

CAMPSFIELD, SOUTHWATER

CONSTRUCTION MANAGEMENT PLAN

July 2026

Miller Homes Ltd

RESIDENTIAL SCHEME
CAMPSFIELD
SOUTHWATER

CONSTRUCTION MANAGEMENT PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL SCHEME
CAMPSFIELD
SOUTHWATER

CONSTRUCTION MANAGEMENT PLAN

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1. INTRODUCTION

1.1 This Construction Management Plan (CMP) has been prepared by Paul Basham Associates on behalf of Miller Homes to support '*All outstanding Reserved Matters for the erection of 82 dwellings with associated parking, landscaping, surface and foul water drainage, open space, and associated works and infrastructure pursuant to permission reference DC/25/0102 on Land at Campsfield, Linfield Close, Southwater' to discharge* Condition 8. The site is located approximately 2km southeast of Southwater Village Centre. The site location is shown in **Figure 1**.



Figure 1: Site Location

1.2 This CMP has been written to discharge Condition 8, as also noting the consideration to Condition 26. These conditions state:

Condition 8- Pre-Commencement Condition*: No development (including any ground clearance or site levelling) shall commence until the following demolition, and construction details have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Chair and Vice Chair of the Planning Committee. The details shall be limited to the following measures:*

(a) Details of site management contact details and responsibilities;

(b) A plan detailing the site logistics arrangements on a phase-by-phase basis (as applicable), including:

i. location of site compound,

ii. location for the loading, unloading and storage of plant and materials (including any stripped topsoil),

iii. site offices (including location, height, size and appearance),

iv. location of site access points for construction vehicles,

v. location of on-site parking,

vi. locations and details for the provision of wheel washing facilities and dust suppression facilities

(c) The arrangements for public consultation and liaison prior to and during the demolition and construction works - newsletters, fliers etc., to include site management contact details for residents;

(d) Details of any floodlighting, including location, height, type and direction of light sources, hours of operation and intensity of illumination

All demolition and construction activities shall thereafter be carried out in accordance with the details and measures approved.

Condition 26- Regulatory Condition: No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public holidays.

1.3 As part of the outline planning application (*DC/25/0102)* a Framework CEMP was produced and submitted for comment. As part of the Outline application decision notice, it was also noted that option 2 (utilising Mulberry Fields emergency access and existing farm access) should be progressed for the construction routing which was provided within the 'Framework Construction Environmental Management Plan', which was submitted as part of the outline planning application. The outline application was approved on the 17th June 2026.

1.4 The proposed construction access was also utilised during the construction of the Mulberry Fields development (planning ref: DC/14/2582), located to the north of the proposed development site.

1.5 Paul Basham Associates have also produced a Travel Plan and Reserved Matters Transport Statement to support the Reserved Matters Application.

1.6 This CMP will discuss the vehicle routing, site access, compound, site layout during construction and management of construction traffic. It will also provide information on how potential impacts from construction traffic will be minimised.

1.7 This report has been written in accordance with Policies 33 (Development Principles), 37 (Sustainable Construction) and 40 of the Horsham District Planning Framework (2015) and the NPPF (2024). It is understood that an update to the NPPF is currently in consultation, however this has not been adopted as of yet and therefore the 2024 version has been utilised.

1.8 This CMP has been produced to help minimise external impacts of the construction phase of the development, in terms of any construction activity on and off site which could impact on the wider environment. This CMP has been prepared adopting current best working practices and includes anticipated vehicle routing to support the necessary activities.

2. EXISTING CONDITIONS

2.1 The site is located within Southwater and comprises of a tree plantation site and is located to the southern extent of the neighbouring Mulberry Fields residential development. Mulberry Fields is a 193-unit development which is accessed from Mill Straight Roundabout via Centenary Road.

Existing Access Points

2.2 The site has a gated farm access which is located in the northeastern corner of the site, accessed from the Mulberry Fields development. The existing farm track gate takes access from the emergency access to Mulberry Fields. It is proposed that this gated farm access be utilised for the construction period. The access is shown in **Photograph 1**.



Photograph 1: Existing Gated Access to Proposed Development
(Source: Google Maps,2025)

2.3 The proposed access location for the development, once built, will be taken from the Mulberry Fields development via Centenary Road, which is shown in **Photograph 2**. At present the access is a turning head which measures c.5m in width which will widen to c.5.5m upon approach into the proposed site.



Photograph 2: Proposed Site Access location onto Centenary Road (Taken from Mulberry Fields)

2.4 The access locations discussed above, along with the proposed location of the access for construction as outline in option of the Framework CEMP are outlined within **Figure 2**.



Figure 2: Access Locations

Personal Injury Accident Data

2.5 To establish whether there are any existing safety concerns on the surrounding highways network, a review was undertaken of Personal Injury Accident (PIA) data as part of the Outline application (planning ref: DC/25/0102). The review assessed incidents reported in the vicinity of the site, for the most recent five-year period (2019-2024), obtained from the Safer Sussex Roads Partnership. This presented that only one incident has occurred near Mill Straight Roundabout, which happened on the 15th March 2024 and was classified as slight. There are no other incidents that occurred on Mill Straight Roundabout; therefore, this can be considered a standalone incident.

2.6 There are also a number of PIA's reported on the A24 roundabout, however given that this is a key interchange that all traffic on the A24 use, this number of PIAs is not considered to represent a concern, when reviewed over the 5-year period being assessed.

2.7 To ensure no incidents had occurred more recently a review was also undertaken of the Department for Transport software know as Mapping Application for Visualising Road Injury Casualties (MAVRIC). This presented no new incidents within the vicinity of the site or the proposed access points.

3. SITE ACCESS, COMPOUND AND LAYOUT

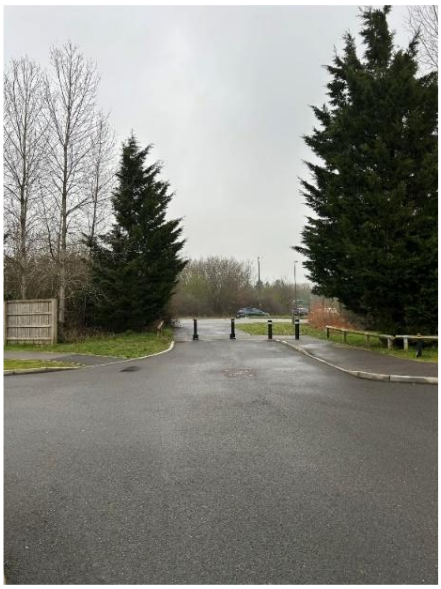
Proposed Construction Access

3.1 It is intended that the construction access will utilise the existing emergency access road for Mulberry Fields, the location of which is shown in **Figure 2**. This access was utilised as the construction access for the Mulberry Fields development, and upon completion of plots was reverted to an emergency access. Therefore, it is proposed that the previous construction access would be reinstated for the construction period, before reverting back to the current emergency access arrangement.

3.2 The temporary construction vehicle access was agreed during the outline application for Mulberry Fields (planning ref:DC/14/2582). This option was also agreed in principle as part of the outline application for Campsfield (planning ref: DC/25/0102), given its established use and minimal impact on the surrounding infrastructure specially on Mulberry Fields development. Further to this, the continued use of the existing emergency access (reinstated to the Mulberry Fields construction access) would ensure that construction vehicle movements have minimal impact on the residential development roads of the Mulberry Fields development.

3.3 To accommodate construction vehicle movements the emergency access which at present is provided in the form of a vehicle crossover that will temporarily be upgraded to a bellmouth arrangement consisting of a 6m wide access road accompanied by a 6m radius on the northern edge and 10.5m radius on the southern edge, accompanied by reinstalling the previous road markings for the construction access. This is in line with the previously agreed construction access for Mulberry Fields, with the current access design for construction included in **Appendix A**. This upgrade ensure that all construction traffic can safely enter and exit the site.

3.4 Upon completion of the construction works, the bellmouth will be removed and reinstated to its emergency only configuration in the form of a vehicle crossover. The existing conditions are shown in **Photograph 3**.



Photograph 3: Existing Mulberry Fields Emergency Access

3.5 Where appropriate, any damage to the public highway attributed to construction of the site will be made good in agreement between Miller Homes and the highway authority.

3.6 It is proposed that for the period of construction a left in/right out arrangement is implemented. It is understood that this was previously utilised for construction traffic as part of the Mulberry Fields development and will be re-implemented for this construction traffic. The right-out movement will be routed over the dropped kerb central island, as completed previously for Mulberry Fields construction traffic.

3.7 Based on this tracking has been undertaken for a 12m rigid truck, which is anticipated to be the largest vehicles accessing the site. This is able to enter and egress the site in forward gear, arriving and leaving from the east of Mill Straight. The tracking of these vehicles is shown in **Appendix A**. Movements of HGV's will be monitored given that it likely the access and haul road will be utilised as one-way at each time, based on allocated time slots.

Access Visibility

3.8 As well as this, an assessment has been undertaken for visibility, in line with the previously agreed construction access for Mulberry Fields. A visibility splay of 2.4m x 120m has been provided in the secondary direction, along with two visibility splays in the primary direction 2.4m x 60m to the roundabout running lane and 2.4m x 75m to the roundabout entry. These are included within **Appendix A.**

Pedestrian Access

3.9 During the construction period, appropriate arrangements would be provided for pedestrians to access the development. This would be via the appropriate site access and associated footways.

3.10 During the construction phase pedestrian access for construction related staff would be managed and coordinated via the site manager to ensure appropriate PPE and routes are used. Residents and visitors to Mulberry Fields will be kept clear from construction activities and temporary pedestrian infrastructure would be implemented as required within Mulberry Fields.

Site Set Up Plan

3.11 The site compound will include for material storage, loading/unloading, staff/contractors/visitor parking, waste management, along with staff welfare facilities. The facilities will all be located within the compound, which is presented within the site set up plan, providing information on the location of these facilities in line with Condition 8. The site setup plan is attached within **Appendix B**.

3.12 Within **Appendix B** a construction timetable is also provided which outlines the phasing and the build route. The construction will start in the northwest of the site with the main site access and first parcel of houses and work towards the east with the final parcel of houses being those where the final site storage area is located (closest parcel to the construction access).

Parking

3.13 It will be ensured that the compound area will be large enough to accommodate vehicle parking for staff/contractors. Staff will also be encouraged to car share or utilise sustainable travel where possible. Any unlawful parking or parking within the existing Mulberry Fields development will be dealt with by the site manager. However, practicalities dictate that some construction workers will necessarily need to travel in their own vehicles, for example if bringing their own equipment / tools. If this is the case, car sharing will be encouraged, and arrangements will be made between staff/contractors.

3.14 Contractors will also be advised of the required parking behaviours upon appointment. This is to ensure conflict does not occur with neighbouring residents, specifically the existing Mulberry Fields development. Along with this, the site manager will also retain a log of inconsiderate parking, removing any repeat offenders from the job.

Construction Vehicle Trip Generation

3.15 Deliveries and collection of materials/equipment to the site would be on an "as-required" delivery basis. This is not anticipated to exceed a maximum of 10 deliveries per day. Deliveries will be assisted by a pre-booking regime; allowing on-site storage to be kept to a minimum and ensure deliveries occur outside peak hours where practically possible.

4. CONSTRUCTION TRAFFC ROUTING

4.1 The local road network has been assessed in terms of its suitability for the movement of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work.

4.2 The construction traffic routing has been configured to utilise the strategic road network (SRN) where possible, to provide the most efficient movement of HGVs. The route has been considered in terms of suitability for the movements of HGVs and the efficiency of HGVs getting onto the SRN as quickly as possible. Vehicles will travel from the A24 onto Mill Straight before utilising the existing emergency access (which is being upgraded to reinstate the Mulberry Fields construction access) to provide access into Mulberry Fields. This will then provide a route onto the proposed site.

4.3 The route would then utilise the emergency access route (**Photograph 3**) and head along the eastern side of Mulberry Fields providing a route to the existing gated access to the proposed development (shown in **Photograph 1**) and thus having minimal impact on the existing Mulberry Fields development. As this route does not utilise Centenary Road, it would have the least impact on the existing Mulberry Fields development and provides a direct connection to the proposed development for construction to the south of Mulberry Fields. The proposed route is shown in **Figure 3**.

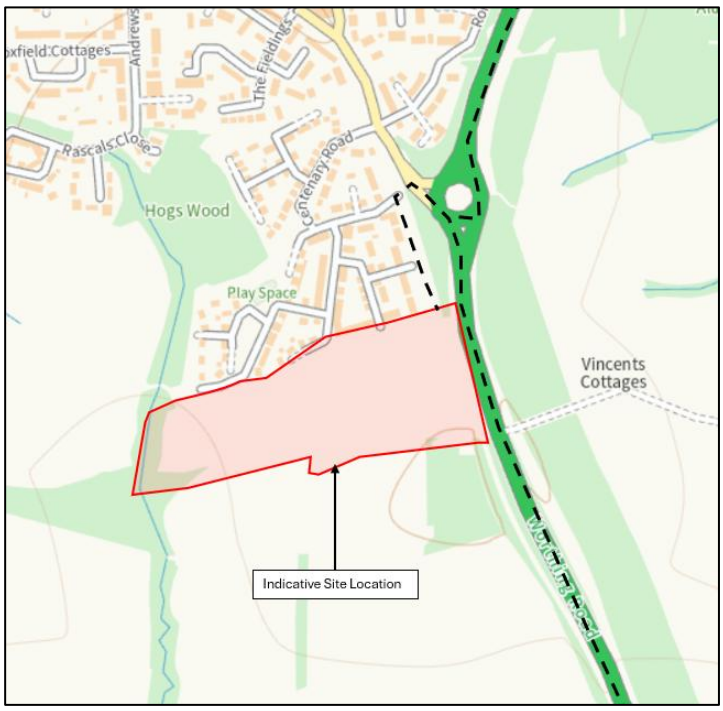


Figure 3: Construction Vehicle Routing

4.4 Developing upon this, it is noted from a review of the topographical survey that a row of trees has since been planted along the western edge of the farm access track, following the completion of the construction works for Mulberry Fields. To protect these trees and maintain separation from nearby residential properties, a temporary construction fencing will be installed along this boundary. Additional fencing will also be provided near the bollards along the current emergency access to ensure clear separation and prevent unauthorised pedestrian or vehicle movements. However, if emergency use is required during the construction period access will remain available for this.

4.5 It is proposed that for the period of construction a left in/right out arrangement is implemented. It is understood that this was previously utilised for construction traffic as part of the Mulberry Fields development and will be re-implemented for this construction traffic. The right-out movement will be routed over the dropped kerb central island, as completed previously for Mulberry Fields construction traffic.

4.6 Construction traffic will be informed of the proposed route prior to make deliveries, with details provided to all subcontractors and delivery companies. Along with directional signage on the route to assist drivers' information will also be provided on the access arrangement and permitted working hours. Therefore, it is not foreseen that any additional temporary traffic management will be required.

Route Summary

4.7 It is anticipated that all construction traffic will come from the A24, having come from either the north or south. It is not anticipated that construction traffic will come through Southwater Village to the northwest of the site. As aforementioned, construction traffic would then utilise a left in/right out arrangement from the construction access.

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

Prior to construction

5.1 Miller Homes recognise the importance of suitable consultation and liaison with neighbours, specifically Mulberry Fields development and stakeholders prior to the commencement of any works. As part of this liaison, Miller Homes will provide a formal letter with details on when works will begin, timescales and will provide the site manager contact details for locals to raise any concerns as the build progresses.

5.2 The construction process is anticipated to be broken down into the following stages:

- Enabling works, site access and internal spine road
- Surface water management
- Construction of sub-structures
- Construction of super-structures
- Completion of plots

5.3 Security fencing will be erected along the site boundary with a minimum height of 2m, with gates utilised at the access point to prevent unauthorised access during the construction phase. This would in in place from the outset.

Working Practice on Site

5.4 Once on-site materials will be contained in a designated area. Trained personnel will load and unload materials. Appropriate PPE will be required on site including hard hats and steel toe footwear. Site visitors will also be required to sign in and out as well as undergo a site induction process, ensuring safety measures are met.

Working/Delivery Hours

5.5 Working hours will be considerate of residents and businesses, and in line with Condition 26. The core working hours are anticipated to be restricted to:

- 08:00 to 18:00 (Monday to Friday)
- 08:00 to 13:00 (Saturday)
- No Sunday or Bank Holiday working

HGV movements to or from the site will occur outside the peak hours where practically possible, between the hours of 8:00-09:00 and 17:00-18:00, nor shall the contractor permit any HGVs associated with the development at the site to be waiting on roads surrounding the site during these times. This is to ensure that the movements of HGVs do not detrimentally impact on the safety of neighbouring residents.

Use of Banksmen

5.6 Banksmen are operatives trained to direct vehicle movements on or around the site as and when required. Large construction vehicles will require some assistance whilst manoeuvring within the site and entering/exiting the site access form Mill Straight. Banksmen will be used as and when required to ensure that these and any other manoeuvres are conducted in a safe manner and do not interfere with network traffic or vulnerable road users associated with the schools in the vicinity.

Vehicle Movements

5.7 Allocated time slots will be assigned for HGVs vehicles delivering material or picking up waste materials. As aforementioned staff will also be encouraged to utilise car sharing or sustainable modes of travel.

Wheel Wash facilities

5.8 Wheel cleaning facilities will be available as and when required on site, to ensure that mud is not carried onto the surrounding highway network. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. No water arising from wheel cleaning will be discharge onto the public highway.

5.9 In the event that either the nature of the works or weather conditions mean that there is a likelihood of wheel washing facilities not being sufficient, then a road sweeper would be employed at the developer's expense.

Mitigation of Dust

5.10 A water truck will be deployed on-site spraying water over affected areas in order to prevent dust becoming airborne. The developer will ensure that there is no discharge of surface run-off arising from the water spray onto the public highway. Should formal complaints be received appropriate mitigation will be undertaken at the developer's expense.

5.11 To mitigate the dust produced by the construction works, the following measures will be implemented as far as practicably possible on site. These measures conform to the IAQM Highly Recommended Mitigation Measures for Sites with a High Risk of Dust Impacts.

- Sand and other aggregates will be stored in secured, bunded areas, preventing them from drying out, except when necessary for specific processes. In such cases, appropriate additional control measures will be implemented.
- Bulk cement and other fine powder materials will be transported in enclosed tankers and stored in silos equipped with effective emission control systems. This will prevent material escape and overfilling during delivery.
- Vehicles entering and exiting the site will be covered to prevent the escape of materials during transport.
- A Hard-surfaced haul route will be installed and similarly maintained with regular dampening and cleaning. Regular inspections of on-site haul routes will be conducted to ensure their integrity, with repairs initiated as soon as reasonably practicable. All inspections of haul route, which are regularly dampened using either fixed or mobile sprinkler systems or mobile water bowsers, will be recorded, and the routes will be regularly cleaned.

Noise Mitigation

5.12 The following measures will be used to minimise noise emissions and vibration where possible:

- Any piling will utilise continuous flight auger (CFA) methods
- Using best practice which may include the use of quiet equipment or methods of works, switching plant off when not being used.
- Training staff to avoid shouting or slamming vehicle doors
- Advising residents before any particularly noisy works are being undertaken.
- Not undertaking any noisy works early in the morning, in particular on Saturdays. No works will be undertaken outside the hours specified within this CMP.
- Utilising only modern, quiet and well maintained equipment.
- Regularly inspecting and maintaining power tools for wear and damage which could increase vibration and noise.
- The ABC method detailed in BS 5228-1:2009 will be implemented to control impacts to residents arising from construction.

Pollution Mitigation

5.13 Vehicles will be managed using a vehicle booking system to ensure no idling on the highway. Control of Substances Hazardous to Health (COSHH) practical advice and guidance will be implemented at all times. All staff will receive chemical training which will cover the associated risks, workplace exposure limits, exposure monitoring results and accident and emergency plans.

5.14 Aquatic pollution will be managed by ensuring no dirt, dust or chemicals are leaked into any existing drainage areas or ponds.

Inspection of Signing, Pedestrian Routes, Security Fencing and Scaffolding

5.15 The site supervisor, or somebody appointed by them, will check the security hoarding and scaffolding on a daily basis.

5.16 Security fencing (2m minimum) will be installed around the perimeter of the development as required with decorative displays and facilities for public viewing where appropriate.

Consultation with Local Residents

5.17 The client recognises it is important to keep residents informed and aware of the construction traffic. They will be informed via a letter including:

- When construction will begin and duration
- Contact number for any issues
- A summary of the works

5.18 An example of a letter which will be provided to residents is attached as **Appendix C**.

External Lighting

5.19 Appropriate lighting measures will be incorporated during the construction phase. This may include lighting along paths and walkways, as well as potential floodlighting installed on temporary structures such as building cabins and containers. The exact specifications, including the location, height, and type of light sources, will be determined based on site-specific requirements and best practices.

5.20 The direction and intensity of illumination will be carefully considered and adjusted to minimise any potential impact on the surrounding area. Lighting design will aim to provide adequate illumination for safety and security purposes while avoiding light spillage or glare that could affect neighbouring properties or wildlife habitats. It is noted that no lighting will be provided which includes UV emissions, along with this the colour temperature most be 2700k or lower, to ensure this does not affect the feeding behaviour of bats.

Complaints & Contacts

5.21 Should there be any issues which arise, the Site Manager will be available to deal with complaints, be available on site and ensure their availability is made known to all relevant parties. A contact number for the site contractor will be given to the relevant authority under separate cover prior to starting on site.

Appendix A

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EXISTING DROPPED KERB CROSSOVER SECTION WITHIN ISLAND RETAINED, TO ALLOW EMERGING VEHICLES TO CROSSOVER INTO SOUTH BOUND CARRIAGEWAY UNDER RIGHT TURN ONLY EXIT

ACCESS BASED ON THE PREVIOUSLY APPROVED S278 DRAWING FOR MILL STRAIGHT

R6.0

6.0

R10.5

BOLLARDS TO REMAIN IN PLACE TO KEEP SEPARATION BETWEEN RESIDENTS AND CONSTRUCTION TRAFFIC AS WELL AS TEMPORARY FENCING (SHOWN IN GREEN) WHICH CAN BE REMOVED IF EMERGENCY ACCESS IS REQUIRED

L Twr

5.9

REINSTATE THE ROAD MARKING UTILISE FOR MILL STRAIGHT TO PROVIDE SEPARATION FOR THR CONSTRUCTION TRAFFIC (SIGNAGE TO BE CONFIRMED THROUGH S278)

5.5

PREFABRICATION MATS WILL BE USED TO PROTECT THE VEGETATION AREAS REQUIRED TEMPORARY FOR CONSTRUCTION ROUTING TOWARDS THE EXISTING ACCESS TO THE SITE

32

31 to 26

4

15

11

General notes

1. This drawing is intended to be read in conjunction with all relevant Architects, Engineers, Services and Specialist Drawings, Details and specifications.
2. Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.
3. All figured dimensions to be taken in preference to scaled dimensions. Do not scale this drawing.
4. Paul Basham Associates accepts no responsibility for the accuracy of background information produced by third parties – this must be treated as indicative only. Third party plans are included as per the following:
   4.1. Topographical Survey
5. This drawing should only be used for construction if the project phase in the title frame below is shown as “construction”. Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.
6. Access based on the previously approved S278 drawing for Mill Straight. The signage for the access will be confirmed through the S278

KEY

RS INDICATIVE LOCATION FOR TEMPOARY ROAD SIGNAGE

INSPECTION CHAMBER/UNKNOWN (LIKELY UTILITIES)

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

1:500 0m 25m

Rev	Description	Date	By	App'd
P02	UPDATED DIMENSION	25.06.26	ERG	CID
P01	FIRST ISSUE	05.06.26	ERG	CID

Project Name: CAMPSFIELD, SOUTHWATER

Project Phase: PRELIMINARY

Title: TEMPORARY CONSTRUCTION ACCESS

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Date Created	Drawn By	Approved By	Suitability Code
03.06.26	ERG	CID	-

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091.0027	1:500 (AT A3)

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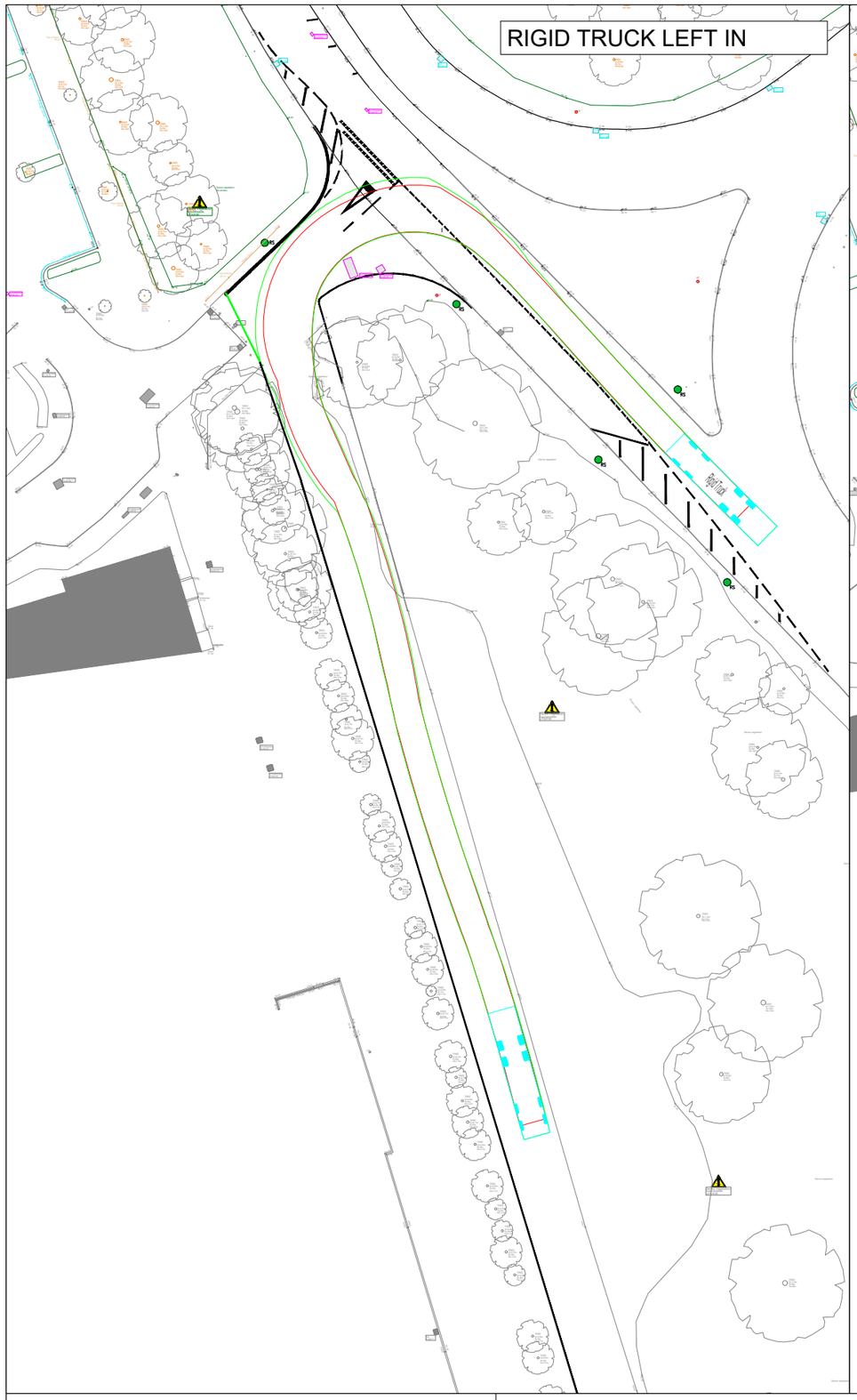
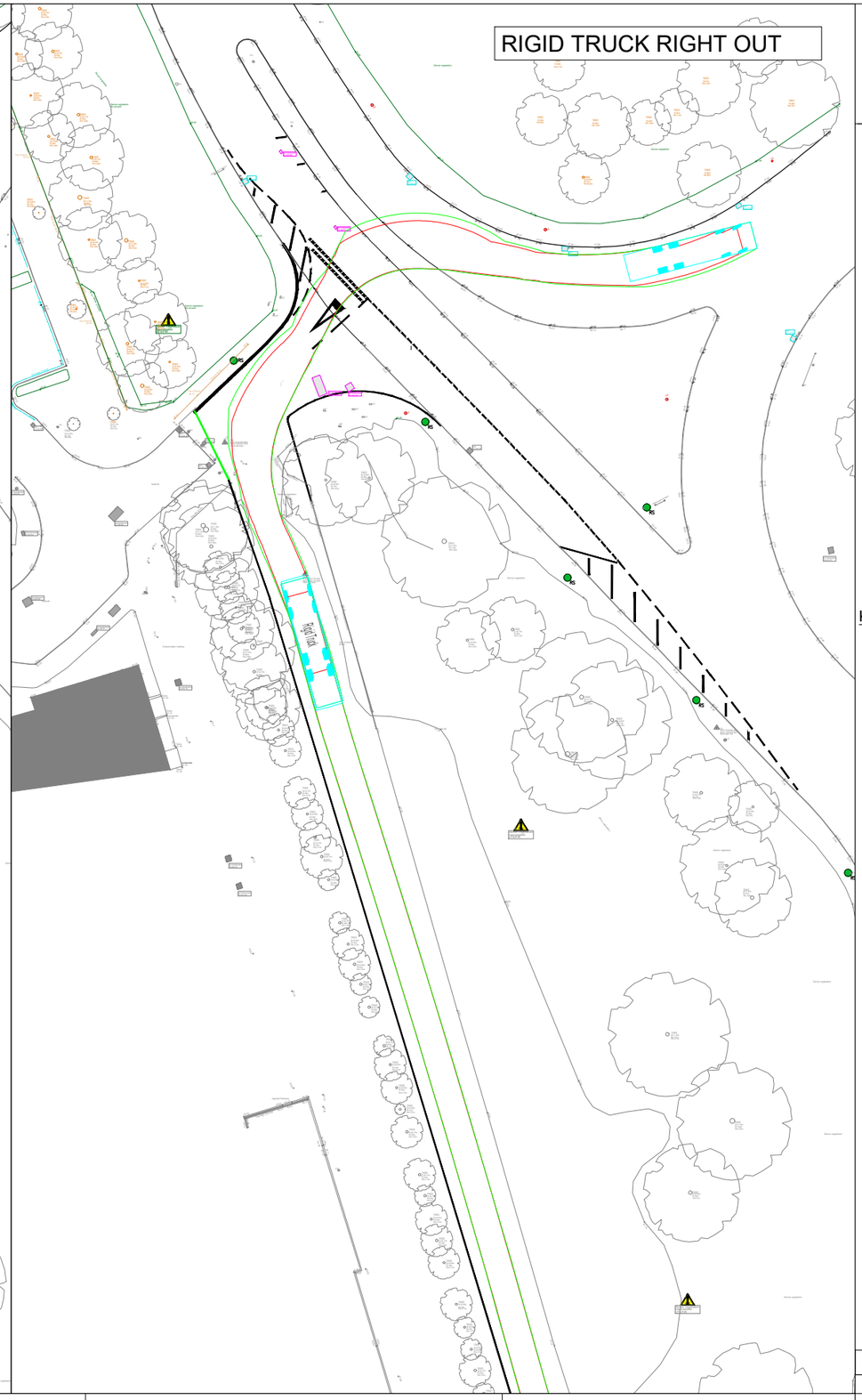
Revision: P02





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General notes

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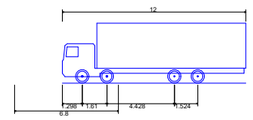
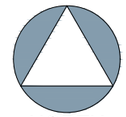
KEY

RS INDICATIVE LOCATION FOR TEMPOARY ROAD SIGNAGE
INSPECTION CHAMBER/UNKNOWN (LIKELY UTILITIES)

VEHICLE PROFILE



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

0m 25m
1:500

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	05.06.26	ERG	CID

Date Created	Drawn By	Approved By	Suitability Code
03.06.26	ERG	CID	-

PBA Project Number	Scale
091.0027	1:500 (AT A3)

Project Name
CAMPSFIELD, SOUTHWATER

Project Phase
PRELIMINARY

Title
TEMPORARY CONSTRUCTION ACCESS TRACKING

paulbasham associates
Paul Basham Associates Ltd
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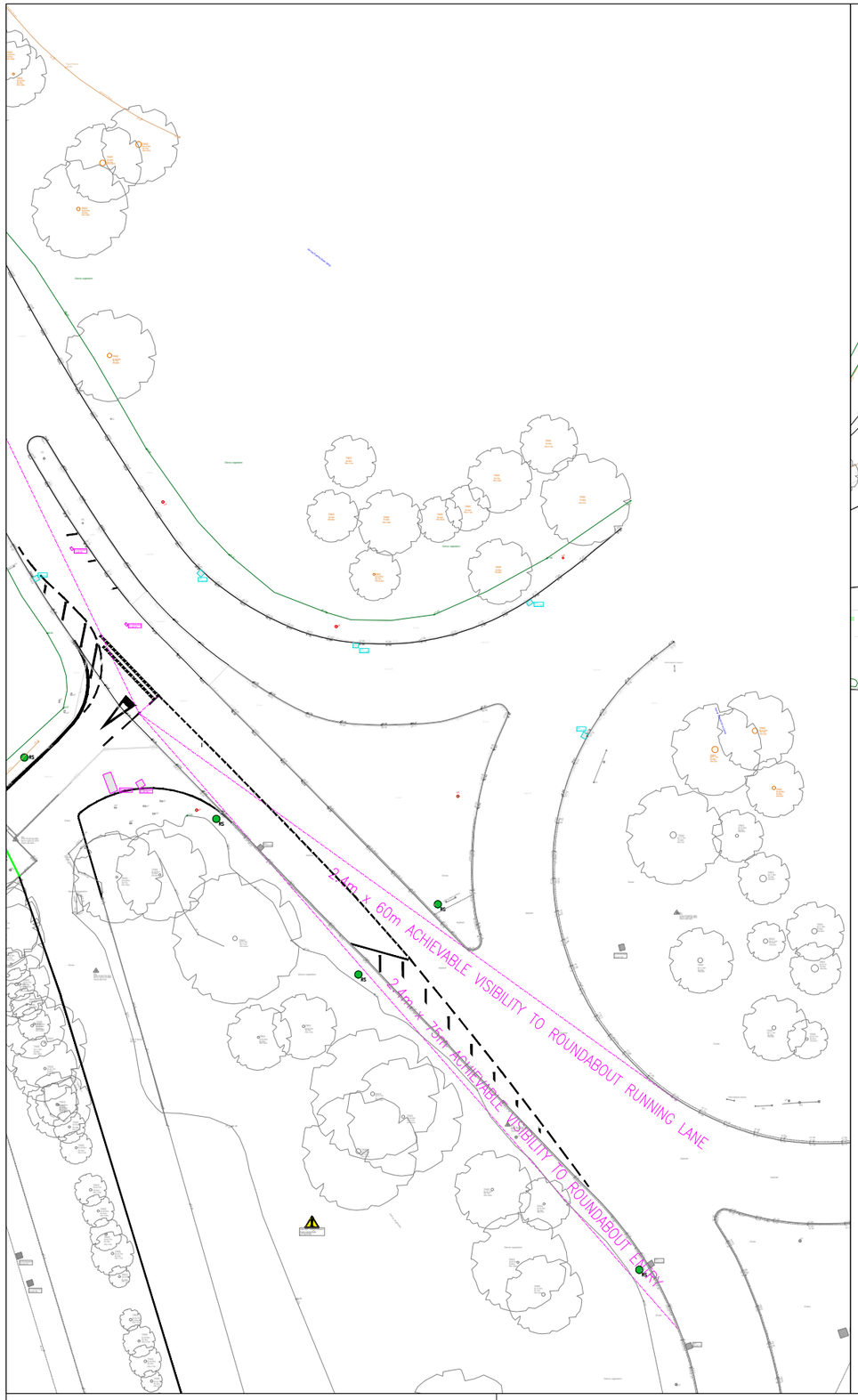
Client
millerhomes

PBA Drawing No: 091.0027-0002

Revision P01





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General notes

1. This drawing is intended to be read in conjunction with all relevant Architects, Engineers, Services and Specialist Drawings, Details and specifications.

2. Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.

3. All figured dimensions to be taken in preference to scaled dimensions. Do not scale this drawing.

4. Paul Basham Associates accepts no responsibility for the accuracy of background information produced by third parties – this must be treated as indicative only. Third party plans are included as per the following:
   4.1. Topographical Survey

5. This drawing should only be used for construction if the project phase in the title frame below is shown as “construction”. Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

6. Visibility has been assessed based on that agreed as part of the application for the construction access for Mulberry Fields which also utilised this access for construction (planning ref:DC/14/2582).

7. Vegetation will be kept below 0.6m and tree canopies above 2m to ensure visibility is achievable

KEY

- VISIBILITY SPLAY
- RS INDICATIVE LOCATION FOR TEMPOARY ROAD SIGNAGE
- INSPECTION CHAMBER/UNKNOWN (LIKELY UTILITIES)

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

1:500 0m 25m

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	05.06.26	ERG	CID

Project Name
CAMPSFIELD, SOUTHWATER

Project Phase
PRELIMINARY

Title
TEMPORARY CONSTRUCTION ACCESS VISIBILITY SPLAY

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Client
millerhomes

Date Created	Drawn By	Approved By	Suitability Code
03.06.26	ERG	CID	-

PBA Project Number	Scale
091.0027	1:500 (AT A3)

PBA Drawing No:	Revision
091.0027-0003	P01

Appendix B

Pond

Pond

Q4 '27

Q1 '28

Q2 '28

Q3 '28

Q4 '28

Q1 '29

Q2 '29

SOS 1ST MARCH 27 0

1ST OS + 12 WEEK +12

1ST LC +36

1 PER WEEK FOLLOWING

LAST LC +117

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0 m 10 m 20 m 30 m 40 m 50 m 100 m

Scale

N

KEY

SITE BOUNDARY

Private

- Richmont / 2 Bed House (625 ft²) x3
- Hazelton/ 2 Bed House (728 ft²) x7
- Delmont / 2 Bed House (758 ft²) x11
- Denton / 3 Bed House (907 ft²) x6
- Whitton / 3 Bed House (947 ft²) x5
- Chilton / 3 Bed House (979 ft²) x7
- Fordwood / 3 Bed House (1267 ft²) x2
- Beauwood / 4 Bed House (1379 ft²) x3
- Briarwood / 4 Bed House (1419ft²) x6
- Crosswood / 4 Bed House (1500 ft²) x3

Total Private = 53

Affordable AR

- Hastings1B2P Maisonette (538 ft²) x8
- 2B4P Maisonette (753 ft²) x4
- Lockton / 3 Bed House (1001 ft²) x6
- Torwood / 4 Bed House (1143 ft²) x2

Total Affordable = 20

Affordable SO

- Baymont / 2 Bed House (850 ft²) x6
- Lockton / 3 Bed House (1001 ft²) x2
- Torwood / 4 Bed House (1143 ft²) x1

Total Affordable SO = 9

TOTAL UNITS = 82

miller homes

Omega Architects

The Front Barn, 124 Manor Road North, Thames Ditton, KT7 0BH
T: 01372 470 833 W: www.omega-architects.co.uk

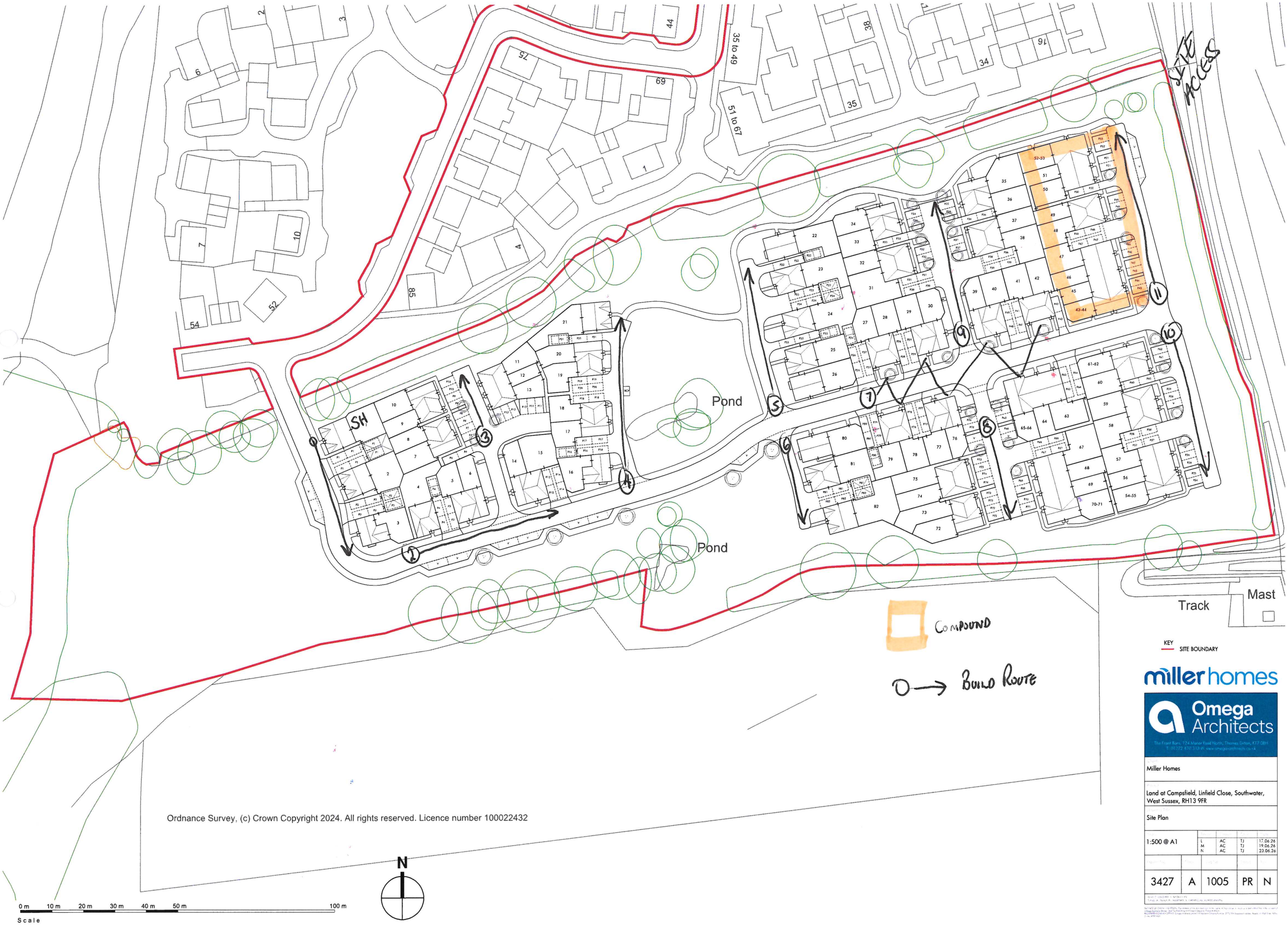
Client: Miller Homes

Land at Campsfield, Linfield Close, Southwater, West Sussex, RH13 9FR

Drawing Title: Dwelling Distribution

1:500 @ A1				
	Rev	Drawn	Check	Date
	G	BB	TJ	11.05.26
	H	AC	TJ	04.06.26
	J	AC	TJ	12.06.26

Project No.	Status	Drawing No.	Rev.
3427	A	1006	PR J



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miller homes

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Miller Homes

Land at Campsfield, Linfield Close, Southwater, West Sussex, RH13 9FR

Site Plan

1:500 @ A1	L	AC	TJ	17.06.26
	M	AC	TJ	19.06.26
	N	AC	TJ	23.06.26

3427	A	1005	PR	N

Appendix C

Date

Address

Dear Resident/Neighbour

Re: Development at address, name

We are due to commence work at the above location on the **date.**

The development consists of **number** units made up of traditional housing and apartments.

The scheme is due to be completed by **month, year.**

By its very nature, construction work involves the use of heavy machinery to shape and excavate the site, followed by a progression of trades to complete the building work.

This work will necessitate the influx of workers and deliveries of materials and equipment on a regular basis.

We have made arrangements to minimise any disruption to the local neighbourhood, through restricted delivery times and controlled working hours, so as not to cause a nuisance.

However, should you believe that our activities are causing a nuisance, or that our approach is less than professional, please make contact with us directly at one of the numbers below:

Number –Regional Office

Number –Site Manager

Number –National Hotline

Number –Safety, Health and Environment

Building sites are a 'magnet' for children, however they can be dangerous places for the uninvited and we would ask that you help us to keep children off the sites at all times.

If you would like any further information, or have any concerns please make contact using the above number at the Regional Office.

Yours sincerely

Name

Managing Director