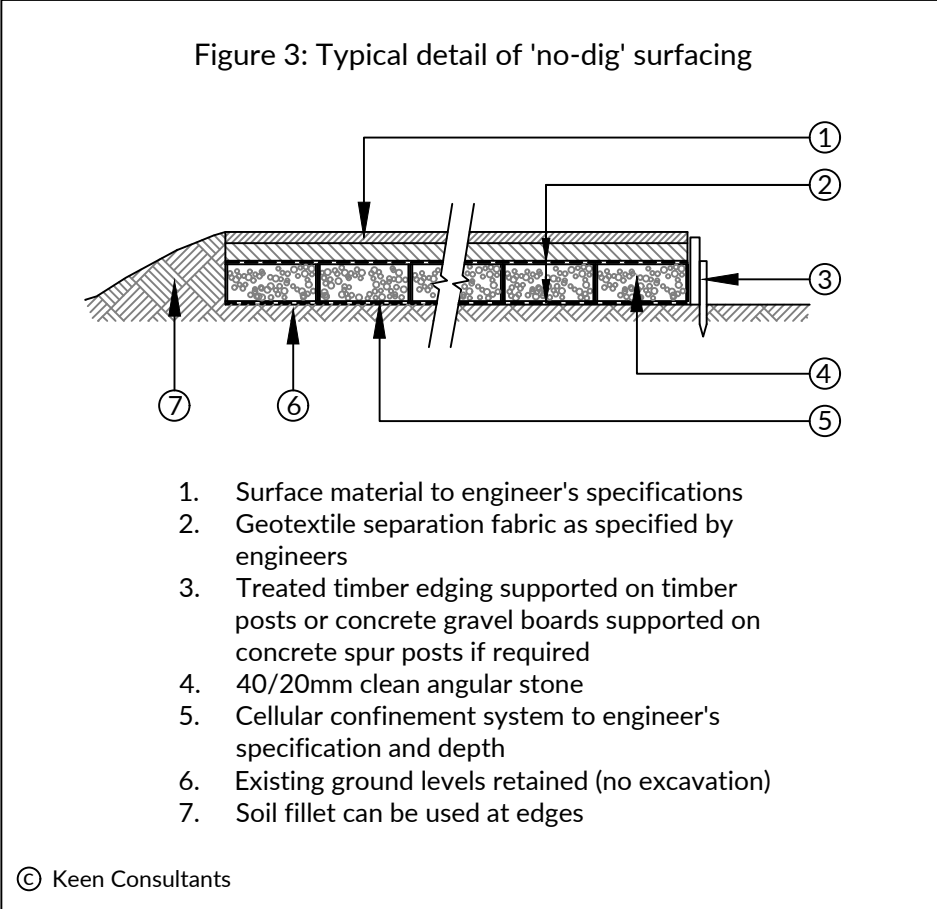
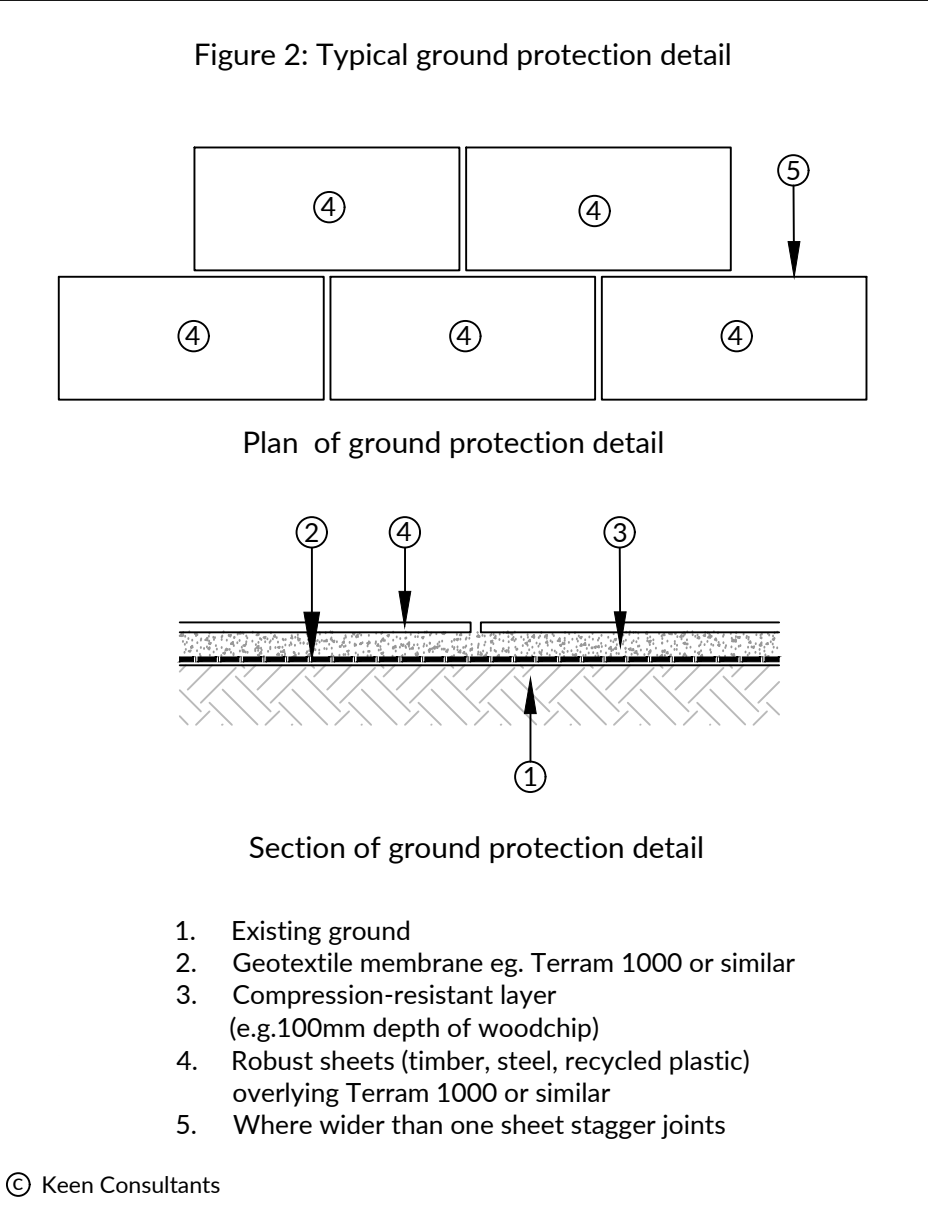
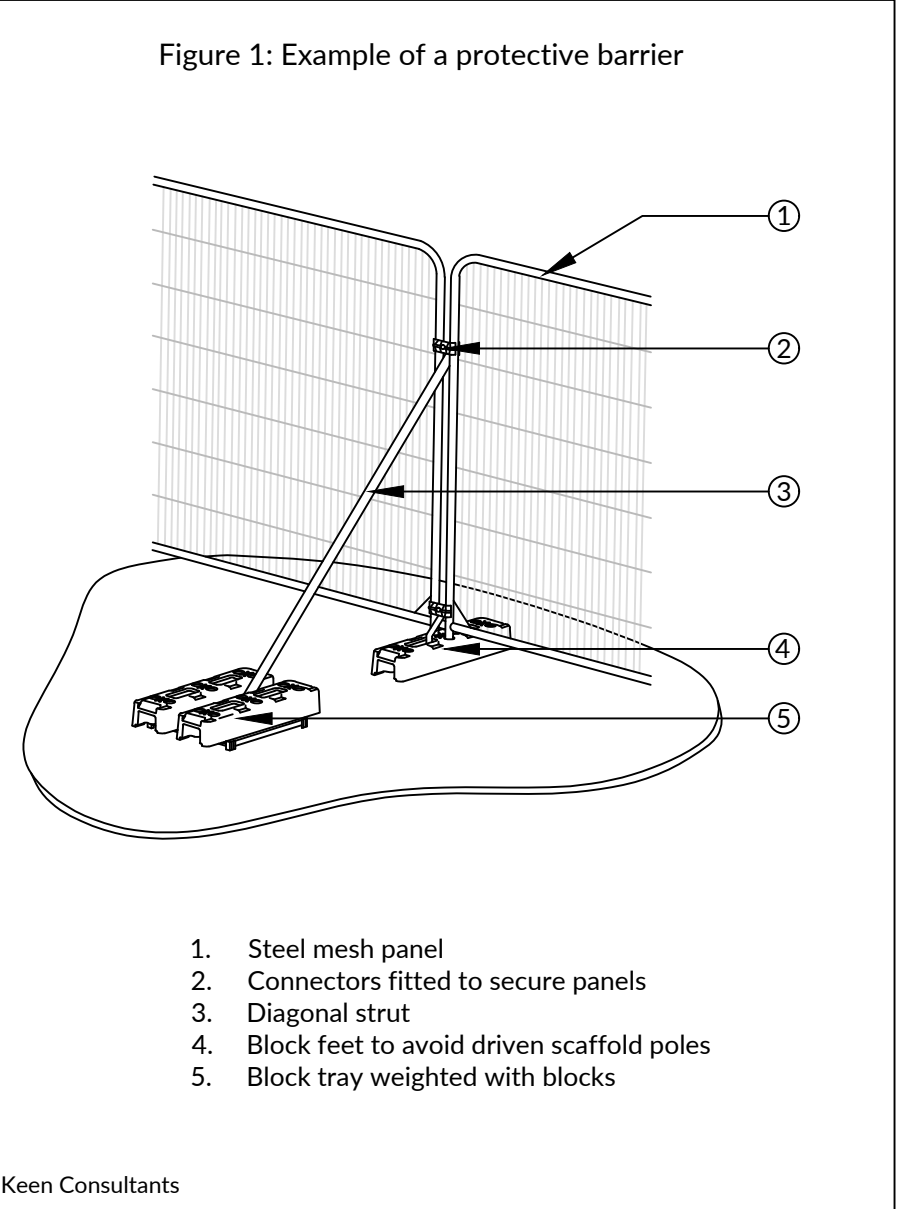
I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with

regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

Appendix B
Tree Protection Plan

Secondary schedule of tree works on land at Duckmoor, Wooddale Lane, Billingshurst			
Tree No.	Species	Comments	Action
1	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
1a	Group of 3 ash	All showing advanced Ash Dieback and unsuited for retention adjoining the neighbouring development. Two stems are proposed for removal to create the access. The third stem, further to the south, also needs to be removed.	Remove southerly stem.
1b	Group of mixed broadleaves	Scattered dead elm trees throughout the retained area of scrub.	Remove all dead stems.
78	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
79	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
80	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
80a	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
81	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
82	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
83	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
84	English oak	Dead. Partially collapsed and resting in adjoining tree.	Remove
85	English oak	Some large sections of dead wood within crown. Decayed sections on both stems but good occlusion rates and in this species not significantly reducing structural strength.	Remove dead wood in excess of 25mm in diameter.
86	English oak	Sections of dead wood within crown. Large vertical scar on south eastern side of stem. Good occlusion rates and not giving rise to significant reduction in stem strength.	Remove dead wood in excess of 25mm in diameter.
87	English oak	Sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
88	English oak	Sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
89	English oak	Sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
91	English oak	Sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
92	English oak	Large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
93	English oak	One dead stem and other sections of dead wood.	Remove dead wood in excess of 25mm in diameter.
94	English oak	Some sections of dead wood within crown. Ivy smothered stem.	Remove dead wood in excess of 25mm in diameter. Cut ivy at base and allow to die.
173	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
176	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
177	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
180	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
182	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
183	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
185	English oak	Some large sections of dead wood within crown.	Remove dead wood in excess of 25mm in diameter.
199	English oak	Partially fallen and resting on ground. Some roots remain intact and are serving the falling stem. Numerous upright branches from the stem forming what is known as a 'harp' tree.	Option 1: Remove as indicated on Tree Protection Plan. Option 2: Retain but prune low level branches to allow for clearance over path.
200	English oak	Extensive decay in lower stem. Smothered in ivy. Has partially collapsed and is being propped up by tree 199. Unlike tree 199 this tree cannot safely be retained.	Remove.
201	Ash	Advanced Ash Dieback. Close to adjoining properties and unsafe to retain long-term.	Remove.
202	Ash	Advanced Ash Dieback. Close to adjoining properties and unsafe to retain long-term.	Remove.
203	Ash	Advanced Ash Dieback. Close to adjoining properties and unsafe to retain long-term.	Remove.



NORTH

05m10m25m50m

NOTES

1. This tree survey information has been prepared for planning purposes only. Additional detail will be needed for foundation design.

2. The original of this drawing was produced in colour - a monochrome copy should not be relied upon.

3. Scale for planning purposes only.

4. All dimensions to be checked on site.

5. The copyright of this document resides with Keen Consultants unless assigned in writing by the company.

6. Details shown on this drawing are devised with reference to BS5837:2012 Trees in relation to design, demolition and construction - Recommendations.

7. Check if Tree Preservation Order or Conservation Area protection applies to trees before undertaking tree works.

8. Tree survey information based on SIA Trees Arboricultural Implications Report Ref: SIA ar 201518-01

9. Proposed layout based on Allen Pike Detailed Planting Plan drawing number 2205-APA-ZZ-XX-PP-L-2001 to 2006 Rev P01.

10. Proposed Levels based on Arden drawing number 23034710-003 Rev F.

11. Concept Drainage Strategy based on Arden drawing number 2303710-002 Rev H.

KEY

Existing site features

Proposed planning layout

Proposed drainage layout

Proposed levels

Trees retained
(Green-coloured line indicates extent of canopy)

Trees for removal
(Red-coloured dash line indicates extent of canopy)

2.0m high barrier as detail in Figure 1

Area of ground protection as detail in Figure 2

Area of ground protection as detail in Figure 4

Minimum extent of no-dig construction.
Actual deployment may be greater. As detail in Figure 3

Area of manual excavation

Trees for removal as listed on secondary schedule of tree works

Trees requiring works as listed on secondary schedule of tree works

Primary schedule of tree works on land at Duckmoor, Wooddale Lane, Billingshurst		
Tree No.	Species	Action
2	Myrobalan plum	Remove.
3	Myrobalan plum	Remove.
4	Field maple	Remove.
84	English oak	Remove.
95	Field maple	Remove.
96	Field maple	Remove.
199	English oak	Remove.
G1	Various	Remove section as shown.
G2	Various	Remove section as shown.
G3	Blackthorn	Remove section as shown.
G10	Blackthorn	Remove.
G11	Field maple and hawthorn	Remove.
G12	Blackthorn, hawthorn and field maple	Remove section as shown.

TuffTrak

Material: Recycled HDPE and fully recyclable

Overall Size: 3m x 2.5m x 38mm

Surface Size: 1.8m x 0.9m

Surface Area: 7.5m²

Weight: 295kg

Tread: Dual tread design for rubber and steel tracked vehicles

Connectors: Standard M16 bolts with steel straps

Steel reinforced connection points

Handles even the most challenging conditions

Mats follow the contour of the ground

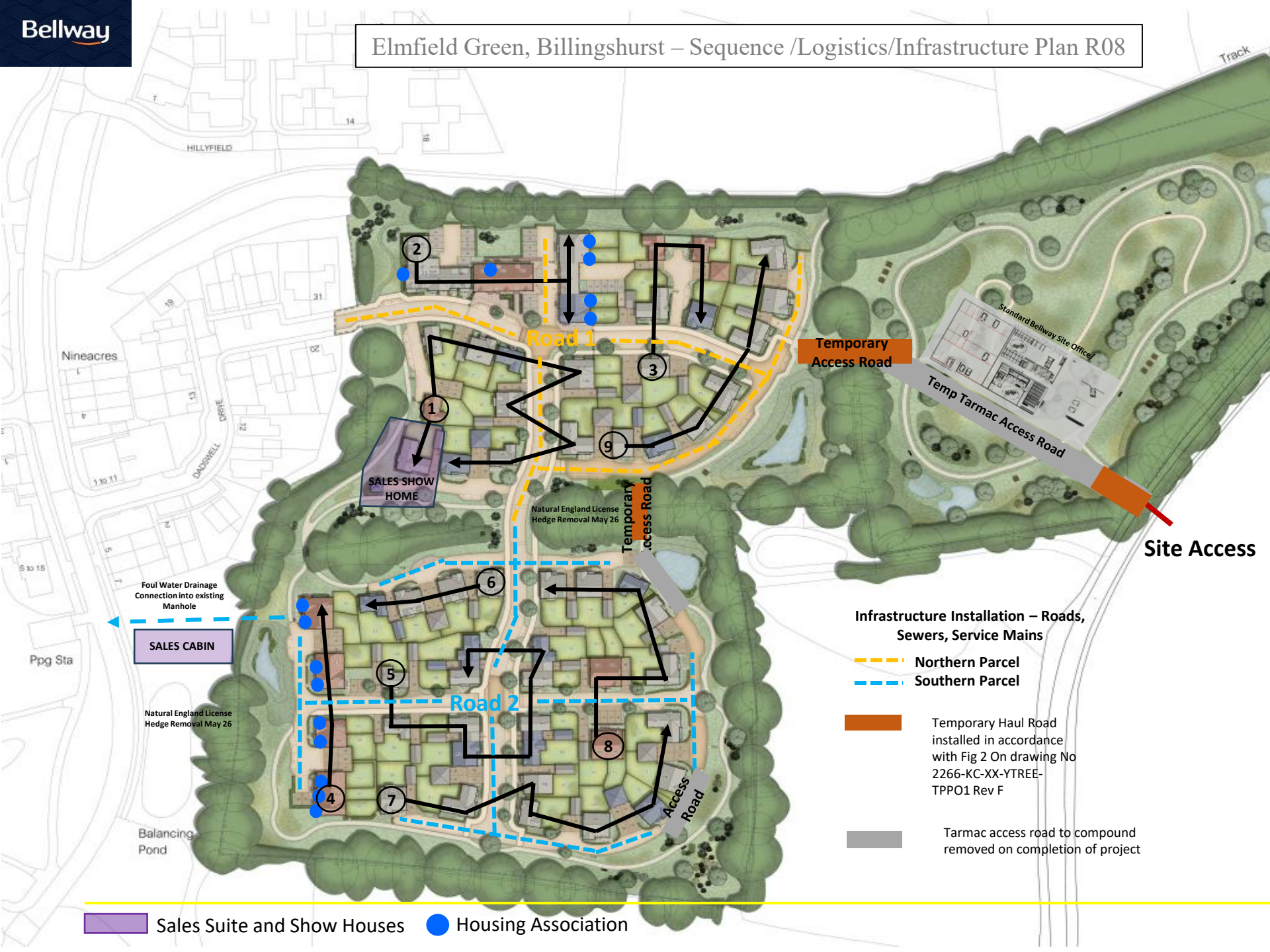
Strong grip and non-slip

Incredibly strong and durable

F	Secondary schedule of tree works added	28.04.26
E	Heavy-duty ground protection near trees 163 and 164 added	05.09.25
D	Section of G1 retained shown	24.03.25
C	Layout from planting plan overlay	17.03.25
B	Latest layout overlay	24.01.25
A	Latest layout overlay	14.10.24
0	Preliminary issue	23.04.24
Rev	Description	Date
KEEN CONSULTANTS Keen Consultants is a trading name of Keen Consultants Limited. Registered No. 12045158. Registered office: The Studio, Timbers, Gables Road, Church Crookham Fleet, Hampshire GU52 6QY. T 01252 855094. mail@keenconsultants.co.uk keenconsultants.co.uk		
Client		
BELLWAY HOMES LIMITED		
Project		
LAND AT DUCKMOOR, WOODDALE LANE, BILLINGSBURST		
Title		
TREE PROTECTION PLAN		
Date	Scale	
APRIL 2024	1:500@A0	
Drawn by	Checked by	
ML	JTK	
Drawing Number		
2266-KC-XX-YTREE-TPP01RevF		

Appendix C
Indicative Phasing and Internal Construction Layout

Elmfield Green, Billingshurst – Sequence /Logistics/Infrastructure Plan R08



Key Dates

Pre-commencement Conditions

Ecology Clearance	
Secure Boundary	01/11/25
Temp Welfare Compound - GW	14/11/25
Tarmac Haul Road – Northern Parcel	21/11/25
Roads and Sewers Northern Parcel	27/02/26
Substation Northern Parcel	06/03/26
Overhead Cable Diversion	20/03/26
Tarmac Haul Road Southern Parcel	23/01/26
Roads and Sewers Southern Parcel	03/04/26
Foul Drainage External Connection	26/06/26

Door Mouse Licence

Tree removal – Ecology Window for DM 01/05/26

Sales Area

Sequence 1: 9 PD April 2026 – Apr 2027
 Show Home Plot 42 (Oct 2026 Build Complete)
 Plots 33-41
 4
CML Dates – 83 Units: 54 PD, 29 HA

Sequence 2: 19 HA (17AR, 2SO)
 Plots 1- 19 May 2026 – Mar 2027
Sequence 3: 5 PD
 Plots 20-23, 27 Jul 2026 – Apr 2027
Sequence 4: 4 PD
 Plots 43-46 Sept 2026 – Jun 2027
Sequence 5: 10 PD
 Plots 47-49, 75-76, 62-66 Oct 2026 – Jul 2027
Sequence 6: 10 HA
 Plots 50-59 (3AR, 7SO) Dec 2026 – Sep 2027
Sequence 7: 7 PD
 Plots 60-61, 67-69, 70-72. Jan 2027 – Oct 2027
Sequence 8: 9 PD
 Plots 73-74, 77-83 Mar 2027 – Dec 2027
Sequence 9: 8 PD
 Plots 24-26, 28-32 May 2027 – Jan 2028

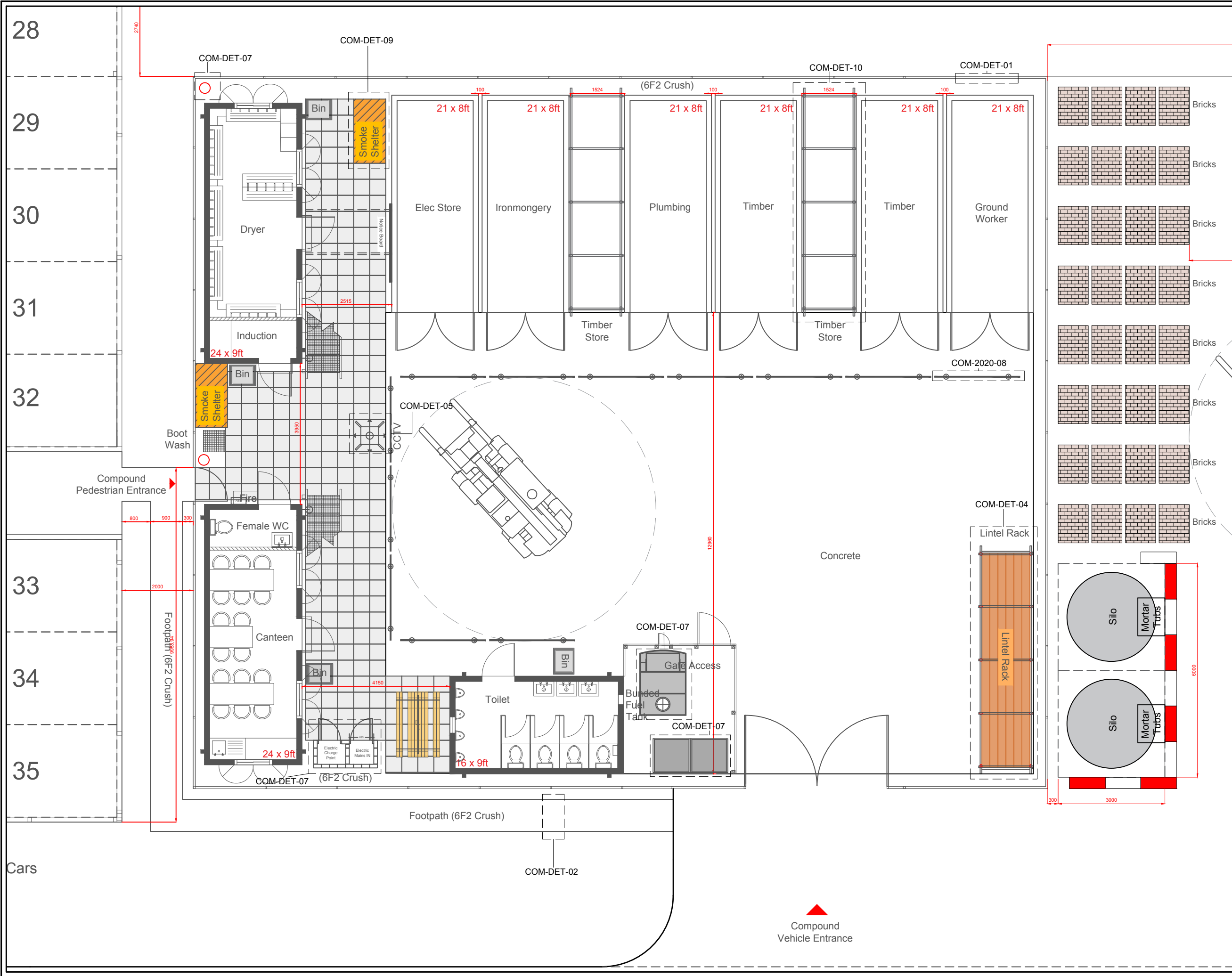
Appendix D

Compound Details



20m x 24m Compound

50 - 100 Units Per Annum



IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

Revisions

Bellway
BELLWAY plc

Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne, NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
www.bellway.co.uk

Drawing:

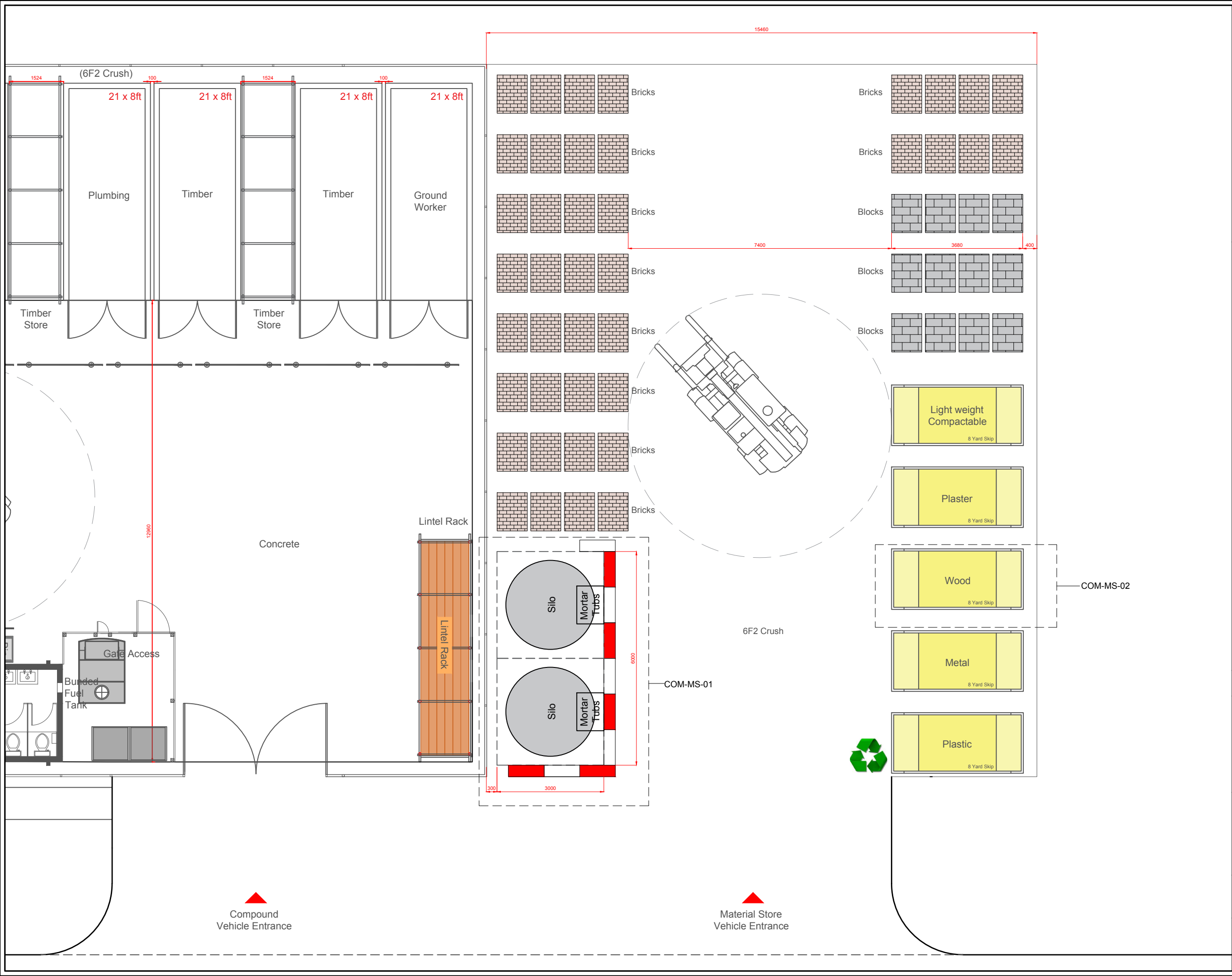
20x24m Compound
Ground Floor Layout

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

Drg. No:
COM-2024-02

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IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

Revisions



Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne. NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
www.bellway.co.uk

Drawing:

20x24m Compound
Material Store &
Waste Management

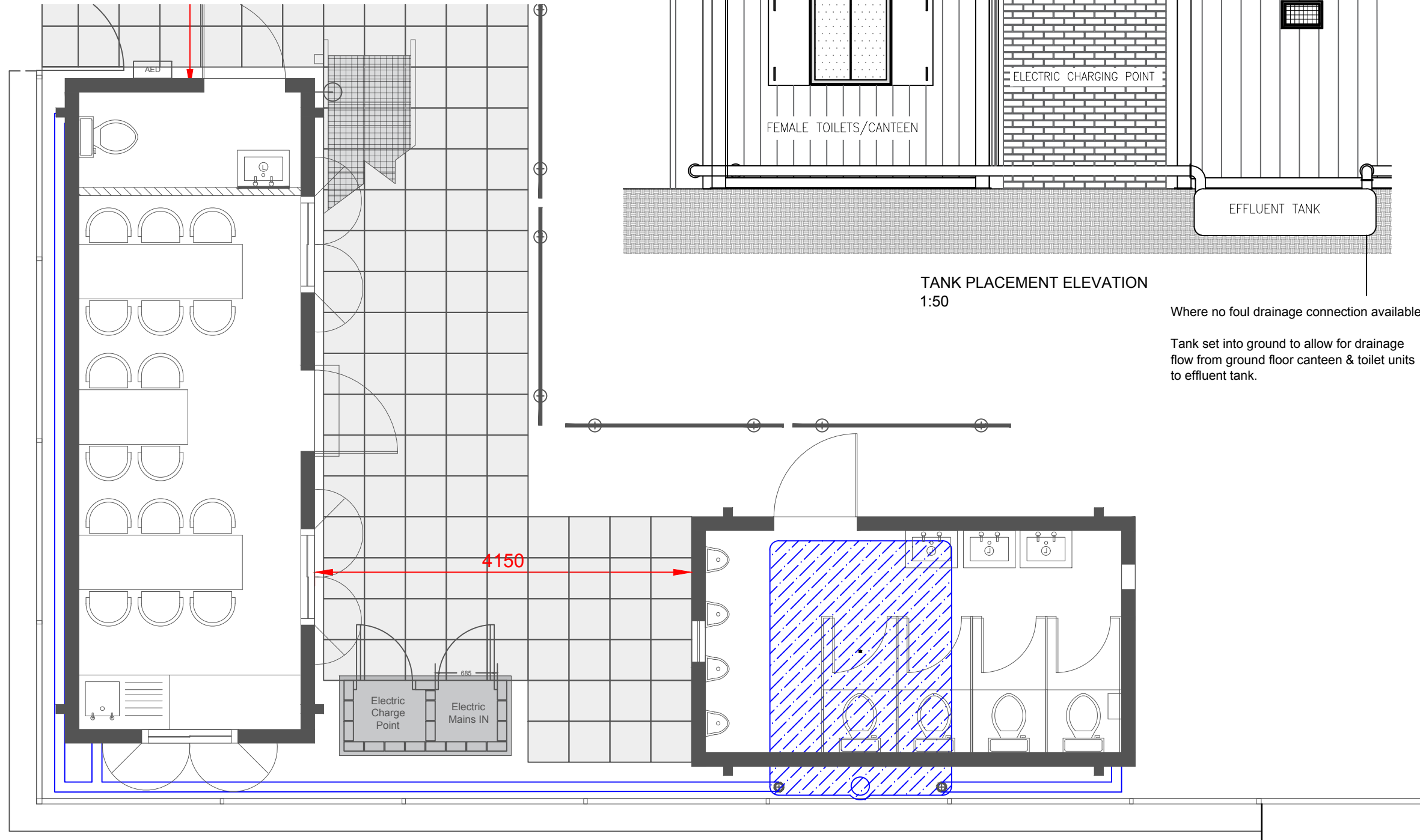
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Scale: 1:100 @ A3
Drawn By: DL

Drg. No:
COM-2024-04

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EFFLUENT TANK
H510 L2800 W2000
1892 Litre Capacity.



PLAN
1:50



TANK PLACEMENT ELEVATION
1:50

Where no foul drainage connection available.

Tank set into ground to allow for drainage
flow from ground floor canteen & toilet units
to effluent tank.

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

Revisions



Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne. NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
www.bellway.co.uk

Drawing:

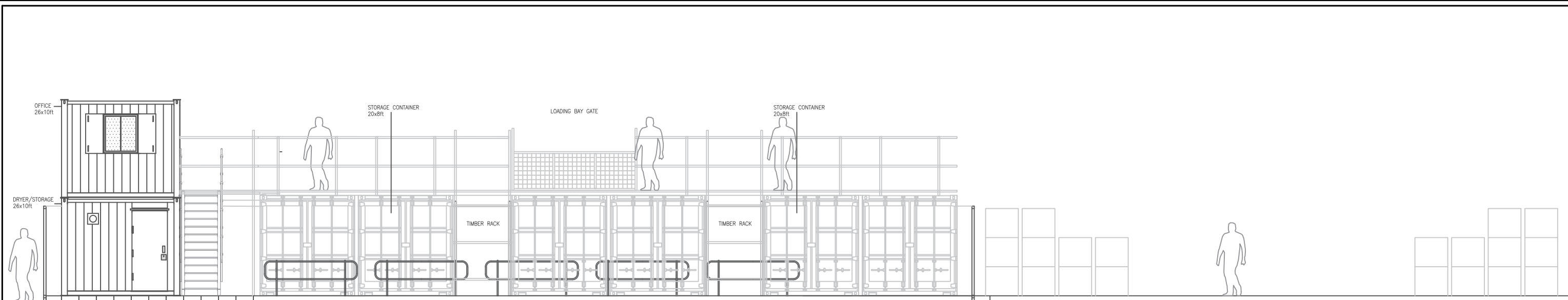
20x24m Compound
Services Layout

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

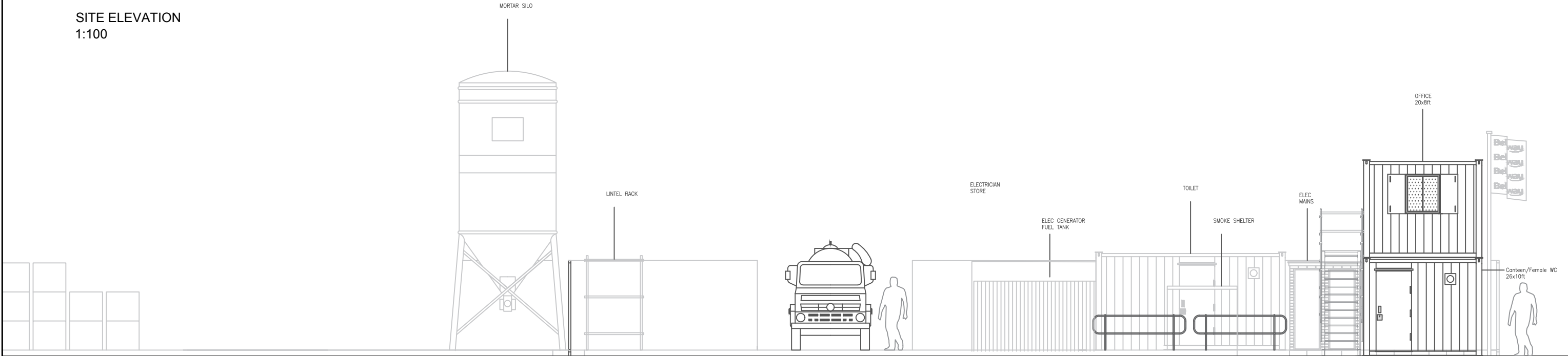
Drg. No:
COM-2024-05

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SITE ELEVATION
1:100



SITE ELEVATION
1:100

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

Revisions



BELLWAY plc
Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne. NE13 6BE
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Drawing:

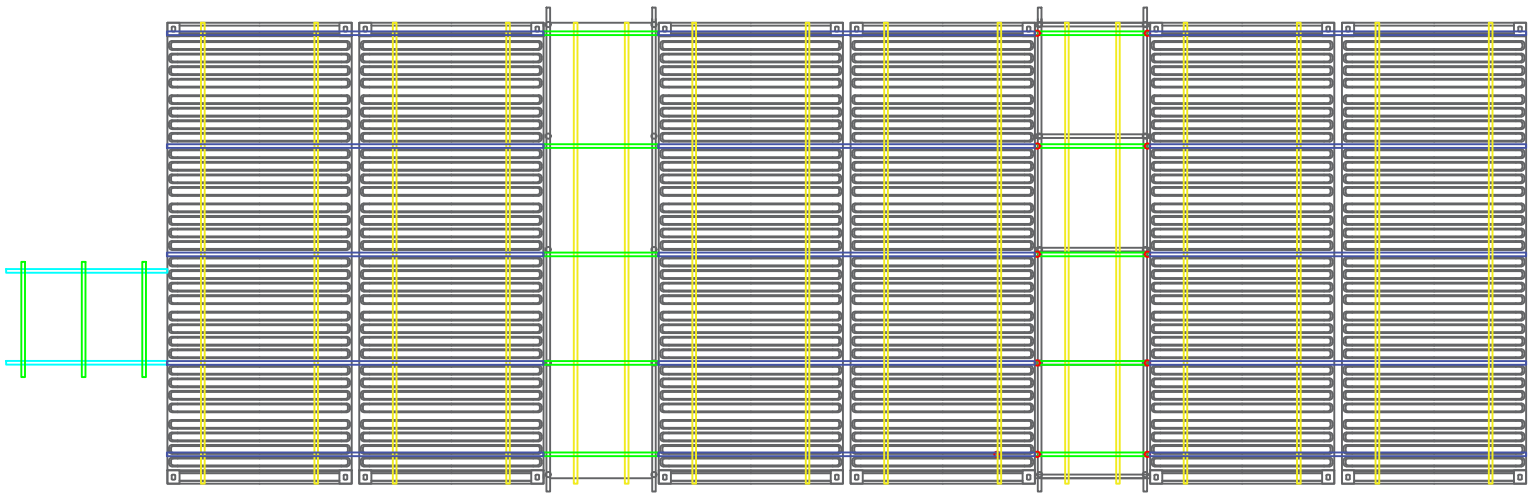
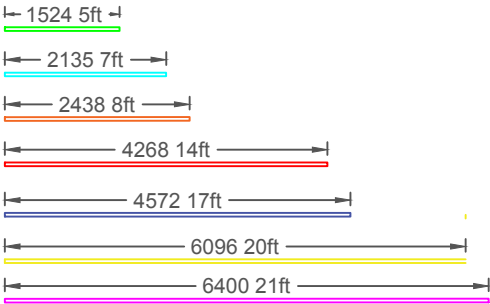
20x24m Compound
Site Elevations

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

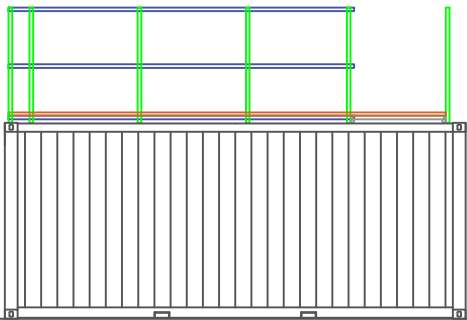
Drg. No:
COM-2024-06

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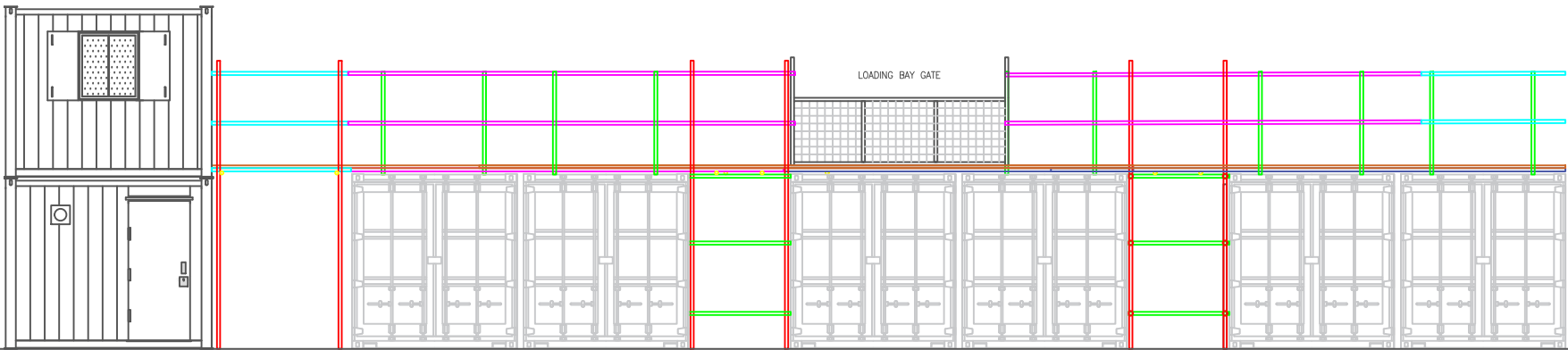
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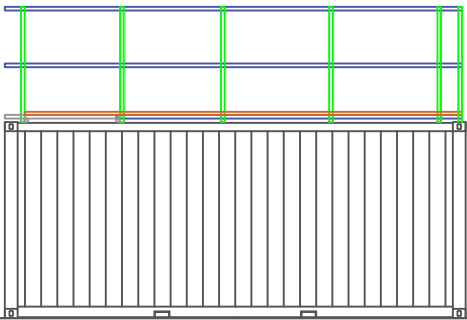
SCAFFOLD PLACEMENT
1:100



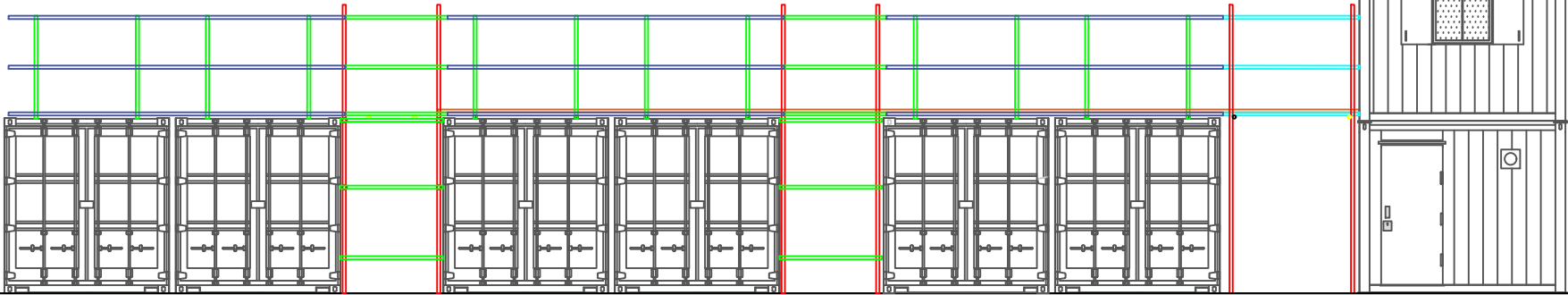
SIDE ELEVATION
1:100



FRONT ELEVATION
1:100



SIDE ELEVATION
1:100



REAR ELEVATION
1:100

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

SCAFFOLD SCHEDULE

20X24M COMPOUND

6 Containers & 2 Timber Store

- 54 No. 5ft Scaffold
- 10 No. 7ft Scaffold
- 12 No. 14ft Scaffold
- 23 No. 17ft Scaffold
- 12 No. 20ft Scaffold
- 06 No. 21ft Scaffold
- 01 No. Loading Bay Gate

Revisions



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Drawing:

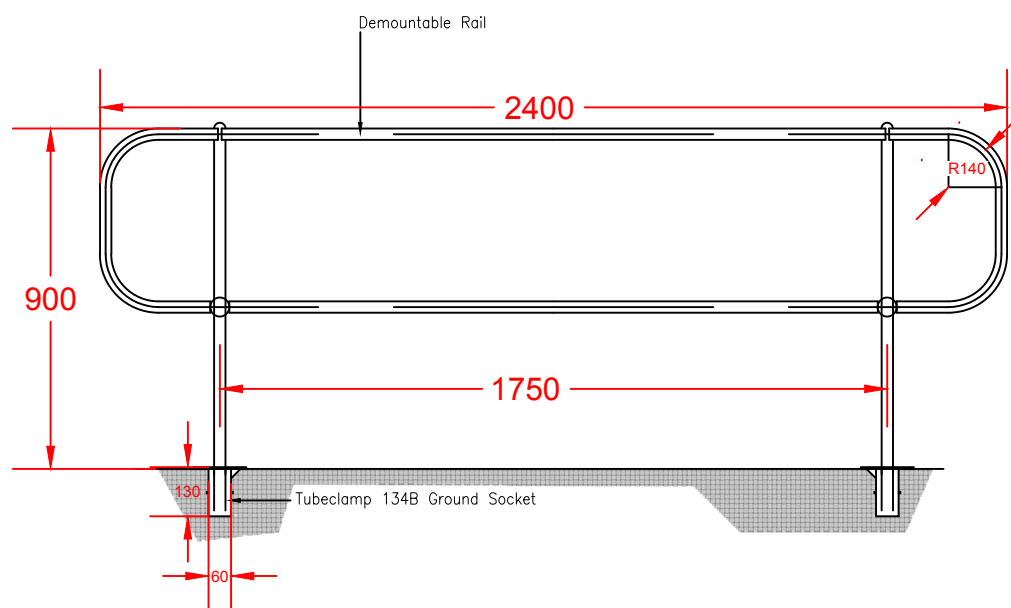
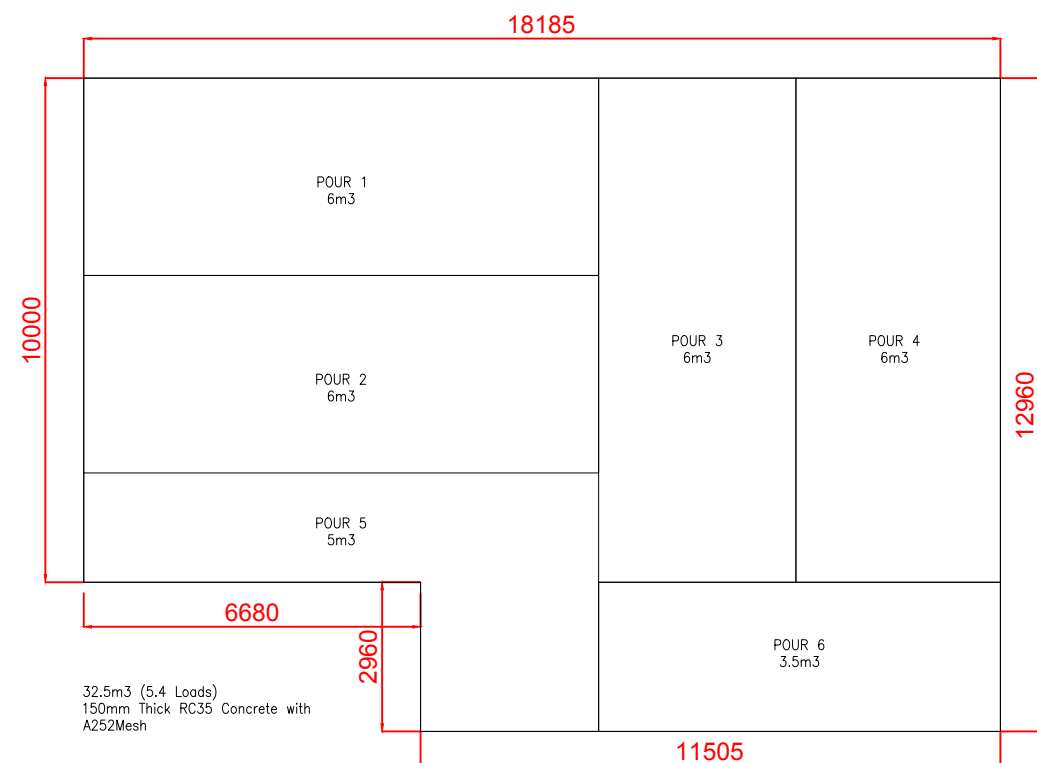
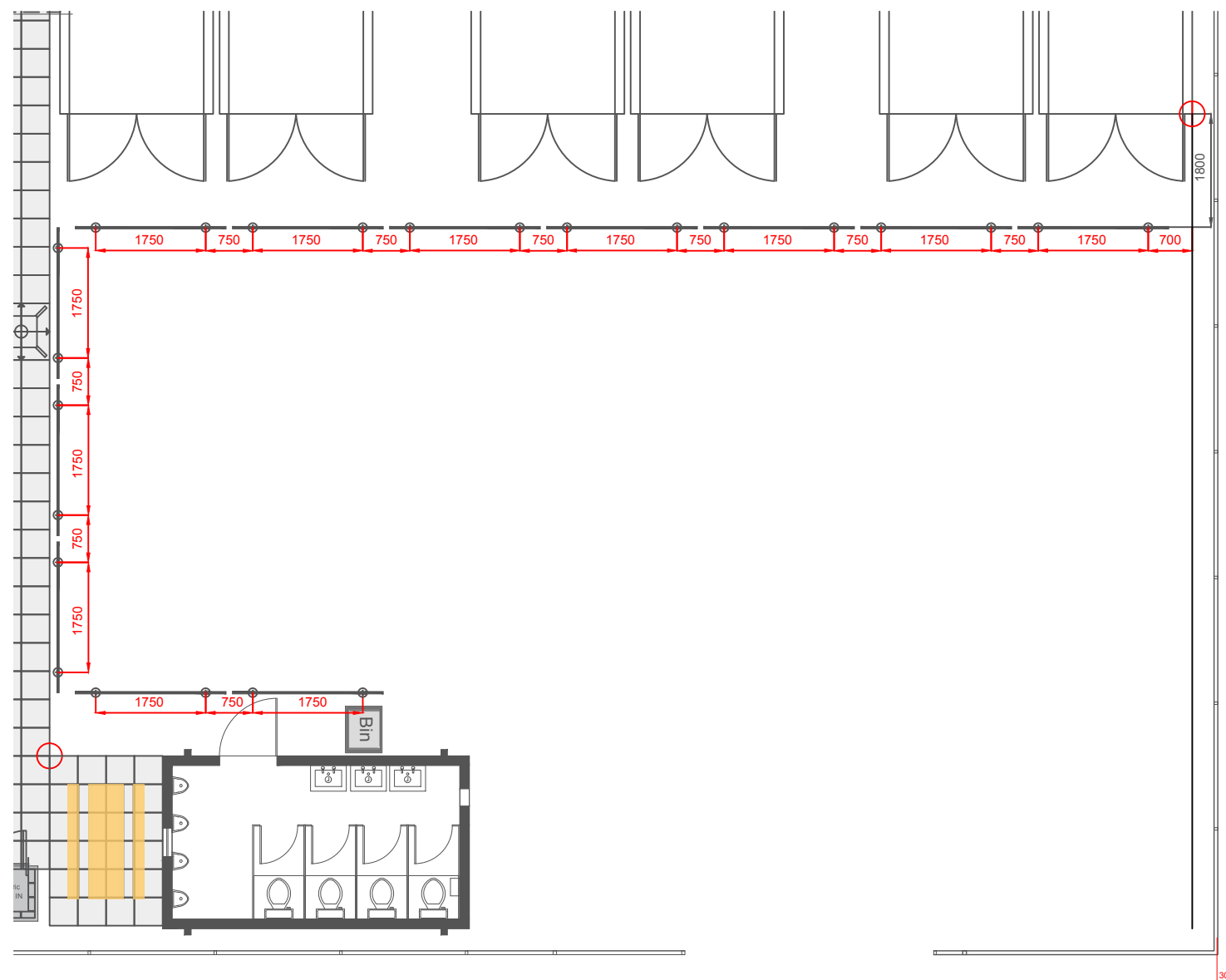
20x24m Compound
Above Container Scaffolding

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

Drg. No:
COM-2024-07

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IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.
3. Working areas of compound to be vehicle access only, pedestrian zones denoted by paving slabs, separated from working area with demountable rail.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound and material storage shown in yellow to be 6F2 Crush.

Carpark Boundary to be Knee Rail at 600mm Height.

Units to be painted White

Revisions



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Drawing:

20x24m Compound
Demountable Rail Setting Out

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

Drg. No:	COM-2024-08
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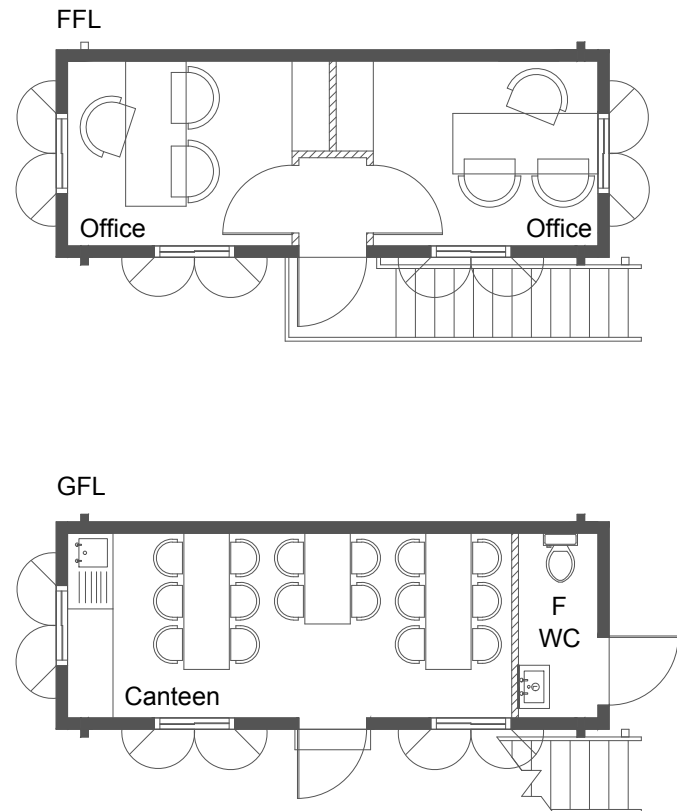
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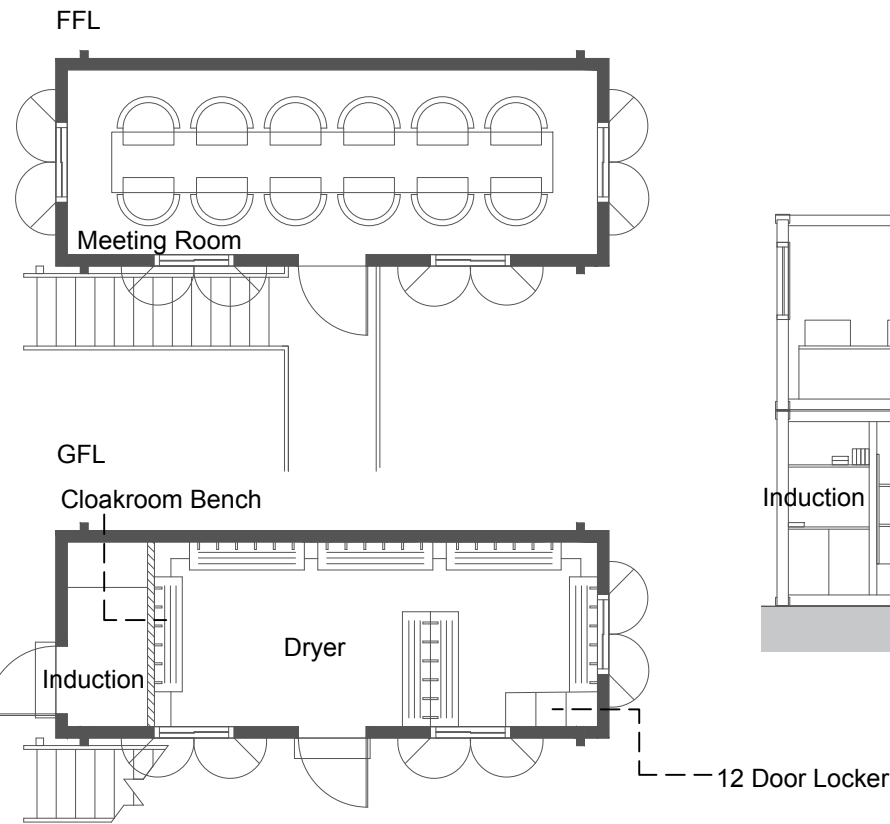
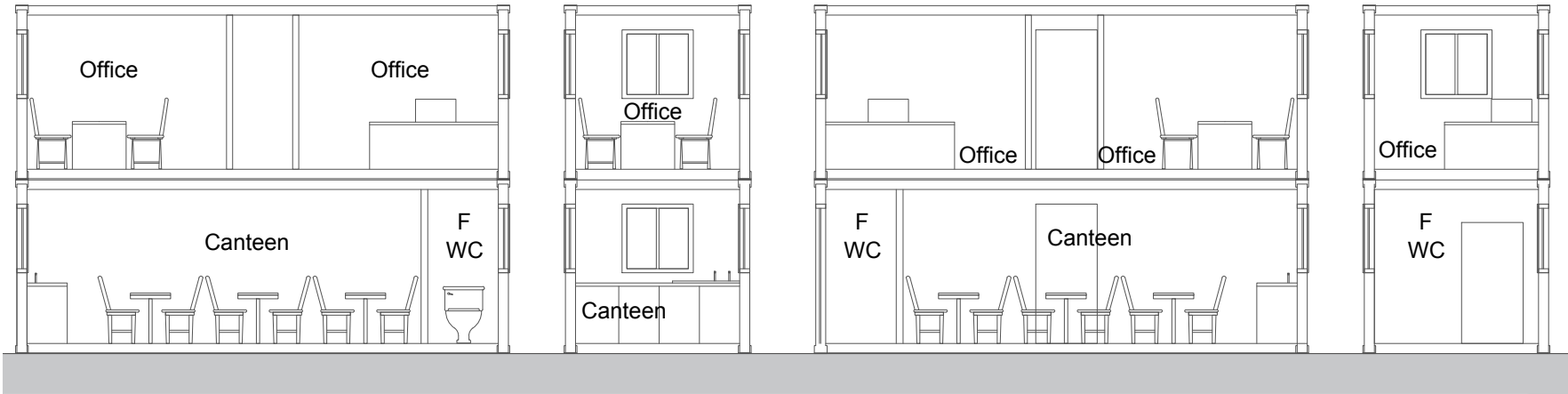


Container Units

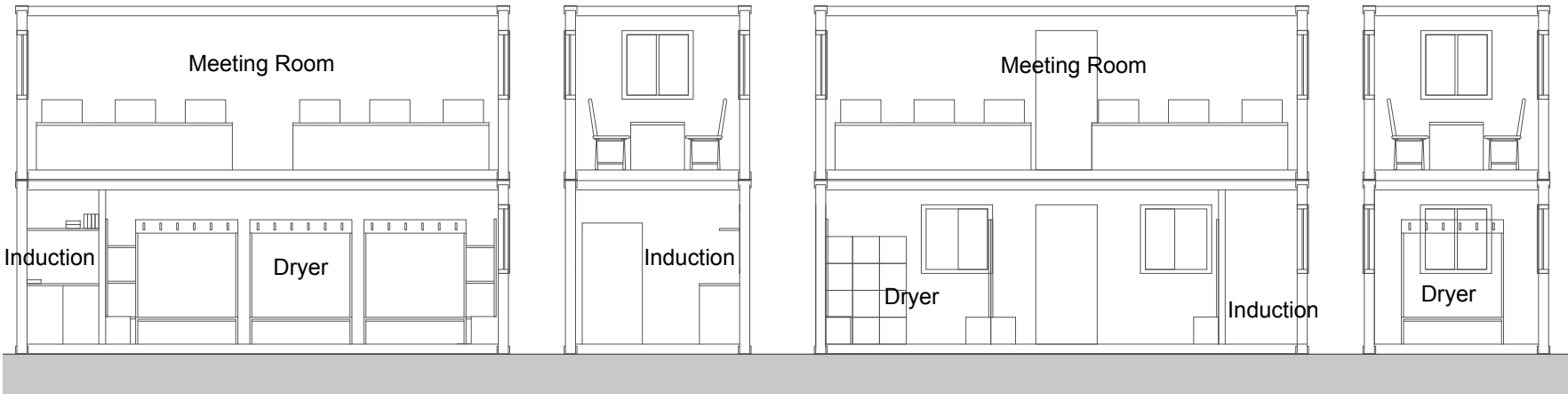
2018



24 x 9ft - Canteen / WC & Office Unit Section



24 x 9ft - Induction / Dryer & Meeting Unit Section



IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.



Cloakroom Bench



12 Door Wire Mesh Locker

Revisions

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Drawing:

24x9FT Container Units

Date: Oct 18

Scale: 1:50 @ A3

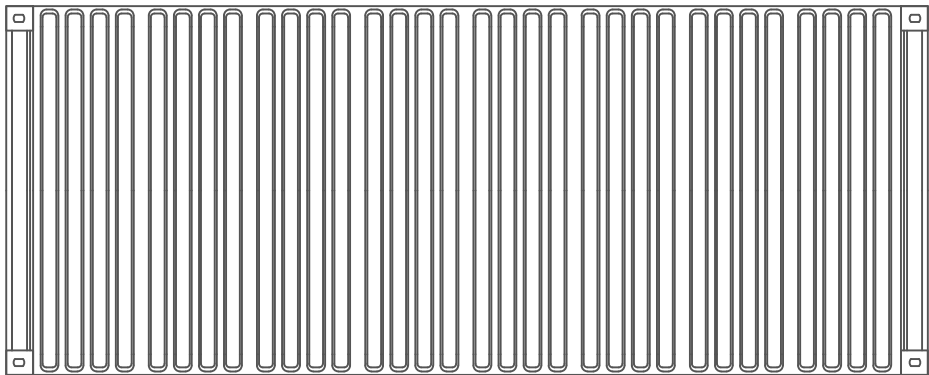
Drawn By: DL

Drg. No:

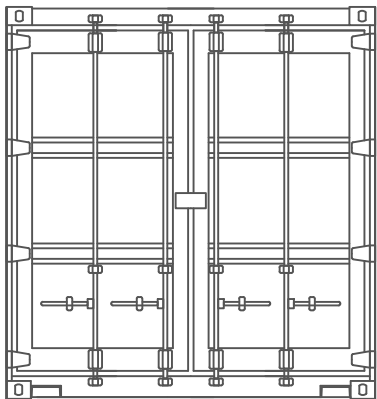
COM-UNIT-01

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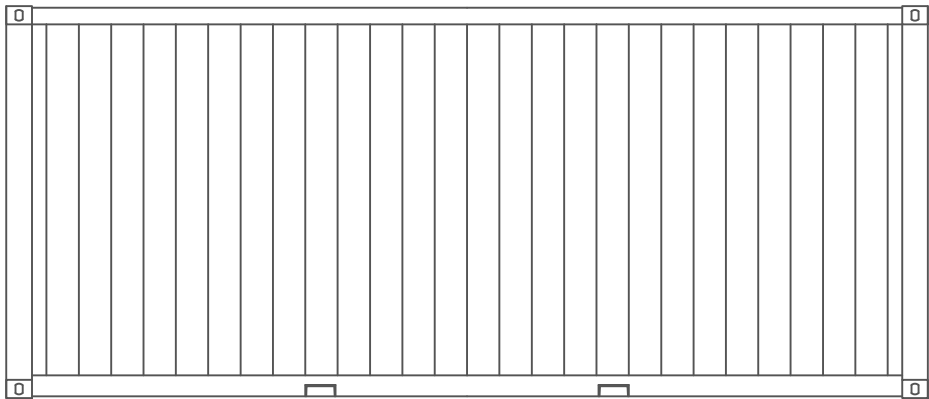
Copyright (c) Bellway plc



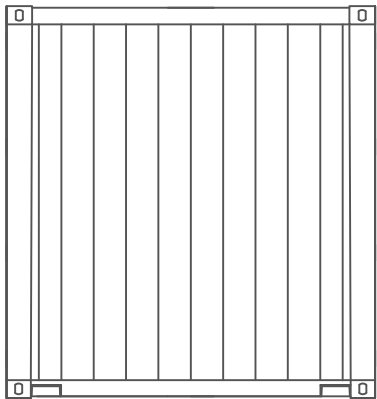
TOP VIEW
1:50



FRONT ELEVATION
1:50



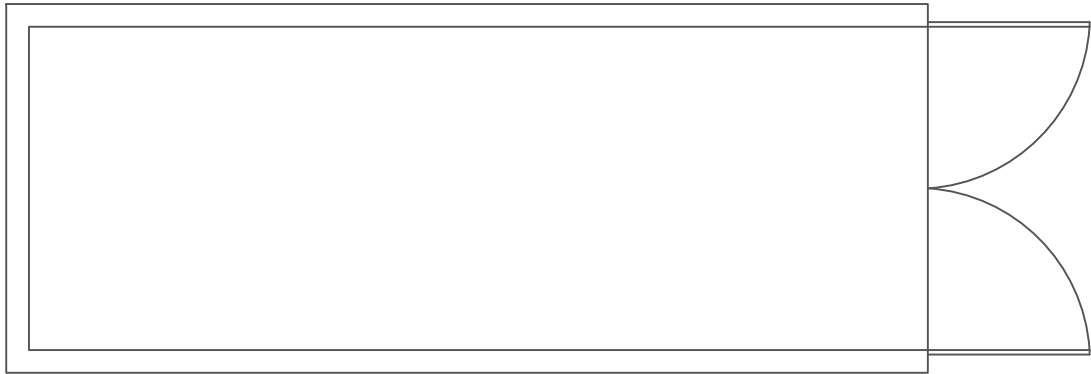
SIDE ELEVATION
1:50



REAR ELEVATION
1:50



20X8ft CONTAINER



PLAN
1:50

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Revisions



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Drawing:

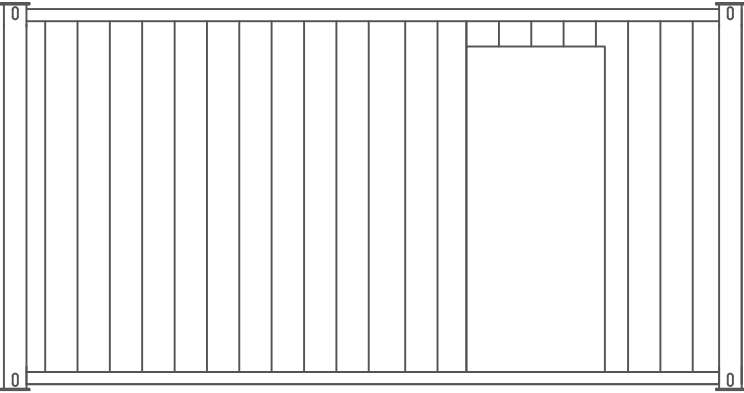
20x8ft Container Units

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

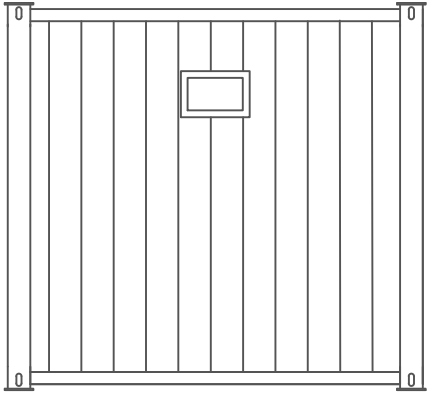
Drg. No:
COM-UNIT-03

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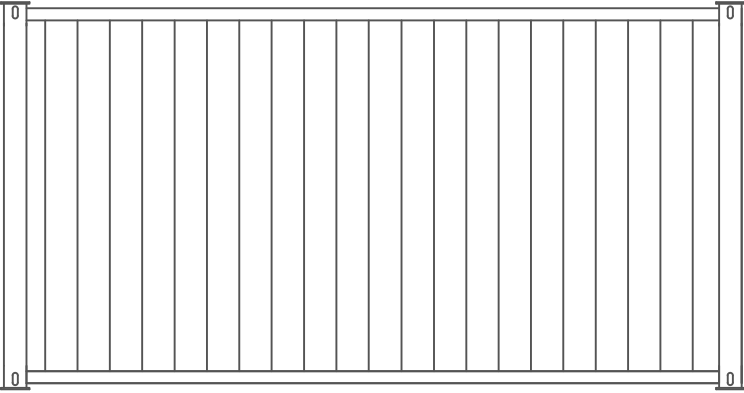
Copyright (c) Bellway plc



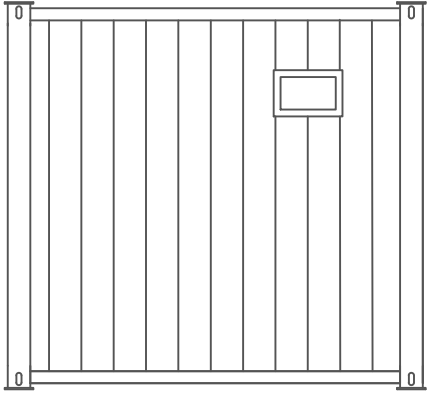
FRONT ELEVATION
1:50



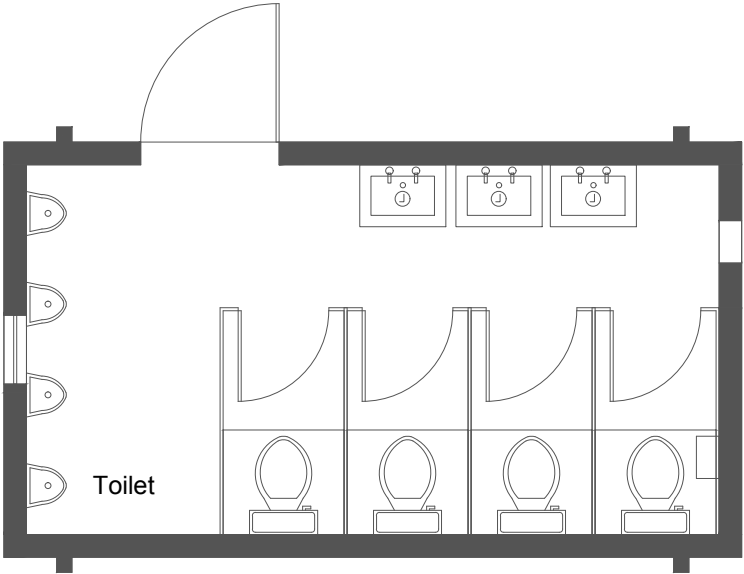
SIDE ELEVATION
1:50



REAR ELEVATION
1:50



SIDE ELEVATION
1:50



PLAN
1:50

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Revisions



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Drawing:

Toilet Unit 16 x 9ft

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

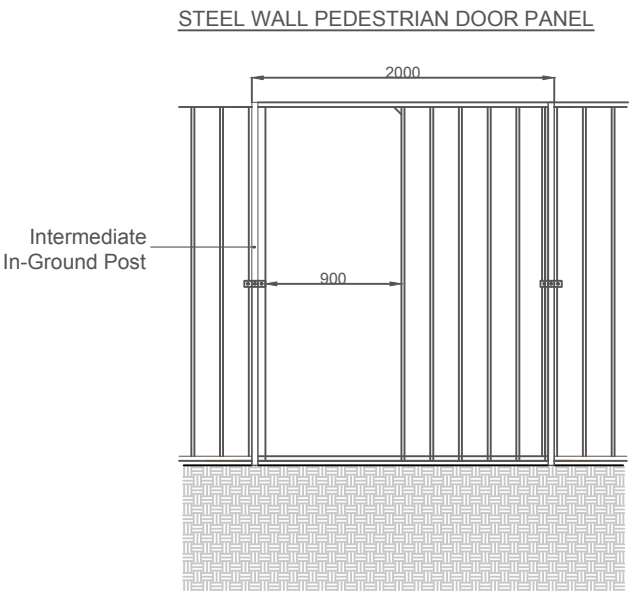
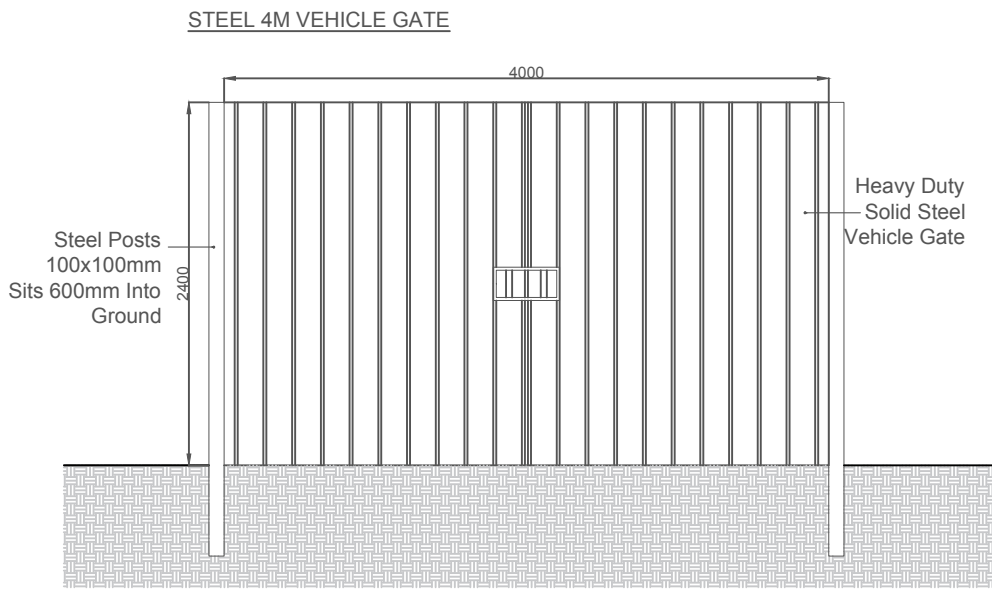
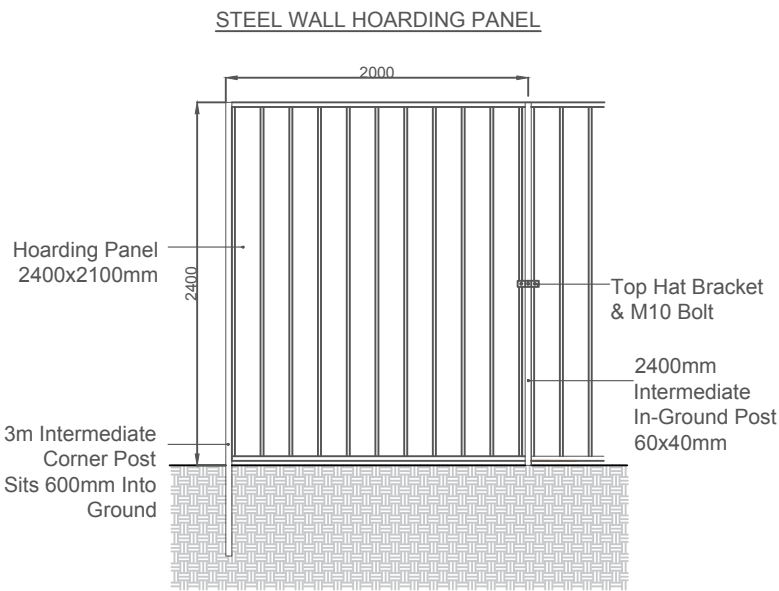
Drg. No:
COM-UNIT-04

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Compound Details

2018



TOP HAT BRACKET



INTERMEDIATE POST



VEHICLE GATE



PEDESTRIAN DOOR PANEL

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

COMPOUND FENCING SCHEDULE

20X20M COMPOUND

- 39 No. Intermediate In-Ground Post
- 39 No. Top Hat Bracket & M10 Bolt
- 38 No. Hoarding Panel
- 01 No. Pedestrian Gate
- 01 No. 4M Vehicle Gate

20X24M COMPOUND

- 43 No. Intermediate In-Ground Post
- 43 No. Top Hat Bracket & M10 Bolt
- 42 No. Hoarding Panel
- 01 No. Pedestrian Gate
- 01 No. 4M Vehicle Gate

24X24M COMPOUND

- 47 No. Intermediate In-Ground Post
- 47 No. Top Hat Bracket & M10 Bolt
- 46 No. Hoarding Panel
- 01 No. Pedestrian Gate
- 01 No. 4M Vehicle Gate

Revisions



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Drawing:

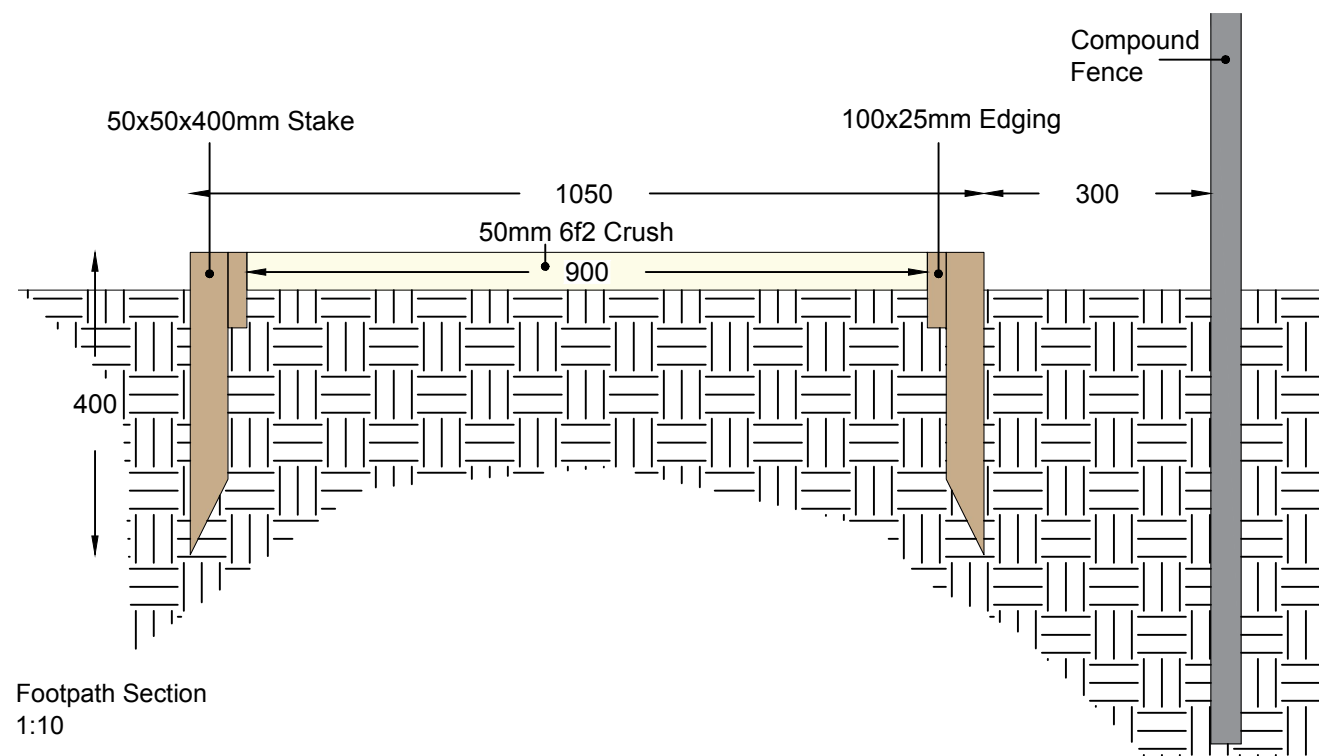
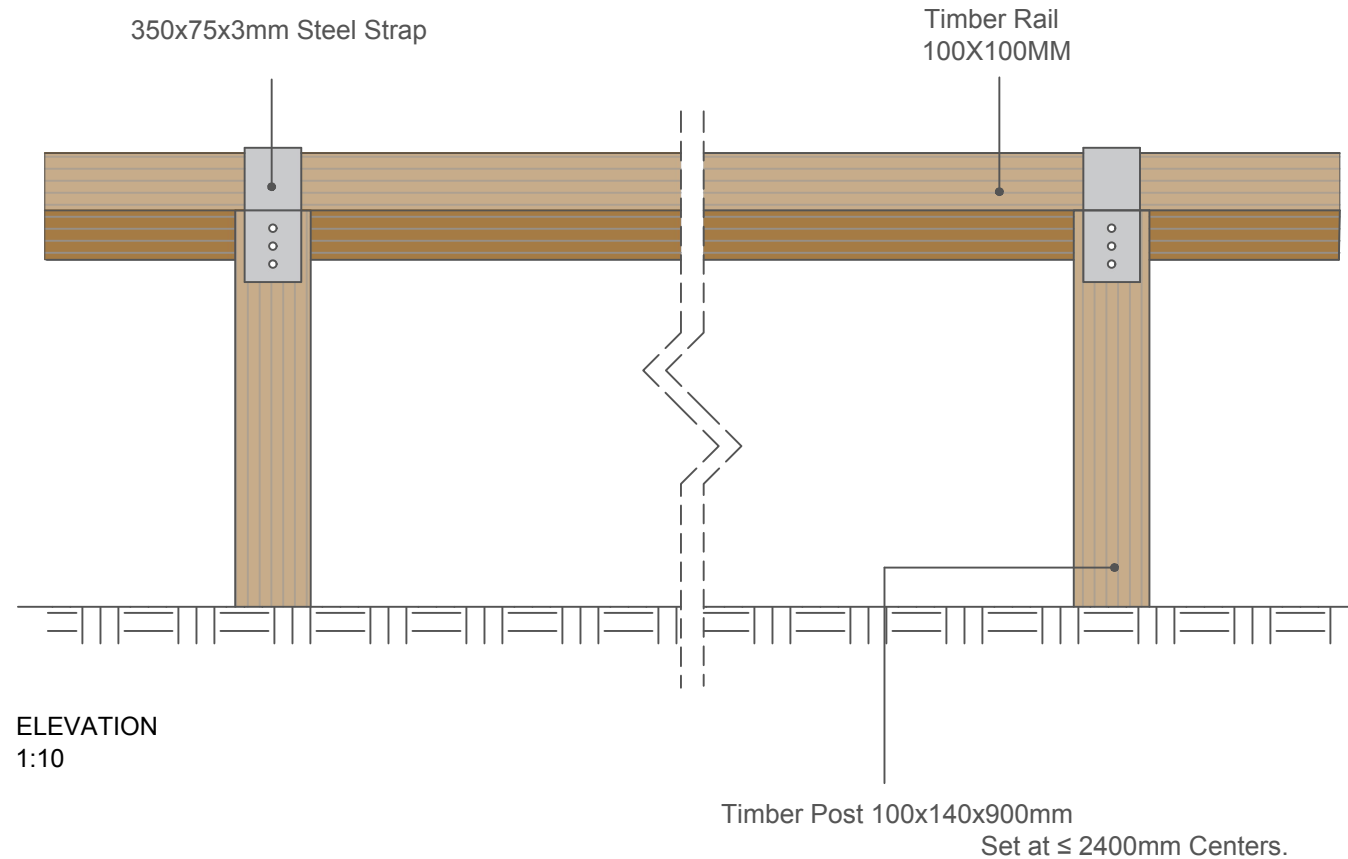
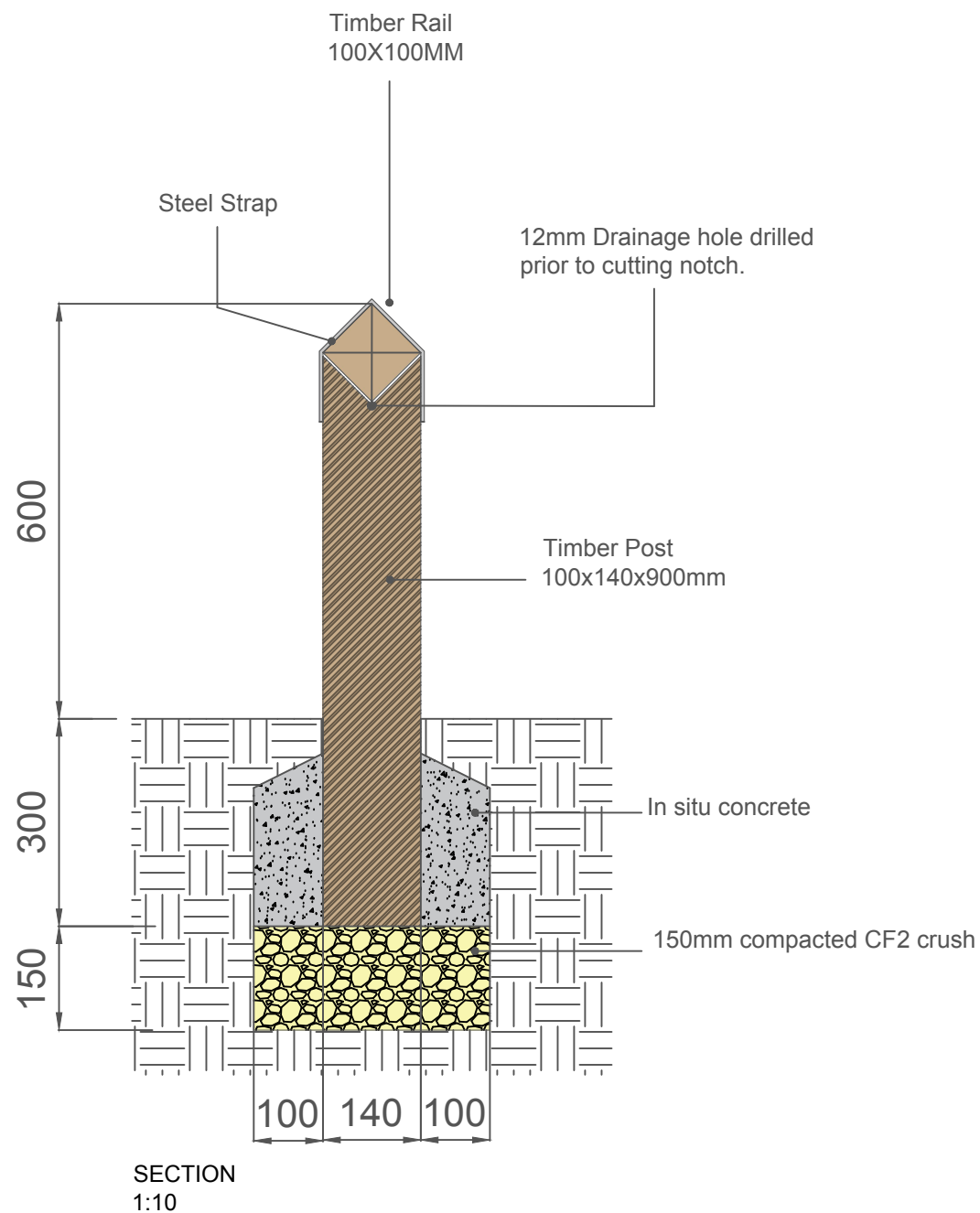
Compound Boundary Fencing

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

Drg. No:
COM-DET-01

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IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

CARPARK FENCING SCHEDULE

20X20M COMPOUND (31 PARKING SPACES)

62No. Timber Posts
62No. Steel Straps
125m Timber Rail

20X24M COMPOUND (35 PARKING SPACES)

66No. Timber Posts
66No. Steel Straps
135m Timber Rail

24X24M COMPOUND (43 PARKING SPACES)

74No. Timber Posts
74No. Steel Straps
155m Timber Rail

Revisions

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Drawing:

Carpark Boundary & Footpaths

Date: Oct 18

Scale: 1:10 @ A3

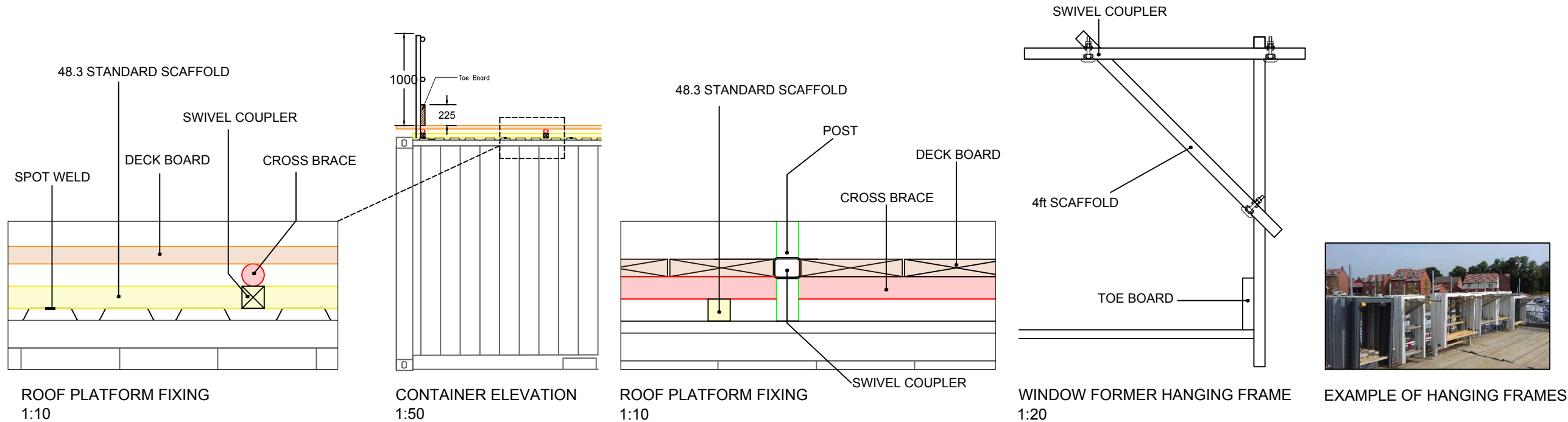
Drawn By: DL

Drg. No:

COM-DET-02

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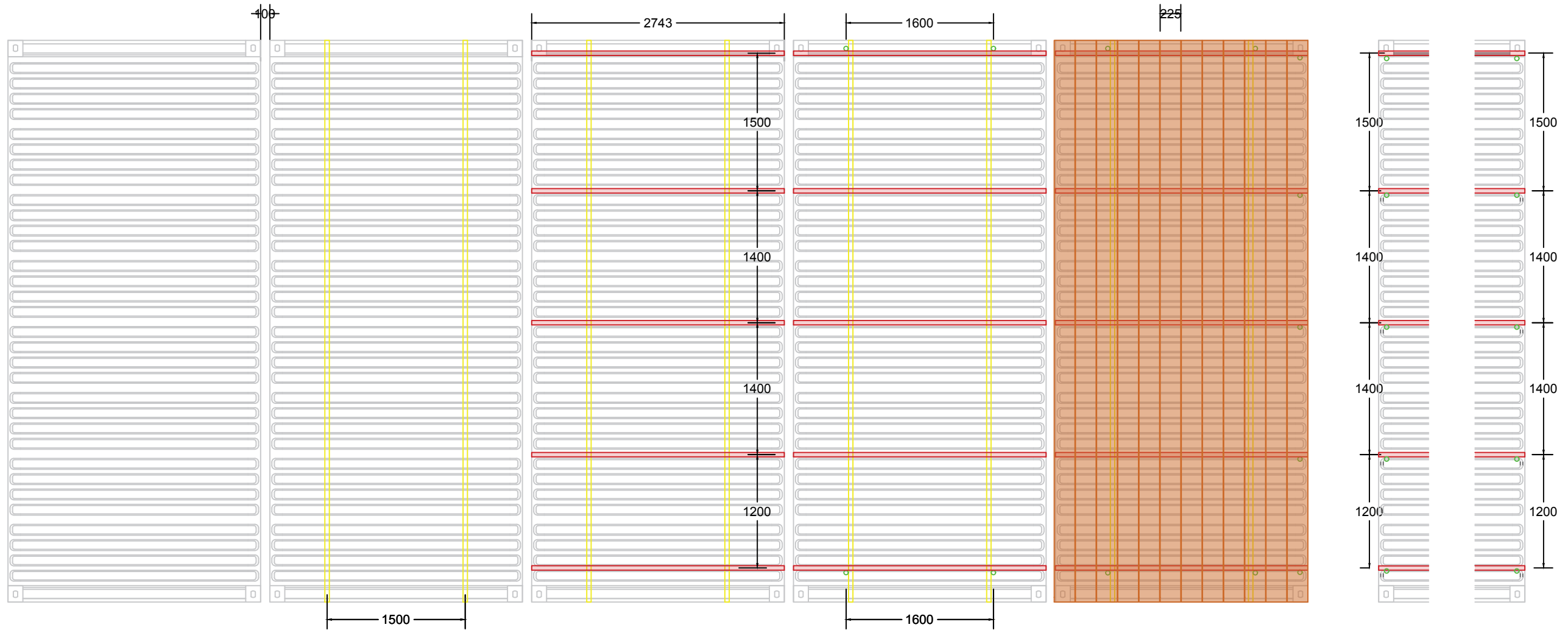


IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

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LAY 2NO 48.3 STANDARDS AT 1500MM CENTERS
WELDED AT 900MM CENTERS

LAY 5NO CROSS BRACES AT CENTERS AS SHOWN
CONNECT WITH SWIVEL COUPLERS
10NO. COUPLERS REQUIRED

INSTALL HAND RAIL POSTS 9NO. AT CENTERS AS
SHOWN. CONNECT 5ft UPRIGHTS TO CROSS BRACES
FIX HANDRAIL TO TOP & MID POSITIONS
12 NO. COUPLERS REQUIRED FOR EACH CONTAINER

LAY 12NO DECKBOARDS (6096mm x 225mm)
FIX 6NO TOEBOARDS

LEFT END CONTAINER RIGHT END CONTAINER

END CONTAINERS SHOWING ADDITIONAL
RAIL POSTS.

Revisions



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Drawing:

Scaffold Fixing Plan Above Containers

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

Drg. No:
COM-DET-03

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IMPORTANT HEALTH & SAFETY CONSIDERATION:

- 1. Contractor car park always located on site accommodation side of compound.
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NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

LINTEL RACK SCHEDULE

- 10 No. 8ft Vertical Scaffold
- 06 No. 21ft Horizontal Scaffold
- 15 No. 5ft Horizontal Scaffold
- 02 No. 12ft diagonal Scaffold
- 02 No. 8ft Diagonal Scaffold
- 42 No. Swivel Couplers
- 36 No. 3000x225mm Scaffold Board
- 10 No. Base Plate Tube

Revisions



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Drawing:

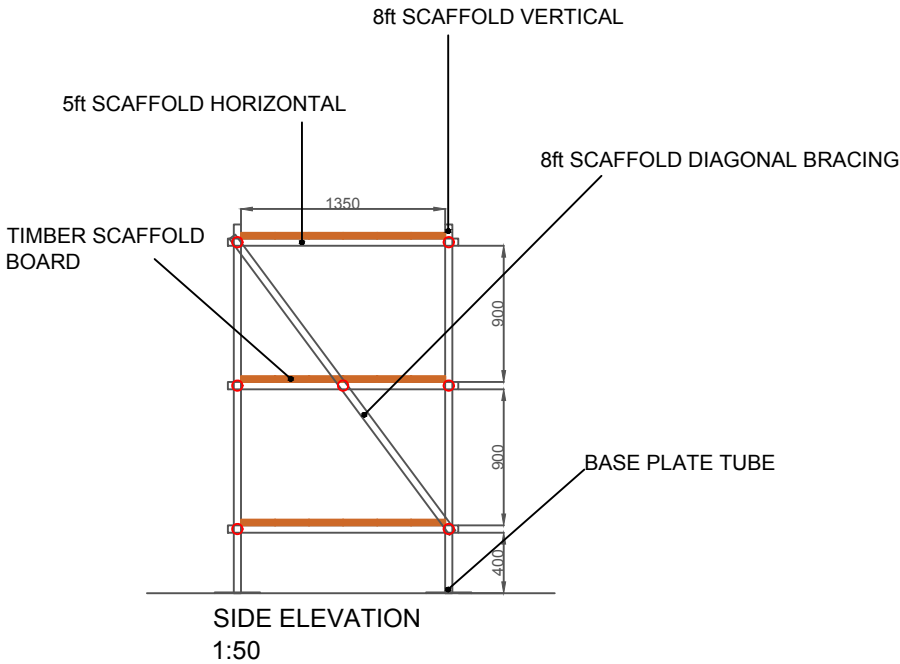
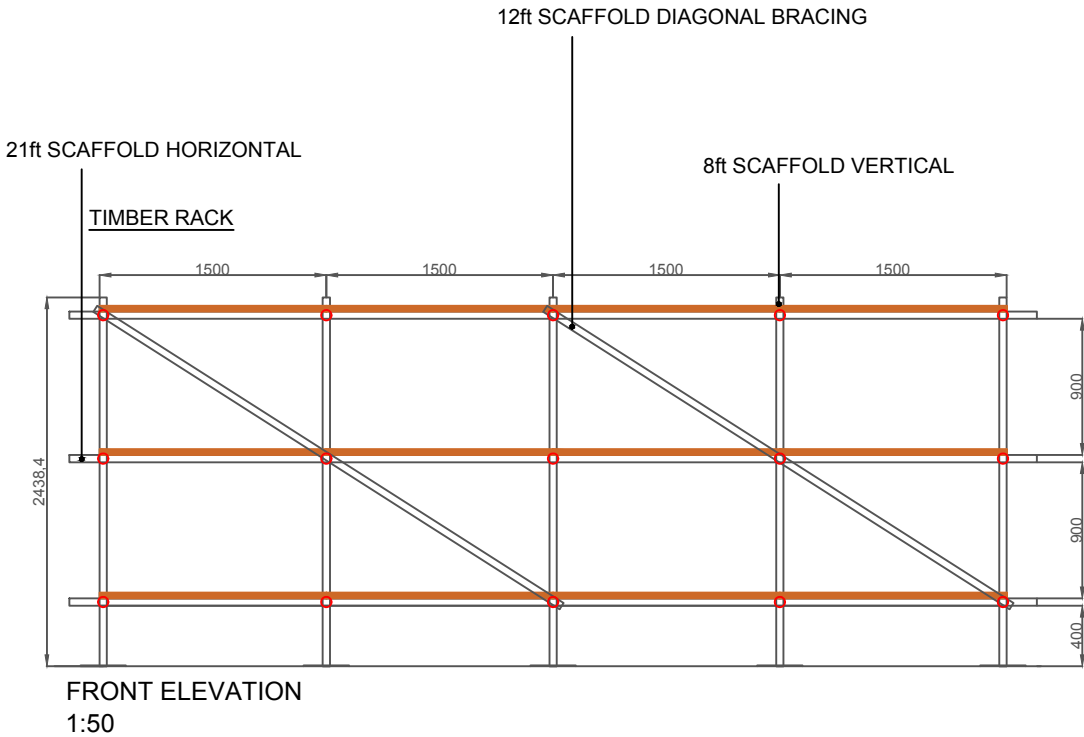
Lintel Rack

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

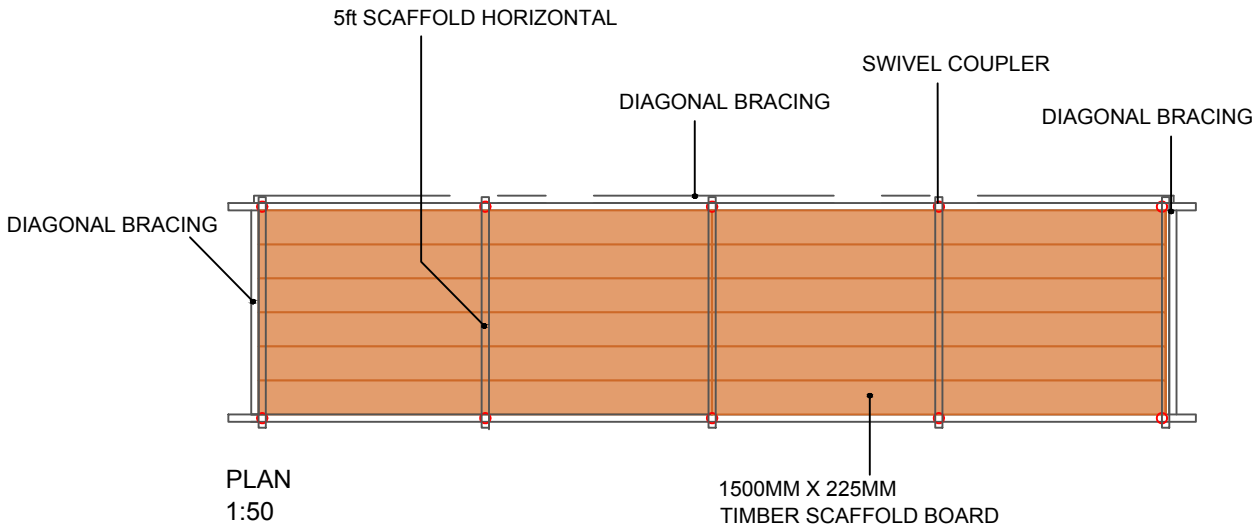
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COM-DET-04

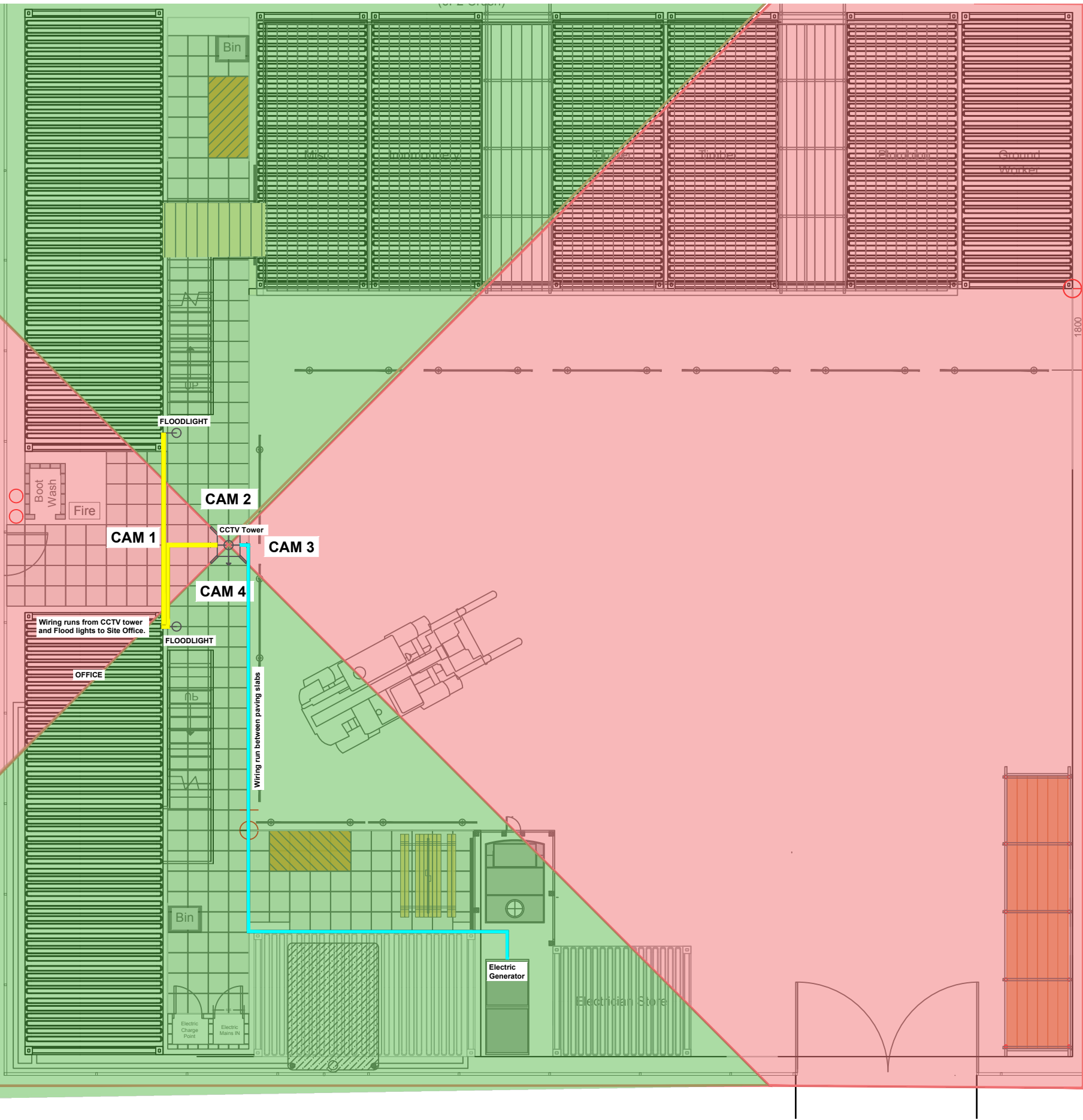
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LINTEL RACK





30W LED floodlight L2336BK6



CCTV TOWER

Colour areas show view of each camera.
4 Cameras to cover full compound
Camera tower positioned centrally to circulation space (as shown on plan)
Set at full height
Connected to Electric Generator

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Revisions



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Drawing:

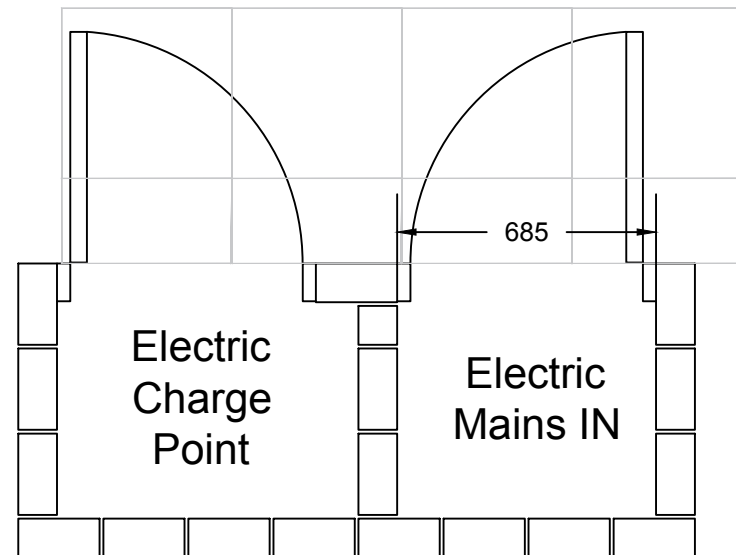
SITE SECURITY

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

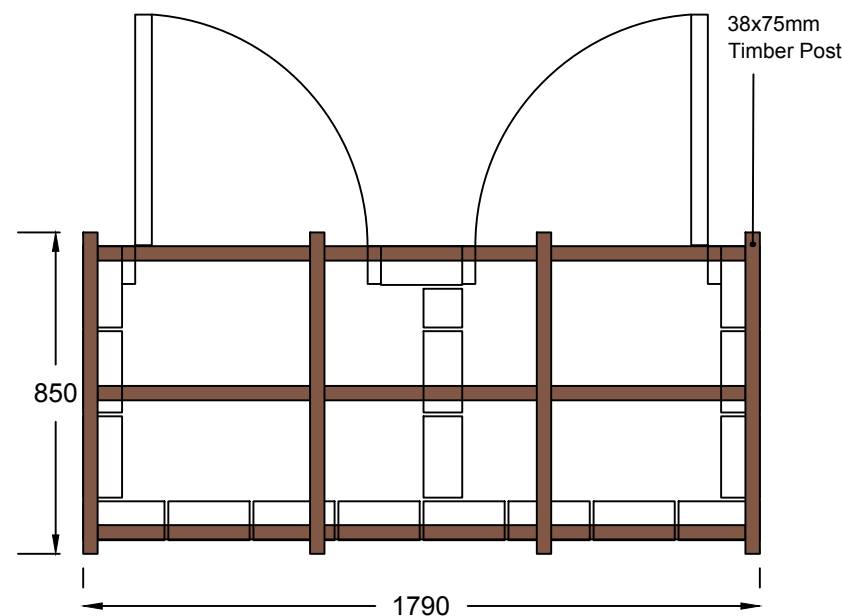
Drg. No:
COM-DET-05

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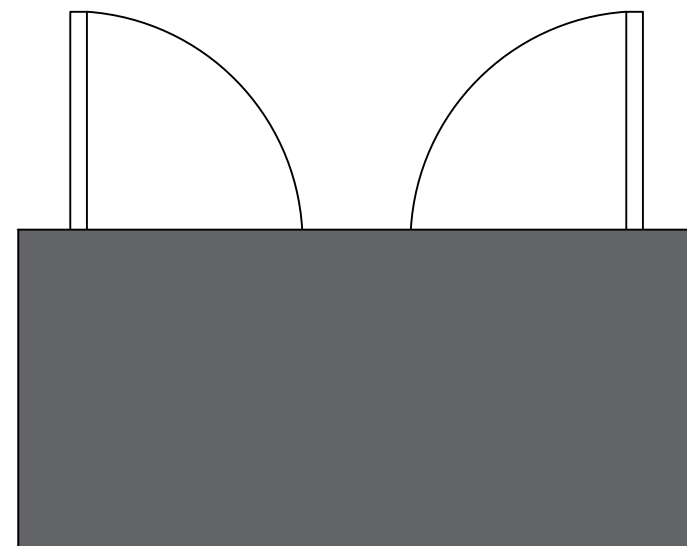
Copyright (c) Bellway plc



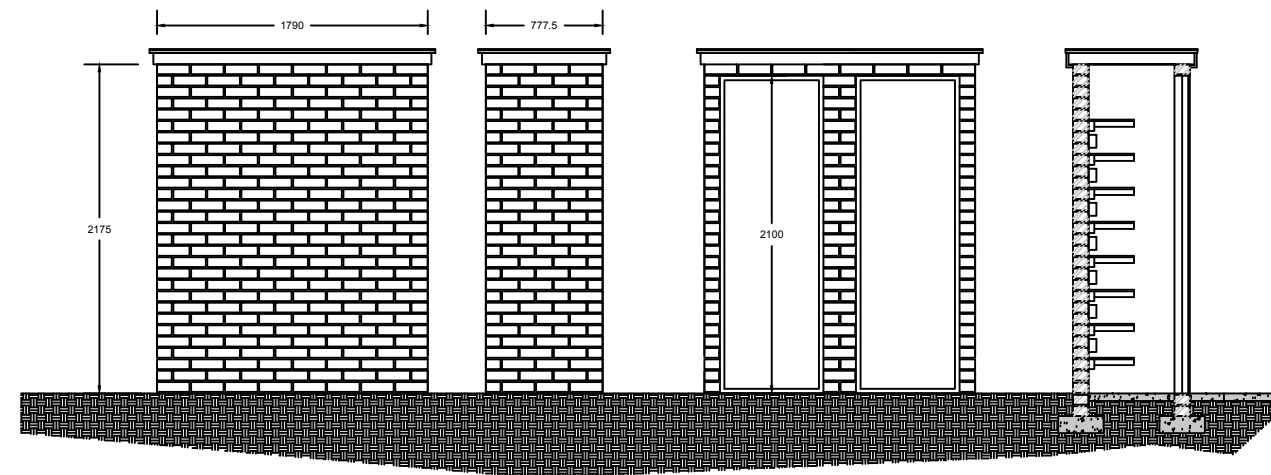
ELECTRIC CHARGING STORE PLAN
1:20



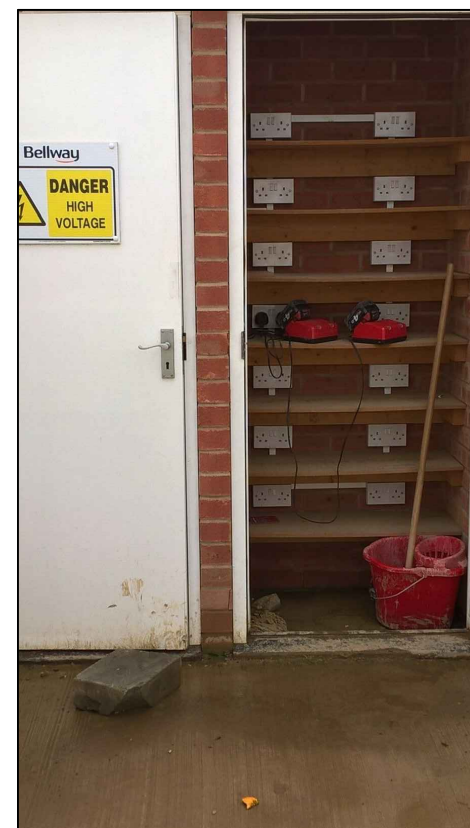
ELECTRIC CHARGING STORE ROOF STRUCTURE PLAN
1:20



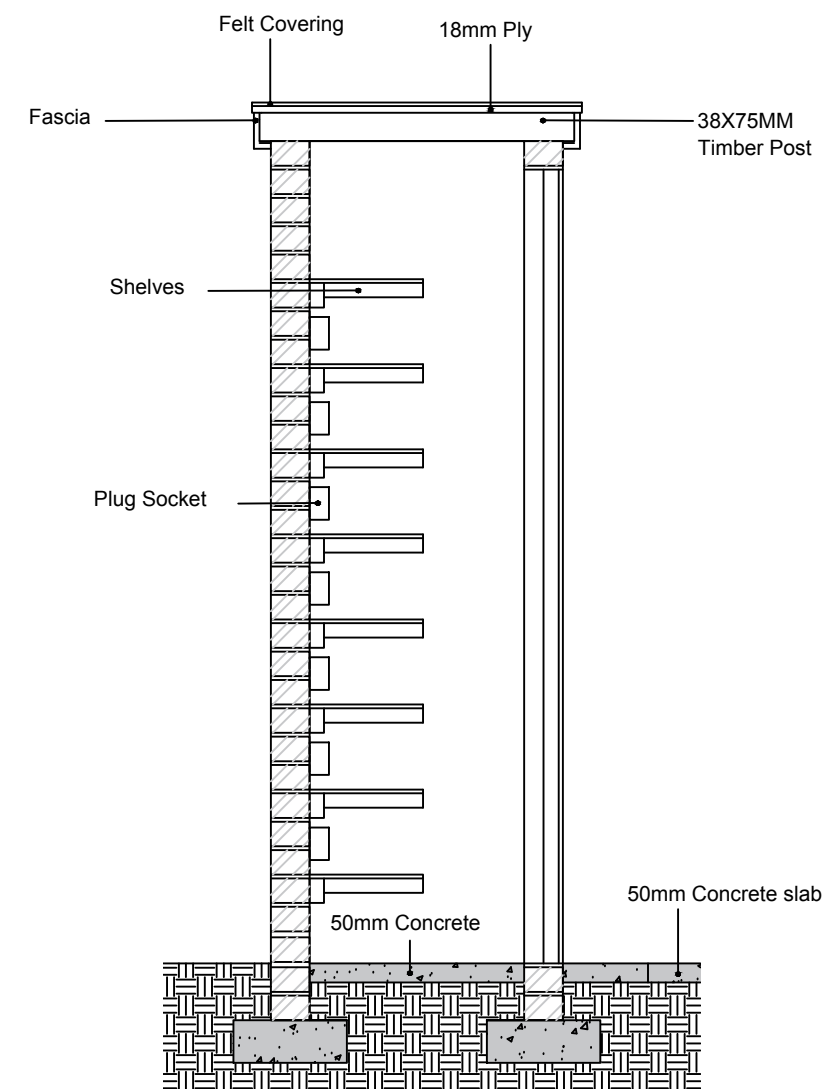
ELECTRIC CHARGING STORE ROOF PLAN
1:20



ELECTRIC CHARGING STORE ELEVATIONS
1:50



ELECTRIC CHARGING STORE



ELECTRIC CHARGING STORE SECTION
1:20

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Revisions

Bellway
BELLWAY plc

Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne. NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
www.bellway.co.uk

Drawing:

Electric Mains & Charging

Date: Oct 18

Scale: 1:50 @ A3

Drawn By: DL

Drg. No:

COM-DET-06

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QAS 40
ELECTRIC GENERATOR



FENCE POST SHOE



1300 LITRE
BUNDED FUEL TANK



FUEL DISPENSER AREA EXAMPLE

IMPORTANT HEALTH & SAFETY CONSIDERATION:

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NOTES:

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20x24 COMPOUND SCHEDULE

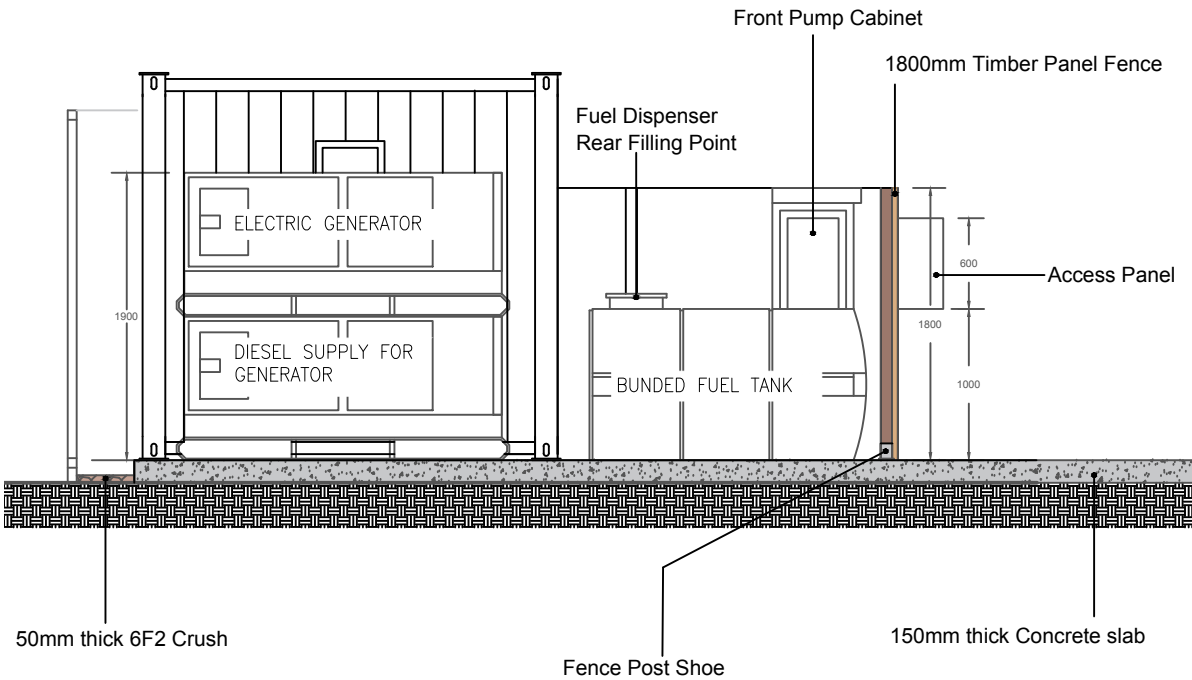
- 01 No. 1300L Bunded Fuel Tank
- 06 No. Fence Post Shoe
- 07 No. Fence Post 1800mm
- 50 No. Feather Edge Pales 100x25x1800mm
- 06 No. 72x38x3000mm Fence Rail
- 01 No. Access Gate 890x1800mm
- 01 No. 600x300mm Access Panel

BUNDED FUEL TANK

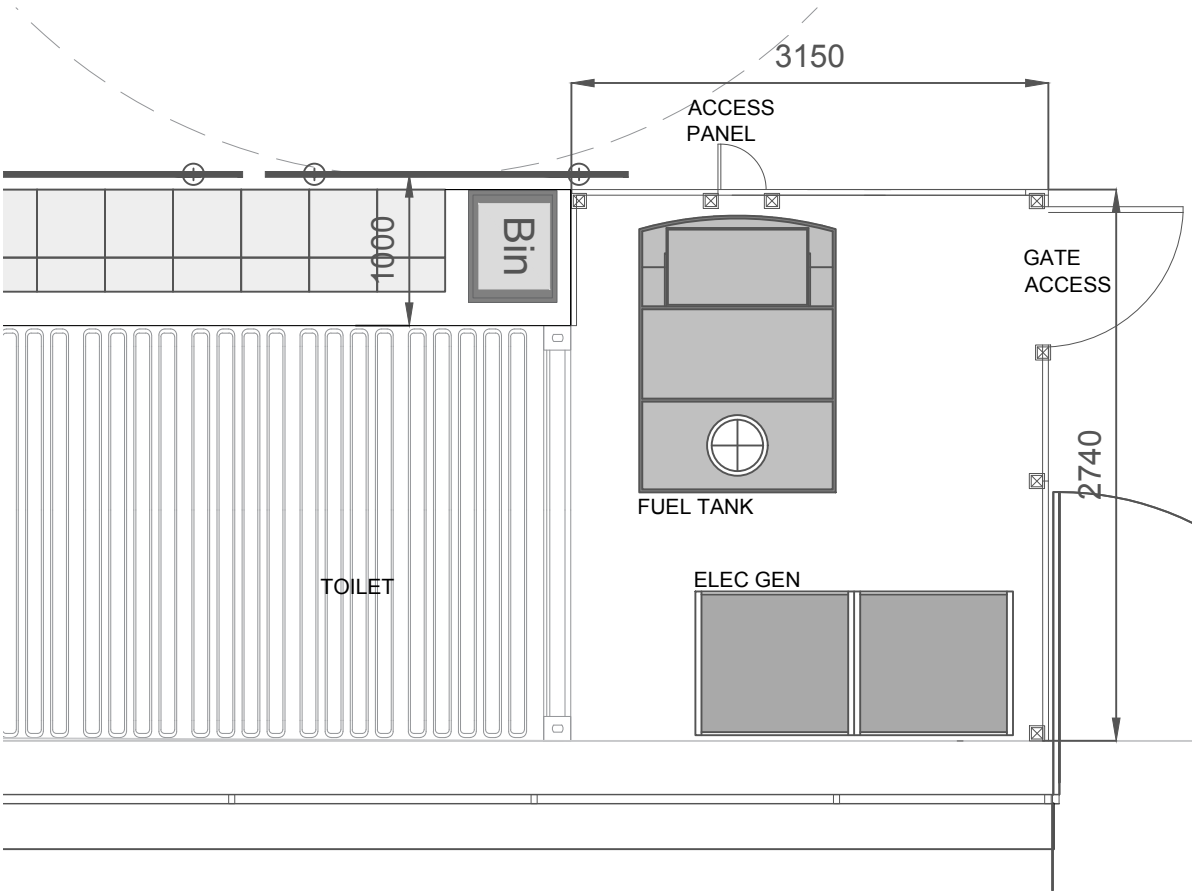
- 01 No. 1300L Bunded Fuel Tank
- Nominal 1330 Litres
- Length 1830mm
- Width 1300mm
- Height 1800mm
- Footprint 1340x1230mm

ELECTRIC GENERATOR

- 01 No. QAS 40 Generator (Supplies 40kva for cabins)
- 01 No. Diesel Supply for Generator



ELECTRIC GENERATOR & BUNDED FUEL TANK ELEVATION
1:50



ELECTRIC GENERATOR & BUNDED FUEL TANK
(20x24M COMPOUND)
1:50

Revisions



Seaton Burn House, Dudley Lane, Seaton Burn
Newcastle-upon-Tyne. NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
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Drawing:

Electric Generator &
Bunded Fuel Tank

Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

Drg. No:
COM-DET-07

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BOOT WASH (1 BAY)



AED UNIT



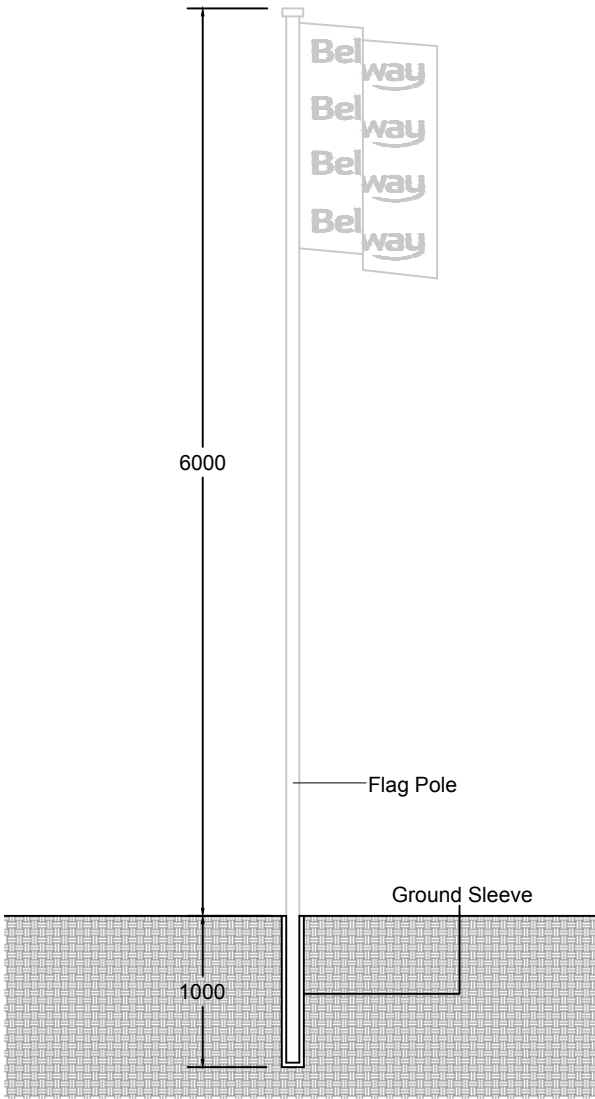
Fire Trolley



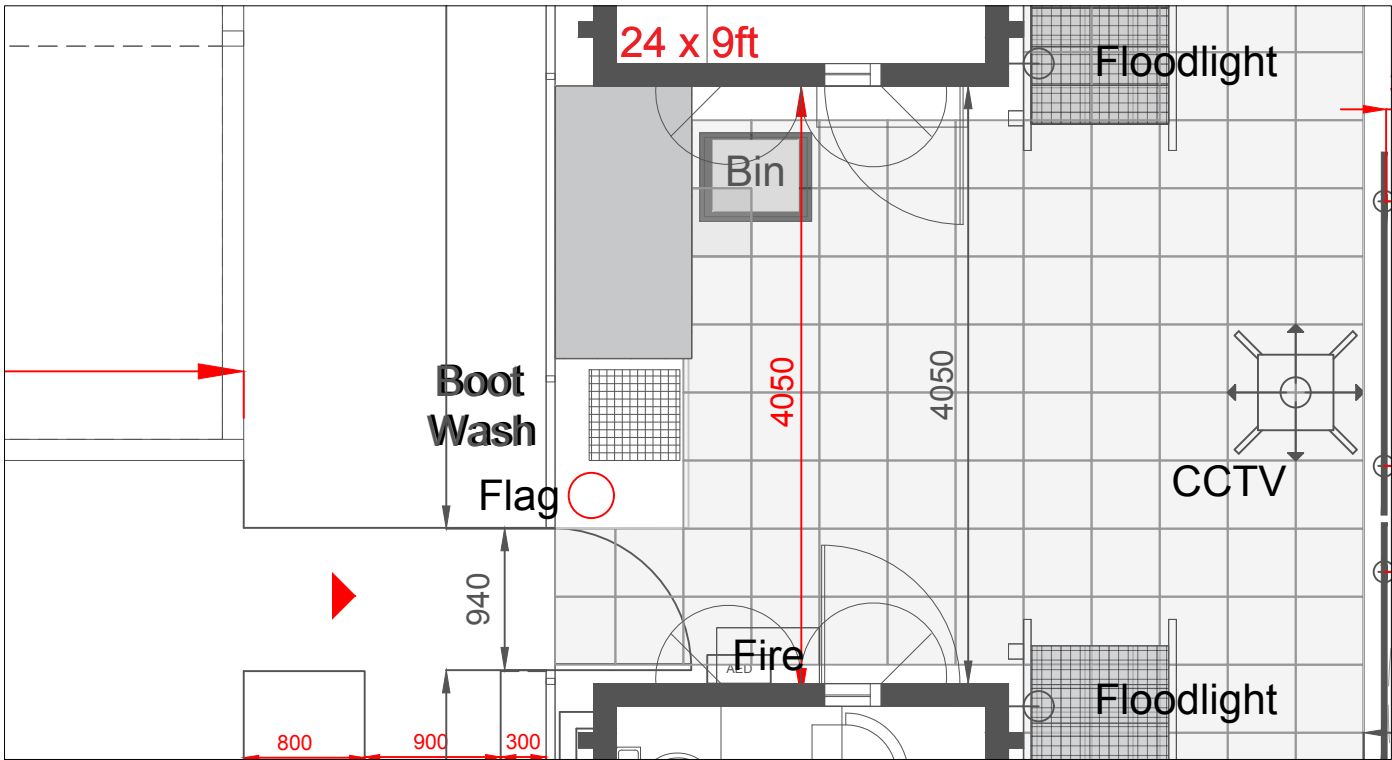
Bellway Flagpole



FLAG POLE GROUND SLEEVE



FLAG POLE SECTION
1:50



20 x 24m Compound
1:50

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

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SCHEDULE

- 03 No. Wheelie Bins
- 01 No. Boot Wash
- 01 No. Flag Pole
- 01 No. AED Unit
- 01 No. Fire Trolley

Boot Wash

- 75 No. Bricks
- 01 No. Boot Wash Grate
- 01 No. Tap

Flag Pole

Bellway & NHBC Flag

- 02 No. 7m Flag Pole 90mm Diameter
- 02 No. 1m Flag Pole Ground Sleeve
- 01 No. Bellway Flag
- 01 No. NHBC Flag

Revisions



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Drawing:

Flag Pole, Bin, Fire Trolley

Date: Oct 18

Scale: 1:50 @ A3

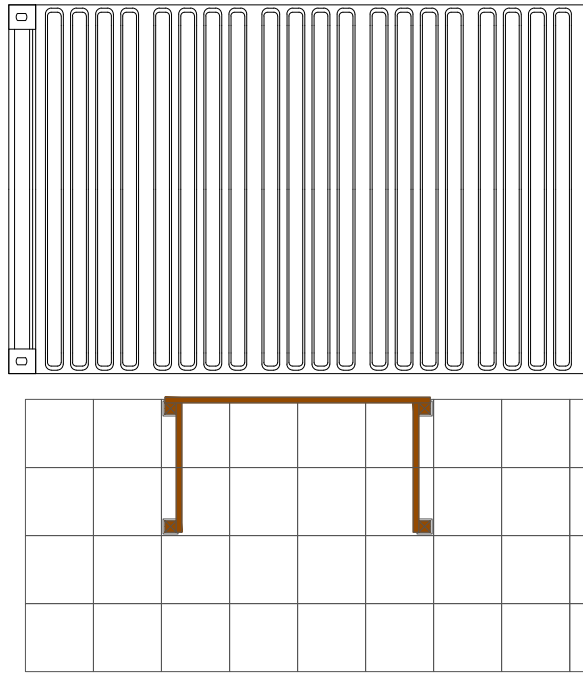
Drawn By: DL

Drg. No:

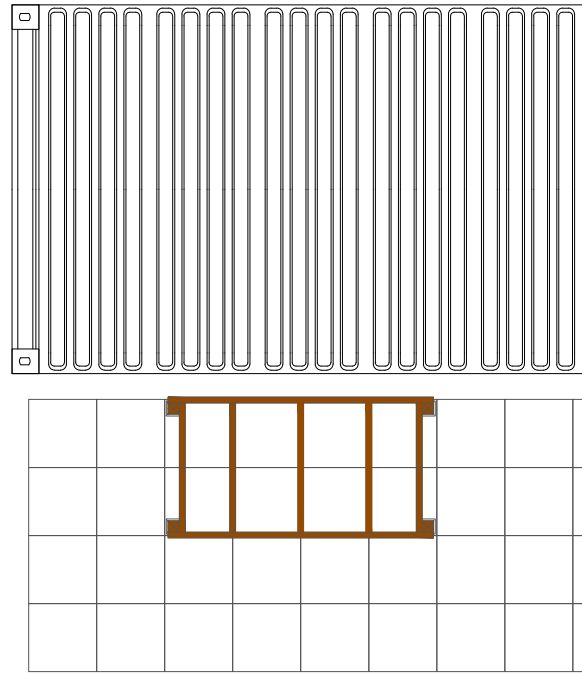
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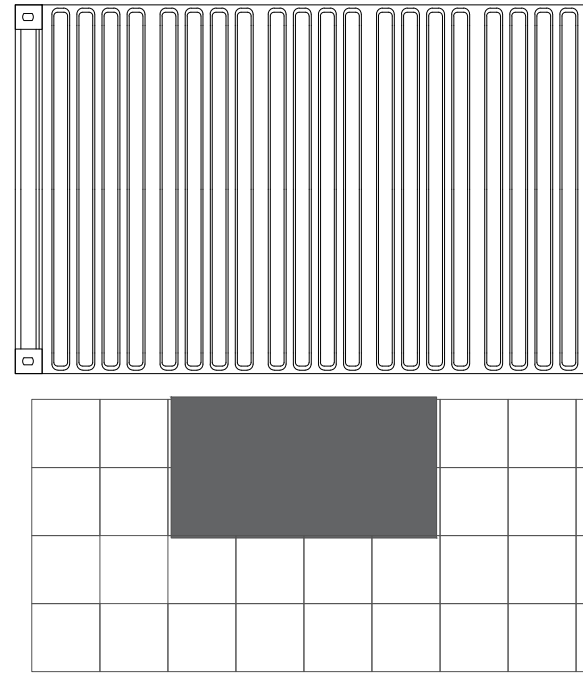
Copyright (c) Bellway plc



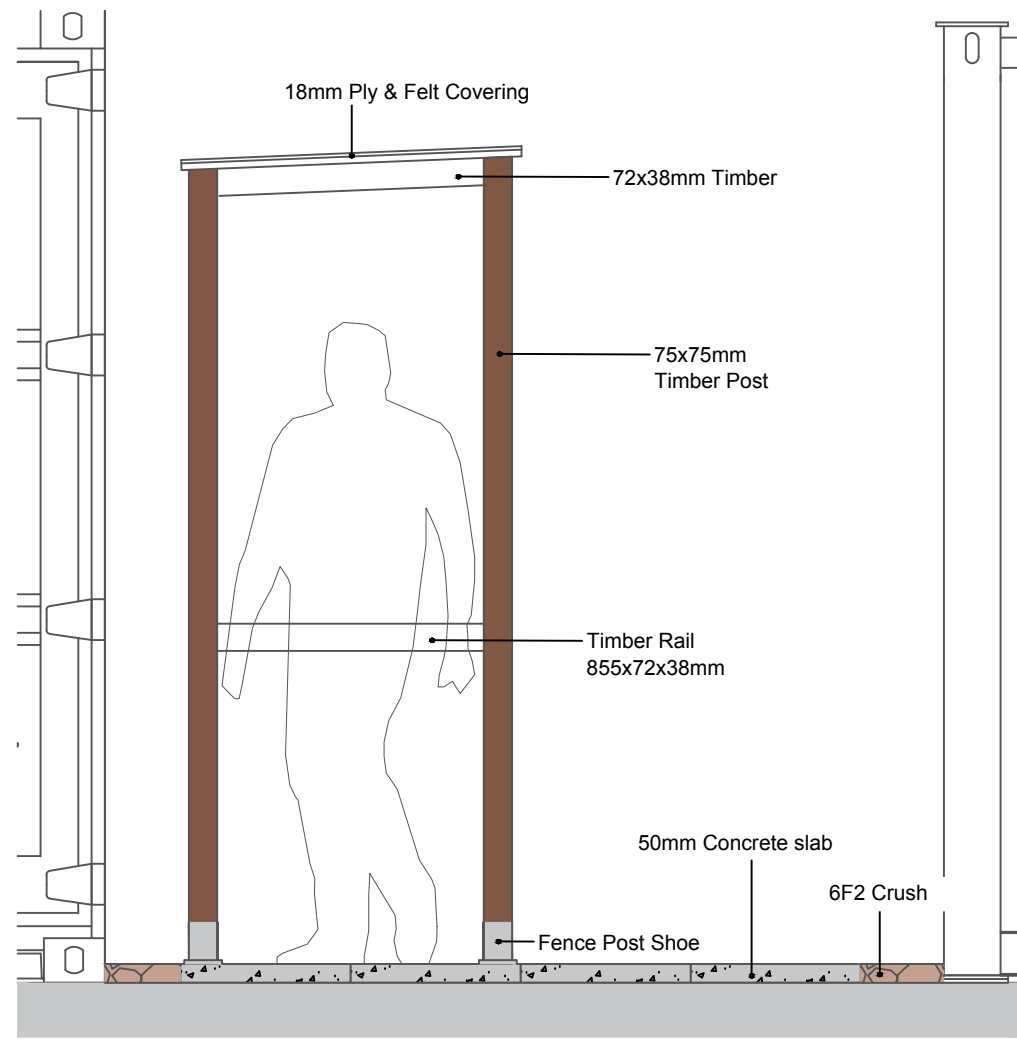
SMOKE SHELTER PLAN
1:50



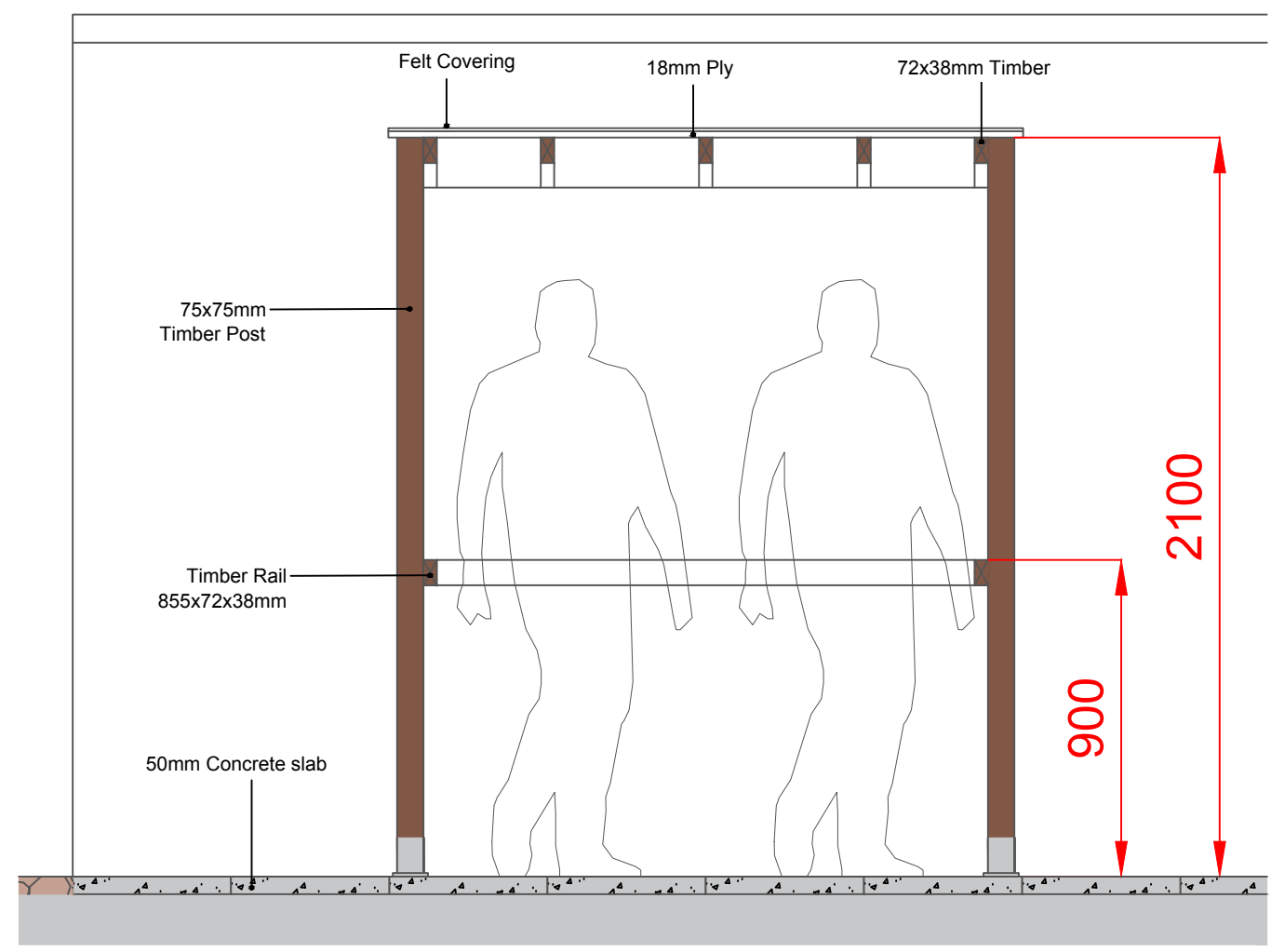
SMOKE SHELTER ROOF STRUCTURE PLAN
1:50



SMOKE SHELTER ROOF PLAN
1:50



SMOKE SHELTER SECTION
1:20



SMOKE SHELTER SECTION
1:20

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

SMOKE SHELTER SCHEDULE

- 04 No. Fence Post Shoe
- 04 No. Timber Post 2100mm
- 07 No. 850mm Timber
- 02 No. 1750mm Timber
- 02 No. 1220x2440mm 18mm Ply Wood
- 02 No. 1000x1400mm Length of Felt

Revisions



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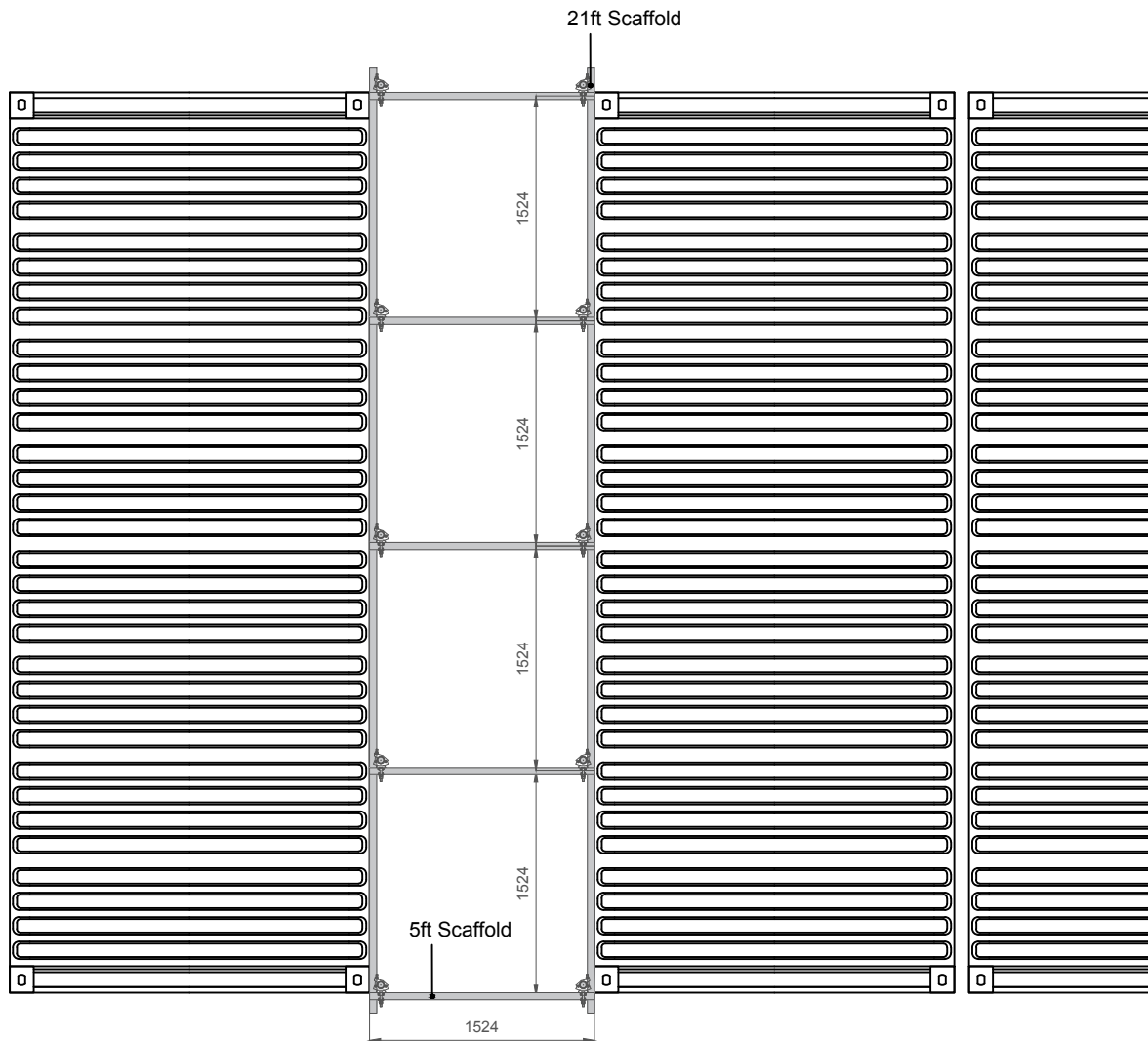
Drawing:

Smoke Shelter

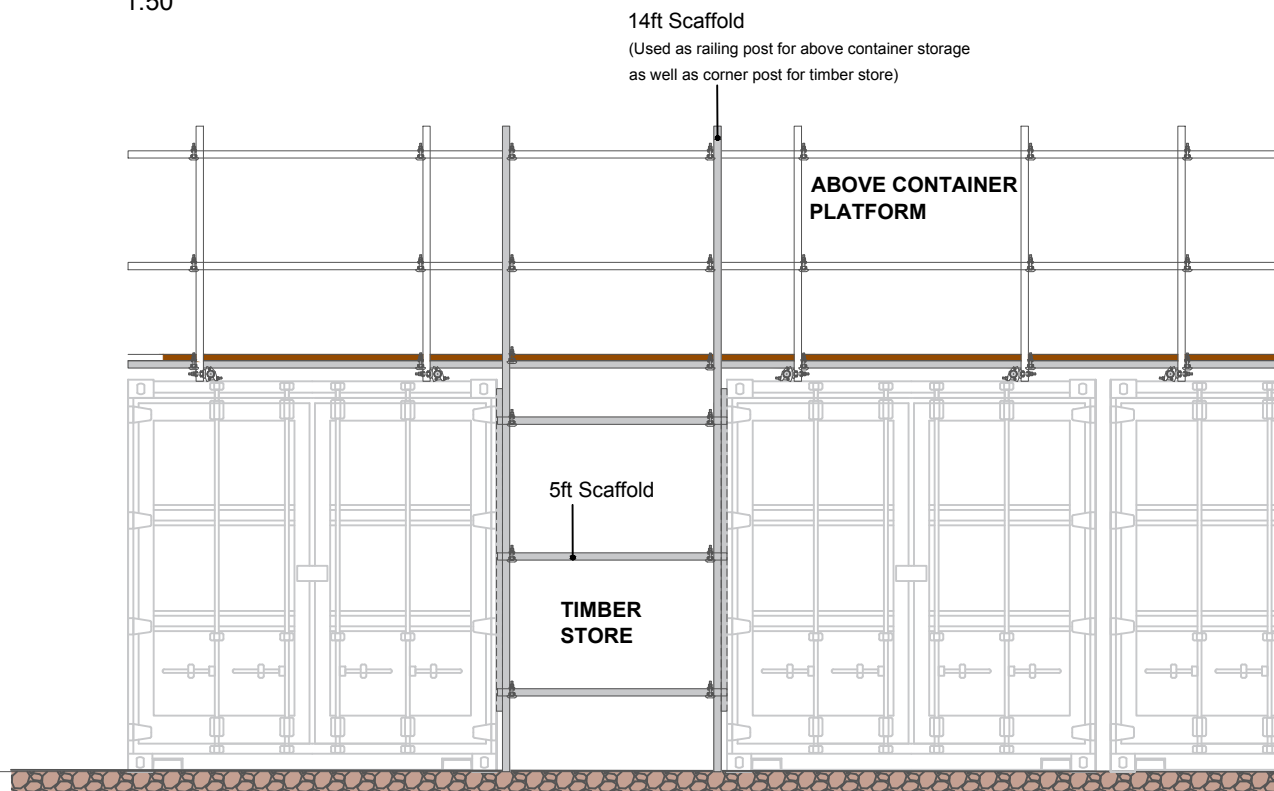
Date: Oct 18
Scale: 1:50 @ A3
Drawn By: DL

Drg. No:
COM-DET-09

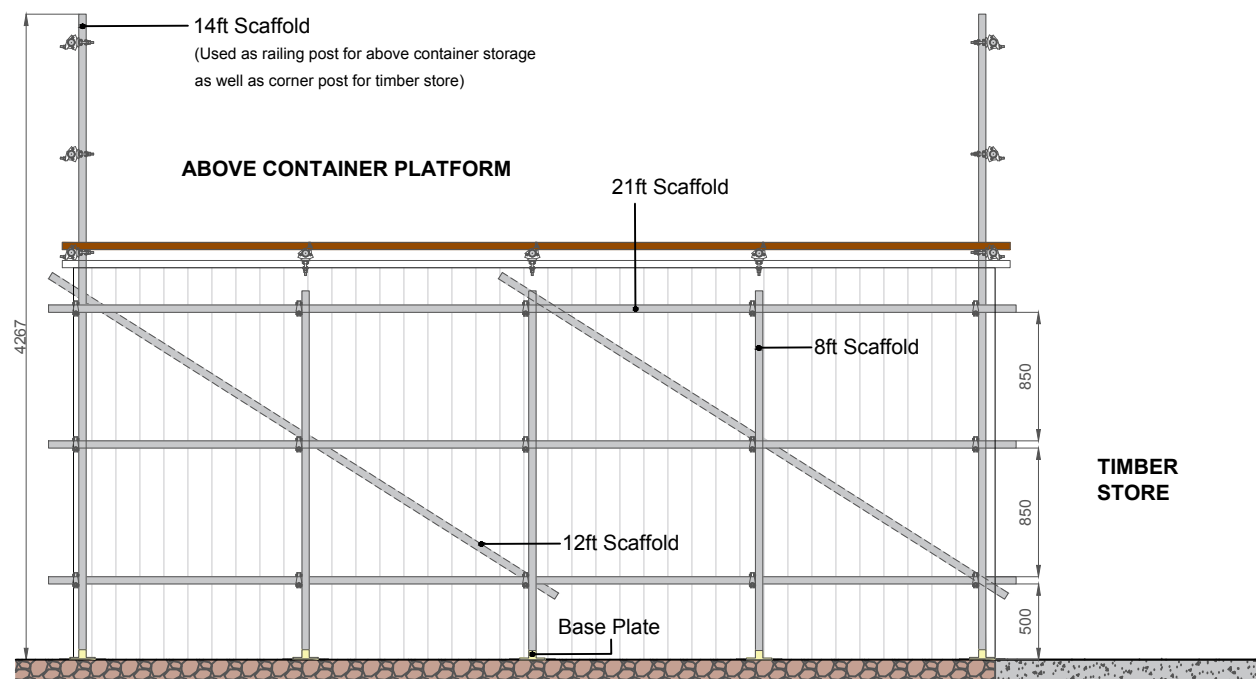
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TIMBER STORE PLAN
1:50



TIMBER STORE ELEVATION
1:50



TIMBER STORE SECTION
1:50

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

TIMBER RACK SCHEDULE

- 04 No. 14ft Vertical Scaffold
- 06 No. 8ft Vertical Scaffold
- 04 No. 12ft Diagonal Scaffold
- 06 No. 21ft Horizontal Scaffold
- 10 No. Base Plate
- 30 No. Swivel Couplers

Revisions

Bellway
BELLWAY plc

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Tel: 0191 2170717 Fax: 0191 236230
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Drawing:

Timber Rack

Date: Oct 18

Scale: 1:50 @ A3

Drawn By: DL

Drg. No:

COM-DET-10

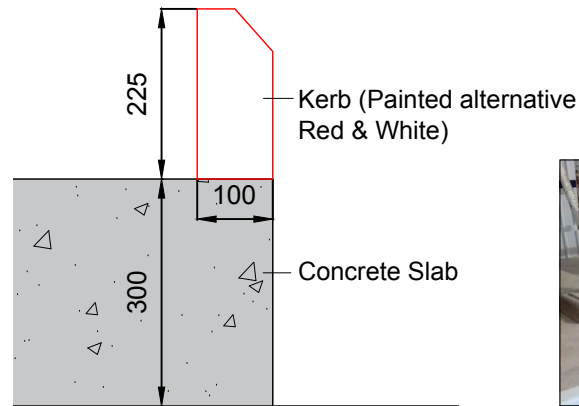
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Material Storage

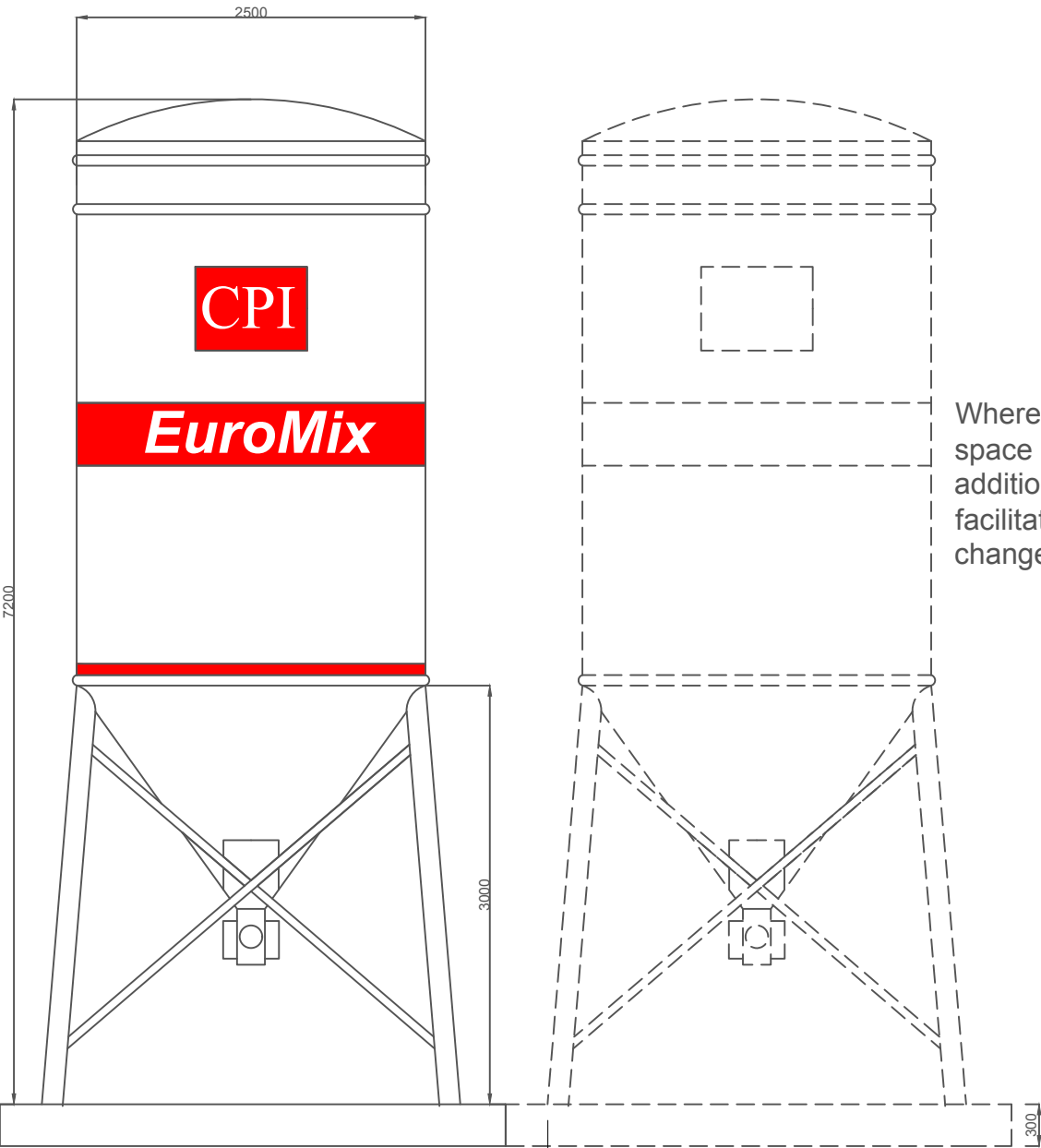
2018



MORTAR SILO KERB
1:10



MORTAR SILO KERB



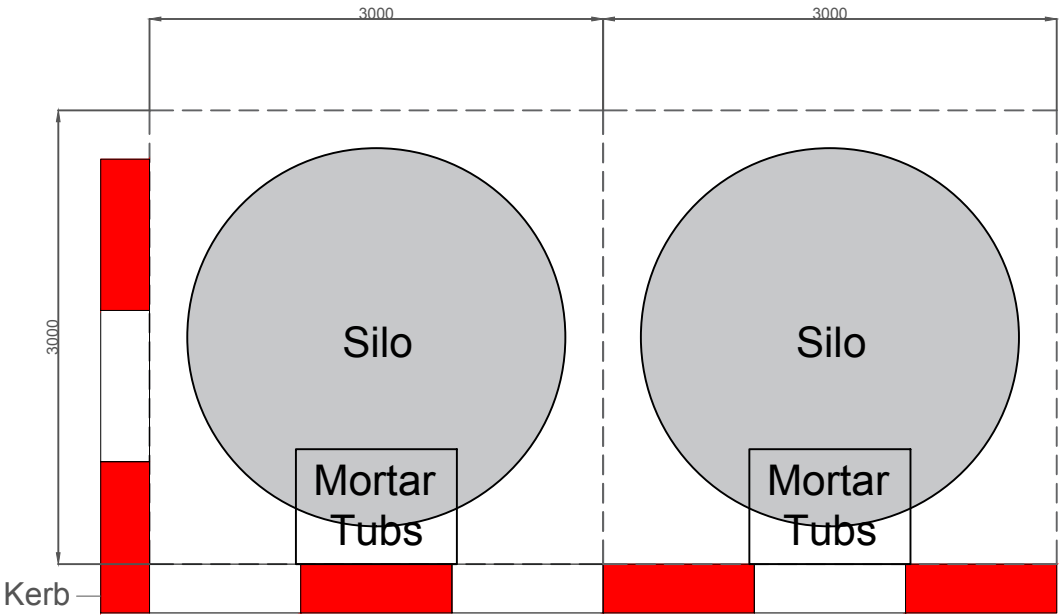
ELEVATION
1:50

6000x3000x300mm Concrete Slab

Where possible,
space provided for
additional silo to
facilitate a
changeover.



MORTAR SILO



PLAN
1:50

IMPORTANT HEALTH & SAFETY CONSIDERATION:

1. Contractor car park always located on site accommodation side of compound.
2. Bulk material storage (bricks & blocks) should always be on the none pedestrianised side of compound.

NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

EUROMIX SILO

33 Tonnes when full
Water & Power Max 5M from silo
Each Mixer piped directly from water storage tank.

EUROMIX SILO SCHEDULE

6000X3000X300mm Concrete Slab (5.4m³)
2 No. Euromix Silo
5 No. Red Kerb
4 No. White Kerb

Revisions

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Newcastle-upon-Tyne. NE13 6BE
Tel: 0191 2170717 Fax: 0191 236230
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Drawing:

Mortar Silo

Date: Oct 18

Scale: 1:10 @ A3

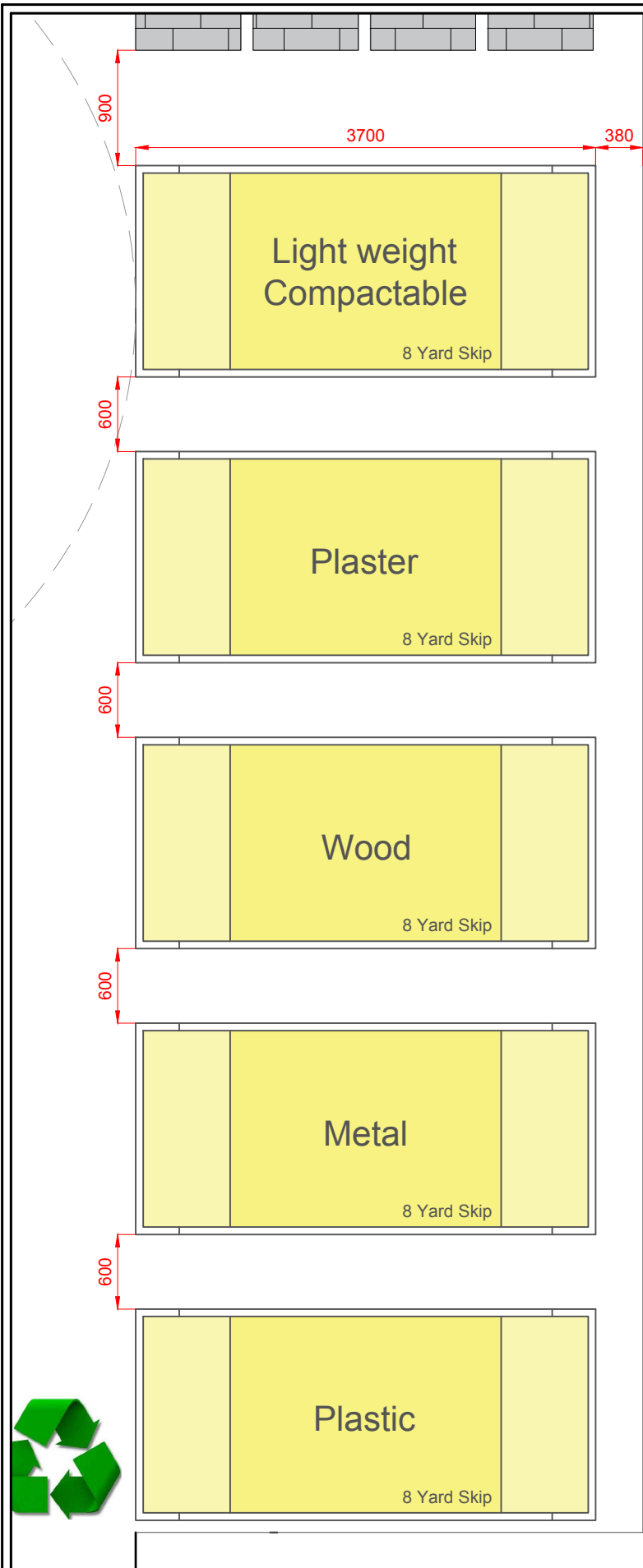
Drawn By: DL

Drg. No:

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Waste Management Site Layout Skip Positions
1:50



MORTAR TUB



8 YARD OPEN TOP SKIP

IMPORTANT HEALTH & SAFETY CONSIDERATION:

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NOTES:

Basic principles of this site compound setup should be adhered to wherever possible.

Revisions



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Drawing:

Recycling Skip

Date: Oct 18

Scale: 1:10 @ A3

Drawn By: DL

Drg. No:

COM-MS-02

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