



**BARRATT DAVID WILSON - SOUTHERN  
COUNTIES**

**ROOKERY FARM**

**ROCKY LANE, HAYWARDS HEATH**

**CONSTRUCTION MANAGEMENT PLAN**

**AUGUST 2018**



**the journey is the reward**

**BARRATT DAVID WILSON - SOUTHERN  
COUNTIES  
ROOKERY FARM  
ROCKY LANE, HAYWARDS HEATH**

**CONSTRUCTION MANAGEMENT PLAN**

**AUGUST 2018**

<b>Project Code:</b>	<b>BDWHaywardsHeath.1</b>
<b>Prepared by:</b>	<b>SB/ON</b>
<b>Approved by:</b>	<b>SB</b>
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**Barratt David Wilson - Southern Counties  
Rookery Farm  
Rocky Lane, Haywards Heath  
Construction Management Plan**

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# 1 Introduction

- 1.1 Mayer Brown Limited has been instructed by Barratt David Wilson to prepare a Construction Management Plan to satisfy condition 6 of a planning application in respect of land at Rookery Farm, south of Rocky Lane in Haywards Heath, West Sussex.
- 1.2 An outline planning application (reference DM/16/4496) was submitted in October 2016 to Mid Sussex District Council for development of land to the south of the A272 Rocky Lane to provide 320 residential units, public open space, and a new vehicular access from Rocky Lane. Planning permission was granted in April 2017.

## Planning Obligations

- 1.3 Planning permission was granted subject to conditions, including condition 6, to which this Construction Management Plan relates. The condition states:

*“No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan 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),*
- *a scheme for community liaison and public engagement both before and during construction,*
- *measures to control noise affecting nearby residents (in accordance with BS5228:2014 Code of practice for noise and vibration control on construction and open sites - with particular regard to the noisiest activities, typically piling, earthmoving, concreting, vibrational rollers and concrete breaking);*
- *dust management plan (as per Section 6 of the submitted Hilson Moran Air Quality Assessment Nov 2016);*

- *contact details of site operations manager in case of complaints.*
- *the construction works shall thereafter be carried out at all times in accordance with the approved Construction Environmental Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority.*

*Reason: In the interests of highway safety and the amenities of the area and to accord with policies T4 and B3 of the Mid Sussex Local Plan, policy H2 of the Haywards Heath Neighbourhood Plan and policy DP19 of the District Plan Submission Version 2014-2031.”*

1.4 This Construction Management Plan addresses each of the matters contained within condition 6 in turn. Its purposes are to:

- Minimise risk to the local highway network and motorised and non-motorised highway users during the construction period;
- Reduce the risk of adverse impacts upon sensitive environmental resources;
- Minimise disturbance to local residents and other sensitive receptors; and
- Assist in the reduction of risk and prevention of injury to staff, contractor, neighbours, general public and visitors.

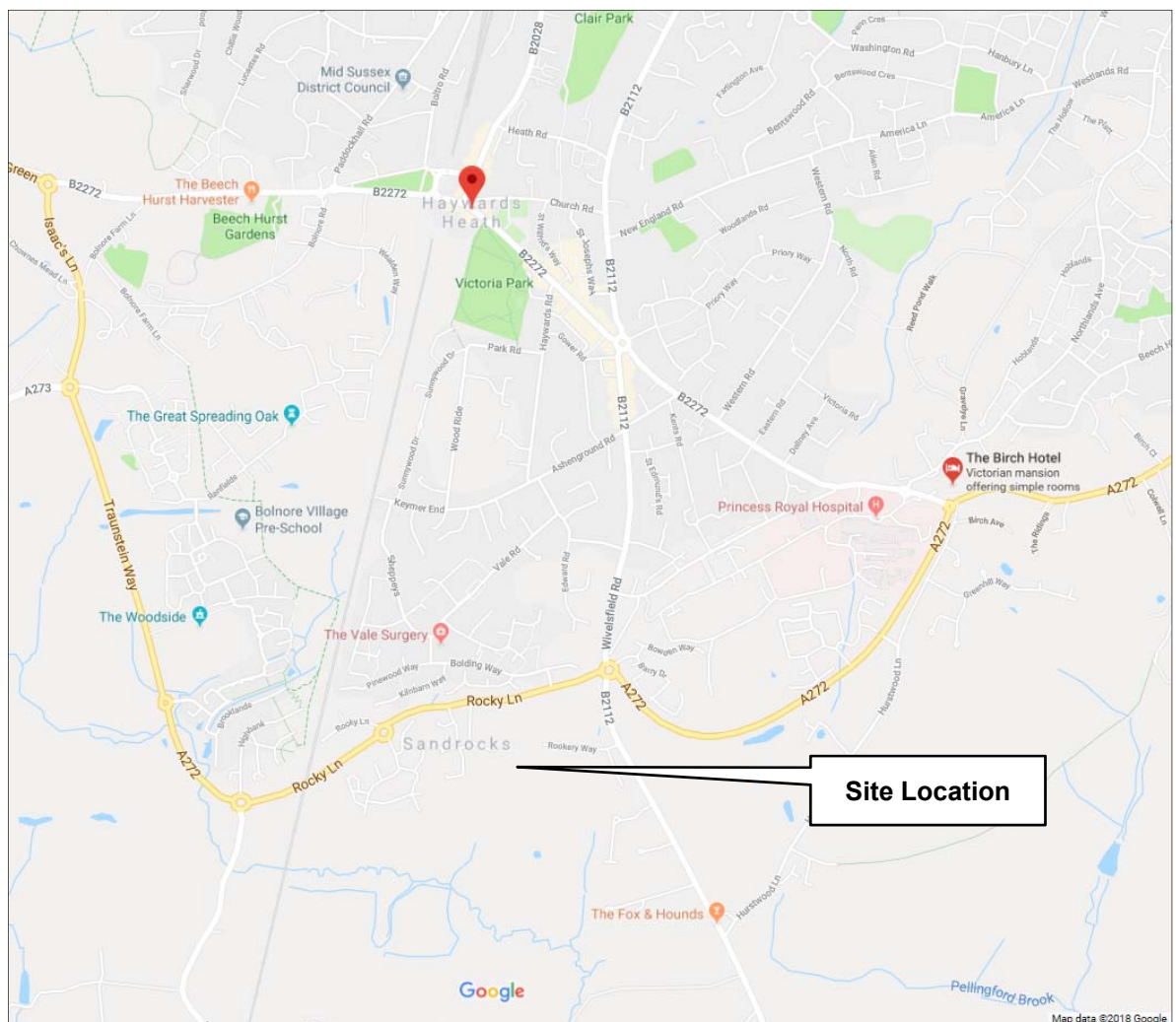
1.5 It is noted that a number of the elements contained within this document will be the responsibility of the appointed contractor, Barratt David Wilson Homes. This document sets out the requirements of the appointed contractor. It will become part of the contract documents and will form an annex to any contracts with sub-contractors.

1.6 The construction works shall be carried out at all times in accordance with the approved Construction Management Plan, unless any variations are otherwise first submitted to and approved in writing by the Mid Sussex County Council.

## 2 Background

### Location

- 2.1 The site is a majority greenfield location situated to the south of the A272 Rocky Lane on the southern outskirts of Haywards Heath. Rookery Farm is located in the centre of the site, with vehicular access gained to it from Rocky Lane. The northern boundary of the site abuts Rocky Lane, whilst the eastern and western boundaries are bordered by residential properties and their gardens. To the south of the site is a wooded area.
- 2.2 Rocky Lane is subject to a 30mph speed limit past the site and there is a signalised pedestrian crossing on Rocky Lane close to the north western corner of the site.
- 2.3 A site location plan is provided at **Figure 2.1**.



**Figure 2.1: Site Location Plan**

2.4 The A272 leads around the southern and western sides of Haywards Heath as a ring road. To the east it leads to the A22 (and A26 beyond) and to the west it provides access to the A23 and beyond to the A3 at Petersfield.

### Construction Works

2.5 This Construction Management Plan intends to aid the delivery of the development throughout the construction period. The approved layout of the development is attached as **Appendix A** to this report. The works to be undertaken are illustrated in the contract drawings and works shall include for, but are not limited to:

- Establish site compound and welfare facilities (details provided below);
- Maintenance of existing drainage and pollution control measures on site;
- Protection of local ecology, where required;
- Management of topsoil and subsoil;
- Provision of sub-base, base and surface courses;
- Provision of surface water drainage;
- Provision of kerbs and footways;
- Provision of lighting columns;
- Foul drainage connections;
- Road marking and signage; and
- Accommodation of existing utilities.

2.6 As required by planning condition 6, no development is to take place, including any demolition works, until a Construction Management Plan has been submitted to and approved in writing by Mid Sussex District Council.

## 3 Vehicle Details and Trips

### Phasing

3.1 The construction of the development is due to commence in October 2018 and is anticipated to finish in November 2022 following a four year construction period. The construction will be undertaken in three distinct phases; the preliminary dates of the phases (which are subject to change) are:

- Phase 1 – October 2018 to August 2020
- Phase 2 – September 2020 to October 2021
- Phase 3 – October 2021 to November 2022

### Vehicle Frequency and Type

3.2 It is estimated that the number of construction vehicles (deliveries/removals) likely to be associated with the works throughout the construction period will be typically 30 HGVs per day. The minimum number of construction vehicles is likely to be in the region of 20 HGVs and the maximum number will be approximately 50 HGVs per day.

### Operational Hours

3.3 The 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/public holidays – no work permitted

3.4 All works relating to demolition, site clearance and construction, including the use of plant machinery on the site, will take place during site working hours only. Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. Furthermore, movements will be coordinated to minimise activity during the weekday morning and evening peak hours when the surrounding movement network is at its busiest, i.e. typical commuter and school related travel times. This will be achieved by discussions with suppliers and subcontractors so that most deliveries are between the hours of 09:00 to 15:30 and 16:40 to 18:00. The main exception to this would be for time-critical activities, such as concrete pours where supply of material would be required to maintain progress of construction on site.

3.5 The times of deliveries will be attached to Material and Subcontract orders and will also be discussed and identified in Pre-Contract meetings.



## 4 Access and Routing

### Access Arrangements

- 4.1 The site will be accessed via a new priority junction on the A272 Rocky Lane which has been partly constructed with exception of the central pedestrian refuge island, which will be constructed at a later stage to allow larger construction vehicles to access the site. The junction layout includes a ghosted right turn lane into the site, with all movements permitted except right turns out of the site. Any vehicles wishing to travel east when leaving the development can still do so but would be required to turn left out of the site access and then U-turn at the Rocky Lane/Rocky Drive roundabout approximately 300m to the west of the site.
- 4.2 All construction vehicles will travel to the site via the A272 Rocky Lane which is subject to a 30mph speed limit. Details of the routing of construction vehicles are provided below.
- 4.3 Vehicle swept path plots have been undertaken to ensure that the construction vehicles can enter and exit the access from Rocky Lane in a forward gear; a 19m length low loader has been used as this is considered to represent a “worst case” in terms of the size/type of vehicle needing to access the site. The swept path plot drawings numbered BDWHAYWARDSHEATH.1/TK01 and TK02 are provided in **Appendix B** to this report.
- 4.4 All access and egress points to the site will be kept clear at all times to ensure that construction vehicles and emergency services are able to enter and exit without delay. All vehicles will be required to drive straight into the site; no reversing into the site will be permitted and drivers will be informed of this requirement prior to travelling to the site.
- 4.5 Given the close proximity of residential accommodation, control of construction traffic will take a key role. A traffic management plan will be implemented on site with reduced speed limits in effect. All site operatives will be briefed upon entering the site.

### Signage

- 4.6 A temporary road sign application will be made to allow the installation of signage on the A272 Rocky Lane to caution drivers of the approaching site entrance.

### Pedestrians

- 4.7 Pedestrian routes through the site will be separate from the site traffic routes and the on-site turning area will be located separate from pedestrian routes through the site, to ensure pedestrian safety.

### Site Compound

- 4.8 A compound will be provided throughout the construction period which will be located in the central area of the site. Access to the compound will be gained via the main site access on the A272 Rocky Lane and via the internal site access road.
- 4.9 Later in the development, the site compound will be relocated to the south of the site to assist construction of that part of the site.
- 4.10 Pedestrian security gates will be present at the entrance to the compound.
- 4.11 Further details of the site compound are set out throughout this report.

### **Routing**

- 4.12 A construction vehicle routing plan is provided in **Appendix C**. Drawing number BDWHAYWARDSHEATH.1/01 illustrates the route that will be taken by vehicles arriving at and departing from the site. To ensure that the local highway can accommodate the weight and width of construction vehicles and to minimise potential neighbourhood disruption, the route specified for all deliveries and contractors will be from the A23 to the west, via the A272 eastbound and south around Haywards Heath, then into the site from Rocky Lane.
- 4.13 The A23 provides access north to the M23 motorway (and M25).
- 4.14 The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian activity as far as possible and avoid undue interference with the safety and operation of the surrounding movement network.
- 4.15 In the event that access to the site cannot be achieved via the route specified above, an alternative route could be taken from the A23 (at the Hickstead off-slip) via the A2300 eastbound to the A273 ring road, eastbound around the northern side of Burgess Hill, then northbound on the A273 Isaac's Lane to join the A272 on the south western side of Haywards Heath. This alternative route is also illustrated in drawing number BDWHAYWARDSHEATH.1/01 in **Appendix C**.
- 4.16 If necessary, construction vehicles will be held within the site to minimise the number of such vehicles on the local road network at any one time. The site manager and designated foreman will oversee this.
- 4.17 The routes of deliveries will be attached to Material and Subcontract orders and will also be discussed and identified in Pre-Contract meetings.

## 5 Parking

- 5.1 As stated in section 4, a compound will be provided within the site throughout the construction period. The compound will include dedicated areas for the parking of operatives' and visitors' vehicles, including dedicated spaces for site management. Approximately 100 car parking spaces will be provided. Separate areas for the parking of operatives' and visitors' vehicles will be provided in the compound and for construction vehicles within the site.
- 5.2 The on-site parking, turning facilities and site compound area, including staff welfare facilities (detailed later in this report), will be established and appropriately signed within one week of the commencement of development to ensure good practice from the outset.
- 5.3 All parking will take place within the designated parking areas on site. No parking will be permitted on any adjoining roads. The site manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site.

### Site Close-Down

- 5.4 Once construction of the development is approaching completion, temporary site close-down parking will be provided.

## 6 Loading and Unloading

- 6.1 All loading and unloading will take place within the site to ensure public safety outside the site. The site compound will include an area for the turning of vehicles and all suppliers will be informed of the protocol regarding deliveries and collections.
- 6.2 Construction vehicles will be prevented from waiting, standing, queuing upon and loading/unloading from the surrounding movement network through the implementation of the following measures:
- Construction vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours so that vehicles only arrive when the site is open (detailed in section 3);
  - No waiting, parking, loading or unloading will be permitted on any roads adjoining the development, including the A272 Rocky Lane. This will ensure pedestrian safety within the vicinity of the site;
  - As stated in section 5, the site manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site and all vehicular parking will be confined to a designated on-site parking area (details of parking are set out in section 5 of this report);
  - All loading/unloading will take place within the site;
  - All access and egress points to the site will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay; and
  - All construction vehicle drivers will be informed of the above procedures prior to travelling to the site.
- 6.3 BDW will ensure that all contractors are provided with the above information.

### Management of Waste

- 6.4 Construction waste is a form of controlled waste. As such, the storage, transport, handling and disposal of such waste will only be handled by competent operatives who have been authorised by a competent body. The project will be registered with the Environmental Agency and registration details will be issued to all contractors.
- 6.5 An area for the storage of waste will be provided within the site in clearly signed and appropriately sized containers. To ensure pedestrian safety these will be located away from on-site pedestrian movements. Furthermore, they will be located clear of the vehicular route through the site.

6.6 Powerday waste removal company will be responsible for the removal of all waste from the site. Records of waste removals will be issued and retained by Barratt David Wilson.

## 7 Storage

### Storage Facilities for Materials and Plant

7.1 The site compound will include materials storage and waste areas, as follows:

- A materials store (gated);
- A separate heavy materials store; and
- An area for the storage of waste.

7.2 In addition, small plant and equipment will be placed in the compound overnight.

7.3 As stated in section 5, the on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed within one week of the commencement of development to ensure good practice from the outset.

### Management

7.4 Where possible, material deliveries will be arranged on a 'Just In Time' basis in order to minimise the amount of materials required/stored on site.

### Staff Facilities

7.5 The site compound will contain staff welfare facilities, including temporary offices, (and the site manager's office), a staff canteen, a drying room and male and female WCs.

## 8 Security Hoarding

- 8.1 Security hoarding will be erected prior to the commencement of works on-site. The hoarding will be positioned clear of the highway so as not to cause physical obstruction or impede vehicular or pedestrian sightlines.
- 8.2 On-site security will be constantly maintained. The perimeter of the site will be secured by a combination of 2.0m high Heras fencing and 2.0m high timber fencing. On establishment of the site, metal gates will be erected at the site entrance. Where necessary the perimeter fencing will be reinforced with Heras fencing to improve the site perimeter security. Fencing will be frequently inspected, repaired and repainted as necessary.
- 8.3 Outside of the operational site hours detailed in section 3, if deemed necessary, mobile security controls will be put in place to ensure the site is patrolled on a regular basis or CCTV cameras will be installed at strategic positions to provide coverage of the site.
- 8.4 The site will be lit during hours of darkness with street columns which will be built and turned on as each part of the development is constructed. Temporary lighting will also be installed around the sales arena.
- 8.5 The site compound will be fenced in to make it secure.

## 9 Mitigation

### Road Sweeping

- 9.1 A road sweeping vehicle will be operational for up to five days per week throughout the construction period in order to minimise debris on the public highway.



## 10 Community Liaison

- 10.1 Liaison with local residents is a key consideration for Barratt David Wilson. Barratt David Wilson will appoint the site manager as the neighbourhood liaison officer and the site manager will be the named representative for contact with the community as the project progresses.
- 10.2 The first Community Liaison Meeting was undertaken on 3<sup>rd</sup> July 2018 at The Function Suite, Clair Hall, Perrymount Road in Haywards Heath (postcode RH16 3DN).
- 10.3 Barratt David Wilson continuously monitor the best means to report current site progress and relevant updates to the local community. A noticeboard will be located outside the site which will provide details of current and anticipated works, in addition, alternative methods of reporting information, for example, the use of a website or a newsletter may also be provided.
- 10.4 Barratt David Wilson will conduct community liaison meetings every 3 months during the early stages of construction, and every 6 months thereafter.
- 10.5 Prior to the commencement of the Section 278 and construction works, and for any significant work activities on site (e.g. drainage and service connections), all neighbours will be notified via a letter drop. The letters will set out details of the work that are to be undertaken, together with contact details for the key Barratt David Wilson personnel involved with the works.
- 10.6 If necessary, resident meetings will be arranged so that there is a forum available for relevant matters to be raised directly with the Barratt David Wilson team.

### **Signage for the General Public**

- 10.7 Signs will be displayed to indicate any changes to pedestrian routes around the site. Where practical and safe, observation panels may be provided for public interest.

## 11 Noise

- 11.1 As stated in section 3, all construction works on the site will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 09:00 to 13:00 on Saturday.
- 11.2 Barratt David Wilson will comply with the requirements of the Control of Vibration at Work Regulations 2005 and British Standard 5228 (BS5228) 'Noise and Vibration Control on Construction and Open Sites' (2009). Assessments will be undertaken in order to determine the potential for vibration production and the impact on the neighbouring buildings. Suitable mitigation measures will be introduced where the site team can reasonably remove the need for vibration works.
- 11.3 Planning condition 11 requires details of acoustic protection. The October 2017 Sound Insulation Assessment, produced by Mayer Brown Limited, has been submitted in support of the discharge of condition 11 and refers to the inclusion of trickle vents within the development.

### Noise Mitigation Measures

- 11.4 Mitigation against noise, where reasonable, will include the use of the quietest plant that can be used for the task, for example, sound reduced compressors, muffled pneumatic equipment, vehicle exhaust silencers etc. Regular checks will be undertaken to ensure that the plant is in good working order and well-maintained, for example, greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced etc.). Where practicable, electrically powered plant, rather than petrol/diesel driven, will be used. All plant will operate at low speeds, where possible and will be shut down when not in use.
- 11.5 Temporary screening will be provided around plant, equipment or work activities to minimise off-site sound propagation.
- 11.6 Non-percussive working methods will be used, where practicable. This is considered to be particularly important for any work stages on structures adjoining or in very close proximity to neighbouring properties (to minimise the risks of 'structure-borne' sound transfer).
- 11.7 The general arrangement of the site layout will be optimised to locate noise generating activities as far as possible away from sensitive receptors, including the location of vehicle loading/unloading areas.

- 11.8 Should noise levels not be sufficiently reduced, then noise barriers as recommended by the British Standard documents will be followed.
- 11.9 All workers on site will be made aware of the need to keep noise and disruption from plant, radios and vehicles to a minimum. Site managers will ensure this is conveyed as part of the initial site induction and will be maintained with good site management. Should any noise levels become unacceptable, tool box talks will be used to ensure all site personnel are aware of environmental constraints.
- 11.10 The following activities have been identified for potential noise and vibration impacts. All subcontractors will be responsible for monitoring and implementing prevention methods to mitigate the impact:
- Vehicle movements – when idle, all construction vehicles will be required to have their engines switched off and vehicles will be unloaded in an appropriate and considerate manner to minimise noise impact. Furthermore, site traffic will be controlled and access routes will be set up away from sensitive receptors;
  - Concrete pours – as far as possible noise levels will be kept to a minimum; and
  - Brick/concrete cutting – a screened acoustic enclosure will be set up on site.
- 11.11 If noisy works are required/planned, in accordance with best practice, consent for the works will be obtained under Section 61 of the Control of Pollution Act.

#### **Vibration Mitigation Measures**

- 11.12 All piling will be monitored as the site progresses in order to reduce noise and vibration impacts on existing buildings and residents. Barratt David Wilson aims to reduce vibration, where possible, and driven piling will only be used where it is a necessity and is away from sensitive areas. Where other forms of piling are required, these will be mitigated on the basis of vibration monitoring.

## 12 Dust Management

12.1 The production of dust emissions will be minimised and/or controlled in order to reduce the impact on local residents, members of the public, construction personnel and ecological receptors. When making assessments, the site management team will consider the Control of Pollution Act 1974, planning policy guidance and the requirement of the Control of Substances Hazardous to Health (COSHH).

12.2 Measures taken to minimise dust emissions will include the following:

### Earthworks:

- Scabbling (roughening of concrete surfaces) will be avoided, where possible;
- The carrying out of any earthworks during dry weather will be avoided, if reasonably practicable having regard to programme and contracting arrangements for the relevant works. Alternatively, it will be ensured that water is appropriately used to control dust;
- A permanent hardstanding will be provided for the construction access to prevent dust gathering on the surface; and
- Excavated mounds will be covered to minimise dust.

### Construction:

- It will be ensured that sand and other aggregates are stored in bunded areas and are not allowed to dry out unless required for a particular process;
- Large quantities of cement, grouts and other similar materials will be mixed in enclosed areas remote from site boundaries and potential receptors;
- Bulk cement (if applicable) and other fine powder materials will be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- For small supplies of fine powder, bags will be sealed after use and stored appropriately to prevent dust;
- The site will be secured using Heras panels/tree protection fencing with monoflex to prevent dust leaving the site, and the site access gates will be closed for the duration of the activity;
- An imposed speed limit of 5mph around the site will be observed to keep dust movements to a minimum;
- Road sweepers will run up to five times a week to remove any debris from the roads;

- All skips will be kept covered when exiting the site to reduce the possibility of any dust arising;
- All cutting equipment will be fitted with dust suppression systems;
- No blasting or explosives will be used on site; and
- Mechanical road sweeps (fitted with water bars) will be used every time the road is cleaned. The roads will be cleaned regularly during the working activities in order to reduce dust gathering on the surfaces both within and external to the development site. Dry sweeping will be avoided.

## 13 Contacts

13.1 The contact details of the appointed Senior Site Manager are as follows:

- Name: Andy Jacobs
- Company: Barratt David Wilson Homes
- Telephone number: 07584 800241
- Email address: [andy.jacobs@bdwhomes.co.uk](mailto:andy.jacobs@bdwhomes.co.uk)

## 14 Summary and Conclusion

- 14.1 Mayer Brown Limited has been instructed by Barratt David Wilson to prepare a Construction Management Plan to satisfy condition 6 of a planning application in respect of land at Rookery Farm, south of Rocky Lane in Haywards Heath, West Sussex.
- 14.2 This Construction Management Plan addresses each of the matters contained within condition 6 in turn and demonstrates:
- Construction works on the site will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 09:00 to 13:00 on Saturday and movements will be coordinated to minimise activity during the weekday morning and evening peak hours when the surrounding movement network is at its busiest;
  - Vehicle swept path plots demonstrate that construction vehicles can enter and exit the site access from the A272 Rocky Lane in a forward gear; no reversing into the site will be permitted;
  - A site compound will be provided during the construction period;
  - A routing plan for construction vehicles is provided and the procedure for the management of such vehicles is set out;
  - All parking will take place within the designated parking areas on site;
  - All loading and unloading will take place within the site to ensure public safety outside the site and construction vehicles will be prevented from waiting, standing or queuing upon the surrounding movement network;
  - The site compound will include dedicated materials storage and waste areas and where possible, material deliveries will be arranged on a 'Just In Time' basis in order to minimise the amount of materials required/stored on site;
  - Security hoarding will be erected around the site prior to the commencement of works and the site compound will be fenced in to make it secure;
  - A programme of community liaison and public engagement will be undertaken;
  - Measures will be put in place to control any noise and vibration resulting from the construction works;
  - Measures that will be put in place to mitigate the impact of dust during construction; and
  - Contact details of the site operations manager are provided.
- 14.3 On the basis of the above, it is requested that planning condition 6 be discharged.

## **APPENDIX A: Proposed Layout Plan**

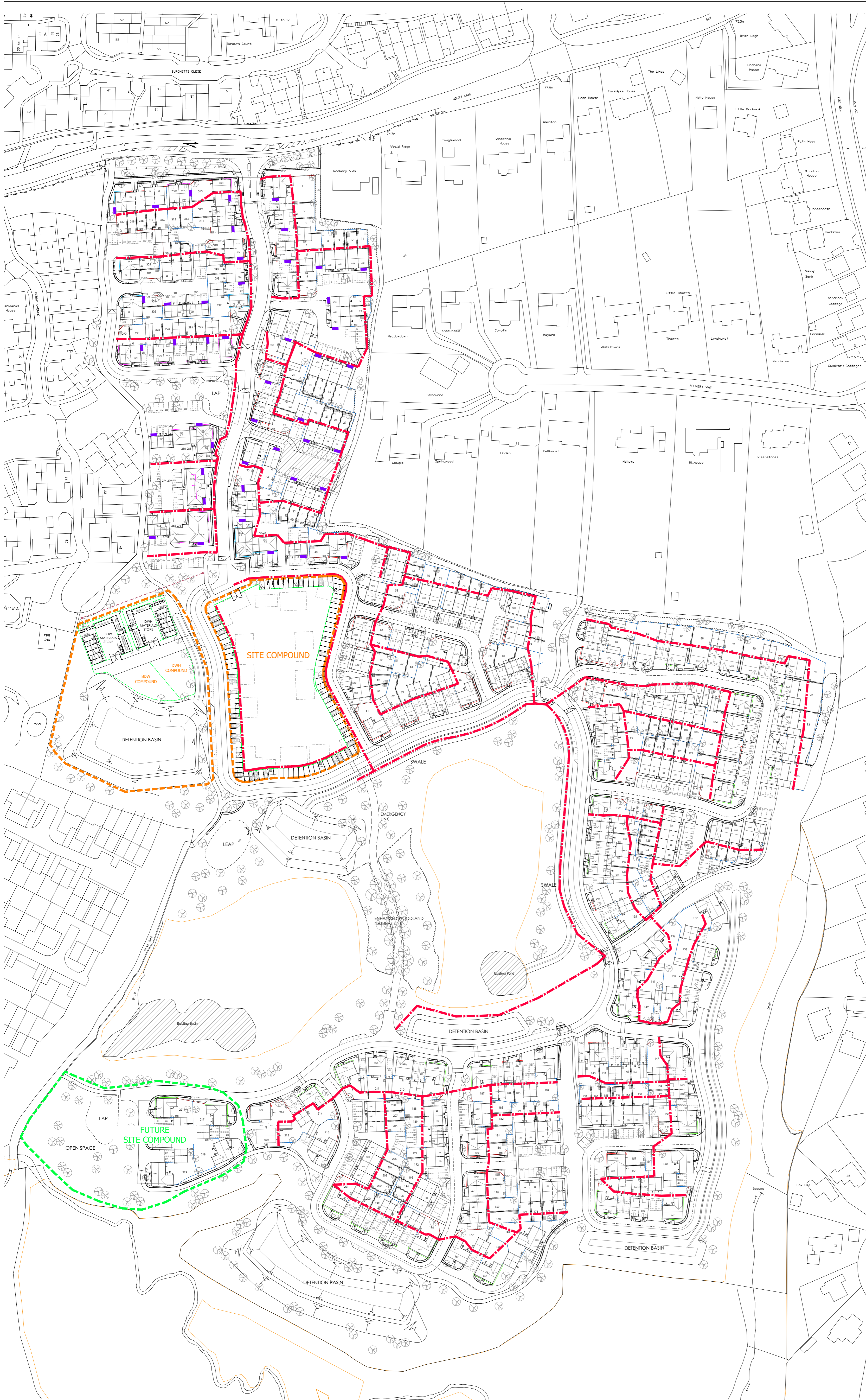
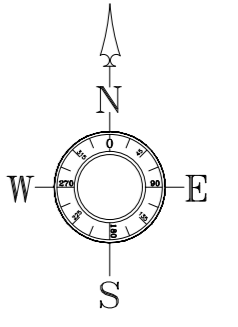


**LEGEND**


 Pedestrian Walkway

 Loading Bays

 Foul water sewer



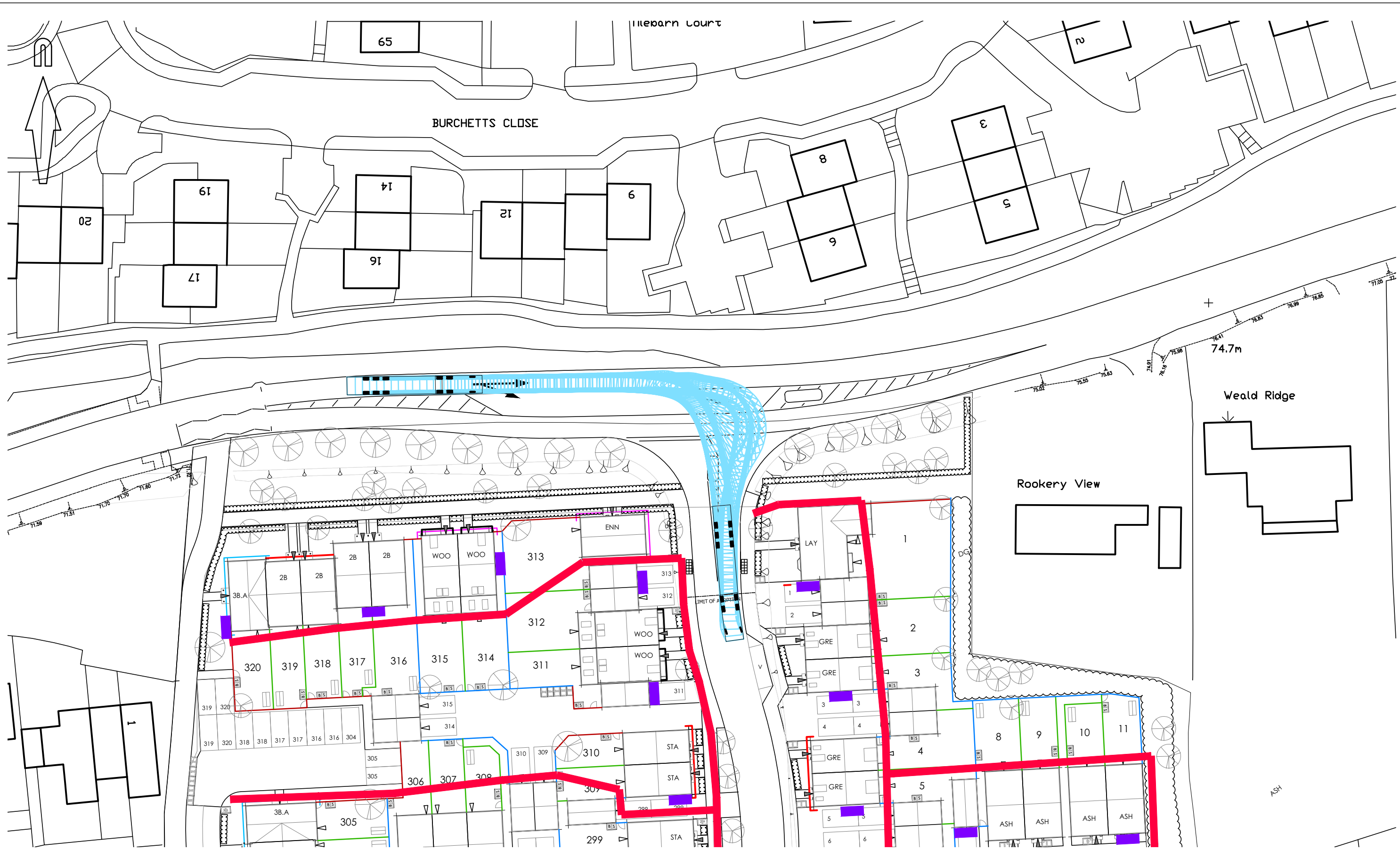
Rev	Date	Description	Drawn	Checked
A	04.06.18	Site Compound / Parking revised	KS	


 Barratt Southern Counties  
 Barratt House, Walnut Tree Close  
 Guildford, Surrey GU1 4SW

Project Name **Rookery Farm  
Rocky Farm Haywards Heath**  
 Drawing Title **Construction & Site Setup**

Drawn by	Checked by	Barratt Southern Counties Drg No		Rev
KS	BH	7441	09c SIT 01	A
Date Created	Orig. size	Scale		
05.03.18	A1	1:1000		

## **APPENDIX B: Swept Path Plot Drawings**



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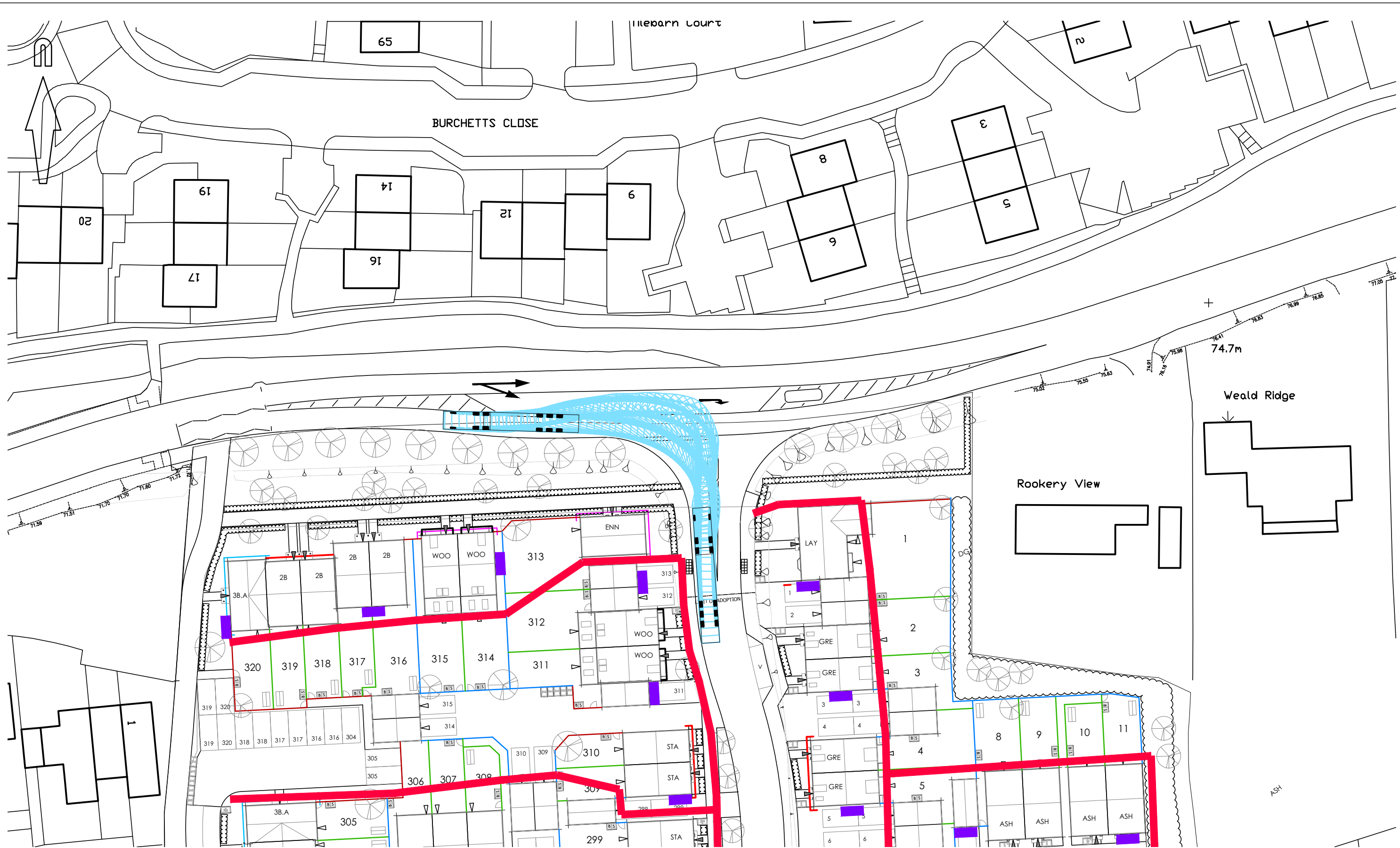
client  
**BARRATT DAVID WILSON HOMES**

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project  
**RESIDENTIAL DEVELOPMENT, ROOKERY FARM**

title  
**19m LOW LOADER ENTERING SITE**

scale	1:500 @ A3	drawn by	OAN	checked by	SHB
date	AUGUST 2018	cad file	TK01-TK02.DWG		
drawing number	BDWHAYWARDSHEATH.1/TK01			rev.	



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**BARRATT DAVID WILSON HOMES**

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project  
**RESIDENTIAL DEVELOPMENT, ROOKERY FARM**

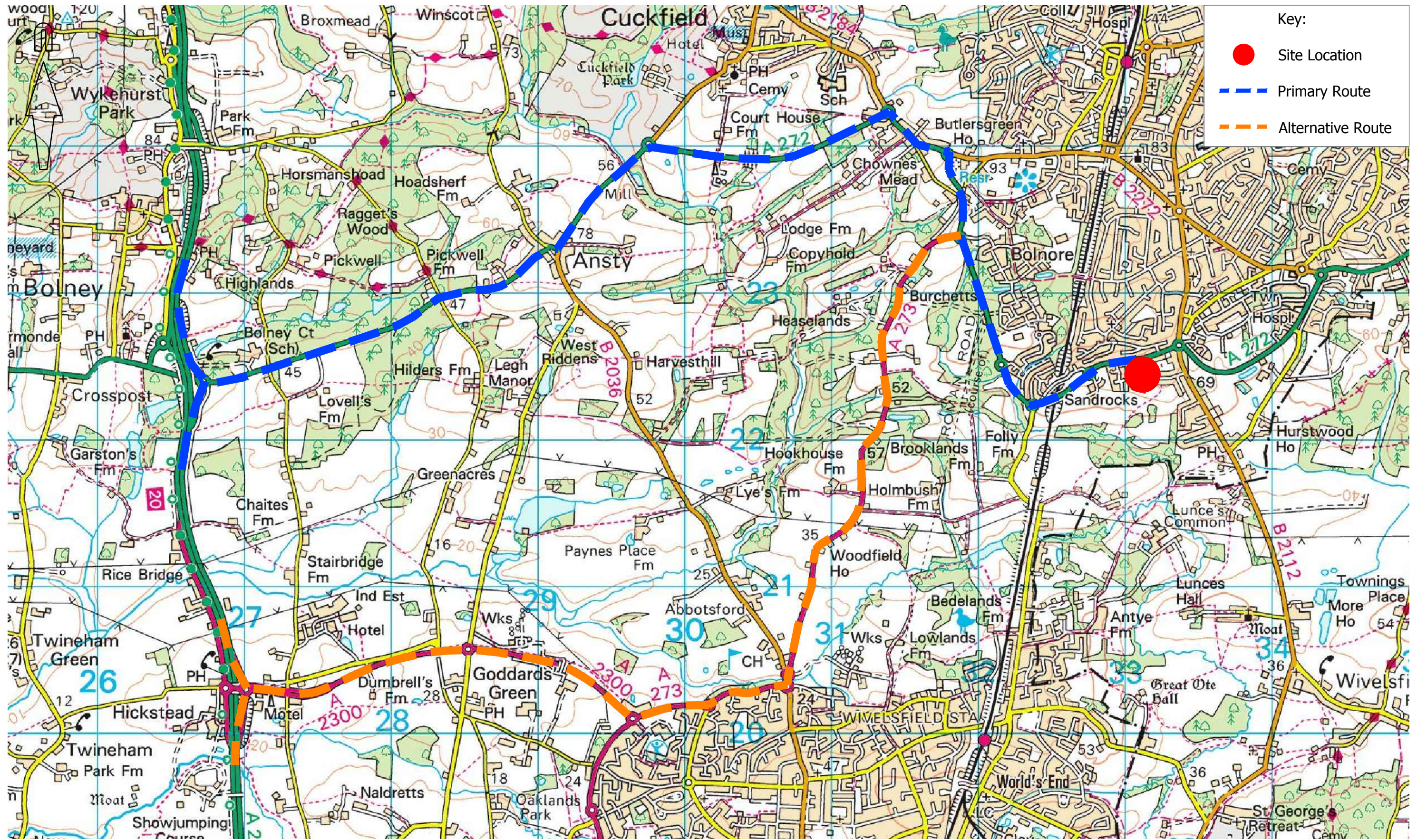
title  
**19m LOW LOADER EXITING SITE**

scale 1:500 @ A3 drawn by OAN checked by SHB

date AUGUST 2018 cad file TK01-TK02.DWG

drawing number **BDWHAYWARDSHEATH.1/TK02** rev.

## **APPENDIX C: Construction Vehicle Routing Plan**



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project  
RESIDENTIAL DEVELOPMENT, ROOKERY FARM

title  
CONSTRUCTION ROUTING PLAN

scale NTS @ A3 | drawn by OAN | checked by SHB

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