

Construction Method Statement
(including Construction Traffic Management Plan)
for
Land at Woodgate Nurseries, Lidsey Road, Woodgate

Application Ref. AL/89/24/OUT

Rev. A Dated 31.07.2026



The Construction Method Statement (including Construction Traffic Management Plan) has been prepared to discharge Conditions 32 and 33 of Planning Permission Ref. AL/89/24/OUT. The Statement covers the following aspects:

1. Construction Phasing
2. Site access arrangements
3. Details of provision of parking and turning for site operatives and visitors
4. Loading and Unloading
5. Storage of Materials
6. Security and Displays
7. Measures to prevent mud from vehicles leaving site during construction works – Wheel Washing
8. Controlling emissions of dust, fumes and dirt
9. Hours of work on-site
10. Condition Survey of Existing Highway
11. Tree Protection Plan
12. Construction Traffic
13. Public Engagement
14. Number, size, type and frequency of vehicles to be used during the construction
15. Floodlighting and security lighting
16. Code of Construction Practice
17. Construction Noise Impact
18. Soil Resources Management

Appendices

Appendix A – Construction Management Plan

Appendix B – Proposed Temporary Construction Overview

Appendix C – Construction Access Swept Path Analysis

Appendix D – Permanent Construction Access Arrangements

Appendix E - Proposed Access Arrangement for Sales Area

Appendix F – Standard Site Compound

Appendix G – Approved S278 Highway Works

1. Construction Phasing

The site will be constructed over an estimated programme of just over 3 years from commencement to completion. This is based on an anticipated build rate of 50 plots per year, following the enabling and demolition phase of works. The external environment will be completed progressively prior to any adjacent plots being occupied. The site will be secured via hoarding, Heras fencing on posts (or similar). Public engagement as detailed in Section 13 will be carried out prior to commencing works.

2. Site Access Arrangements

It is proposed the initial site construction access will be provided via the existing access road serving the Lidsey landfill site, which is within the ownership and control of the applicant, as shown at Appendix A. An assessment of the proposed access for the temporary construction access has been undertaken by Highgate Transport, with Proposed Access Overview drawing and Swept Path analysis included at Appendix B and C, respectively.

To facilitate the temporary haul road, a small section of hedgerow will require removal and a temporary culvert installed across the field ditches, as shown on the Proposed Construction Access Overview drawing at Appendix B. Vegetation clearance works will be undertaken under the supervision of a suitably qualified ecologist. The hedgerow will be fully reinstated following the removal of the temporary access road.

The temporary culvert shall be designed to maintain drainage flows within the ditch. The applicant will liaise with West Sussex County Council, Local Lead Flood Authority in advance of any works, and where necessary, the appropriate consent will be obtained from the relevant authority prior to the commencement of any culverting works. Upon completion of the works, the temporary culvert shall be removed.

Permanent access to the site from the A29 Lidsey Road will be provided via an extension of the spine road approved under planning permission AL/70/23/OUT and AL/129/21 OUT. Reserved Matters approval has been granted for application AL/129/21/OUT (ref. AL/143/24/RES), and a Reserved Matters application for AL/70/23/OUT has recently been submitted and is currently under consideration.

Once the approved infrastructure works have progressed sufficiently, including completion of the Section 278 highway works to form the junction with the A29 Lidsey Road, the alternative construction access shown at Appendix D will be utilised.

In both scenarios, AA directional signage will be installed along the approved access route to guide construction traffic to and from the site.

Regarding sales traffic, a dedicated sales access has been designed, to ensure complete separation between sales-related vehicle movements and construction traffic. The Proposed Access Arrangement for Sales Area with Swept Analysis is included at Appendix E.

The arrangement comprises an in-only access via the existing nursery entrance and a temporary exit-only access using the existing field access to the north. The temporary surfacing for the sales access shall be made good and reinstated after the sales area use.

The level of traffic anticipated to use the exiting access would be comparable, if not lower than the extant use of the site, which includes three glasshouses and two residential dwellings. These buildings will be demolished as part of the site preparation works.

The dedicated sales access shall be clearly signed to ensure it is used exclusively by sales visitors and staff. As shown on the Construction Management Plan at Appendix A, Hoarding (or similar) shall be erected to physically segregate the sales area from the construction site.

3. Details of provision of parking and turning for site operatives and visitors

All site operatives and visitors associated with the construction works will be directed to the site compound car park to park their vehicles, located adjacent to the construction compound. A Standard Compound Layout is provided at Appendix F.

The proposed parking area will accommodate up to 42no car/lightweight vehicles and 3 no. long vehicles. A turning head/circle will be provided adjacent to the parking area to facilitate safe maneuvering of vehicles. A temporary compound may be established initially to facilitate the initial site preparation and demolition works.

Sales-related traffic movements will be via a dedicated access shown on the Proposed Access Arrangement drawing in Appendix E. Details of the temporary sales area and parking areas shall be submitted as part of the Reserved Matters application. However, the temporary sales is proposed to be located within the area hatched area orange on the Construction Management

Plan at Appendix A. Approval of the principal of this arrangement is sought at this stage to facilitate the initial site preparation and overall set-up strategy.

4. Loading and Unloading

All contractors will be issued instructions to include the approved construction method and management details. If there is any non-conformance with the arrangements, then this will be raised with the contractors management as appropriate.

Please refer to Appendix A showing the material storage location. Loading and unloading will take place within or adjacent to this area. Other storage may be required external of the area designated. Temporary hardstanding will be provide for these areas.

5. Storage of Materials

Materials will be stored close to the compound area for ease of access in the location shown in Appendix A. This has purposely been placed at the back of the site to avoid access issues and to minimise construction traffic stopping in residential areas as the build progresses.

6. Security and Displays

The site will be secured with fencing (Heras or similar) with information display boards close to the site entrance. Boards and fencing will be set back at least 3m in order to protect the visibility splays of emerging vehicles and not impeded the ability of vehicles.

Hoarding (or similar) will also be erected to separate the temporary sales area from the construction access with a gated access. Please refer to Appendix A for further details.

7. Measures to prevent mud from vehicles leaving site during construction works – Wheel Washing

To keep wheels clean on vehicles that are exiting the site, there will be provision for a jet wash at both the initial and permanent site entrances to be used when necessary to prevent mud spreading. This will help keep levels of mud on Lidsey Road to an absolute minimum.

The provision of a road sweeper will also be made available as necessary to ensure any mud/debris is cleared from roads, should the jet was facility not provide sufficient cleaning of vehicles leaving the site.

8. Controlling emissions of dust, fumes and dirt

Particular care shall be required to maintain dust emissions at a practicable minimum when working in the vicinity of residential properties and environmentally sensitive areas. Best practice mitigation shall be required during dry conditions.

Dust reduction measures shall include:

- Careful management of earth stockpiles
- Wet cutting of masonry
- Sheeting of vehicles transporting materials to and from the site
- Limiting the speed of general vehicles within the site to 10mph
- Surfacing of the haul roads as soon as possible in the programme
- Haul roads to be regularly cleansed
- Visual monitoring would be carried out at sensitive locations on a daily basis
- Dampening of roads during dry weather

By using effective dust mitigation techniques, including good site planning, the potential for dust emissions to arise at a construction site and impact surrounding receptors can be minimised.

The potential for dust to arise during the ground breaking, earth moving and excavation stage of the construction is highly weather dependent. If carried out in dry weather, increased water spraying may be required to ensure the surface material remains damp. In wet weather greater attention would be paid to vehicle cleaning to ensure significant quantities of mud are not trafficked onto local roads, which once dry can become a significant source of dust.

Throughout the construction period, care would be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site. Drop heights, when loading and unloading materials, would be minimised. All dusty loads would be sheeted appropriately. Dried mud and dust carried onto roads by lorries and other machinery can be a significant source of dust. The Site Manager would ensure that the hard surfacing of heavily used areas and adjacent public roadways are regularly cleaned.

Once the actual building of the development commences there is less potential for significant emissions of dust from the site, although emissions may still arise from the storage of dusty

materials. Generally, storage compounds would be screened, both for security and to prevent wind whipping. In addition, there are certain construction activities that are inherently dusty and would require additional controls e.g. stone or brick cutting. Such activities may require local screening or the activities may be limited to certain areas or time periods in order to limit impacts.

Specific measures to prevent dust shall include the following practices:

- The provision of easily cleaned hard standings for vehicles
- The regular cleaning by brushing and water spraying of heavily used hard surfaced areas
- The provision of wheel washing facilities or high pressure hose to ensure all vehicles leaving the site are in a satisfactory state of cleanliness
- Dusty materials stockpiles and dusty activities such as stone cutting and grinding to be sited away from the site boundary and/or effectively screened where practicable.

9. Hours of work on-site

No demolition/construction activities shall take place other than from 08:00 – 18:00 (Monday to Friday) and from 08:00 to 13:00 (Saturday) with no noise work (defined as not involving any machinery/plant) on Sunday or Bank/Public Holidays.

In addition, there will be no external working an hour before, during and an hour after sunset or sunrise even if those times fall within the above time periods.

Deliveries of materials/heavy machinery will be restricted to the times advised in Section 10.

10. Condition Survey of Existing Highway

Prior to commencing construction works a photographic record survey of the existing highway shall be taken for the full extent covering the Lidsey Road S278 Works. The Contractor will liaise with West Sussex County Council (WSCC) prior to commencement of the S278 Works.

During the construction phase, regular inspections shall be undertaken to ascertain the condition of the leading roads. Remedial action shall be agreed as appropriate to remedy any defects agreed.

11. Tree Protection

The access strategy has been developed in coordination with the approved tree protection plan. Appendix G shows the tree protection plan with temporary construction access and sales access overlaid. Only a small section of hedgerow will require removal. These works will be undertaken under the supervision of a suitably qualified ecologist. The small section of hedgerow will be full reinstated once the temporary construction access is reinstated.

All works shall be carried out in accordance with the approved Arboricultural assessment & method statement by Barrell Tree Consultancy dated 22nd July 2024, or unless otherwise approved.

12. Construction Traffic

The construction traffic route to site is anticipated to be via the A27. Located north of the development via Westergate.

All contractors will be advised to arrive on site ahead of the A27 peak hours 08:00 to 09:00. Likewise deliveries will be advised upon appointment to restrict delivery times to between 09:30 and 16:30, so as to avoid congestion on the A27.

Construction traffic within the site will be managed and directed by the contractor's team. The permanent roads will be provided to base course as soon as practicable to ensure more efficient on-site movement. The drainage associated with the permanent design will also be provided and protected via gulley traps or similar. This will help keep mud from leaving the site.

Temporary haul roads and turning heads will be constructed of compacted aggregate fill or tarmac (dependent on estimated usage) and will be laid to assist with onsite traffic movements.

Any required traffic management and road closures will be applied for and approved via the NRSWA coordinator, if required.

Delivery vehicles will not be allowed to wait / line up outside of the site on the highway and will be instructed to promptly enter the site upon arrival.

13. Public Engagement

The site manager will run a Meet the Builder evening prior to commencement on the site and residents will be offered an open invitation to attend via a letter drop to all properties in close proximity. The evening will provide the residents with an opportunity to clarify any concerns they have regarding the proposals.

Following this, a dedicated portal will be set up to provide regular updates on progress of the site, which the local residents will be informed of. Details of the site staff and out of hours contact details will also be provided on both the portal and site board at the front of the site.

14. Number, size, type and frequency of vehicles to be used during the construction

The number and frequency of vehicles on the site will fluctuate during the year and will be influenced by the build programme and date specific requirements. The figures below are based on an assumed worst-case scenario situation:

- Cars, Van and other lightweight vehicles = 60 per day
- Forklift trucks = 2 – 4 per day
- Dumper trucks = up to 30 per day
- Site delivering from large vehicles = up to 30 per day
- Site operated crane = up to 15 days per calendar month

Provision will be made to ensure any overspill of vehicles will be retained within the confines of the application site at all times. Vehicle movements within the site will be continuous during the times of operating listed in section 8.

15. Floodlighting and security lighting

The perimeter of the site compound will be provided with security lighting outside of working hours to ensure adequate lighting, site safety, and security at all times. Any areas in which operatives are working with poor light will be lit adequately for the duration of the task being undertaken.

Construction lighting, including but not limited to perimeter security lighting, will be directed and angled away from neighboring properties and vegetated boundaries on the site.

16. Code of Construction Practice

All construction works will be carried out under CDM regs 2015. Building regulation and building warranty will be independently certified by NHBC (or similar).

17. Construction Noise Impact

The measures to be employed to control the emission of noise and vibration during the excavation and construction phases will follow guidance as provided in BS5228:2009 +A1:2014 code of practice for noise and vibration control on construction and open sites.

All works and deliveries will be in accordance with the site working hours set out in section 10, so as to cause minimal disruption.

Machinery will only operate during the approved working hours, any subcontractors working on the site will be briefed on the sensitivities of keeping construction related noise to a minimum at all times when using machinery and vehicles.

All plant with a Laeq of 85Db will have mandatory ear protection zone signage and ear protection will be issued to operatives.

The proposed foundation strategy for the development is designed with a traditional mass concrete trenchfill solution for all plots, subject to further testing of ground conditions.

Should the ground conditions encountered require an alternative piled solution, this will be completed using a CFA piling rigs, which provides less noise disruption in comparison to other piled alternatives.

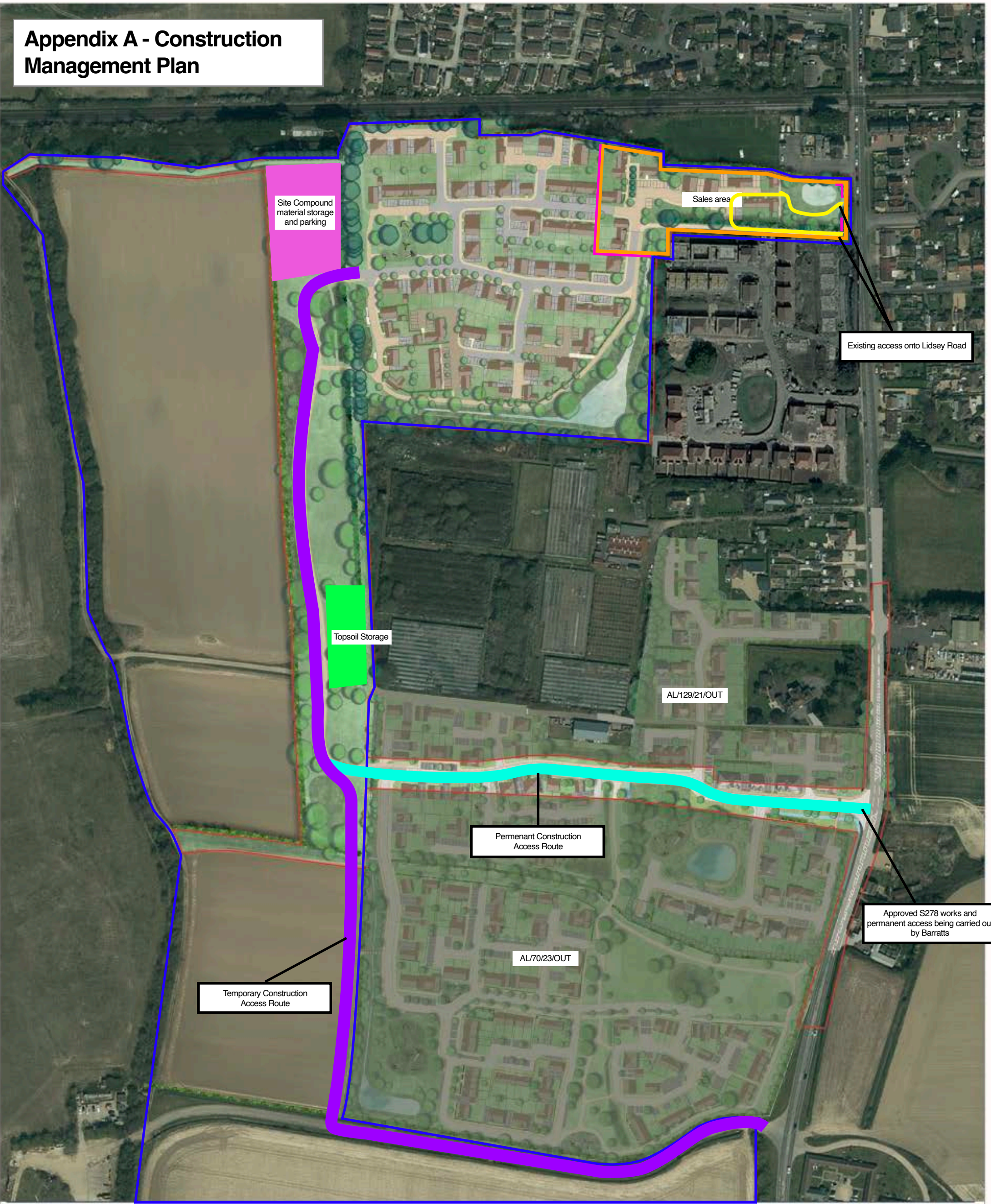
18. Soil Resources Management

Due to the existing topography and the detailed design of the site, in accordance with the site constraints it is anticipated that there will be no requirement for soil to be removed from site.

Once details are confirmed should there be any proposed removal this will be subject to a materials management plan. Where material does not meet the required specification as an aggregate on site, it will be assessed for either off site processing

Appendix A – Construction Management Plan

Appendix A - Construction Management Plan



- Site Boundary
- Land under applicant's ownership
- Sales area
- Site compound - main secure site compound incl. material storage, site cabins, welfare, and parking
- Proposed Temporary Construction Access Route
- Permenant Construction Access Route (once construction sufficiently progressed)

- Sales-related Access Route (in and out)
- Topsoil storage
- Hoarding (or similar) Heras will be installed around full perimeter of site



Scale
1:2500 @ A3

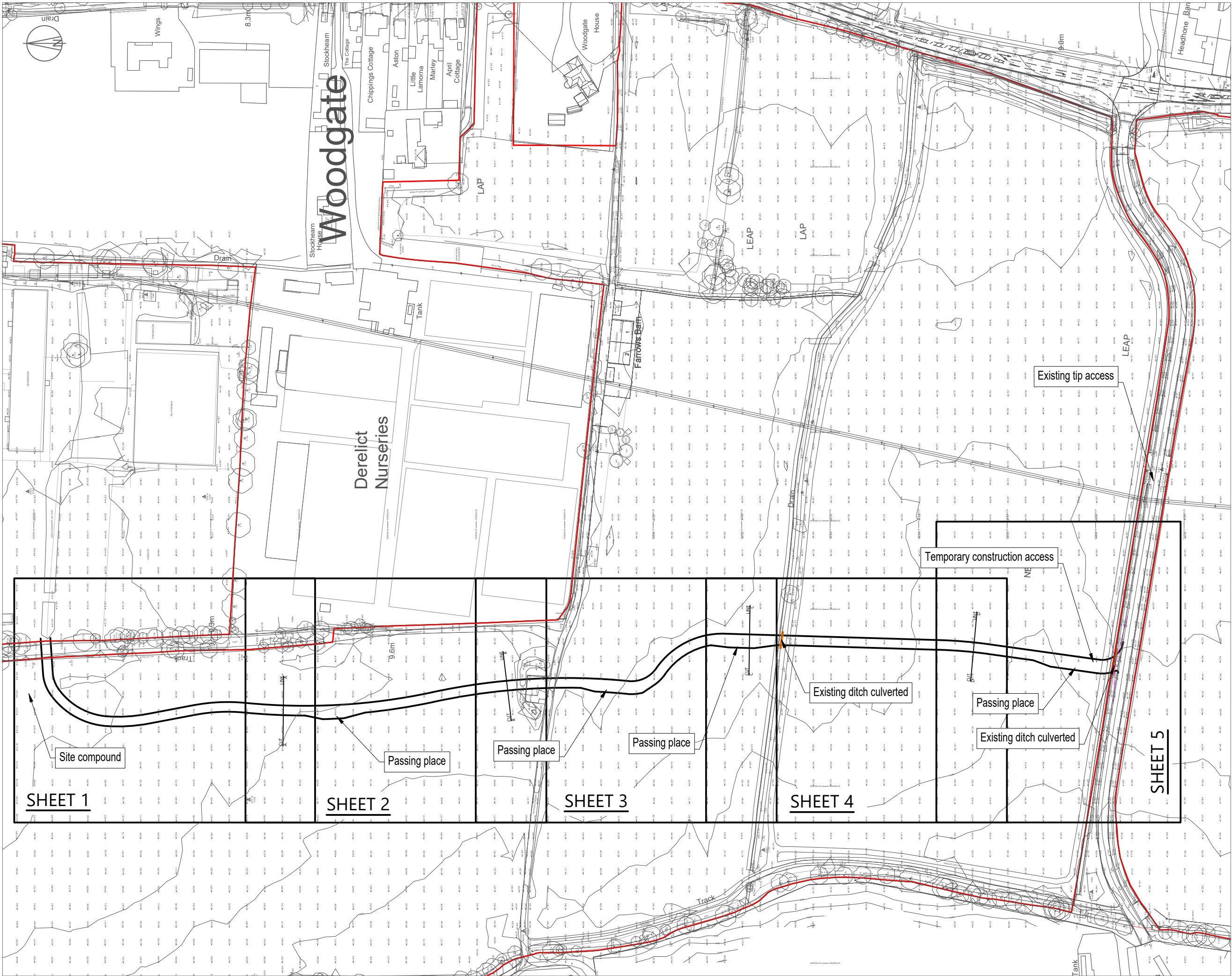
HANBURY
PROPERTIES

Project
Land at Woodgate Nurseries, Lidsey Road, Woodgate

Drawing
Site Construction Plan (incl. traffic management)

Drawing no.
HP.WGN.1000 Rev A

Appendix B – Proposed Temporary Construction Access Route



NOTES:

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ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

WOODGATE PHASE 3 CTMP

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
26114	01_6	1:2000

SHEET NUMBER:

SHEET NUMBER 1 OF 6

SCALE BAR:

0 10 20 50

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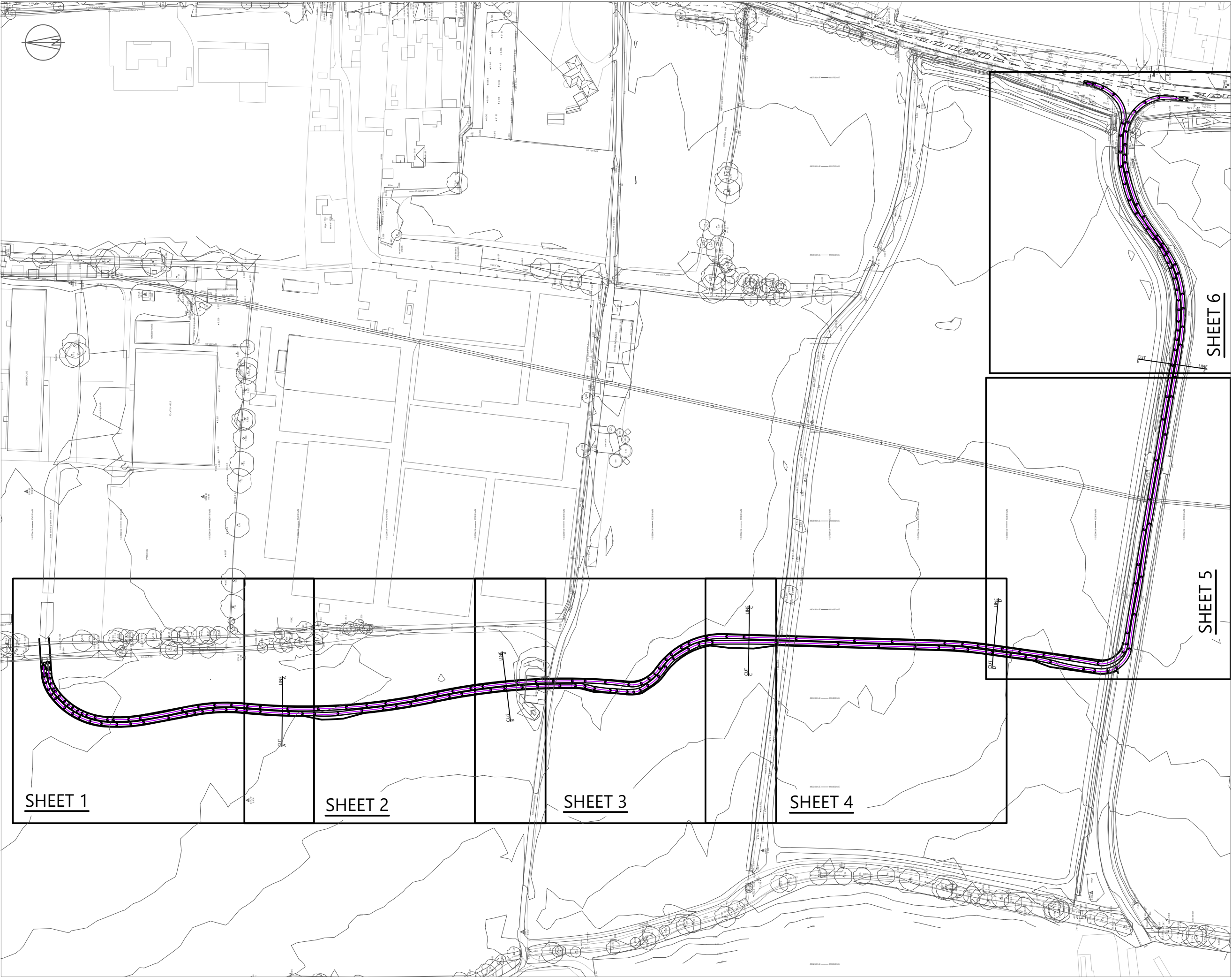
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TITLE:

PROPOSED CONSTRUCTION ACCESS OVERVIEW

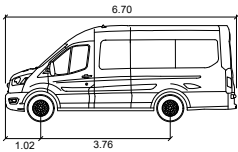
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20/07/26	MP	FB

Appendix C – Temporary Construction Access Swept Path Analysis



NOTES:
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ISSUE	REASON FOR REVISION	BY	DATE



2024 Ford Transit Cargo Van Long EL
meters
Width : 2.06
Track : 1.74
Lock to Lock Time : 6.0
Steering Angle : 39.1

PROJECT:

WOODGATE PHASE 3
CTMP

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
26114	SP05_1	1:2000

SHEET NUMBER:
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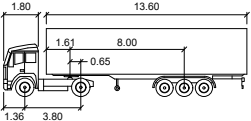
TITLE:
CONSTRUCTION ACCESS SWEEP
PATH LWB PANEL VAN OVERVIEW

DATE:	DRAWN BY:	CHECKED:
20/07/26	MP	FB



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ISSUE	REASON FOR REVISION	BY	DATE



16.5m Articulated HGV
meters
Tractor Width : 2.55 Lock to Lock Time : 6.0
Trailer Width : 2.55 Steering Angle : 42.8
Tractor Track : 2.55 Articulating Angle : 70.0
Trailer Track : 2.55

PROJECT:

WOODGATE PHASE 3
CTMP

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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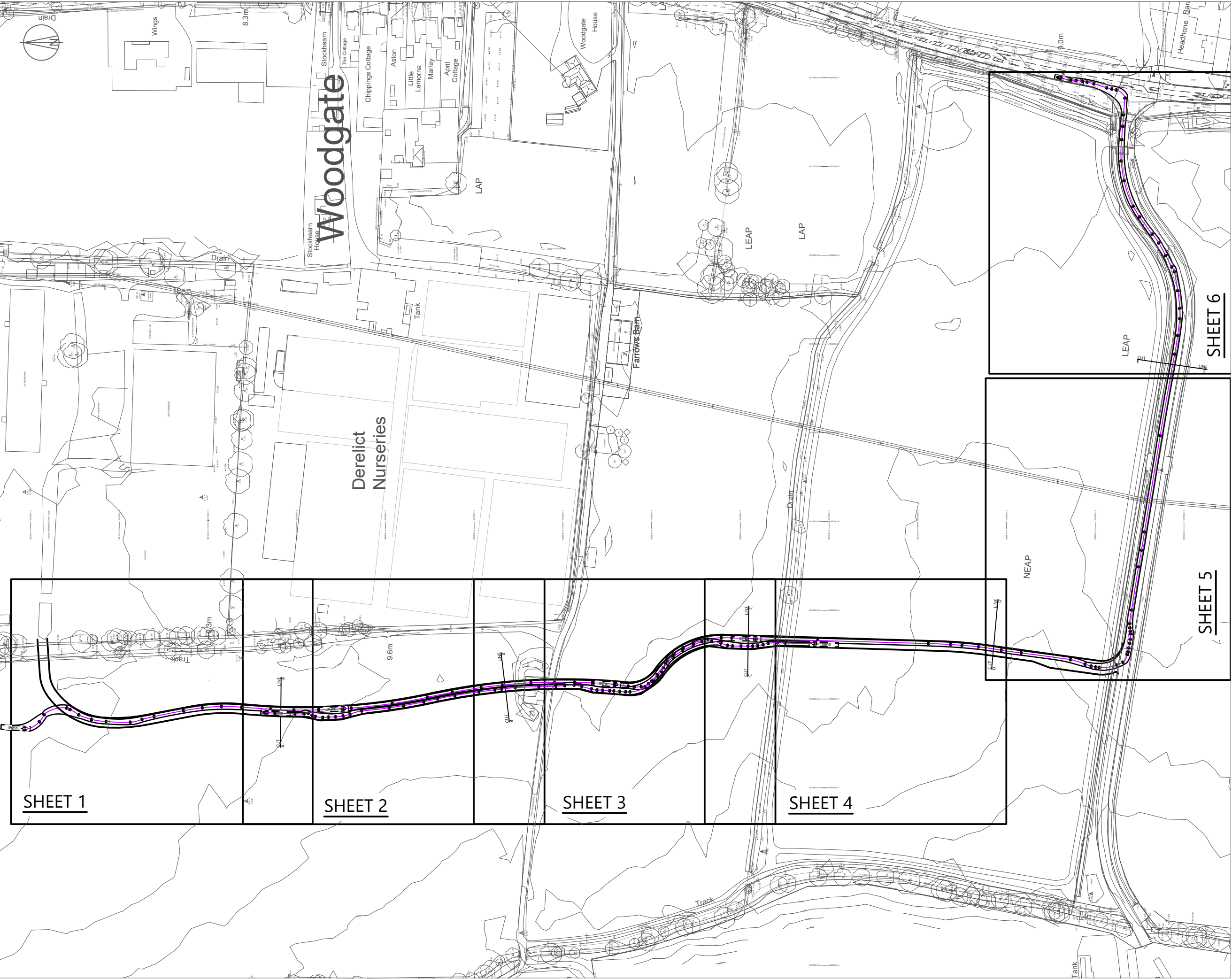
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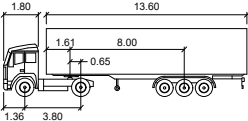
TITLE:
CONSTRUCTION ACCESS SWEEP
PATH HGV ENTERING OVERVIEW

DATE:	DRAWN BY:	CHECKED:
20/07/26	MP	FB



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ISSUE	REASON FOR REVISION	BY	DATE



16.5m Articulated HGV
meters
Tractor Width : 2.55 Lock to Lock Time : 6.0
Trailer Width : 2.55 Steering Angle : 42.8
Tractor Track : 2.55 Articulating Angle : 70.0
Trailer Track : 2.55

PROJECT:

WOODGATE PHASE 3
CTMP

CLIENT:

HANBURY
PROPERTIES

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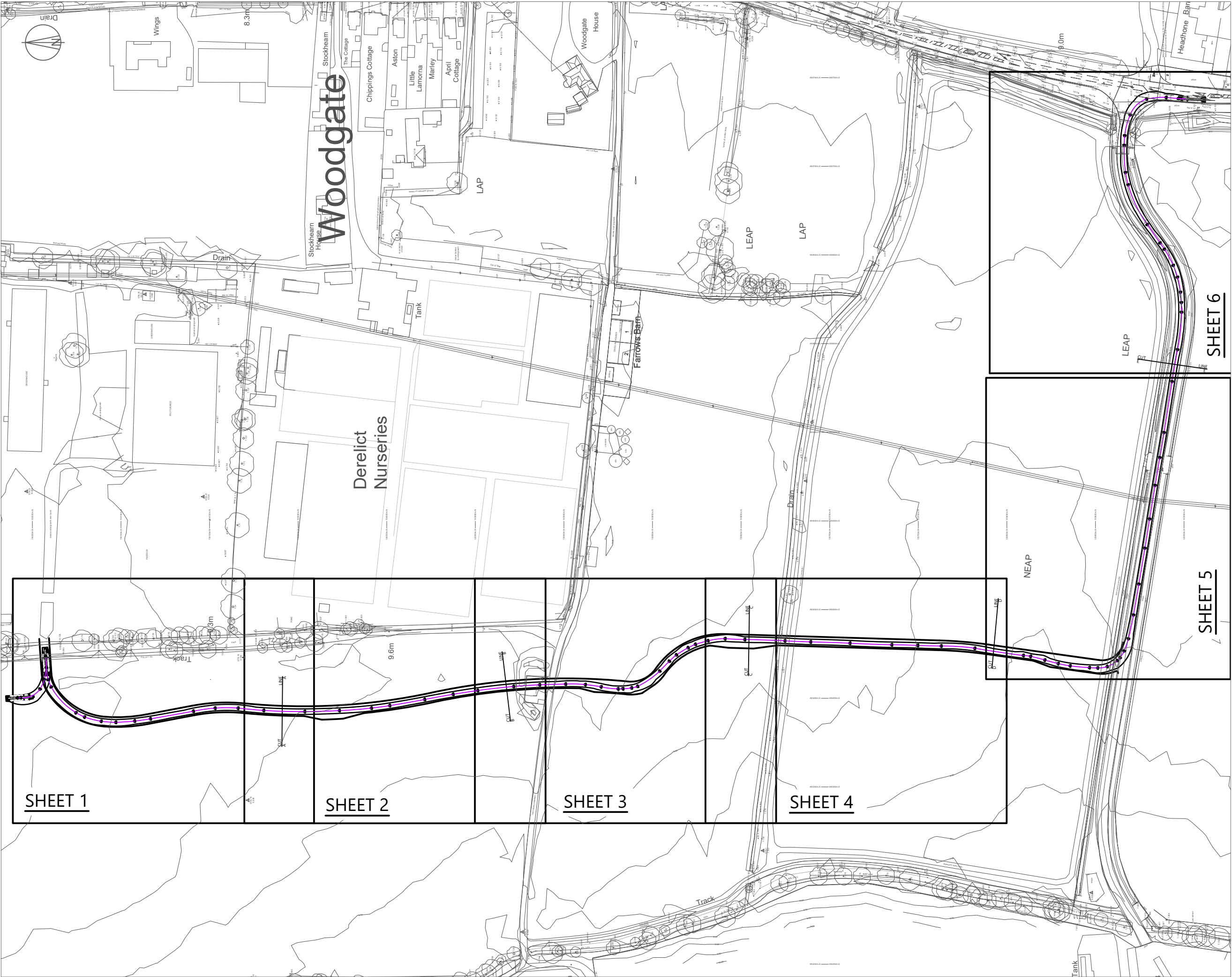
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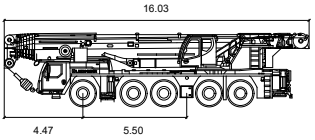
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CONSTRUCTION ACCESS SWEPT
PATH HGV EXITING OVERVIEW

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16m Mobile Crane

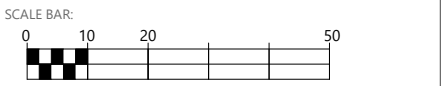
Width	: 3.00
Track	: 2.98
Lock to Lock Time	: 6.0
Steering Angle	: 15.2

PROJECT:
**WOODGATE PHASE 3
CTMP**

CLIENT:
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PROPERTIES**

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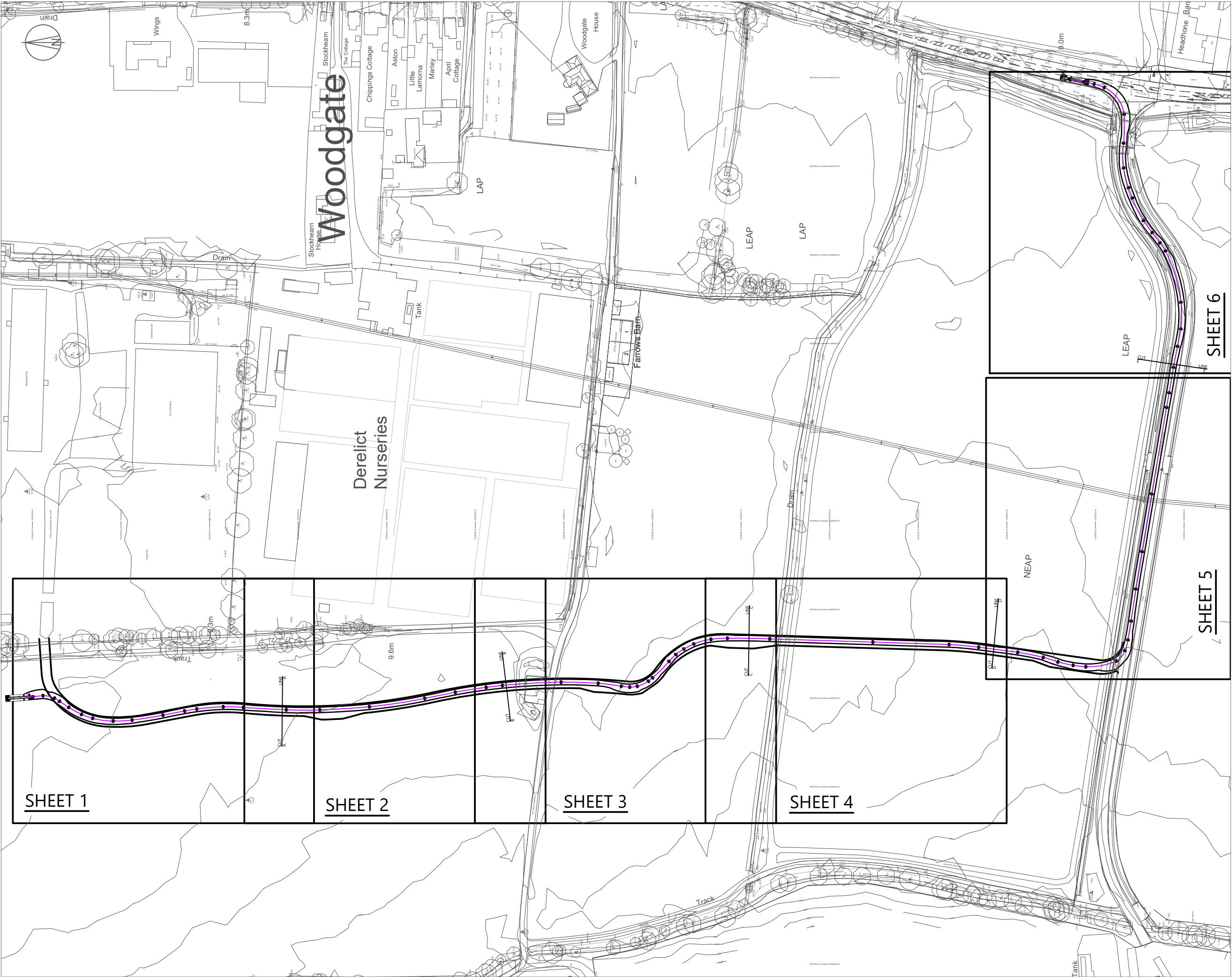
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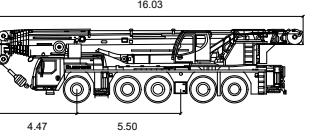
TITLE:
**CONSTRUCTION ACCESS SWEEP
PATH CRANE ENTERING OVERVIEW**

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ISSUE	REASON FOR REVISION	BY	DATE



16m Mobile Crane

Width	: 3.00
Track	: 2.98
Lock to Lock Time	: 6.0
Steering Angle	: 15.2

PROJECT:
**WOODGATE PHASE 3
CTMP**

CLIENT:
**HANBURY
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PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
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PATH CRANE EXITNG OVERVIEW**

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**Appendix D – Permanent Construction Access Route Approved S278
Junction Works**



Existing footway widened to 2.0 metres to southern extent of Wings Nursery development highway works area (indicative extent shown blue)

Ladder paving

Dropped kerb cycle crossing

Dropped kerbs for cycle transition between A29 and site

Dropped kerb for cyclists exiting carriageway

Parking deterrent bollard currently located on verge to be removed

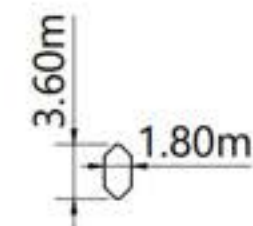
Potential lining or flush kerbing to assist cyclists with negotiating 'jug-handle' - indicative

2.4 x 160m visibility splay to the north

Ladder paving

Service cover to be relocated away from pedestrian/cycle access - Indicative location shown

Dimensions of proposed traffic islands



2.00m

3.15m

4.00m

3.15m

4.00m

7.30m

R15.00m

3.50m

3.15m

R15.00m

4.00m

3.15m

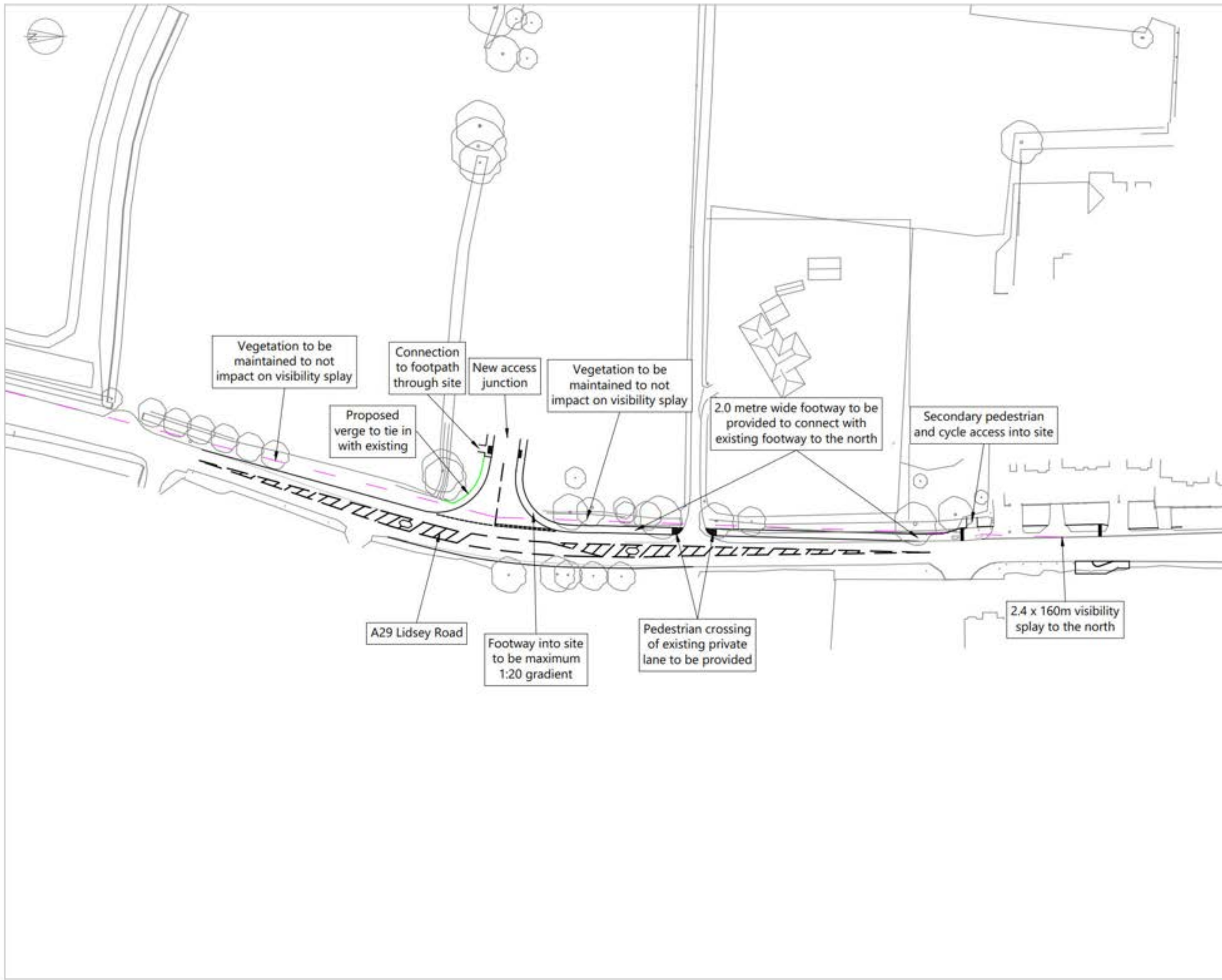
4.00m

Existing access to private dwelling(s)

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REV	REASON FOR REVISION	BY	DATE
F	Traffic islands modified based on WSCC design engineer comments	BL	08.04.22
E	Traffic islands modified based on WSCC design engineer comments	BL	07.04.22
D	Updated based on WSCC Design Engineer and RSA recommendations	BL	01.03.22
C	Updated based on officer and client design engineer comments	BL	18.02.22

PROJECT: A29 LIDSEY ROAD WOODGATE		
CLIENT: HANBURY PROPERTIES		
PROJECT REF: 2087	DRAWING NUMBER: 36	SCALE (AT A3): 1:500
SHEET NUMBER: SHEET NUMBER 2 OF 3		
SCALE BAR: 0m 5m 10m 15m 20m		
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TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 08.12.21	DRAWN BY: BL	CHECKED BY: DT



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Section 278 works to include:

- Culverting of the highway ditch at the ghost island site access junction.
- Anti-skid/high PSV surfacing along Lidsey Road approaching the ghost island site access junction.
- Consideration of pedestrian/cycle restraint systems adjacent to proposed footway and cycleways including at the site accesses.
- Provision of permanent or temporary junction warning signage.
- Checking of footway and cycleway widths around existing and proposed street furniture including signs and any resultant modifications/relocations to signs required for the safety and convenience of users.

F	Traffic islands modified based on WSCC design engineer comments	BL	08.04.22
E	Traffic islands modified based on WSCC design engineer comments	BL	07.04.22
D	Updated based on WSCC Design Engineer and RSA recommendations	BL	01.03.22
C	Updated based on officer and client design engineer comments	BL	18.02.22
REVISION	REASON FOR REVISION	BY	DATE

PROJECT: A29 LIDSEY ROAD WOODGATE		
CLIENT: HANBURY PROPERTIES		
PROJECT REF: 2087	DRAWING NUMBER: 36	SCALE (AT A3): 1:1,000
SHEET NUMBER: SHEET NUMBER 1 OF 3		
SCALE BAR: 0m 10m 20m 30m 40m 50m		
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TITLE: PROPOSED SITE ACCESS ARRANGEMENTS		
DATE: 08.12.21	DRAWN BY: BL	CHECKED BY: DT

Appendix E - Proposed Access Arrangement for Sales Area



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Drawing based on DLA Block Plan 222-DLA-DR-L01-S08 dated 2024.

KEY:

Existing dropped kerb

Temporary surfacing to be made good to grass after sales area use

Temporary surfacing to be made good to footpath following sales area use

Temporary surfacing to be made good to shared surface following sales area use

WSCC Highway Boundary

-	-	--	----
ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width : 1.80 meters

Track : 1.80

Lock to Lock Time : 6.0

Steering Angle : 37.8

PROJECT:

WOODGATE PHASE 3 CTMP

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
26114	02	1:250

SHEET NUMBER:

SHEET NUMBER 3 OF 4

SCALE BAR:

0m 5m 10m

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TITLE:

PROPOSED ACCESS ARRANGEMENT FOR SALES AREA

DATE:	DRAWN BY:	CHECKED:
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Drawing based on DLA Block Plan 222-DLA-DR-L01-S08 dated 2024.

KEY:

Routing of vehicles to/from sales area 

Temporary surfacing to be made good to grass after sales area use 

Temporary surfacing to be made good to footpath following sales area use 

WSCC Highway Boundary 

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

WOODGATE PHASE 3 CTMP

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
26114	02	1:500

SHEET NUMBER:

SHEET NUMBER 2 OF 4

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

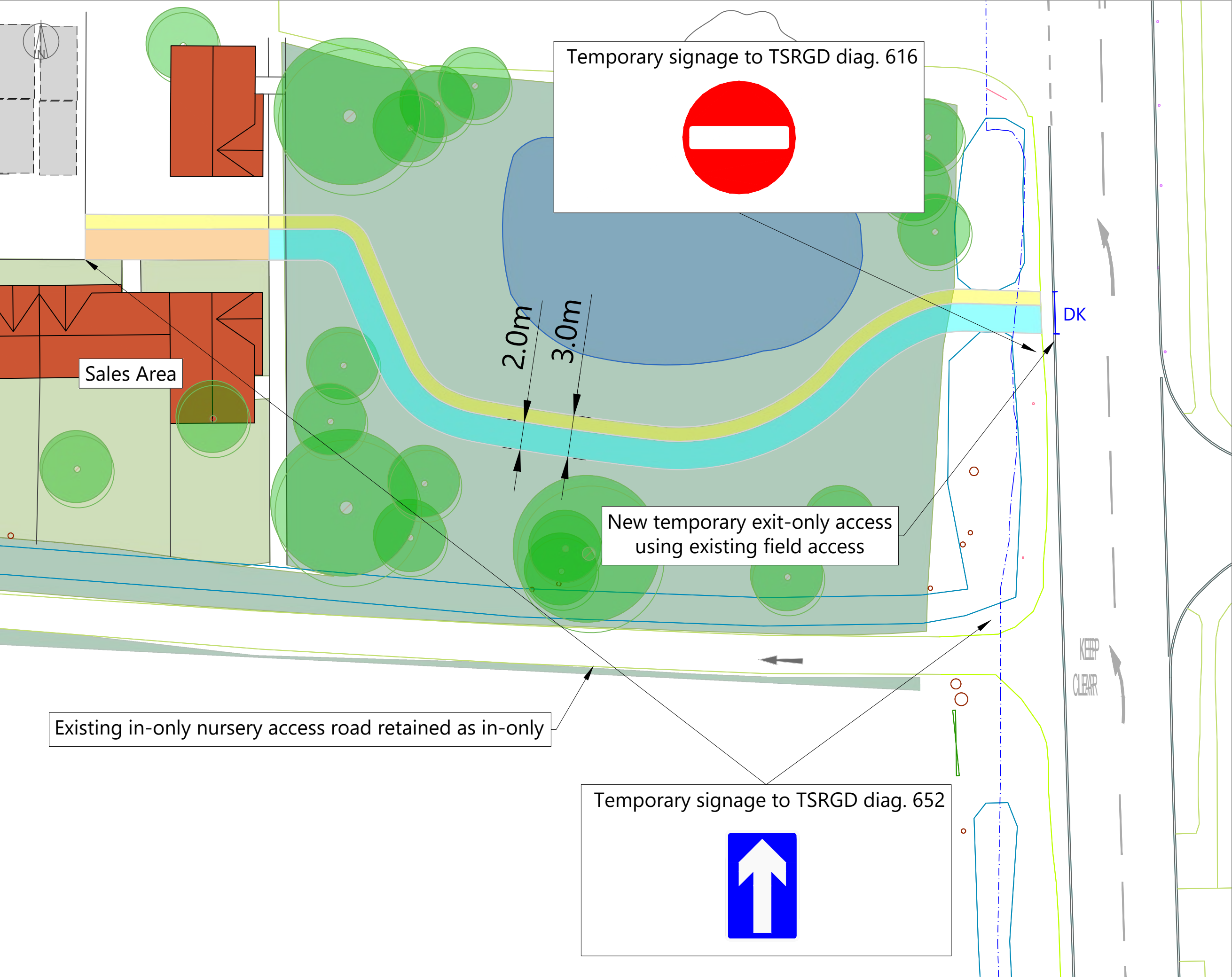
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

© Highgate Transportation Limited

TITLE:

PROPOSED ACCESS ARRANGEMENT FOR SALES AREA

DATE:	DRAWN BY:	CHECKED:
27.07.2026	DB	FB



NOTES:

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Drawing based on DLA Block Plan 222-DLA-DR-L01-S08 dated 2024.

KEY:

Existing dropped kerb

Temporary surfacing to be made good to grass after sales area use

Temporary surfacing to be made good to footpath following sales area use

WSCC Highway Boundary

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

WOODGATE PHASE 3 CTMP

CLIENT:

HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
26114	02	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 4

SCALE BAR:

0m 5m 10m

HighgateTransportation

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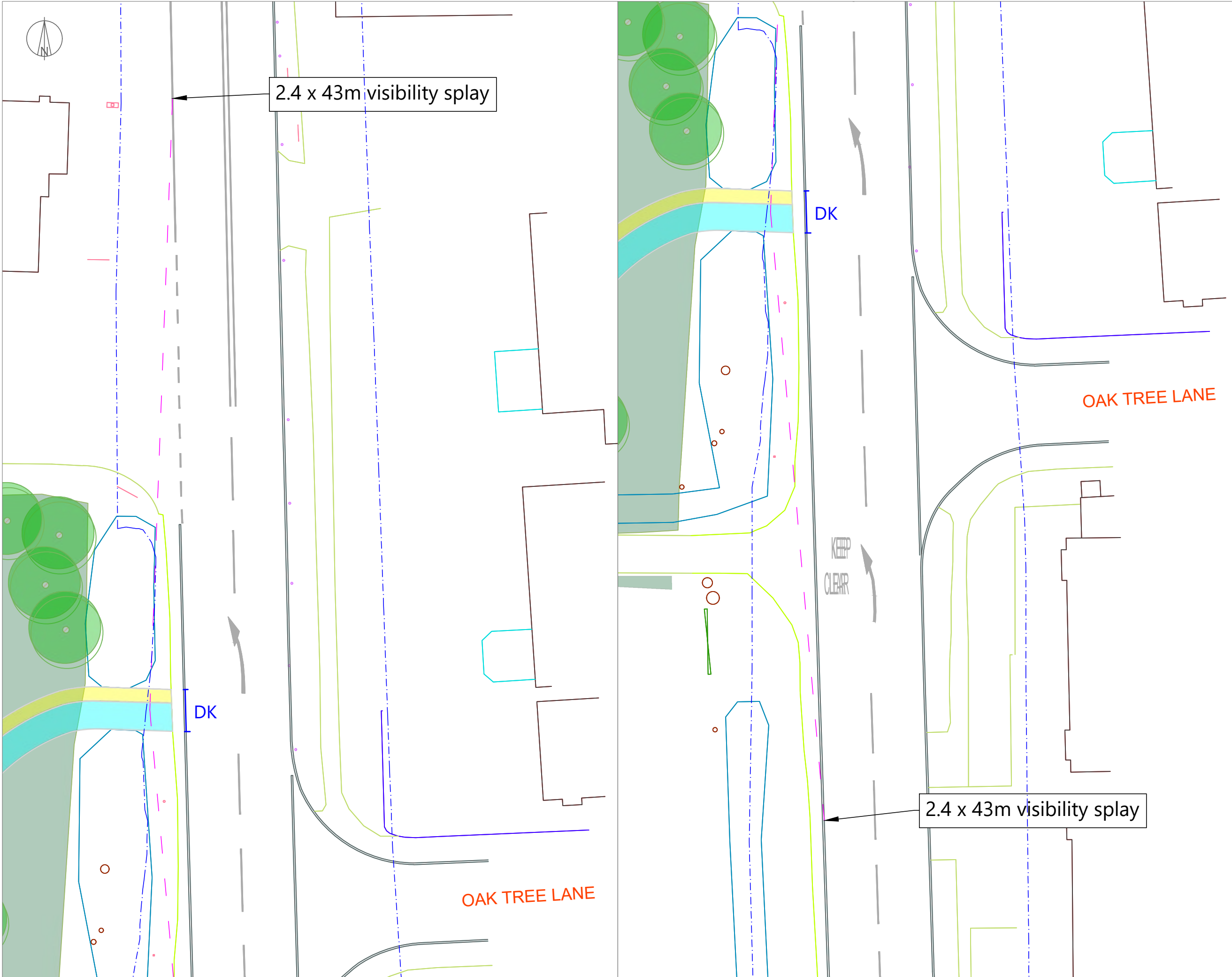
First Floor, 43-45 Park Street
Bristol BS1 5NL
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TITLE:

PROPOSED ACCESS ARRANGEMENT FOR SALES AREA

DATE:	DRAWN BY:	CHECKED:
27.07.2026	DB	FB



NOTES:
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AC0000855217.

Drawing based on DLA Block Plan 222-DLA-DR-L01-S08
dated 2024.

KEY:

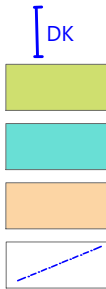
Existing dropped kerb

Temporary surfacing to be made good
to grass after sales area use

Temporary surfacing to be made good
to footpath following sales area use

Temporary surfacing to be made good
to shared surface following sales area use

WSCC Highway
Boundary



ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

WOODGATE PHASE 3
CTMP

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:

26114

DRAWING NUMBER:

02

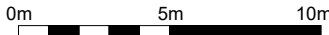
SCALE (AT A3):

1:250

SHEET NUMBER:

SHEET NUMBER 4 OF 4

SCALE BAR:



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TITLE:

PROPOSED ACCESS ARRANGEMENT
FOR SALES AREA

DATE:

27.07.2026

DRAWN BY:

DB

CHECKED:

FB

Appendix F – Standard Site Compound

Appendix G – Tree Protection Plan



NOTES:
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Drawing based on Barrell Tree Protection Plan drawing
number 21076-6

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:
**WOODGATE PHASE 3
CTMP**

CLIENT:
**HANBURY
PROPERTIES**

PROJECT REF:
26114

DRAWING NUMBER:
04

SCALE (AT A3):
NTS

SHEET NUMBER:
SHEET NUMBER 1 OF 1

SCALE BAR:

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TITLE:
**P3 HAUL ROAD & SALES ACCESS
OVERLAY WITH TREE SURVEY**

DATE:
03.08.26

DRAWN BY:
MP

CHECKED:
FB