

Land at Wellcross Farm,
Broadbridge Heath, Horsham

Construction Management Plan

LS/TV/LA/37029

February 2026



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DATE	Version	Revision Notes
05.01.2026	1.0	First draft for comment
12.01.2026	2.0	Second draft for comment
26.02.2026	3.0	Updated following comments from Environmental Health Officer

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Appendix A – Construction Plans

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This Construction Management Plan (CMP) has been produced by DHA on behalf of Senior Living (Broadbridge Heath) Ltd in relation to the Continuing Care Retirement Community (CCRC) at Land at Wellcross Farm, Broadbridge Heath, Horsham, West Sussex. The development description as per the Outline Application (ref. DC/19/1897) Appeal Decision Notice (ref. APP/Z3825/W/20/3262938), dated 27th May 2021, is as follows:

"Erection of a continuing care retirement community of 141 units of accommodation (C2 Use) and community facilities including restaurant, café, shop, hairdressers, spa and consultation / treatment suite for use by GP's and primary healthcare providers, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access)"

- 1.1.2 This CMP has been produced to satisfy planning conditions associated with the above-mentioned Outline Planning Application and the subsequent below Reserved Matters Applications:

- **Phase 1** (ref. DC/22/1503): *"Reserved Matters application pursuant to condition 5 of outline planning permission DC/19/1897 for the provision of Phase 1 of Land at Wellcross Farm to provide a Continuing Care Retirement Community with 47 units of accommodation (C2), communal facilities and new ancillary buildings with access, infrastructure, open space, landscaping and associated works including an onsite borehole water supply."*; and
- **Phases 2 and 3** (ref. DC/24/0205): *"Reserved matters application pursuant to condition 5 of outline planning permission DC/19/1897 for the provision of phases 2 and 3 of Land at Wellcross Farm to provide a continuing care retirement community with 94 units of accommodation (C2), with access, infrastructure, open space, landscaping and associated works including an onsite borehole water supply."*

- 1.1.3 Condition 14 associated with the outline permission states the following:-

"No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority."

Thereafter the approved CMP shall be implemented and adhered to throughout the entire construction period unless otherwise agreed to and approved in writing by the Local Planning Authority. The CMP shall provide

details as appropriate but not necessarily be restricted to the following matters:

- *the anticipated number, frequency and types of vehicles used during construction,*
- *the method of access and routing of vehicles during construction • the parking of vehicles by site operatives and visitors,*
- *the loading and unloading of plant, materials and waste,*
- *the storage of plant and materials used in construction of the development,*
- *the erection and maintenance of security hoarding,*
- *the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders, if required),*
- *hours of works,*
- *A site compound plan, • details of public engagement both prior to and during construction works,*
- *Noise and dust mitigation, including vibration from any groundworks."*

1.1.4 Condition 2 within the Reserved Matters applications associated with all phases are identical, and state the following:-

"Pre-Commencement Condition: *No development shall take place (except for the S278 works), including any works of demolition, until a revised Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority.*

Thereafter the approved CMP shall be implemented and adhered to throughout the entire construction period unless otherwise agreed to and approved in writing by the Local Planning Authority. The CMP shall provide details as appropriate but not necessarily be restricted to the following matters:

- *The anticipated number, frequency and types of vehicles used during construction,*
- *The parking of vehicles by site operatives and visitors,*
- *The loading and unloading of plant, materials and waste,*

- *The storage of plant and materials used in construction of the development,*
- *The erection and maintenance of security hoarding,*
- *The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders, if required),*
- *Hours of works,*
- *A site compound plan,*
- *Details of public engagement both prior to and during construction works,*
- *Noise and dust mitigation, including vibration from any groundworks.*

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers and highway safety during construction and in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015)."

- 1.1.5 This document will provide detail of the proposed construction access and routing strategy, together with associated management and mitigation measures which will be adopted by the appointed contractor. Subject to the discharge of the associated conditions and following the appointment of a lead contractor, this document will be updated and revised where necessary.

1.2 SITE CONTEXT

- 1.2.1 The proposal site is located to the east of A264 Five Oaks Road, on the southwestern edge of Broadbridge Heath. Figure 1-1 overleaf shows the site in a local context.

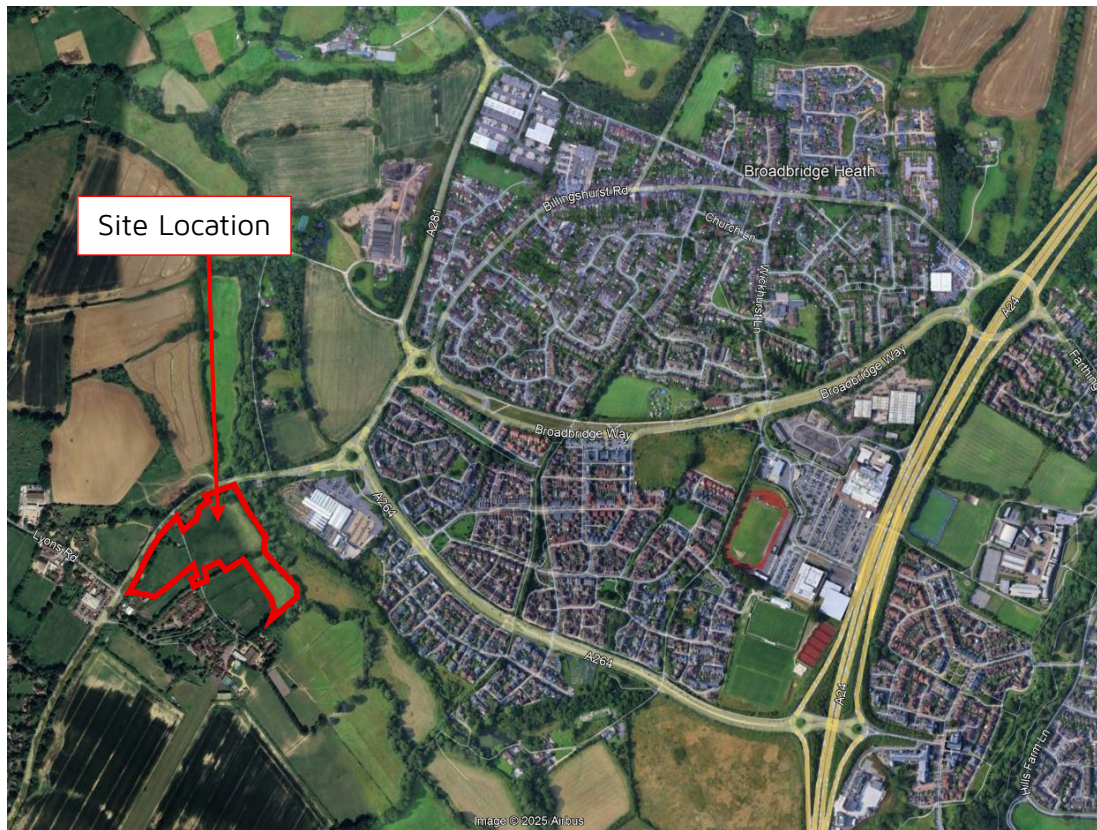


FIGURE 1-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 1.2.2 The existing site currently comprises open grassland. The site is bound to the north and west by the A264 Five Oaks Road. Newbridge Nurseries is located to the northeast of the site, further open grassland is located to the east, with Wellcross Grange Residential Care Home, Kerwin Court and Slinfold Airfield located to the south.

1.3 DEVELOPMENT PROPOSALS

- 1.3.1 Development proposals for Phase 1 comprise the Village Centre (VC) building and 47 continuing care retirement community residential units. The VC will include a wellbeing centre, gym and pool; a restaurant, café and lounge; a consultation and treatment suite for use by GPs; a shop and a hairdressers.
- 1.3.2 Development proposals for Phases 2 and 3 will provide a further 94 continuing care retirement community residential units.
- 1.3.3 Primary vehicular access to the development will be taken from a new priority junction off the A264 Five Oaks Road, situated circa 50m north-east of the

existing junction with Lyons Road. A secondary emergency access will be provided by way of the existing Wellcross Grange access from Five Oaks Road.

2 THE CONSTRUCTION PROCESS

2.1 INTRODUCTION

- 2.1.1 This section addresses the key points included within the associated conditions set out in the previous section and includes the management strategy for construction transport at the site.

2.2 CONSTRUCTION PROGRAMME

- 2.2.1 It is expected that the development will incorporate the following construction stages:-
- Establishing, clearing and preparing the site;
 - Establishing a construction compound;
 - Drainage, earthworks and installation of utility ducting;
 - Use of generators, temporary machinery and lighting;
 - Surfacing and line marking;
 - Construction vehicle movements to deliver and dispose of materials; and
 - Removal of any temporary construction facilities.

2.3 PUBLIC INFORMATION & CONSTRUCTION HOURS

- 2.3.1 Local residents will be updated on the construction programme and associated impacts via signage fixed to site hoarding.
- 2.3.2 The construction site will operate on Mondays to Fridays between the hours of 08:00 – 18:00 and between 09:00 – 13:30 on Saturdays. There will be no working on Sundays or Bank Holidays unless there is a requirement for emergency work or abnormal deliveries, for which the Council will be provided with prior notification. The site will be secure to prevent unauthorised access.
- 2.3.3 Construction delivery schedules will be established in advance and will seek to minimise any vehicle movements in the highway network peak periods.

2.4 VEHICLE NUMBERS, FREQUENCIES, AND TYPES

- 2.4.1 Given that there is no appointed contractor at the time of writing, the fixed number and types of construction vehicles are not yet known, a number of assumptions have therefore been made based on the applicant experience of sites of a similar nature. Based on data from a similar CCRC development from the applicant (Austin Heath, Warwick), where construction traffic patterns were assessed, the following construction trips are anticipated:
- Construction workers (up to 45 per day);
 - Office workers/managers (up to 5 per day);
 - Visitors (up to 9 per week); and
 - HGV deliveries (maximum 12 per week).
- 2.4.2 On this basis, it is estimated that the 'worst case' scenario would be a total of 100 movements (arrivals and departures) to the construction site during a 10-hour working day (08:00-18:00). This equates to an average of 10 movements per hour.
- 2.4.3 The above assumptions will be finalised / updated when a contractor is appointed.

2.5 VEHICLE ROUTING

- 2.5.1 Access to the site for construction vehicles will be achieved from the proposed site access via the A264 Five Oaks Road. This access will be implemented prior to commencement of construction works. The proposed access will be situated circa 50m northeast of the existing junction with Lyons Road.
- 2.5.2 Internally, a site compound (including on-site parking for construction workers) will be provided for Phases 1 and 2 within the Phase 3 area. A new smaller compound will be provided for Phase 3 within its associated area. These are illustrated on the plans at **Appendix A**.
- 2.5.3 The proposed large construction vehicle routing arrangement is illustrated in Figure 2-1 overleaf, which demonstrates vehicles accessing and egressing the site via the A264 Five Oaks Road north of the site, and then routing east via the A264 towards the A24 Trunk Road bypassing Horsham to the north, and routing south towards Worthing via Southwater.
- 2.5.4 The proposed route is considered to be the most appropriate and suitable for larger vehicles keeping all associated vehicles on A-Roads. This connects the site with the Strategic Highway Network while avoiding minor residential roads, therefore minimising disruption to local residents.

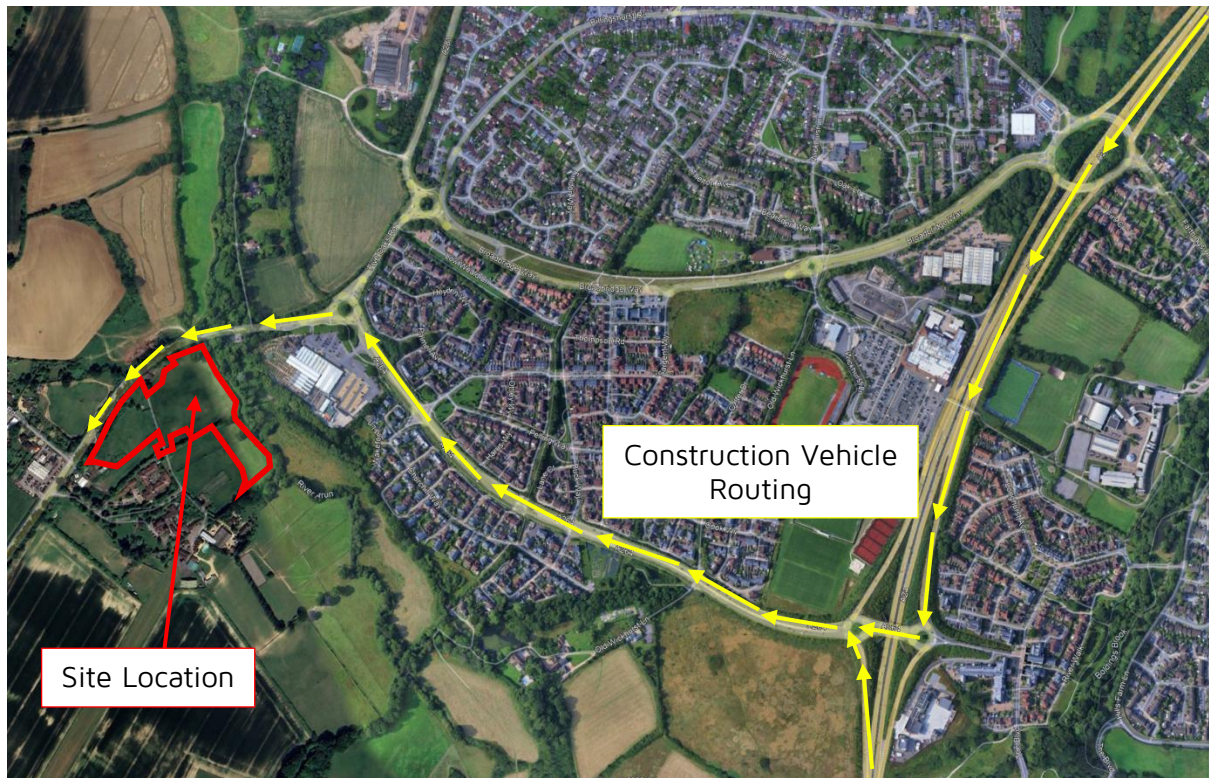


FIGURE 2-1: HGV ROUTING (COURTESY OF GOOGLE EARTH)

- 2.5.5 A turning area of sufficient size will be provided on site during each phase of construction, to enable construction and delivery vehicles to enter and egress the site in a forward gear, safely and efficiently. These areas are shown on the plans included at **Appendix A**, for construction Phases 1-3 respectively.

2.6 PARKING FOR VEHICLES OF SITE PERSONNEL, OPERATIVES AND VISITORS

Phases 1 and 2

- 2.6.1 During Phases 1 and 2 of construction, a car parking area will be provided on-site for site personnel and visitors, situated within a site compound area at the site's south west corner, located within land allocated for Phase 3. These locations are demonstrated within the Phase 1 plan and Phase 2 plan included at **Appendix A**.

Phase 3

- 2.6.2 During Phase 3 of construction, the site compound will be smaller in size and will be situated adjacent to the western boundary of land allocated for Phase 3 of construction, adjacent to the A264 Five Oaks Road. This compound will include parking for site contractors. This site compound is illustrated within the Phase 3 plan included at **Appendix A**. It is considered a smaller compound is appropriate given it will be serving one phase rather than two.
- 2.6.3 Workers and operatives will be encouraged to travel to the site via sustainable means where feasible throughout the construction phases (e.g. car sharing).

2.7 LOADING / UNLOADING OF PLANT, MATERIALS, AND WASTE

- 2.7.1 Operatives will be expected to unload any materials or equipment on-site, utilising the appropriate areas outlined within the plans included at **Appendix C** for Phases 1, 2 and 3 of construction respectively.
- 2.7.2 The following construction vehicles are anticipated:
- Rigid lorries delivering materials;
 - Tipper trucks delivering material and taking material away;
 - Vans.
- 2.7.3 Vehicle deliveries will be scheduled to manage the number of vehicles accessing the site at any one time, and waiting outside of the site will be prohibited.
- 2.7.4 Deliveries will be booked at least 24 hours in advance and will be timed and managed to ensure that impact to the external highway are minimised. Site supervision will be in place at all times to control and monitor access to the site. All vehicles / persons will be required to sign in and out.
- 2.7.5 Construction will be phased to ensure enough space for welfare, contractors and deliveries whilst reducing the number of trades on site at one time.
- 2.7.6 A gatekeepers hut will be located at the site access to manage traffic and ensure they go to the correct areas of the site.

2.8 STORAGE OF PLANT AND MATERIALS

Phases 1 and 2

- 2.8.1 During Phases 1 and 2 of construction, plant and materials will be stored within the relevant site compound area described in Section 2.6. This can be seen in **Appendix A**.

Phase 3

- 2.8.2 During Phase 3 of construction, a material lay-down area separate from the construction compound will be provided adjacent to the eastern boundary of Phase 3, adjacent to the existing Kerwin Court, illustrated on the Phase 3 Plan included at **Appendix A**.
- 2.8.3 Machines likely to generate large amounts of noise will be situated as far away as possible from nearby residences, with further information provided in Section 3.2.
- 2.8.4 Across both phases, materials will be stored away safely when not in use, and flammable materials will be stored separately.
- 2.8.5 Details on how waste will be stored, managed, and disposed, are provided within Section 3.5.

2.9 SECURITY HOARDING

- 2.9.1 Security hoarding will surround the operatives car park, materials compound, and subcontractor offices, stores and facilities.
- 2.9.2 The hoarding will be erected pre-commencement of construction and will be reviewed during ongoing site inspections throughout the construction phases.

2.10 MEASURES TO PREVENT THE DEPOSIT OF MATERIALS ON THE HIGHWAY

- 2.10.1 Wheel washing facilities will be placed at the site access and any debris will be swept up to prevent run-off to the highway. External roads will be cleaned proactively should any mud or debris be left beyond the site confines, in order to protect local highway safety and amenity. Additional measures to prevent material deposit are outlined within Section 3.4.

2.11 PUBLIC SAFETY, EMERGENCIES AND ACCIDENTS

- 2.11.1 Construction vehicles accessing and egressing the site will be assisted by a banksman and appropriate signage will be placed within the vicinity to warn road users of their presence.
- 2.11.2 All suppliers will be obligated to adhere to safety and environmental standards and programmes, both on and off site throughout the construction period.
- 2.11.3 If an emergency or accident arises, guidance will be sought from the site manager and emergency services as appropriate.

3 POTENTIAL ENVIRONMENTAL IMPACTS

3.1 OVERVIEW

- 3.1.1 This section of the CMP provides a summary of the potential environmental impacts to be considered, and the associated mitigation measures proposed.

3.2 NOISE

- 3.2.1 Potential impacts of noise include increased adverse road noise levels from vehicles and general construction works. Noise will be managed and mitigation measures to prevent noise affecting the amenity of nearby residents and businesses will include:-

- Vehicle engines to be switched off when not in use;
- Adherence to operational hours (outlined above);
- Programming of deliveries to arrive during daytime hours only, as to not disturb residents living adjacent to the route used for construction vehicles. Care will be taken when unloading vehicles to minimise noise;
- Locating noisy equipment to be as far away from nearby residential dwellings as possible;
- Hoarding / barriers will be installed around particularly noisy activities;
- A noise monitoring programme will be implemented, where periodic on-site monitoring of construction noise will be undertaken to ensure compliance with this CMP and trigger any corrective actions deemed necessary;
- Advanced notice of noisy activities will be provided to local residents / businesses;
- Training will be given to staff on best practices for noise reduction;
- Effective maintenance of machinery and efficient operation, with no excessive revving or idling; and
- Planning and sequencing of the works to take into consideration either imposed or preferred 'quiet times'.

- 3.2.2 Noise will be managed on site with consideration to the BS 5228 standards (2014) Part 1. BS 5228 sets out guidance, prediction methods, monitoring requirements,

and mitigation measures for managing noise and vibration generated during construction activities. The noise mitigation measures outlined in this section have been developed in accordance with these guidelines.

3.3 VIBRATION

3.3.1 Increased adverse vibration levels from general construction works will be mitigated by regular monitoring. This will be managed via the following means:-

- Complaints of any vibration impacts from neighbouring properties will be reviewed and measures will be taken to ensure the vibration limit is not exceeded;
- Low-vibration construction methods will be utilised, together with vibration isolation techniques where possible; and
- Where monitoring demonstrates that limits are being exceeded, methods of working will be reviewed and changed with immediate effect to satisfy the vibration limits.

3.3.2 Vibration will be managed on site with consideration to the BS 5228 standards (2014) Part 2 and mitigation has been developed in accordance with these guidelines.

3.4 DUST / AIR QUALITY

3.4.1 Several control measures can be adopted to minimise dust emissions. This will be monitored during construction to ensure the measures are successful:-

- Wheel washing facilities on site to minimise the transport of mud from the construction site on to adjacent roads;
- Regular cleaning of hard surfaces;
- Water suppression and damping down of surfaces using regular water spraying particularly during dry and windy conditions or when undertaking activities that generate dust;
- The use of sheeting or netting on vehicles involved in the importation or extraction of loose material to and from the site;
- Hard-surfacing and stable work areas will be provided to reduce dust generation;
- Dust extraction tools will be used whenever possible;

- Hoarding around site perimeter will reduce impact;
- A system of monitoring and recording procedure and compliance with this CMP will be implemented, with corrective actions identified where necessary;
- Training will be given to staff on best practice;
- Maintaining clean roads and footways (i.e. regular sweeping);
- Banning the use of fires or any form of burning on-site;
- Restriction of drop heights onto vehicles;
- Ensure vehicle engines are not idle and switched off when not in use; and
- Prevention of dust-contaminated run-off water from the site.

3.5 WASTE

- 3.5.1 All operators involved in the construction process will be informed in detail as to how it is proposed to dispose of and manage waste. Contractors will be required to investigate opportunities to minimise waste and where it is unavoidable, the need to maximise the recycling and re-use potential of construction materials will be stressed.
- 3.5.2 No burning of construction waste will be undertaken on the site. Waste compaction methods will be utilised as much as possible to minimise unnecessary disposal trip generation.
- 3.5.3 The destination of waste or other materials removed from the site will be notified to the relevant authority for approval, with waste only deposited at authorised waste treatment and disposal sites.

3.6 CONSTRUCTION TRAFFIC

- 3.6.1 Construction traffic impacts will be mitigated by the following measures:-
- Wheel washing facilities will be provided;
 - Ongoing monitoring of deliveries will be undertaken; and
 - High visibility vests will be worn on-site at all times.

4 SITE DETAILS

4.1 DUTIES AND RESPONSIBILITIES

4.1.1 The duties and responsibilities of those associated with construction include:-

- Knowing the requirements of appropriate safety standards and legislation and ensuring they are applied to all works;
- Ensuring that company procedures are brought to the attention of all workers, prior to work commencing;
- Planning for and maintaining a tidy site and ensuring that the means of access can operate safely, free of obstruction.
- Ensuring that materials and equipment are stored and secured in such ways as to minimise the risk to health and safety of people on-site; and
- Ensuring that nearby residents are informed of site activities and works to be carried out.

4.2 INFORMING RESIDENTS

4.2.1 Notifications to local residents will include:-

- A description of work to be carried out and the amount of disturbance anticipated;
- All steps that have been taken to minimise disturbance; and
- The timing and duration of the work.

4.2.2 In the event of any issues arising, the main points of contact will be:

- Sam Tabiner:
 - Phone: 0115 666 8750
 - Email: samtabiner@inspiredvillages.co.uk
- Josh Morgan:
 - Phone: 0115 666 8750
 - Email: josh.morgan@inspiredvillages.co.uk

APPENDIX A



DO NOT SCALE FROM THIS DRAWING - ALL DIMENSIONS TO BE CHECKED ON SITE. ANY DISCREPANCIES RAISED WITH URBAN EDGE

DRAWING TO BE READ IN COLOUR

LEGEND:

- APPLICATION SITE BOUNDARY FOR RESERVED MATTERS
APPROVAL FOR PHASE 2 & 3 THE DEVELOPMENT APPROVED
UNDER OUTLINE PERMISSION REF. DC/19/1897
- LAND SUBJECT TO PHASE 1 RESERVED MATTERS
APPROVAL REF. DC/22/1503

NOTE:
ALL SITE CONSTRAINTS INDICATED ARE SUBJECT TO DETAILED SITE SURVEYS.

THE SITE BOUNDARY (RED LINE) IS DEPICTED IN ACCORDANCE WITH THE GUIDELINES LAID OUT IN HIM LAND REGISTRY PLANS, PRACTICE GUIDE 40, SUPPLEMENT 5.

THE OUTSIDE EDGE OF THE RED LINES DENOTE THE EXTENT OF THE SITE BOUNDARY. THE THICKNESS IS FOR GRAPHIC REPRESENTATION ONLY.

P03b	DESIGN, BLOCK, CYCLE STORE REVIEW	JE	25.01.24
P03	ASHP, REFUSE AND LANDSCAPING REVIEW	JE	16.11.23
P02	CLIENT AMENDMENT & PARKING REVIEW	JE	07.11.23
P01	CLIENT AMENDMENT	JE	01.11.23
P00	ISSUED FOR REVIEW	JE	18.10.23

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**SENIOR LIVING
(BROADBRIDGE HEATH) LTD**

Project
**PROPOSED CONTINUING CARE
RETIREMENT COMMUNITY
BROADBRIDGE HEATH - PHASE 2/3**

Drawing

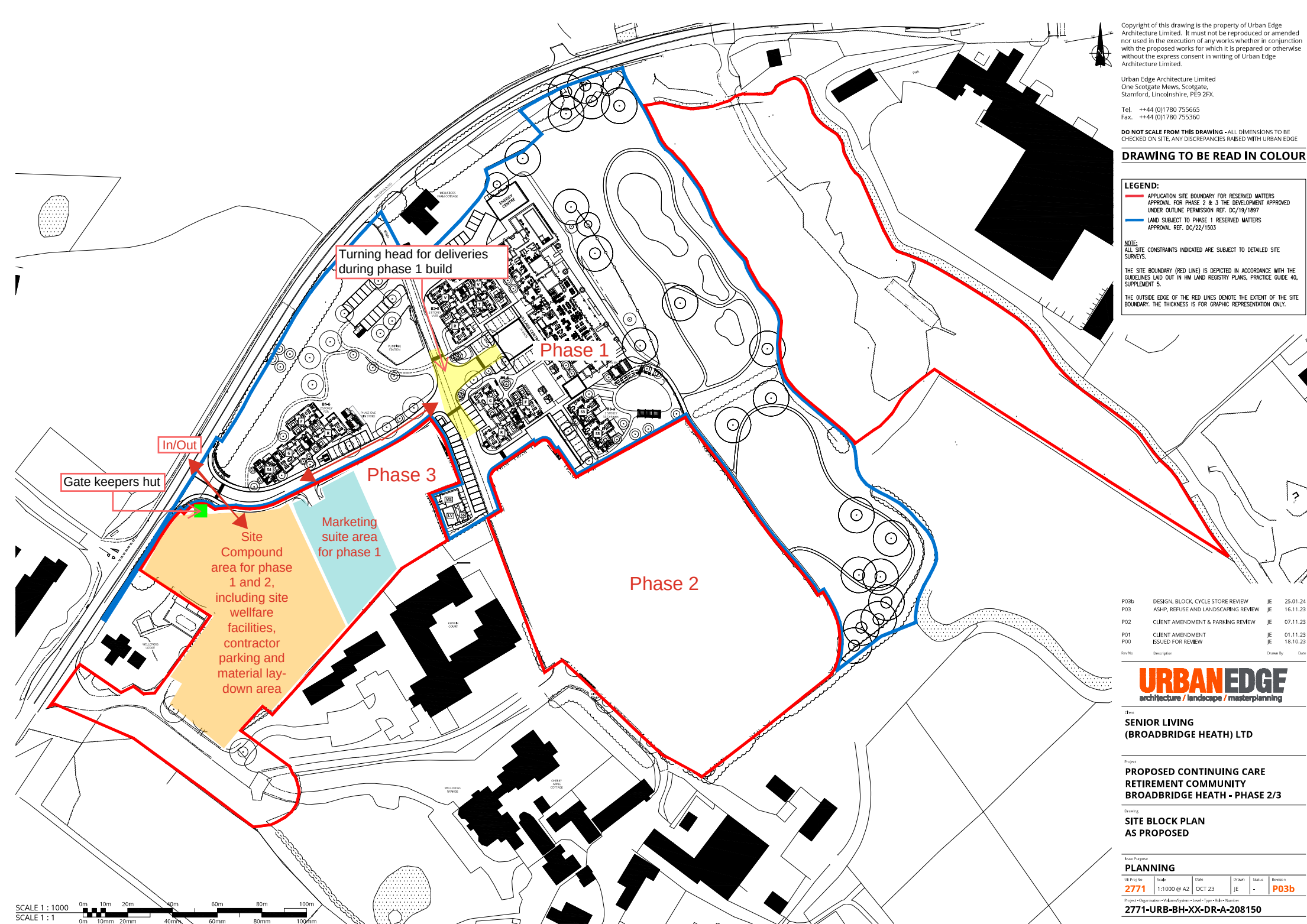
**SITE BLOCK PLAN
AS PROPOSED**

Issue Purpose

PLANNING

UE Proj No	Scale	Date	Drawn	Status	Revision
2771	1:1000 @ A2	OCT 23	JE	-	P03b

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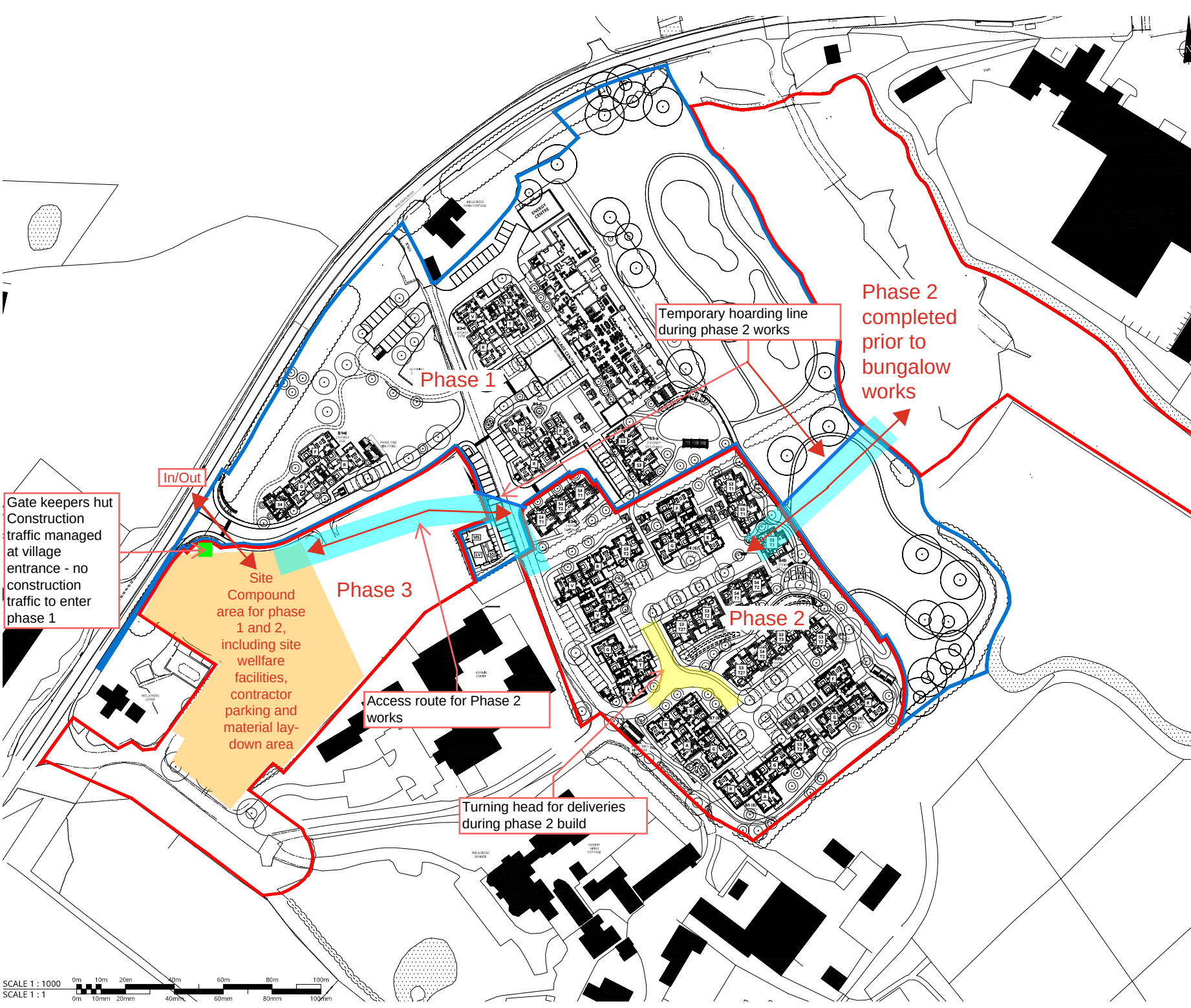
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**SENIOR LIVING
(BROADBRIDGE HEATH) LTD**

Project:
**PROPOSED CONTINUING CARE
RETIREMENT COMMUNITY
BROADBRIDGE HEATH - PHASE 2/3**

Drawing:
**SITE BLOCK PLAN
AS PROPOSED**

Issue Purpose

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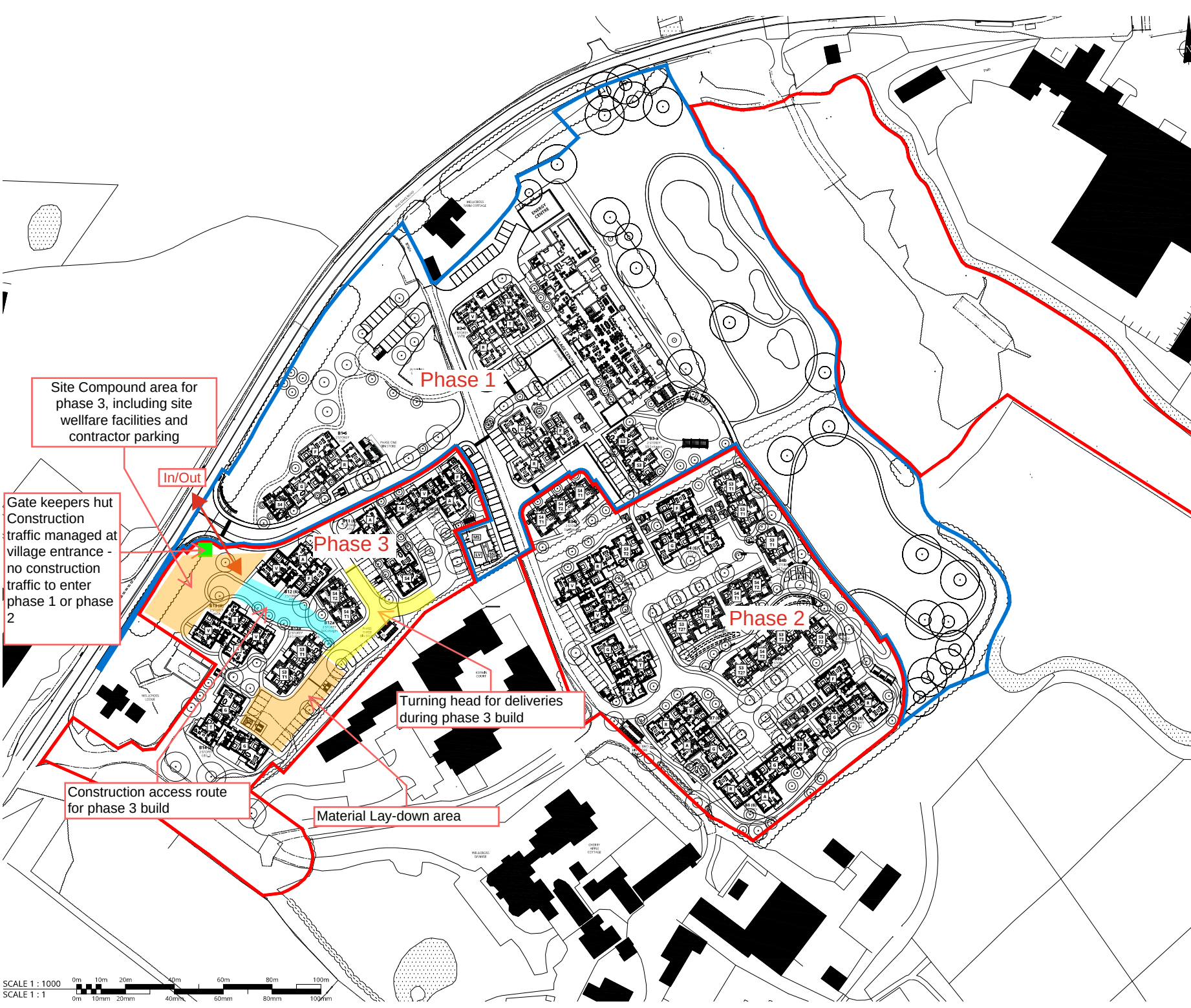
LEGEND:

- Application site boundary for reserved matters approval for phase 2 & 3 the development approved under outline permission ref. DC/19/1897
- Land subject to phase 1 reserved matters approval ref. DC/22/1503

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BROADBRIDGE HEATH - PHASE 2/3**

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**SITE BLOCK PLAN
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