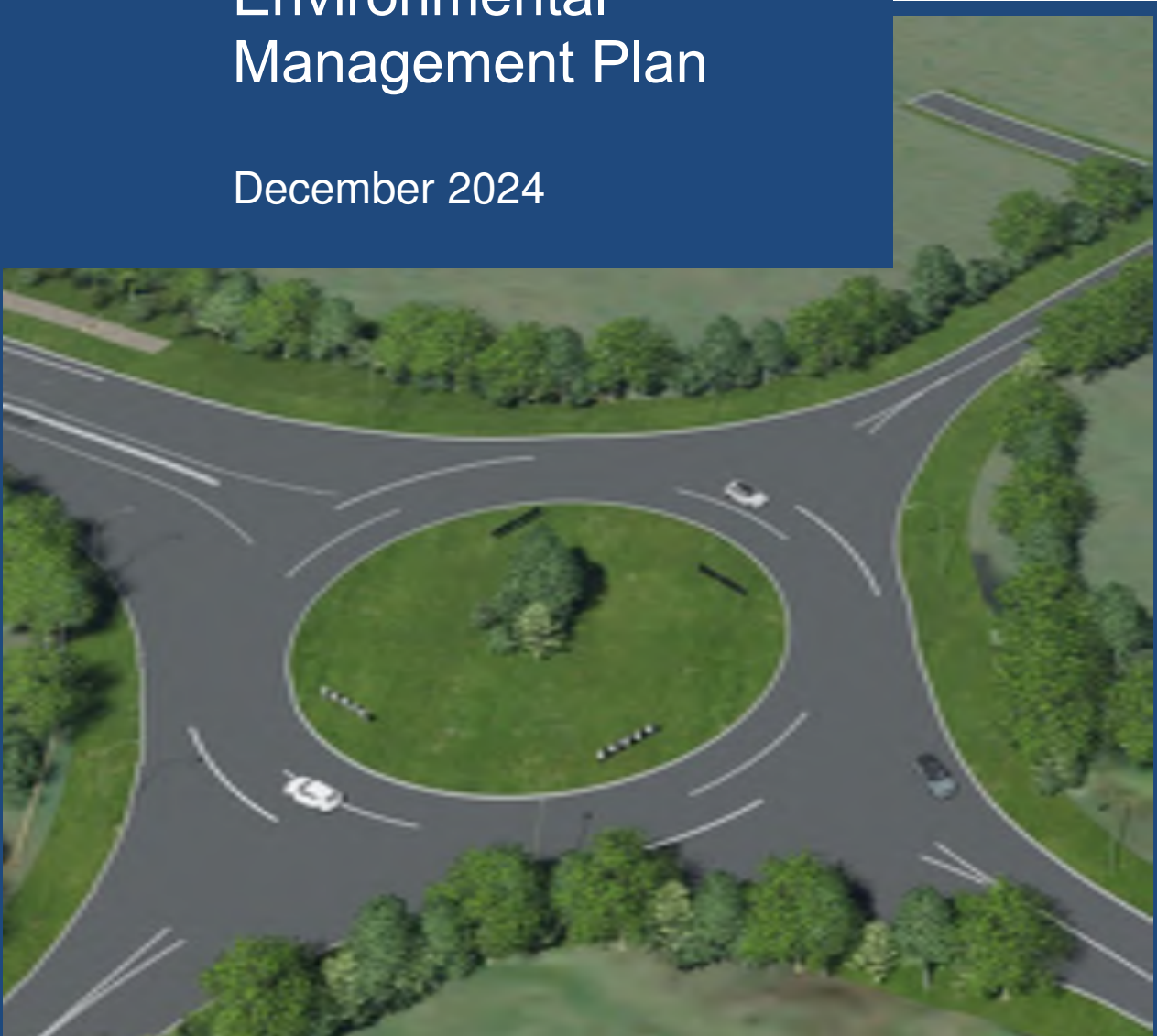


Western Link Road Phase 3 Construction Environmental Management Plan

December 2024



Quality Management

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1. Introduction

1.1 Background and Context

Jackson Civil Engineering (herein referred to as “JCE”) have been commissioned by Homes England (the “Applicant”) to submit Reserved Matters for the third phase of the Western Bridge and Link Road (WBLR) scheme, pursuant to an outline planning permission for wider mixed-use development on land to the northwest of Burgess Hill (Application Reference: DM/21/3279, date of permission 09th December 2022). A separate Full Planning Application has also to be submitted to cover a second, smaller site which also forms part of the WBLR Phase 3 scheme. This Construction Environment Management Plan (CEMP) aims to capture both application sites that form the Proposed Development.

JCE have commissioned Waterman Infrastructure and Environment (herein referred to as “WIE”) to provide specialist consultancy support for all planning and detailed design matters of the scheme.

The outline planning application (herein referred to as the OPA Development) was accompanied by an Environmental Statement (ES). The planning application sought:

“Outline planning permission, with all matters reserved for later determination with the exception of some access, is sought for:

Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (Use Class C3) and six permanent gypsy and traveller pitches, including a Centre for Community Sport with ancillary facilities (Use Class D2), three local centres (comprising Use Classes A1-A5 and B1, and stand-alone community facilities within Use Class D1), healthcare facilities (Use Class D1), and employment development comprising a 4 hectare dedicated business park (Use Classes B1 and B2), two primary school campuses and a secondary school campus (Use Class D1), public open space, recreation areas, play areas, associated infrastructure including pedestrian and cycle routes, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.

Reserved Matters and Full Planning Permission has therefore been sought for the following highway works:

- Verge widening & footway improvement works to the existing A2300 and A273.

The first Reserved Matters Application associated with the WBLR scheme was submitted by CampbellReith in 2020 and covered Phase 1 of the WBLR, a new link road extending from the new Jane Murry Way roundabout, southern limit of the phase, to the new A2300 Roundabout, northern limit of the phase.

Phase 2 of the WBLR scheme concerns new highway works north from the new A2300 roundabout. The Reserved Matters Application for Phase 2 has been progressed concurrently with the Phase 3 planning applications.

JCE are the Principal Designer (PD) for the scheme in accordance with CDM 2015, with WIE providing support in discharging the PD role and acting as the lead designer. Only when the construction contract is awarded will a Principal Contractor be confirmed.

1.2 Document Purpose

This CEMP sets out the management framework required for the planning and implementation of construction activities in accordance with the environmental commitments identified within the Environmental Statement and Technical Reports that accompanied the planning application for the OPA Development, and those undertaken for the Reserved Matters. Its purpose is to reduce the risk of adverse impacts on environmental resources, local residents and businesses.

This CEMP only applies to the construction works to be undertaken for the third phase of the WBLR (herein referred to as the 'Proposed Development'). A summary of the Proposed Development is discussed in Section 3.0 of this document.

Once appointed, the Principal Contractor is to use this CEMP as a framework to produce a final CEMP that covers each phase of the works. Where the works are to be undertaken by different contractors, the respective contractor is to refer to the CEMP and prepare their site-specific document.

The content of this CEMP reflects the requirements of Condition 8 of the OPA Development. Note that condition 8 only relates to the Reserved Matters Planning Application – the Full Planning Application is not covered by this condition.

Condition 8 of the OPA Development states the following:

"Prior to the commencement of development within each reserved matters area, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority in respect of development within those reserved matters area. The CEMP shall include amongst other matters details of:

- *The appropriate Mitigation Measures stated as being contained within the CEMP in Table 16-1 'Summary of Mitigation Measures from within the Technical ES Chapters', Chapter 16 Mitigation Register, of the Environmental Statement Volume 1 (December 2018).*
- *setting out avoidance and mitigation measures in respect of wildlife and habitats;*
- *a timetable for the commencement, construction, occupation and completion of the development;*
- *the anticipated number, frequency and types of vehicles used during construction*
- *the method of access and routing of vehicles during construction and directional signage for the purposes of such*
- *the siting and layout of site compounds and welfare facilities for construction workers*
- *the provision of parking of vehicles by site operatives and visitors*
- *the provision for the loading and unloading of plant, materials and removal of waste*
- *the provision for the storage of plant and materials used in construction of the development*
- *the design, erection and maintenance of security hoardings and other measures related to site health and safety*

- *hours of construction working;*
- *details of construction lighting;*
- *measures to monitor and control noise and vibration affecting nearby residents;*
- *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;*
- *dust control measures;*
- *pollution incident control and site contact details in case of complaints;*
- *a scheme for community liaison and public engagement during construction, including the provision of information to occupiers moving onto the site before the development is complete*
- *contact details of site operations manager, contracts manager, and any other relevant personnel.*

The construction works within that reserved matters area 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."

The document describes the checking, monitoring and audit processes that should be implemented to ensure works are being undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measure are taken.

The final CEMP will form part of the overall project management during the construction phase and as such, activities described will be integrated with other Quality, Sustainability and Health and Safety Management processes set up by the Principal Contractor. The CEMP is a live document that will need to be regularly updated, subject to environmental audits, to enable construction activities to be satisfactorily managed and mitigated.

Although this CEMP is a stand-alone document, both the Reserved Matters and Full Planning applications have been accompanied by a number of technical assessments which will contain information relevant to the management of environmental issues during construction.

1.3 Sources of Information

This document has been prepared using relevant information from the Environmental Statement (ES) and technical reports which accompany the planning application for the OPA Development, and the technical reports submitted as part of the Reserved Matters application.

2. Site Description and Context

The Application Site is located in a rural setting on the north western outskirts of the town of Burgess Hill, West Sussex. It is located within the Hurstpierpoint and Downs Wards and falls within the district of Mid Sussex.

The Application Sites covers an area of approximately 1.9 hectares in total, along the existing verges of the A2300 between the new A2300 roundabout and Triangle Roundabout, and A273 between the Triangle Roundabout and intersection with Gatehouse Lane. The Application Sites are approximately centred on National Grid Reference Centre 120058 N, 529629E with an approximate postcode of RH15 8UZ. The location and extent of the Application Site boundary is shown in **Appendix A**.

The Application Sites can be described in terms of three principal sections:

- Land north and south of the A2300, between the new A2300 roundabout (which has recently been constructed as part of WBLR Phase 1) and the existing triangle roundabout, comprises largely verge and includes plantation broadleaved woodland (which acts as screening) and semi-improved neutral grassland featuring a good composition of established flowering plants. The semi-improved grassland habitat appears to have received minimal management which has resulted in areas of tall ruderal species dominating.
- Land immediately south of the existing triangle roundabout along the A273 towards the new A273 roundabout (which has recently been constructed as part of WBLR Phase 1). This land, again is largely verge, and includes plantation broadleaved woodland and semi-improved neutral grassland.
- The third section (subject to the Full Planning Application) runs south of the new A273 roundabout towards the intersection with the existing Gatehouse Lane. This land, again is largely verge, and includes plantation broadleaved woodland and semi-improved neutral grassland. In this location is a short section of hardstanding leading to a bus stop, close to Gatehouse Lane.

The topography of the Application Sites broadly falls from the northwest to the southeast, with the land adjacent to the A2300 being approximately 30 metres Above Ordnance Datum (AOD) and the land adjacent to the A273 Jane Murray Way being approximately 25 metres AOD.

There are no statutory or non-statutory designated areas (e.g. Sites of Special Scientific Interest or Listed Buildings) within the Application Sites. There are a number of existing small highway drainage ditches within the Application Sites. The key features within the Application Site and surrounding areas are shown in **Appendix A**.

3. The Proposed Development

The Proposed Development subject to this CEMP represents Phase 3 of the WBLR which is both a Reserved Matters application (pursuant to the wider OPA Development) and Full Planning Application for the works between the newly constructed Jane Murray Way Roundabout and existing Gatehouse Lane.

The description of development for the Reserved Matters application is:

Reserved Matters application for DM/21/3279 – the third Phase of the Western Bridge and Link Road, comprising of verge and footway improvements so to provide new soft verges, 3m wide shared use footway on the southern side of the A2300, segregated 3m wide 2-way cycle track & 2m wide footway on the northern side of the A2300, and 3m wide shared use footway on the west side of the A273, earthworks, surface water drainage, utilities corridors, lighting, and landscaping.

The description of development for the Full Planning application is:

Widening and extension of the existing footway for creation of a shared footway/cycleway along the western side of the A273 between Gatehouse Lane and A272 roundabout via the removal of the carriageway hard strip, relocation of existing bus stop bench, lighting, landscaping and associated works.

The general arrangement of the Proposed Development is shown in **Appendix A** which shows the following proposed infrastructure:

- Verge and footway improvement works adjacent to the existing A2300 and A273;
- Surface water drainage infrastructure;
- Street lighting; and
- Landscaping.
- New NMU provisions along exiting carriageway verges.

The anticipated construction process for each of the proposed infrastructure is discussed in detail in Section 4.4.

4. Construction Programme and Methodology

4.1 Anticipated Construction Programme

Project timescales are still to be determined by the project team, however the currently anticipated construction programme for the WBLR Phase 3 Proposed Development is detailed in Table 4.1 below.

Table 4.1: Proposed Development Construction Programme

Phase 3 Western Bridge and Link Road	Commencement of construction activity	Completion of construction activity
Enabling works	Q2 2026	Q3 2026
Construction	Q3 2026	Q3 2027
Landscaping	Q2 2027	Q4 2027
Operation	Q3 2027	-

4.2 Construction Traffic Management

The management measures which will be employed to minimise impacts of construction traffic are consistent with those set out in Appendix 5 of ES Volume II) prepared for the OPA Development. The measures include the following:

1. The Principal Contractor will co-ordinate all deliveries and collections to/from the Application Sites, and ensure that as far as possible:
 - All delivery and collection vehicles connected with the Application Sites are aware of the suggested routing;
 - Prior to a delivery or collection, if required, hauliers will notify the relevant authorities (MSDC, Highways Authority, etc.) in accordance with the Road Vehicles (Authorisation of Special Types) (General) Order 2003;
 - Deliveries will be made on a “just in time” basis.
2. Larger vehicle movements will be scheduled to avoid peak hours on the local road network, if at all possible. If an alternative construction traffic route is required for any reason, this will be agreed in advance with MSDC.
3. A pre-booking system for deliveries will be implemented and managed so as to ensure minimal impact to the free flow of traffic on the public highways. All deliveries will be made to a designated areas within the Application Sites (details to be confirmed by the Contractor). If for any reason it is necessary to load and unload outside the Application Site boundary, the details and procedure for this will be agreed in advance with MSDC.
4. The Principal Contractor will use contractors who are members of the Fleet Operators Recognition Scheme (FORS), wherever possible. FORS provides a quality and performance benchmark for the industry.
5. The Principal Contractor will aim to meet the Construction Logistics and Community Safety (CLOCS) standard for construction logistics. By being recognised as a member

of FORS, the Principal Contractor will already demonstrate a number of requirements to meet the CLOCS standard. Any additional requirements such as driver training will be agreed on the award of contracts.

6. Construction Personnel Travel:

- On-site parking will be limited to those construction personnel required to carry heavy or specialist equipment to/from the Application Site. Construction personnel will otherwise be encouraged to use public transport, walk or cycle to the Application Sites where possible;
- The Principal Contractor will advise all construction personnel of the existing parking restrictions in force in the vicinity of the Application Sites;

7. Consultation will be undertaken with the highway authority on any required road closures and diversions throughout the duration of works.

Deliveries to the Application Sites would be controlled to avoid congestion of the surrounding roads. The Principal Contractor logistics manager shall produce a rolling weekly programme of deliveries and a draft of this programme would be presented and discussed at weekly progress meetings to smooth out obvious bottlenecks and clashes. Where possible, deliveries will be taken on the Application Sites early to allow the vehicles to be off-loaded during the peak period and then leave the Site once the peak period has ended. This would allow greater efficiency in predicting delivery times and reduces haulage costs. Similarly, the latest delivery to the Application Sites would be scheduled to ensure that it can be off-loaded by 18:00 Monday to Friday, and by 13:00 Saturdays, and that the vehicle leaves the Application Sites as the evening peak is subsiding. The Application Sites would be closed in accordance with the working hours allowed by the planning permission.

Availability of storage for materials would also be limited with all deliveries on a 'just in time' basis and drivers would be instructed to turn off their vehicles whilst being offloaded.

During construction an on-site restriction of 5 miles per hour (mph) will be actively enforced for all vehicular movements on-site. A jet wash will be used on-site and off-site road sweeping equipment will also be employed to ensure surrounding roads are kept clean and free from construction materials.

4.3 Construction Traffic Routes and Movements

The proposed access routes to and from the Application Sites to be used during the construction phase are shown in **Appendix B**.

Access routes and points to and from the Application Sites which will be utilised by HGVs will be agreed with MSDC & WSCC prior to the start of the construction works. All HGV's will be routed via primary roads that border and are within the Application Sites namely the A2300, A273 and A23. Access for construction traffic will be segregated from operational traffic wherever practicable, with Temporary Traffic Management being utilised to provide safe working areas for site operatives as well as road users.

It is anticipated that traffic flows would generally take place out of peak hours when congestion on the local road network is lower. Deliveries will also need to be timed to avoid peak periods of traffic, particularly times and locations where children will be moving to or from school. At this stage it is not yet possible to estimate in detail the number and types of construction vehicles

which will be generated by construction activities for the Proposed Development. This will need confirming by the Principal Contractor on award of the construction works. However, an early estimate is provided below –

Table 4.2: Anticipated Daily Number, Frequency & Types of Construction Vehicles

Vehicle Type	Completion of construction activity
Car / Delivery Van	25 Movements Daily
Small Earth Moving Vehicle (such as tipper vehicle or small excavator on a trailer)	5 Movements Daily
Heavy Earth Moving Vehicle (such as large excavator on large trailer)	1-2 Movements Daily Peak Times
HGV	10 Movements Peak, but majority of time average 1-2

It is anticipated that the largest vehicles accessing the Application Sites will be ready mix concrete trucks, HGV's carrying earth moving plant, and flatbed lorries carrying lighting columns. These will be managed by the Principal Contractor.

4.4 Anticipated Construction Methodology

Prior to the appointment of the Principal Contractor, it is anticipated that the construction of the Proposed Development will entail the following:

- Arrangement prior to commencement of works;
- Enabling works;
- Construction.

4.4.1 Arrangement prior to commencement of works

The Application Sites will be fully secured and made safe prior to the commencement of the enabling and construction works. Fencing will be used and suitable access and egress points within the Application Sites boundary will be established for personnel, vehicles and deliveries.

Prior to the commencement of works, the following third parties would be contacted and notified:

- MSDC;
- Local residents (via letter drops);
- Highway and byways agencies;
- Notifications to statutory utility companies;
- Notifications to Emergency Services;
- Notifications to Environmental Health Officer.

Further archaeological mitigation works are considered unlikely given the archaeological baseline and the localised below-ground impacts of the Phase 3 scheme. The results of recent archaeological evaluations of the Phase 1 site (Cotswold 2020) indicate a limited archaeological potential in the area and no pre-modern finds or features were recorded.

Based on the low potential for archaeological remains from all periods, and the shallow disturbance of deposits from the works, if present and previously undisturbed from the construction of the A3200, potential impact(s) would be minimal and are considered to be negligible.

4.4.2 *Compounds*

One or more site compounds are likely to be required to enable materials and machinery to be stored safely and securely close to the works on the Application Sites. Compounds are also required under CDM Regulations to provide suitable and sufficient sanitary conveniences and washing facilities for construction personnel. Subject to the number of compounds required to cover the Application Sites, these are likely to include site offices, welfare facilities (toilets, washroom and canteen area), drying rooms, storage containers, refuelling areas and parking.

The location of site compounds will be determined by the Principal Contractor but should take account of:

- Proximity to road junctions;
- Proximity to public transport infrastructure;
- Proximity to pedestrian routes and crossing points;
- Proximity to watercourses and drains;
- Prevailing topography (flatter areas being preferable);
- Proximity to ecological receptors (e.g. woodland edges, hedgerows and field margins);
- Potential for drainage during periods of heavy rainfall;
- Access for emergency vehicles;
- Provision of adequate space for unloading, turning and parking of vehicles without adversely affecting the highway network.

Site-specific risk assessments should be undertaken by the Principal Contractor prior to determination of locations for site compounds. Prior to compounds coming into use, the Principal Contractor will establish management protocols for the compound. It is envisaged that these will include (but not be limited to):

- Lighting and fencing of the compound;
- Access routes for equipment and materials;
- Control of potential hazards within the site compound;
- Protection of Trees and Hedgerow (refer to the Tree (and hedgerow) Protection Plan for the type and location of protective fencing to be installed prior to demolition or construction work commencing);
- Protection of wildlife;
- Working hours and noise levels;
- Safety of the compound layout.

Unless appropriate and approved connections can be made to mains drainage, welfare units shall have a sealed receptacle for wastewater, which is to be removed from site on a weekly basis and disposed at the haulier's nominated treatment works.

Where power at the compound(s) is not mains-supplied, fuel for electricity generation shall be stored in a bunded twin wall tank within the compound(s). In the event of a spillage, appropriate action should be taken in accordance with the good practice guidance set out in CIRIA C532 Control of water pollution from construction sites – Guidance for consultants and contractors

(2001) and the Environment Agency Pollution Prevention Guidance Note 22 Dealing with Spills (April 2011). A spill kit shall be provided with the welfare facility for use in the event of a fuel spillage.

4.4.3 Enabling Works

The enabling works on the Application Sites are likely to comprise the following:

- Ecological mitigation works, i.e. works to trees outside of bird breeding/nesting season. See ecological section below. ;
- Site preparation works – including the measures to protect trees and vegetation to be retained and the removal of trees and vegetation (where applicable);
- The breaking out of hardstanding (modifications to existing highways);
- Installation of any site hoarding and security fencing;
- Ground modelling works and cut/fill, including topsoil stripping and stockpiling for later use;
- Installation of temporary surface water management measures.

The site clearance works will require the removal of specific areas of vegetation and trees (as per the Arboricultural Impact Assessment and Tree Retention and Removal Plan submitted as part of the planning applications). The vegetation clearance works will be undertaken via a specialist clearance contractor, under supervision by a suitably qualified ecologist.

Whilst the works are largely confined to the roadside soft verges, site clearance as required within the Application Sites will involve the limited removal of some hard standing (modifications to the A2300 and A273 Jane Murray Way). The methods for the removal will be determined by the Principal Contractor but are likely to be driven by the proposed re-use of material to minimise further processing. Any arising's will be segregated, processed and stockpiled within the Application Sites ready for reuse (where appropriate).

By virtue of the relative ground levels, new verges on the northern side of the A2300 and western side of the A273 will be constructed on an embankment of up to 1.3 metres in height, and with a batter of 1:3. The remainder of the highway improvement works will be constructed at grade with the surrounding land and existing infrastructure.

Further assessments and investigations may be required in accordance with the planning conditions prior to site clearance therefore these should be taken into consideration prior to the construction works.

4.4.4 Construction

North of Existing A2300

A new 2.75m wide planting verge and 5m wide footway/cycleway (approximately 300m long) will be provided within the existing over-wide verge, connecting to the provisions recently provided as part of the WBLR Phase 1 construction works. By virtue of the relative ground levels, the new verge and footway will be constructed on a slight embankment. The carriageway will remain at grade with new kerbing being installed to provide separation to the new soft verge. Approximately halfway along the length of works a new "T-Junction" turning 90 degrees will be provided for future connection by others. New drainage provisions will also be provided in the form of filter drains, discharging into existing watercourses.

It is envisaged that the construction of this section of the works would take approximately 12 weeks, with the works being undertaken predominantly off-line in order to minimise the potential for disruption to traffic movements along the A2300. There will however need to be a period when works on or directly adjacent to the carriageway will be required, and therefore will require some temporary traffic management.

South of Existing A2300

A new 3m wide shared use path (approximately 300m long) will be provided at the bottom of the existing embankment, connecting to the provisions recently provided as part of the WBLR Phase 1 construction works to the west. The carriageway will remain at grade with new kerbing being installed to provide separation to the soft verge.

The carriageway is currently drained in part by a concrete drainage “v-channel” which will be removed as part of the works and be replaced with new drainage gullies, utilising the existing highway carrier drain. The new low-level footway will be drained separately to a filter trench which will convey surface water run-off to the attenuation basins already constructed as part of WBLR Phase 1C.

By virtue of the relative ground levels, the new verge and footway will be constructed on an embankment of up to 1.3 metres in height, and with a batter of 1:3. Alterations to existing culverted watercourses are also envisaged to be required (lengthening existing culvert and relocating headwalls) to maintain the alignment and continuity of each watercourse.

It is envisaged that the construction of this section of the works would take approximately 12 weeks, with the works being undertaken predominantly off-line in order to minimise the potential for disruption to traffic movements along the A2300. There will however need to be a period when works on or directly adjacent to the carriageway will be required, and therefore will require some temporary traffic management.

East of Existing A2300

A new 3m wide footway/cycleway (approximately 400m long) will be provided within the existing highway verge, connecting each side to the provisions recently provided as part of the WBLR Phase 1b roundabout construction works. A new planting verge will also be provided throughout the majority of this length of the works, between 1m and 2.75m wide due to land availability. The carriageway will remain at grade with new kerbing being installed to provide separation to the new soft verge. This kerbing will be positioned some 400mm into the existing carriageway so to provide the required space for the new verge and shared use path. Tactile paving will be provided along the shared surface where this crosses new and existing junctions. By virtue of the relative ground levels, the new verge and footway will be constructed on an embankment of up to 1.3 metres in height, and with a batter of 1:3.

A Pegasus crossing has recently been constructed by others at the southern end of this section of the scheme, at the interface with Gatehouse Lane to allow pedestrians and cyclists to cross from the western side of the A273 to the eastern side. The WBLR Phase 3 works will tie into this new crossing to the south.

It is envisaged that the construction of this section of the works would take approximately 16 weeks, with the works being undertaken predominantly off-line in order to minimise the potential for disruption to traffic movements along the A2300. There will however need to be a period when works on or directly adjacent to the carriageway will be required and therefore will require some temporary traffic management.

4.4.5 *Surface water drainage infrastructure*

The surface water drainage system has been designed in accordance with the National Planning Policy Framework (NPPF) and the accompanying Guidance and Technical Standards for sustainable drainage systems (SuDS).

The proposed drainage strategy layout for Phase 3 is presented on Drawing Refs: 19442-WIE-ZZ-XX-DR-C-900521 & 19442-WIE-ZZ-XX-DR-C-900522. The surface water drainage strategy will control runoff from impermeable areas at source and attenuate through SuDS features.

Drawing Ref: 19442-WIE-ZZ-XX-DR-C-900522 illustrates that the existing road surface of the A2300 will drain to raised kerbs and new gullies, replacing in part an existing concrete V channel. The carriageway drainage along the A273 is unaffected.

The new paved footway, cycle track and shared use footways will be drained in a number of ways, as discussed below.

The Drainage Strategy submitted as part of the planning applications show that there will be four separate highway drainage areas, as follows –

1. A2300 Southern Verge – the additional impermeable surfaces created by the scheme will drain to a natural swale (a wide, flat bottomed, vegetated shallow depression) created between the base of the A2300 embankment and the new shared use footway. This will encourage a significant amount of evapotranspiration and infiltration as well as resulting in areas of ponding along the uneven ground surface providing natural attenuation. The existing ground profile along this swale results in a low point towards the Triangle Roundabout where any remaining run-off will pass beneath the shared use footway and be conveyed via a new open ditch connecting into the existing field drainage ditch system.
2. A2300 Northern Verge – the additional impermeable areas of footway and cycle track will be allowed to drain to the surrounding wide grass verge area, gently sloping to the north to the existing parallel ditch. As is the case for the swales created on the south side – this arrangement will increase the amount of evapotranspiration, infiltration and shallow ponding on the uneven surface, before any resulting run-off enters the existing ditch network.
3. A273 Western Verge Northern Section – north of the newly constructed JMW Roundabout, a new filter drains with perforated conveyance pipe in the verge will flow south, connect into the new drainage network associated with the new JMW roundabout and link road and outfall into the new attenuation basin that has already been constructed on the southern side of the new WBLR Phase 1 link road (Basin H1 South).
4. A273 Western Verge Southern Section – the new section of shared use path will discharge surface water run-off directly onto the existing carriageway, thereby utilising existing highway drainage features for this relatively short section (approx. 60m length) of work.

The proposed surface water drainage systems described above are considered to provide a measured approach to the drainage of these small catchments areas. The use of swales and natural grassland areas will increase the amounts of infiltration, evapotranspiration, and natural attenuation that would not result from a more direct arrangement such as gullies out falling to a

pipe network. The existing constraints (including underground utilities and tree root protection areas), and the location and size of the catchment areas make more formal attenuation methods impracticable. The resulting impact on flood risk is considered to be negligible and is understood to be acceptable to the planning authority on the basis that the wider development will collectively not result in increased flood risk.

The maintenance of SuDS is vital ensuring that they work as efficiently as they set out to do. The maintenance requirements are discussed within Section 6.0 of the Drainage Strategy submitted as part of the planning applications.

4.4.6 *Street lighting*

Street lighting will be incorporated along the entire extent of the Phase 3 works in accordance with WSCC design criteria (Lighting of developer promoted highway schemes in West Sussex, West Sussex County Council, September 2019). The location of streetlights is shown on Drawing Ref: EVO20014676-LD-001, 002 & 003. Lighting columns will be 10 metres in height in all areas except for the low-level shared use footway to the south of the A2300 which will utilise 6m fold-down columns for ease of maintenance. Detail of the proposed street lighting specification is provided within the Outdoor Lighting Report submitted as part of this Reserved Matters application.

In accordance with the specification set out in the Ecological Mitigation Strategy submitted as part of the OPA Development, street lighting within the Proposed Development has been designed to follow best practice, with a graduation of lighting from dark corridors along water courses, hedgerows, woodland edges and buffer zones to the minimum lighting needed to achieve design targets in development areas. The lighting design balances the need for safety of pedestrians and also potential impacts on bats. All luminaires will lack UV elements. Metal halide, fluorescent sources will not be used. LED luminaires will be used where possible. A warm white spectrum (ideally <2700 Kelvin) will be adopted to reduce blue light component. Luminaires will feature peak wavelengths higher than 550 nm to avoid the component of light most disturbing to bats. Only luminaires with an upward light ratio of 0% and with good optical control will be used. Luminaires will be mounted on the horizontal, with no upward tilt.

4.4.7 *Landscaping*

The provision of new tree planting along the sides of the A2300 and A273 is heavily constrained by the presence of multiple existing underground utilities (each with specific no-planting corridors) and visibility splays (to signs, pedestrian crossings, junctions etc). The design has therefore evolved to focus on reducing the impact on the existing trees in the surrounding areas and complementing them with additional planting where gaps exist.

4.5 *Materials and Resource Use*

4.5.1 *Enabling Works and Construction*

Waste arising from site clearance, primary infrastructure and earthworks is expected to comprise vegetation, topsoil, rubble, asphalt from the A2300 and A273, gravel and clay material.

Whilst all “clean” excavated material will be reused on the Application Sites where possible, it is anticipated that the works will require a net import of fill material to create the new embankments. It is envisaged that this material will be sourced from the WBLR Phase 1 works,

having been stockpiled ready for re-use by the Phase 1 Contractor. However, the Phase 3 Contractor is to confirm the earthworks strategy for the scheme and determine the requirements for a Materials Management Plan – details of which should be provided in an updated CEMP.

4.5.2 *Management of Contaminated Material*

Any contaminated material that would require removal from the Application Sites would be collected by suitable waste carriers and sent for disposal at appropriately licensed waste facilities.

4.5.3 *Construction Waste*

The Principal Contractor shall implement the waste hierarchy (i.e. prevention, preparing for re-use, recycling, other recovery and disposal) as set out in the Waste (England and Wales) Regulations 2011 (as amended) to ensure that material resources are used to maximum efficiency.

The Principal Contractor will prepare a Site Waste Management Plan (SWMP) / Construction Resource Management Plan or equivalent. This will include information regarding the type and quantities of waste to be produced during demolition and construction, waste carrier details and plans for the segregation and control of waste and the reuse or disposal. The SWMP will include an audit programme to be undertaken by the Principal Contractor.

4.5.4 *Construction Materials*

The Principal Contractor shall prepare earthwork package drawings showing the details of the earthwork movements across the Application Sites to create the new verge and footway/cycleways. The groundworks contractor should refer to the earthwork package drawings to plan the execution of this activity and establishing areas for borrowing and stockpiling material across the Application Site. The objective is for as close to balanced cut and fill as possible which should minimise amount of material to be taken off-site.

The primary construction materials to be used for the works will include the following:

- Reused Clay, used for new embankments;
- Imported and Reused topsoil, used for landscaping;
- Stone for filter drains;
- Granular sub-base with asphalt surface course layers.

The earthworks model has accounted for reuse of site won material as engineering fill and as mentioned above with a view to minimise disposal offsite. Subject to construction activities there may be a small quantity of material to be disposed of towards the end of the project.

4.6 Plant and Equipment

Consideration has been given to the types of plant that are likely to be used during the construction process. The plant and equipment likely to be associated with each key element of the construction process is set out in **Table 4.3**.

Table 4.3: Plant Expected to be used during the Construction Process

Plant	Stage	
	Enabling Works/Site Preparation/Landscaping	Infrastructure
Tracked/ wheeled 360 degree Excavators	✓	✓
Vibrating compaction rollers	✓	✓
Excavator mounted hydraulic breakers	✓	✓
Excavator mounted hydraulic crushers	✓	✓
Dumpers	✓	✓
Ready mix concrete wagons	✓	✓
Mobile Craneage	X	✓
Eight-wheeler trucks	✓	✓
Air Compressors	✓	✓
Diamond cutting tools / saws	✓	✓
Handheld Tools including breakers (pneumatic and hydraulic)	✓	✓
Power Tools including percussion drills, cutting disks, pipe-threaders	✓	✓
Delivery trucks	✓	✓
Skips & Skip trucks	✓	✓
Forklift trucks	✓	✓
Road sweepers	✓	✓

4.7 Lighting

Temporary lighting will be provided along designated routes and the site compound; additional lighting will be provided as the construction progresses.

Low wattage directional lighting will be used on the Application Sites during the construction works to avoid lighting disturbance of neighbouring land uses, in line with the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Obtrusive Light'. Lighting will be provided with the minimum luminosity sufficient for safety and security purposes. Where practicable, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads and amenity areas.

Motion sensor lighting and low energy consumption fittings will be installed to reduce usage and energy consumption, where practicable.

The construction schedule activities will be primarily kept to daylight hours and the use of high-powered floodlights during hours of darkness will be limited. In the case where lighting is adopted for use during night activities, a Construction Lighting Management Plan will be included as an update to the CEMP and agreed with MSDC to limit the potential for obtrusive light, with appropriate consideration of receptors (e.g. ecology).

It is assumed that lighting for the construction phase will adhere to the following recommendations:

- New lighting for the Proposed Development will respond to the British Standards and good practice guidance to support safe access and use of the Site;
- All lighting to be aimed at its intended target, away from neighbouring properties and identified habitats or commuting routes which include: trees, hedges, watercourses and bat/bird flight zones;
- When possible, full cut-off luminaires will be used and shields, hoods, cowls, baffles or louvres will be employed to aid in further control of new lighting near sensitive areas to limit upward light or direct views of light sources;
- New permanent or temporary lighting near sensitive ecological receptors should limit the output of blue and ultraviolet range to avoid damage to insects behaviours and lighting levels and temperature on different species of bats; and
- Lighting equipment should be switched off, or lighting with the capability to is to be dimmed, in accordance with West Sussex County Council (WSCC) approved strategies for part-night lighting.

4.8 Workforce and Working Hours

It is expected that the working hours and delivery hours for works that form part of the Proposed Development and are audible at the Application Sites boundary will be:

- Monday to Friday, 08:00 – 18:00;
- Saturday, 09:00 – 13:00; and
- No working on Sundays and Bank Holidays unless otherwise agreed with MSDC.

Night-time working will be restricted to exceptional circumstances. By arrangement, there may be some out of hours construction deliveries made to the Application Sites.

5. Relevant Parties and Key Roles

5.1 The Client Team

The relevant parties and key roles within the client team are detailed below in **Table 5.1** [to be completed by Principal Contractor].

Table 5.1: Client Team

Role/Contact	Contact Details	Key Responsibilities
Applicant / Client Homes England Rob Morley	10 South Colonnade Canary Wharf London E14 4PU Rob.Morely@homesengland.gov.uk	Overall ownership of scheme.
Contract Administrator [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for the performance of the contract. Management of the project within the environmental constraints in conjunction with all other necessary management processes including the delivery of the completed project at handover.
Environmental Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for monitoring the performance of the project against requirements and standards.

5.2 The Contractor Team

The relevant parties and key roles are detailed below in **Table 5.2** [to be completed by Principal Contractor].

Table 5.2: Principal Contractor Team

Role/Contact	Contact	Key Responsibilities
Project Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for the project.
Site Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for managing the day to day site activities. Provide a presence to ensure works are being carried out in a safe and proper manner.
Environmental Compliance/Liaison Officer [Organisation]	[Address] [Telephone] [Email]	Responsible for: The management of environmental issues as advised by the specialists;

[Individual]		• Obtaining the necessary environmental consents; • Liaising with external third party organisations and individuals; • Regularly reviewing and updating the CEMP and specialist procedures and identify any areas for improvements; and • Review method statements for environmental aspects and advise the Project Manager as to their suitability.
Foreman [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible to Works Manager with particular responsibility for construction and assisting Agents with safeguarding the environment.
Traffic Safety Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for traffic management.
Site Waste Manager [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for overall waste management issues arising from the project.
Site Engineer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for environmental monitoring (except water levels) and the maintenance of records.
Health and Safety Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Overall responsibility for Health and Safety issues arising from the project.
External Relations Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for coordination with external parties.
Neighbourhood Liaison Officer [Organisation] [Individual]	[Address] [Telephone] [Email]	Responsible for coordination with existing residents.

5.3 External Agencies

A list of key contacts from external agencies is provided below in Table 5.3 [to be completed by the Principal Contractor]:

Table 5.3: Key Contacts from External Agencies

Team	Contact Details
Planning Officer Mid Sussex District Council Joseph Swift	Mid Sussex District Council Oaklands Road Haywards Heath RH16 1SS 01444 458 166 Joseph.Swift@midsussex.gov.uk
Environmental Health Officer Mid Sussex District Council [Individual]	[Address] [Telephone] [Email]
Building Control [Organisation] [Individual]	[Address] [Telephone] [Email]
Traffic Officer [Organisation] [Individual]	[Address] [Telephone] [Email]
Environment Agency	Incident Hotline: 0800 80 70 60
Natural England	0300 060 3900

6. Environmental Method Statements and Mitigation

6.1 Client Requirements

The Applicant is committed to best practice standards of implementation to ensure safe and secure implementation of the project with the minimum possible environmental harm.

The Applicant will monitor the Principal Contractor's compliance with the approved CEMP through all normal electronic and written media, telephone conversations and visits.

The Applicant is committed to good environmental performance and will proactively work with the Principal Contractor and other stakeholders to remedy any issues arising.

6.2 Relevant Legislation and Guidance

The Principal Contractor is required to carry out all works in accordance with current legislation, relevant regulations, guidelines and codes of practice.

The Principal Contractor is required to carry out all works in accordance with the relevant conditions attached to the grant of the OPA Development planning permission (MSDC planning reference: DM/21/3279, date of permission 09th December 2022).

The Principal Contractor is required to prepare and maintain a register of all relevant environmental legislation and guidance. This will be agreed with the Environmental Manager prior to being communicated to all relevant site workers.

6.3 Method Statements

When preparing works specific method statements, the Principal Contractor is required to include an environmental risk assessment to review the environmental risks and commitments. Works that have an environmental implication are to be identified and appropriate control measures developed.

The Principal Contractor is to determine which activities have environmental implications using the following criteria:

- The work may result in an adverse effect on the environment or human health; and
- The work is adjacent to a surface water drain or water course.

Where the works have environmental implications, the works-specific method statement and proposed control measures are to be reviewed by the Principal Contractors Environmental Compliance/Liaison Officer. Where necessary, the works specific method statement and proposed control measures are to also be reviewed by an appropriate environmental specialist.

When it has been determined that an activity has environmental implications, that activity (as detailed in the works specific method statement) may not commence until the Principal Contractors Environmental Compliance/Liaison Officer and Environmental Manager has approved the works specific method statement and proposed control measures.

Where necessary, the Principal Contractor is required to submit their proposed works specific method statements and proposed control measures to and gain approval from the appropriate enforcement agencies (Natural England, Environment Agency and Environmental Health Officer etc.).

6.4 Baseline Surveys and Sensitive Receptors

A number of baseline surveys have been undertaken for the Proposed Development and are contained within the Further Environmental Information Report (WIE19442-101) and Arboriculture Impact Assessment (WIE19442-R-1-2-2-AIA) that was submitted with the schemes planning applications.

The receptors which are considered potentially sensitive to the construction of the Proposed Development have been identified and are summarised in Table 6.1.

Table 6.1: Summary of Potential Sensitive Receptors

Category	Sensitive Receptor/Land Use
Site Specific	
Ground Conditions/Contamination and Water	The Application Site is located above a Secondary A Aquifer and is located within a nitrate vulnerable zone. The Application Site falls within Flood Zone 1 and risk of surface water flooding ranges from “low to high”. The River Adur is located to the north of the Application Site.
Traffic and Transportation	Both the A2300 & A273 runs through the Application Site.
Ecology	Sensitive ecological receptors which require appropriate consideration and mitigation are ancient woodland, bats, great crested newts, breeding birds, [REDACTED] reptiles (slow-worm confirmed to be present in the local landscape). There are trees, semi-improved neutral grassland, improved grassland and woodland present on and adjacent to the Application Site.
General	
Members of the Public/Facilities	Adjacent businesses, residential, educational and leisure facilities sensitive to dust/vibration (such as St Paul’s Catholic College and the Triangle Leisure Centre). To the north and south of the Application Site there is also pedestrian footways / bridleways along the surrounding roads.
Residential, commercial and industrial	Surrounding residential, commercial and industrial units within the vicinity of the Application Site.
Noise and Vibration	Possible impacts arising due to noise from works occurring within the Application Site. Control of noise activities will minimise any impacts on nearby sensitive receptors.
Dust and Air Quality	Possible impacts from dust arising due to works occurring within the Application Site. Control of dust activities will minimise any impacts on nearby sensitive receptors.
Waste Disposal	Waste created onsite should be managed appropriately to reduce the likelihood of impacting any sensitive receptors or contaminating surrounding areas.

Protection of Existing Installations	Existing utilities crossing the Application Site.
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The following section describes the environmental constraints on and within close proximity to the Application Sites and sets out mitigation and control measures in relation to the sensitive receptors. Mitigation and control measures will be refined by the Principal Contractor to best reflect the methods of working and the programming of construction activities and will be inserted into **Appendix E** by the Principal Contractor once completed. In order to ensure consistency with the OPA Development, the relevant mitigation measures stated as being contained within the CEMP (Table 16-1 'Summary of Mitigation Measures from within the Technical ES Chapters', Chapter 16 Mitigation Register, of the Environmental Statement Volume 1 (December 2018) for the OPA Development have been included. Any additional mitigation identified in the Further Information Report has also been included.

6.5 Ground Conditions/Contamination and Water

6.5.1 *Environmental Constraints*

The underlying bedrock for the Application Sites comprises the Weald Formation, anticipated to be formed of clays and mudstones, with bands of clay-ironstone recorded in the north / north-east of the Application Site. Superficial deposits are not recorded to underlie the remainder of the Application Sites. The underlying bedrock is unproductive strata.

Pockets of Made Ground were encountered in a small number of exploratory holes and comprised reworked weathered Weald Clay. The Application Sites are not located within a Groundwater Source Protection Zone (SPZ) however they are located within a nitrate vulnerable zone.

The Weald Clay is known to leach significant dissolved sulphate if it is excavated and left exposed in stockpiles which are open to rainfall or overland surface flows. In this respect, the River Adur provides a receptor for any turbid waters with elevated sulphate. Therefore, the Principal Contractor is to provide low bunding around any temporary stockpiles and keep them away from the edges of watercourses.

The Application Sites are located within Flood Zone 1 and is classed as having a low risk of fluvial flooding (land having between a 1 in 100 and 1 in 1,000 annual probabilities for river flooding).

The Environment Agency (EA) surface water flood maps show that the majority of the Application Sites has a 'very low' risk of surface water flooding. The river channel corridor of the River Adur has 'low to high' risk of surface water flooding. There are isolated parcels of land within the Application Site which have a 'low' risk of surface water flooding, specifically along the PRow footpath to the north of the A2300. There is also an area of land with 'low to high' risk of surface water flooding located at the northern edge of St Paul's Catholic College.

The River Adur, Environment Agency Main River, is located approximately 340m to the north of the RM Application Site, some 750m from the full application site. A tributary of the Pook Bourne, flowing south, is located to the south-west of the RM Application Site which runs parallel to the west of the electricity sub-station. There are a small number of existing highway drainage ditches within the Application Site that require re-work.

6.5.2 Mitigation and Control Measures

Compliance

- Environmental protection during construction will be achieved by compliance with industry standard codes of practice for the treatment of natural and made ground and through the implementation of construction environmental management procedures.

Sediment runoff

- The use of water-assisted dust sweepers on the access and local roads will be used to suppress dust and remove any material tracked out of the Site as necessary;
- Site access points will be regularly cleaned to prevent build-up of dust and mud.
- Earth movement will be controlled to reduce the risk of construction silt combining with the Site surface water runoff via appropriate storage and drainage measures.

Leaks and spillages of contaminants

- All staff will be trained in the use of spill kits and aware of their locations on site.
- Spillages and leakages will be immediately contained in line with an Emergency Response Plan (ERP) and managed through the use of geotextile bunding of adequate capacity (110%), to isolate and minimise the ingress of surface water runoff to non-decommissioned boreholes or exposed surface water drainage pipes. Valves and trigger guns will be protected from vandalism and kept locked when not in use.
- An emergency Spillage Action Plan will be produced, which site staff must read. On-site provisions will be made to contain a serious spill or leak through the use of booms, bunding and absorbent material.
- Wherever possible, plant and machinery will be kept away from the drainage system and will have drip trays beneath oil tanks / engines / gearboxes / hydraulics, which will be checked and emptied regularly via a licensed waste disposal operator.
- Environment Agency Pollution Prevention Guideline PPG6 will be complied with which gives requirements such as the bunded storage of any chemicals or fuel kept on site and the introduction of petrol interceptors to filter run off from areas of hardstanding created for demolition/construction plant.
- All gases and fuels to be stored in accordance with the current regulations for particular gases/fuels in question and noted on the Fire and Emergency Plan.
- Following the discharge of surface run-off and de-watering effluents to settling tanks, the drainage would be routed to oil interceptors prior to discharge to sewer.
- The majority of concrete used will be pre-mixed and delivered from an off-site source, thereby negating the need to mix concrete on-site and reducing the creation of alkaline wastewater.
- Any mixing and handling of wet concrete on-site will be undertaken in designated impermeable areas, away from any drainage channels or surface water.
- A designated impermeable area will be used for any washing down or equipment cleaning associated with concrete or cementing processes and wastewater will be contained and removed by tanker to a suitable discharge location by a suitably licenced waste operator.
- All spills, regardless of size are to be reported to the Principal Contractor and dealt with appropriately. Where spills have the potential to enter groundwater, the Environment Agency should also be informed in addition to appropriate procedures.
- Fuel, oil or chemical storage required during the demolition, remediation and construction phase will be stored on impervious bases of appropriate capacity and will be located away from watercourses in accordance with the Environment Agency's PPGs 1,2,7 as well as COSHH Regulations 2002 and the Control of Pollution (Oil Storage) Regulations 2004.

- Leaking and empty drums will be removed from the site and disposed of appropriately.
- Any refuelling of mobile plant and machinery will be undertaken in a designated area away from watercourses and surface drains, and supplied with appropriate spill kits and bunded bowser.
- All mobile plant will have drip trays or the equivalent under them to prevent any leaks getting to the ground.
- Biodegradable hydraulic oil to be used for machinery/plant where possible.
- All drums and barrels will be fitted with flow control taps and will be properly labelled.

Disturbance of existing drainage systems and water supply network

- Operational outlets to the public sewers are to be protected from debris and filters/screens/sumps employed.
- All existing utilities will be identified and marked prior to works commencing.
- Signs will be used to warn of the presence of utility infrastructure.
- Any damage to the drainage network will be immediately repaired.
- The Principal Contractor must seek to minimise where possible the amount of wastewater that needs to be discharged and find an alternative means of disposal.
- All necessary agreements or consents for the discharge of water from the Application Sites will be obtained.

Contaminated Land

- A watching brief for unforeseen contamination. This is specified on a grid basis and includes the procedure to follow in the event that unforeseen contamination is identified will be prepared.
- Contaminated soils arising from excavation will be transported to a designated containment area prior to treatment or waste classification and subsequent treatment of disposal.
- Subject to the completion of the contamination assessment, site won material used as fill materials should be free of contaminants and any potential contaminates should be below the guideline values for residential development with gardens.
- Preparation of a detailed remediation strategy (if required) to define a material management/ recovery plan, associated soil remediation, mitigation and subsequent validation approach to be adopted and agreed with MSDC prior to implementation.
- UXO due diligence/mitigation prior to commencing site works. Where required, mitigation measures for UXO detection is to be designed and implemented by a specialist.
- Stockpiles and material handling areas will be kept as clean as practicable to avoid nuisance from dust. Dusty materials will be dampened down using water sprays in dry weather or covered.
- The length of time materials are stockpiled on-site before being removed for re-use, recycling or disposal is to be kept to a minimum and stockpiles are to be covered with tarpaulins prior to disposal.
- The Weald Clay is known to leach significant dissolved sulphate if it is excavated and left exposed in stockpiles which are open to rainfall or overland surface flows. Therefore, the Principal Contractor is to provide low bunding around any temporary stockpiles if they are positioned directly adjacent to edges of any watercourses, but should keep them away from the edges of watercourses if possible.

Groundwater Flow and Quality

- Any existing boreholes found on-site would be decommissioned in accordance with Environment Agency standard guidance for protection of aquifers from pollution.
- If perched groundwater is encountered during excavation dewatering may be required. The most appropriate methods to dewater excavations will be selected, for example,

prior to dewatering the perimeter of the excavation could be enclosed with either sheet-pile or a diaphragm wall. Piezometers (standpipes) could then be placed outside the sheet pile wall to monitor groundwater levels;

- In the event that ground contamination is discovered, work will stop immediately and measures will be taken to prevent disturbance and mobilisation of contaminants, until the contamination has been treated in-situ or removed for off-site disposal or treatment;
- Contaminated soil requiring disposal will be excavated and kept separate from other soil and waste materials, in protected temporary stockpiles, prior to disposal;
- Water arising from excavations will be disposed of to the local sewer network (subject to agreement with Southern Water) if uncontaminated and following the removal of silt via settlement ponds or alternative measures. All existing utilities will be identified and marked prior to works commencing; and

Asbestos

- A competent/licensed contractor will survey (pre site preparation survey as defined by the Health and Safety Executive (HSE)) and remove asbestos containing materials and other materials and structures contaminated with asbestos fibres.

6.6 Traffic and Transportation

6.6.1 Environmental Constraints

Vehicular access into the Application Sites will be direct off the existing highway (A2300 and/or A273). The Principal Contractor will design all temporary traffic management to current design standards and best practice so to provide safe access and egress points off and on the Application Site.

There is limited pedestrian and cycle provision within the Application Sites, however a Public Right of Way (PRoW) footpath (14Hu) runs parallel to the north of the A2300. Footpath 14Hu leads onto footpath 98CR which provides access into Burgess Hill to the east. It is expected that a section of PRoW 14Hu may need a temporary closing order in place so to facilitate safe construction works.

The Application Site has limited public transport provision due to its semi-rural nature. There is a single bus stop within the full application boundary located along the Northbound section of the A273 close to Gatehouse Lane. This is a major Route 100 bus stop which is a major route used by Collyer's students.

The closest passenger train station is Burgess Hill Station which is located approximately 2.6km to the south-east of the RM Application Site.

6.6.2 Mitigation and Control Measures

- Access to the Application Sites will be monitored and carefully planned to ensure vehicle movement will not cause damage to existing highways, parked vehicles or kerbs.
- The Principal Contractor must ensure that suitable management is in place in order to maintain, as far as reasonably possible, any existing public access routes to the construction site. The Highway Authority must be contacted to form an agreement when working on the highways.

- A licence will be required for any works affecting the surrounding network and movement of traffic, this licence must be obtained at the early stages of the development to avoid any delays. Examples of management include controlling the timing of deliveries as well as requiring loading and unloading to take place in a specified location to minimise disruption.
- The delivery of goods will be managed to ensure wherever possible that arrival times occur outside of sensitive periods. No deliveries will be accepted outside of the normal site working hours and vehicles will not be allowed to wait outside the Application Site on the public highway.
- Identified routes for all construction traffic to be agreed with MSDC prior to commencement of works. This will reduce the likelihood that vehicles will pass along sensitive roads (i.e. residential roads, congested roads, via unsuitable junctions).
- All vehicle movements on site will be confined to designated haul roads and a one way system will be in operation, vehicles shall not exceed the speed limit of 5 miles per hour.
- Vehicles will be kept to hard standing and roadways at all times. All hard standing and roadways used for vehicles entering, parking or leaving the site will be kept clean and in a maintained state, this will also include the site compound(s).
- All persons working on or visiting the Application Sites will park in the designated areas and sufficient space will be provided to ensure this.
- Designated pedestrian walkways will be set up and signed around the compound area and where required around the site.
- Clear signage must be provided at all times to inform the public of the changes to access routes and transport locations and the safety of cyclists must be considered.
- Provision will be made within the site for vehicle parking and a material storage compound to be provided and agreed with the MSDC before each phase of development.
- Notice to MSDC and WSCC is required to assess any temporary or permanent road and footpath closures and diversion. The relevant fee for the application must be paid beforehand.
- Any works encroaching onto a public footpath must be consulted on with MSDC. The safety of the public must be ensured by the Principal Contractor. Consideration must be taken for more vulnerable users of the closed footpaths such as the elderly and the disabled. All temporary footpaths must be surfaced in non-slip materials to the satisfaction of the council.

6.7 Dust and Air Quality

6.7.1 *Environmental Constraints*

The Application Sites are not located within an Air Quality Management Area (AQMA) and the closest AQMA to the Application Sites is the Mid Sussex AQMA No.1 which is located approximately 4.8km to the south. The AQMA was declared in 2012 for exceedances of the annual mean nitrogen dioxide (NO₂) objective.

There are a number of sensitive receptors within close proximity of the Application Site which include the following:

- Residents to the east of A273 Jane Murray Way
- St Paul's Catholic College
- The Triangle Leisure Centre

6.7.2 Mitigation and Control Measures

- The Principal Contractor must comply with all relevant legislation and guidance for the control of dust and emissions during construction works in accordance with Best Practicable Means.
- Highly recommended mitigation measures outlined in the IAQM "Guidance on the assessment of dust from demolition and construction (January 2014)" for high risk sites should be incorporated into the demolition and construction working practices.
- Liaison with MSDC will be maintained throughout the works and any incidents which lead to excessive elevation of dust deposition and/or PM₁₀ concentrations at neighbouring sensitive receptors are reported to the Environmental Health Department. In addition nearby residents will be notified that dust emergence is being controlled on the site.
- Emissions from demolition and construction traffic will be minimised through, but are not limited to: using low emission vehicles (where appropriate) fitted with catalytic converters, diesel particulate filters or similar devices, requiring any plant on site to be well-maintained, maximising energy efficiency and ensuring that all commercial road vehicles used in construction meet the European Emission Standards. All vehicles must comply with MOT Standards.
- In accordance with best practice, construction dust will be controlled through the application of a series of measures, including (but not limited to):

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.
- Make the Dust Management Plan available and ensure this is regularly updated.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to MSDC.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.
- Undertake regular liaison meetings with site managers of other construction sites located within 500m to ensure the most suitable and best available management is undertaken and to avoid undertaking dusty works at the same time.

Monitoring

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to MSDC.

This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills.

- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to MSDC.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Agree dust deposition, dust flux, or real-time PM₁₀ continuous monitoring locations with MSDC. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Avoid site runoff of water or mud
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site, cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

Operating Vehicle/Machinery and Sustainable Travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable.
- Ensure all vehicle switch off engines when stationary- no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- A maximum-speed-limit of 15mph on a surfaced and a 10mph on unsurfaced haul roads and work areas.
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
- Implement a Travel Plan that supports and encourages sustainable travel.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chuted and conveyors and covered skips.
- Minimise drop heights from shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste Management

- Avoid bonfires and burning of waste materials.

Site Clearance

- Ensure effective water suppression is used during construction operations.
- Avoid blasting techniques, using appropriate manual or mechanical alternatives.
- Bag and remove any biological debris or damp down such material.
- Stockpiles will be located as far as possible from sensitive properties, taking account of the prevailing wind direction.

Earthworks

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.
- Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
- Only remove the cover in small areas during work and not all at once.
- Screening of earthworks and perimeter landscaping, where appropriate should be completed to provide a physical barrier between the Application Site and the surroundings.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- For smaller supplies of fine powder materials ensure bags are sealed after use and stored to prevent dust.
- Dust control will be applied during cutting or grinding of material on site to minimise or mitigate dust. Smoke emissions or fumes from site plant or stored fuel will be limited.

Track-out

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Application Site.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving the Application Site are covered to prevent escape of materials during transport.
- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Record all inspections of haul routes and any subsequent action in a site log book.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsters and regularly cleaned.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Application Site where reasonably practicable).
- Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the Application Site exit, wherever Site size and layout permits.
- Access gates to be located as far (at least 10 m) from receptors where possible.

Plant Exhaust Emissions – Non-Road Mobile Machinery (NRMM)

- No vehicles or plant will be left idling unnecessarily.

- NRMM will be well maintained. Should any emissions of dark smoke occur (except during start up) then the relevant machinery will be stopped immediately and any problem rectified before being used.
- Engines and exhaust systems will be regularly serviced according to manufacturer's recommendations and maintained to meet statutory limits/opacity tests.
- Plant will be located away from the boundaries close to residential areas.
- Use of diesel or petrol powered generators will be avoided by using mains electricity or battery powered equipment where possible and if safety concerns can be overcome.

Road Vehicle Emissions

To minimise the likelihood of congestion, monitoring and control of all vehicles entering and exiting the Site will be maintained by:

- Setting of specific delivery dates and collection times, where feasible;
- Consolidating deliveries where feasible;
- Using a system of 'just in time' deliveries;
- A requirement for authorisation when visiting the Site via vehicles; and
- Safely maintaining pedestrian access around the Site perimeter.

6.8 Noise and Vibration

6.8.1 Mitigation and Control Measures

- The permitted hours of work for any works that are audible at the site are: 8:00am - 18:00pm Monday to Friday and Saturday 9:00am - 13:00pm. No machinery is to be started outside of these hours unless agreed with MSDC.
- Noise levels will be monitored prior to construction commencing and at regular intervals during the works especially when potentially noisy activities are occurring close to sensitive receptors. In addition, nearby residents will be notified that noise and vibration are being controlled onsite.
- Best practicable means of preventing, reducing and minimising noise will be adopted in agreement with MSDC and in accordance with the Control of Pollution Act 1974.
- The recommendations relating to the impact of any operations will comply with the guidance set out in BS 5228; Code of practice for noise and vibration control on construction and open sites parts 1 and 2, and will be implemented, together with the requirement set out below:
 - Ensure that noisy plant is located as far from receptors as practicable and screened using temporary barriers.
 - Limit the daily time that noisy equipment is operated; however, it is acknowledged that sometimes a greater noise level may be acceptable if the duration of the construction activity, and therefore length of disruption, is reduced.
 - The effect of noise and vibration on nearby sensitive receptors can be minimised through a good communication strategy. Information on construction works and prior

notice of when high noise and/or vibration generating activities will be provided to reduce adverse effects.

- Vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. The Principal Contractor will ensure that all plant complies with the relevant statutory requirements.
- Machines in intermittent use will be shut down or throttled down to a minimum when not in use.
- Compressors will be fitted with properly lined and sealed acoustic covers which will be kept closed whenever in use. Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Rotary drills and bursters activated by hydraulic, chemical or electrical power will be used for excavating hard or extrusive material.
- Equipment powered by mains electricity will be used in preference to equipment powered by internal combustion engine or locally generated electricity.
- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Noise emitting machinery which is required to run continuously will be housed in a suitable acoustically lined enclosure.
- Time slots are adopted for deliveries to ensure that convoys of vehicles do not arrive simultaneously and avoid unnecessary idling on-site.
- The use of sufficient clear signage to ensure that construction vehicles use only designated routes.
- Loading and unloading of vehicles to be done in a manner which limits noise generation and where practical away from noise sensitive areas.
- Localised remedial measures (such as acoustic barriers) and boundary monitoring.
- Complaints to be reported to the Principal Contractor and immediately investigated in regards to noise levels.

6.9 Ecology and Nature Conservation

6.9.1 *Environmental Constraints*

There are no statutory sites designated for nature conservation within or adjacent to the Application Sites. The closest is Bedelands Farm Local Nature Reserve (LNR) located approximately 2km to the east of the Application Sites. Ditchling Common Site of Special Scientific Interest (SSSI) is located approximately 3.8km to the southeast of the Application Site.

The nearest ancient woodland to the Application Site is Jane Murray Way Shaw, approximately 170m north.

The Site comprises of the following mix of habitats:

- plantation broadleaved woodland (a Habitat of Principal Importance);
- improved grassland;
- semi-improved neutral grassland, and;
- hardstanding.

The habitats on Site have the potential to support notable and/or protected species including bats (foraging and commuting), birds (breeding and foraging), [REDACTED] reptiles and hedgehog. It is considered unlikely that the Application Sites would support great crested newts, bats (roosting) and dormouse, however precautionary methods of work for these species will still be required.

See **Appendix G** for the scheme's Ecological Impact Assessment (EclA) Report.

6.9.2 *Mitigation and Control Measures*

Protected species

- Compliance with ecological mitigation requirements set out in the EclA Report (**Appendix G**) submitted as part of these Reserved Matters and Full Applications. This may include Reasonable Avoidance Measures, inspections by the Ecological Clerk of Works (ECoW) or mitigation required in compliance with European Protected Species Licences. The Principal Contractor will engage with the Ecological Clerk of Works on appointment to confirm specific ecological requirements relevant to the Application Sites.
- Daily inspections required to ensure amphibians, reptiles and mammals are not trapped in excavations etc. If found, the advice/assistance from a Suitably Qualified Ecologist (SQE) and/or the RSPCA will be sought. Amphibians (providing not great crested newt, see below), reptiles and mammals, should be removed and relocated away from the working areas to suitable habitats. [REDACTED]
[REDACTED].
- All deep excavations to be ramped and pipework capped during the hours of darkness to minimise mammals becoming trapped within the Application Sites. Deep excavations will also be covered over at the end of the working day where possible. A member of staff should check the Site at the end of each working day to ensure that these provisions have been made.
- Initial site briefings and toolbox talks will be undertaken by a Suitably Qualified Ecologist to notify staff of any protected species onsite and mitigation to be followed. The talk will include identification, legal protection and safe working practices to be adhered to.
- A Suitably Qualified Ecologist will check trees and long grassland and any other dense vegetation for bird nests immediately before any clearance that is scheduled in the bird nesting season (March – September inclusive). If active nests are found to be present, the Ecologist will establish a suitable buffer zone where no development activities can occur until the young have fledged the nest.

- The habitats on the Application Sites provide foraging and commuting habitat for bats but the street lighting from the roundabout and A2300 reduces its value. Three trees have been assessed as providing bat suitability (T1-T3) with the remainder being assessed to be of negligible value for roosting bats. Should these trees be subject to direct disturbance, further assessment on their suitability would be required.
- The tree felling contractors will be notified that the trees have been assessed for bats by way of a toolbox talk. Should bats be discovered, clearance should stop immediately, and a Natural England licence will be obtained before works continue. Should the Application Sites works commence more than 18 months after the tree inspections documented in the EclA Report (**Appendix G**) were undertaken, then update inspections should be undertaken to assess whether the roosting potential of the trees has changed. Should any trees be identified as having potential to support roosting bats as part of any update inspections then appropriate further surveys and mitigation would be required.
- Standard good industry lighting measures should be implemented during construction to limit the spill of light pollution into the surrounding landscape¹. Lighting should be designed to consider the aquatic environment and avoid direct lighting of trees, where reasonably practical, to avoid inhibiting movements of photophobic species such as bats. Lighting levels and colour temperature should be considered in the design to avoid and reduce this harm.
- Materials will be stored off the ground on pallets to prevent mammals, amphibians or reptiles from taking refuge under them. No temporary standing water should be left on the site, which could be used by amphibians.
- In areas where potential reptile presence has been noted (e.g. Phase 3 where a juvenile slow worm was identified in 2024) sensitive, phased and directional clearance of potentially suitable habitat for reptile (woodland edge habitat, hedgerow, scrub, sparsely vegetated areas and mosaic habitats) to be implemented under ECoW supervision. This should be done in a direction to encourage reptiles to move into suitable habitat that connects to the wider landscape, and not flushing reptiles onto roads. Works to potential reptile habitat to avoid the reptile hibernation season (generally taken to be October to February depending on seasonal variations) where disturbance to reptile can result in greater harm and death. In areas with habitat connectivity to great crested newt breeding ponds (e.g. Phase 3 but where 2024 surveys found terrestrial habitats on site to be unsuitable), to account for potential changes to the suitability of terrestrial habitat (e.g. through natural regeneration), and to avoid breaching wildlife legislation, a SQE or ECoW should review whether potentially suitable terrestrial habitat is present within the works area prior to clearance. If habitat is deemed suitable, an assessment on risk of encountering great crested newt should be updated. Provided this is deemed a low risk, habitat clearance should be accompanied by the implementation of a hand search/destructive searches during the appropriate time of year. Should suitable hibernation features be identified, works to these should avoid the amphibian hibernation season (generally taken to be November to February depending on seasonal variations) where disturbance to can result in greater harm and/or death. Alternatively trained detection dogs can be used to confirm the absence of great crested newt hibernating in such features. It must be noted that should a great

¹ Bat Conservation Trust (2023). GN08/23Bats and Artificial Lighting At Night. Available at: file:///C:/Users/MRTL/Downloads/41867-ILP-GN08-FINAL-1.pdf

crested newt be found it is against wildlife legislation to move this species without a mitigation licence. Work should cease and allow individuals to move out of the way, with further advice sought from an SQE.

Habitats

- All areas of habitat outside of the working area are to be retained and protected by Heras fencing. No works or machinery are allowed within such areas at any time, unless agreed with the relevant authorities.
- No materials or plant are to be stored, rubbish dumped, fires lit or buildings erected within the fencing area and no changes in ground level are to be made within the spread of the tree without prior agreement from the Local Planning Authority.

Trees

- No trees shall be lopped, felled or have their Root Protection Area encroached upon or protective fencing moved or be otherwise interfered with without prior agreement of the Project Arboriculturist and written approval following discussions with the local planning authorities Tree Officer. Any special construction methods within protected areas will be described within the Arboricultural Method Statement. All trees to be retained shall be protected. Install Tree Protection Fencing and to the specification as shown in the Arboricultural Method Statement and Tree Protection Plan, in compliance with BS 5837 (2012) – *Trees in Relation to Design, Demolition and Construction – Recommendations* and in compliance with the relevant planning conditions.
- Works which are to be carried out under the canopy of adjoining trees are to be carried out using hand tools only. No mechanical or power tools are to be used unless in agreement with the Local Planning Authority.

6.10 Waste Disposal

6.10.1 Mitigation and Control Measures

- The waste hierarchy will be adhered to throughout the works. The preferred option is to reduce waste, then re-use and finally recycle. If the three options are not viable then as a last resort waste will be disposed to landfill.
- Any soil arisings from the works, suitable for reuse on the Proposed Development will be retained and stockpiled where possible to incorporate such materials into the construction process.
- A plan (site waste management strategy or other) will be prepared by the Principal Contractor to dispose of the waste that is generated as a result of the works and should document details about the transportation and management of waste within and outside the site. Hazardous waste must be documented and disposed of safely and in accordance with appropriate guidance.

- The Principal Contractor has a duty of care to dispose of waste safely. It is an offence to handle or dispose of controlled waste without a waste management licence.
- Suppliers of raw materials for the proposed development will be committed to reducing surplus packaging associated with the supply of any raw materials.
- Carriageways and footpaths on and in the vicinity of the site are to be kept free of debris and litter.

6.11 Protection of Existing Installations

6.11.1 *Mitigation and Control Measures*

- The Principal Contractor is required to protect and where appropriate repair on-site utilities where specified in the Works Information.

7. Training and Site Induction

The raising of environmental awareness is viewed as a crucial element in the appreciation and implementation of the CEMP. As a consequence, the Principal Contractor is to ensure all staff undergo environmental awareness training, initially by way of the pre-start induction process.

A project specific training plan that identified the competency requirements for all personnel allocated with environmental responsibilities will be produced and contained within the CEMP.

Training will take the form of a site induction and toolbox talks. The training will include (but not limited too):

- Risk assessment procedures, requiring all personnel to be aware of and sign off the appropriate risk assessment/method statement for the task(s) in which they are engaged;
- Full health and safety induction with emphasis on use of the correct PPE which is to be provided by the Principal Contractor;
- Awareness of the potential for harm to both personnel and the environment from the materials held onsite;
- Awareness of the sensitivity of the environment surrounding the facility;
- Reporting to the Environment Agency if there is a risk of surface, groundwater or land contamination;
- Reporting to the Environment Agency and Southern Water if a discharge to the foul or combined sewer is involved;
- Clean-up, safe handling and legal disposal of contaminated materials and waste resulting from an incident (including arrangements for the use of specialist contractors and services);
- The appropriate decontamination or legal disposal of contaminated PPE;
- How to record and report environmental incidents; and
- General public relations and the need for exemplary courtesy and behaviour of all site staff towards the general public.

8. Environmental Incidents and Complaints

8.1 Environmental Incidents

An 'environmental incident' is any incident that, by its scale or nature, will have a negative effect on the environment. Such an effect is likely to result in a breach of environmental law, either by pollution to the environment or by endangering wildlife. As there are no restrictions on what constitutes an environmental incident, the system in place must remain flexible.

The Principal Contractors Environmental Compliance/Liaison Officer will be informed of any environmental incidents by the appropriate site supervisor. All environmental incidents, dangerous occurrences or near misses will be recorded by the Principal Contractor on an Accident/Incident Report form. Once the incident is reported and recorded, actions will be identified to avoid a recurrence and the site procedures will be updated accordingly.

In addition to procedures outlined in the CEMP, if a spill occurs that has the potential to enter groundwater, the Environment Agency should be informed.

The following list details some of the incidents which it is anticipated may potentially occur, but the list is not intended to be exclusive:

- Leaking or poorly maintained machinery with no drip tray
- Improper storage of chemicals
- Incident leading to pollution of land, air or water
- Incorrectly labelled or unlabelled waste, which may potentially be special (i.e. dangerous) waste
- Waste left in an unsuitable and unsafe place

8.2 Enquiries and Complaints

The Principal Contractor will establish an email address and telephone helpline contactable all times during working hours to manage enquiries relating to construction activities from the general public and local businesses. Such communication means will also be used as the first point of contact in the event of an emergency or incident. Contact details will be widely promoted and displayed at appropriate locations around the site hoarding and site entrance.

The Principal Contractor will establish a process for handling all enquires including complaints. All enquires will be recorded and a log will be maintained that will include details of the response and action taken. This will be available upon request for inspection to the MSDC. All enquires whether a query or a complaint will be dealt with in a timely manner.

Enquiries and complaints received are to be recorded into the register within 24 hours. The interested party will be notified what action is being taken to address the enquiry/ complaint.

9. Communication and Co-ordination

9.1 General

This section describes the main methods of communication and co-ordination of day to day activities onsite during construction. Additional informal methods of communication and co-ordination should be undertaken as appropriate other than those highlighted below.

9.2 Internal Communication

Internal project communications will be via two processes:

- Environmental issues will form an agenda item on project progress meetings.
- Informal on-site communication. Daily briefing and updates should be informally discussed between the Principal Contractor's Environmental Compliance/Liaison Officer, Works Manager and Site Foreman to discuss changes in programme, issues with activities and potential risk to the environment.

9.3 External Organisations

A good working relationship will be maintained with the relevant authorities and statutory and non-statutory bodies, including the local planning, environmental protection, waste and highway authorities, utility providers, and other relevant regulatory bodies.

There will be regular and proactive liaison with MSDC and other third parties as appropriate on environmental considerations throughout the project implementation. The project team / Principal Contractor will determine whether there are any works which may benefit from early discussion.

In line with good environmental practice, the CEMP file will be available at the site compound to view by regulatory bodies on request.

9.4 Communications with the Public

The Principal Contractor will appoint a Public Liaison Officer who will be the named representative for contact with the community.

Outside of normal working hours, site security staff will act as the main point of contact via a dedicated phone number. Security will alert the Public Liaison Officer (or representative), if necessary.

The Client/ Principal Contractor will take all reasonable steps to engage with stakeholders in the local community, focussing on those who may be affected by the construction works including residents, businesses, community resources and specific vulnerable groups. The Principal Contractor will set up a Neighbour and Public Relations Strategy, which will outline what, when, with whom and how to communicate the construction activities to be undertaken.

The Client/Principal Contractor will ensure that local residents, businesses, occupiers, general users of the area and the MSDC are informed in advance of construction activities that may affect them. Relevant interested parties will be identified in the CEMP. Notifications will detail the nature, estimated duration and working hours of the works. All notifications will include instructions for contacting the Principal Contractor, in case of any enquiries or complaints.

10. Commitment to Environmental Best Practice and General Requirements

10.1 Commitment to Environmental Best Practice

The Applicant / Client / Principal Contractor will define construction environmental performance targets (including but not limited to energy use, carbon emissions, water use, waste, environmental incidents, complaints etc.) against which monitoring will be undertaken on a monthly basis to drive construction environmental best practice. The environmental performance monitoring will be used to define corrective actions and opportunities for continuous improvement, as relevant.

The construction project will be registered under the 'Considerate Contractor's Scheme' and will be monitored against the following Code of Considerate Practice objectives:

- Care about the Appearance
- Respect the Community
- Protect the Environment
- Secure Everyone's Safety
- Value the Workforce

10.2 General Requirements

MSDC's 'Construction Charter for Developers – Good Practice Guide' outlines six principles which the council expects developers to adhere to on all sites, as defined below:

1. Stick to your planning permission

Your planning permission has been granted for a specific development (as per the approved plans) and will be subject to conditions and maybe legal agreements. The Council and the local community expect you to stick to these and to give advance notice if anything needs to be changed,

2. Be safe and tidy

Carry out all works with the utmost care for the safety of passers-by as well as your workers - this includes driving vehicles on and off the site. Keep all plant and machinery in safe working order, and all structures safe, by checking them often. Keep your site and roads and pavements around it tidy

3. Be considerate

Carry out all work with consideration for residents, workers, pedestrians, visitors, neighbours, businesses and road users, at all times and with every effort to minimise noise and disturbance. Pay special attention to the needs of those who have difficulties with sight, hearing or mobility, and those in wheelchairs or with prams and pushchairs.

4. Be responsible

It is the responsibility of the main contractor to ensure that all employees, agents, subcontractors, suppliers, drivers and others working on or near the site comply with this Code of Practice. Please note that all sites are responsible for damage made to the public highway as a result of construction activity. Contractors carrying out the work resulting in damage are liable for the full cost of repair.

5. Be accountable

Display a contact board outside the site, giving names and telephone numbers of staff who can easily be contacted to respond to the concerns of residents, businesses and others.

6. Communicate

Keep residents and others informed about unavoidable disturbance such as noise, dust, extended working hours and disruption of traffic. Provide site neighbours with clear information well in advance of starting works, preferably in writing, and perhaps issue regular bulletins about site progress.

Appendices

A - Application Site Location
Plan and Proposed
Development Figures

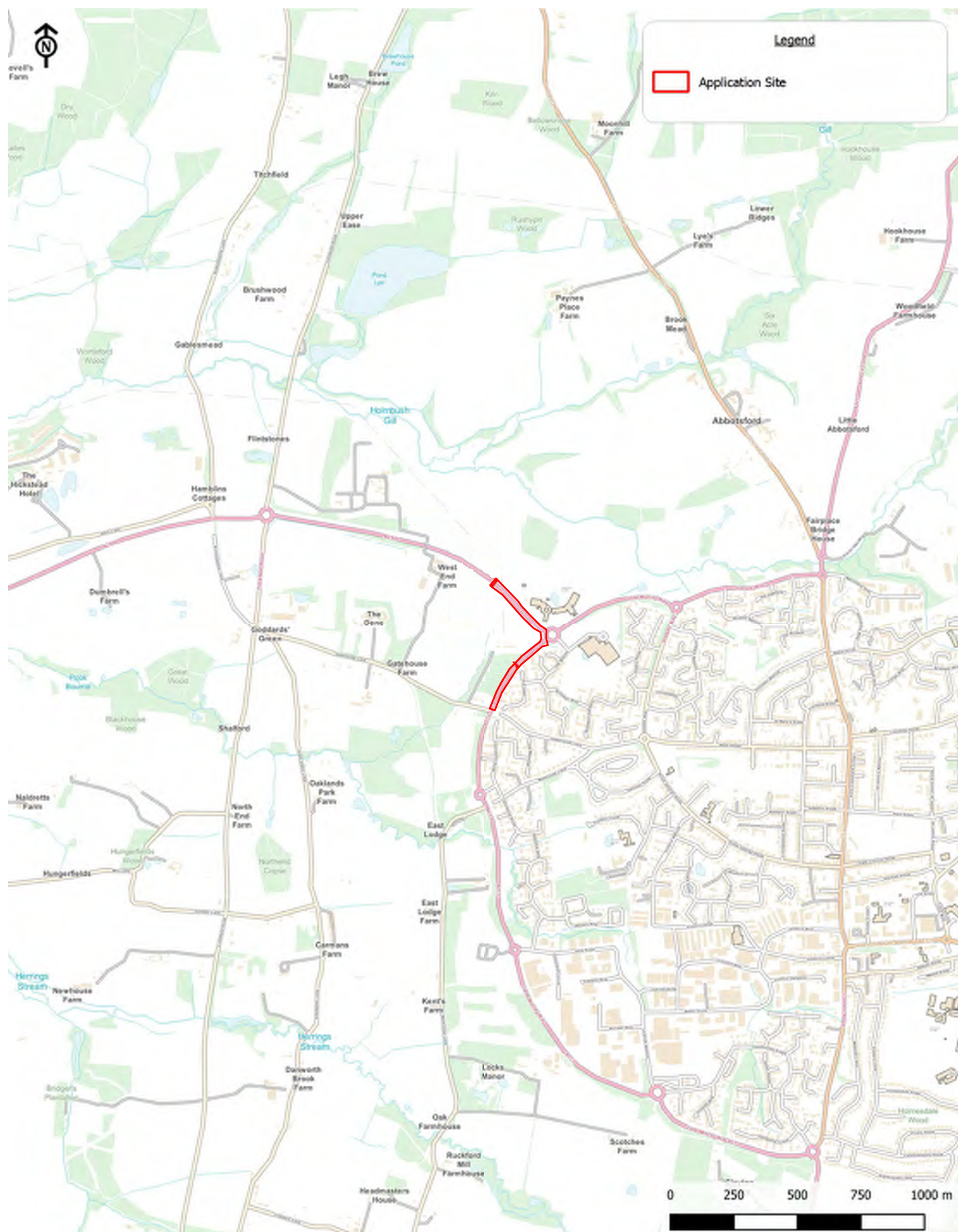


Burgess Hill Northern Arc - Reserved Matters - Western Bridge and Link Road - Phase 3

Client: Homes England

Figure 1:
OPA Development Masterplan

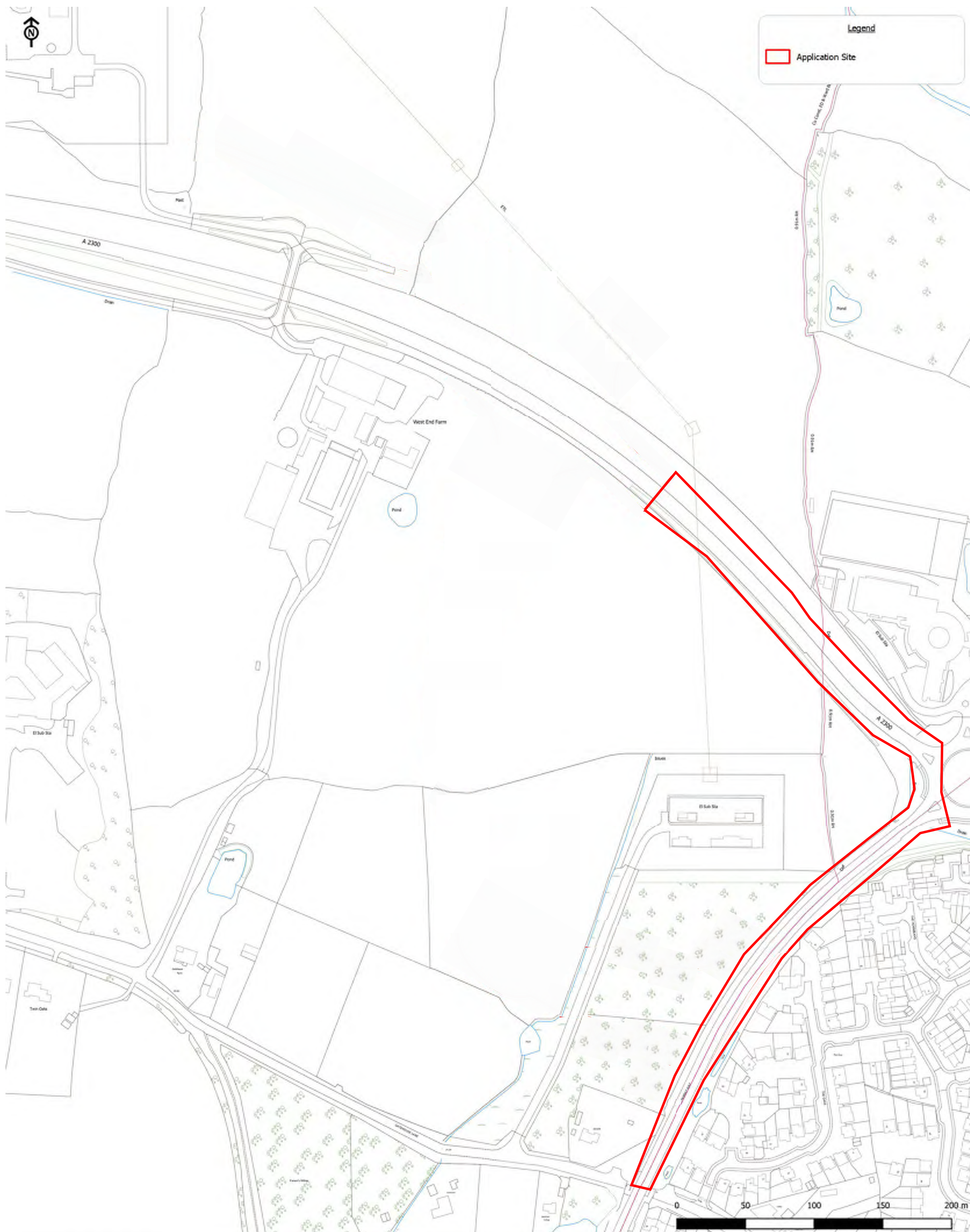
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**Burgess Hill Northern Arc - Reserved Matters -
Western Bridge and Link Road - Phase 3**
Client: Homes England

Figure 2:
Application Site Location

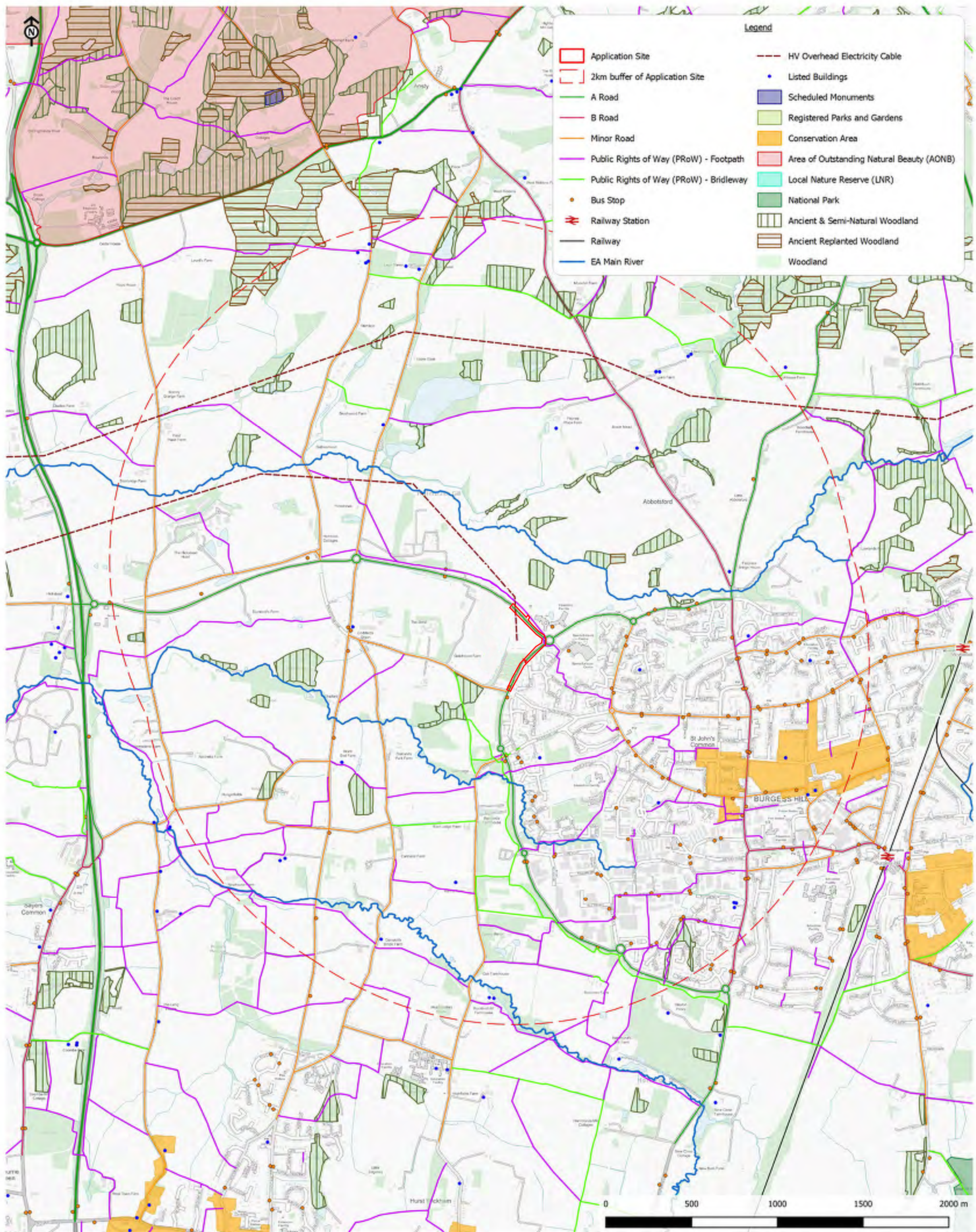
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Burgess Hill Northern Arc - Reserved Matters -
Western Bridge and Link Road - Phase 3
Client: Homes England

Figure 3:
Application Site Boundary

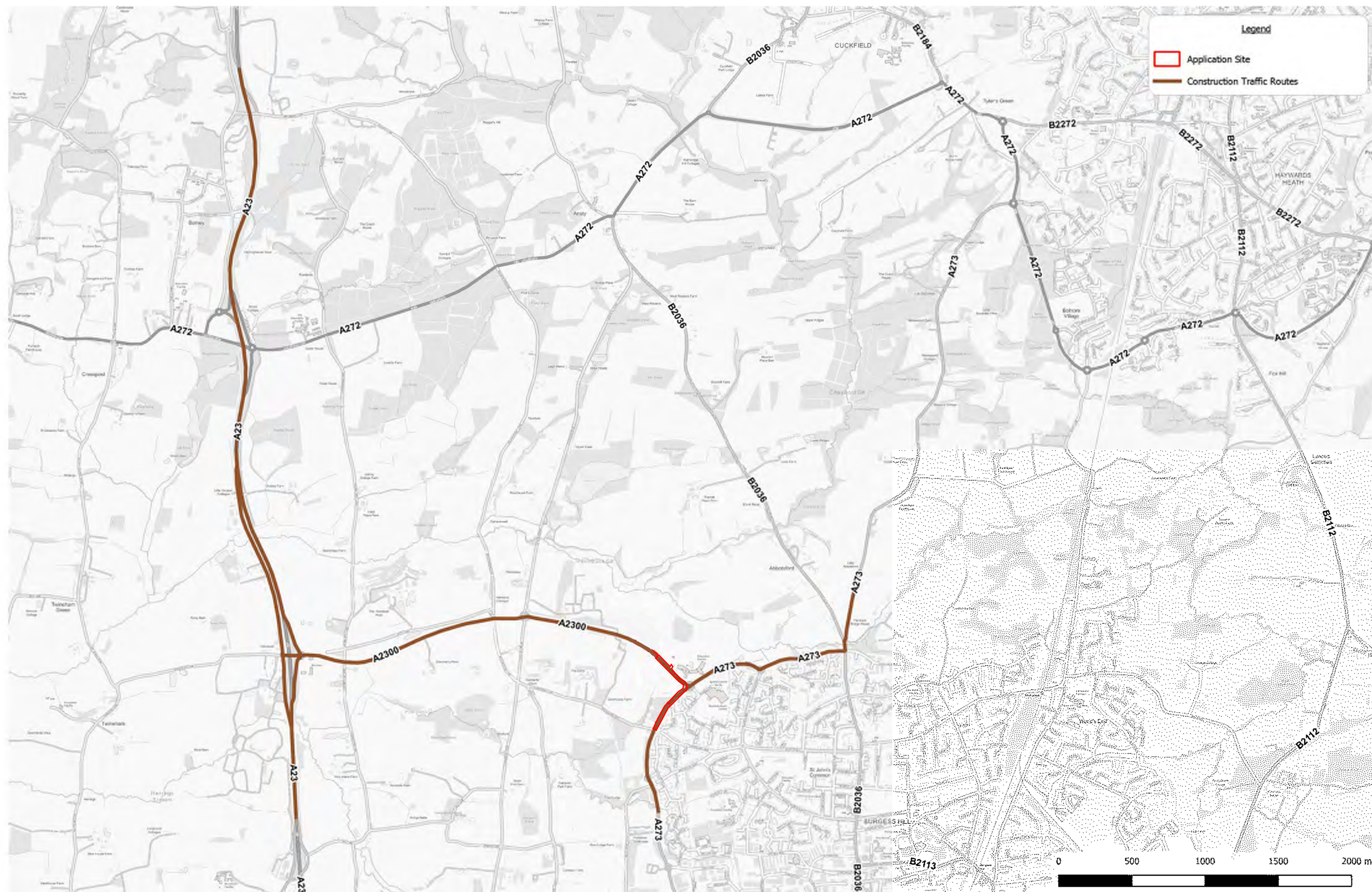
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Burgess Hill Northern Arc - Reserved Matters -
Western Bridge and Link Road - Phase 3
Client: Homes England

Figure 4:
Key Features Within and Surrounding the Application Site

B - Construction Traffic Routes



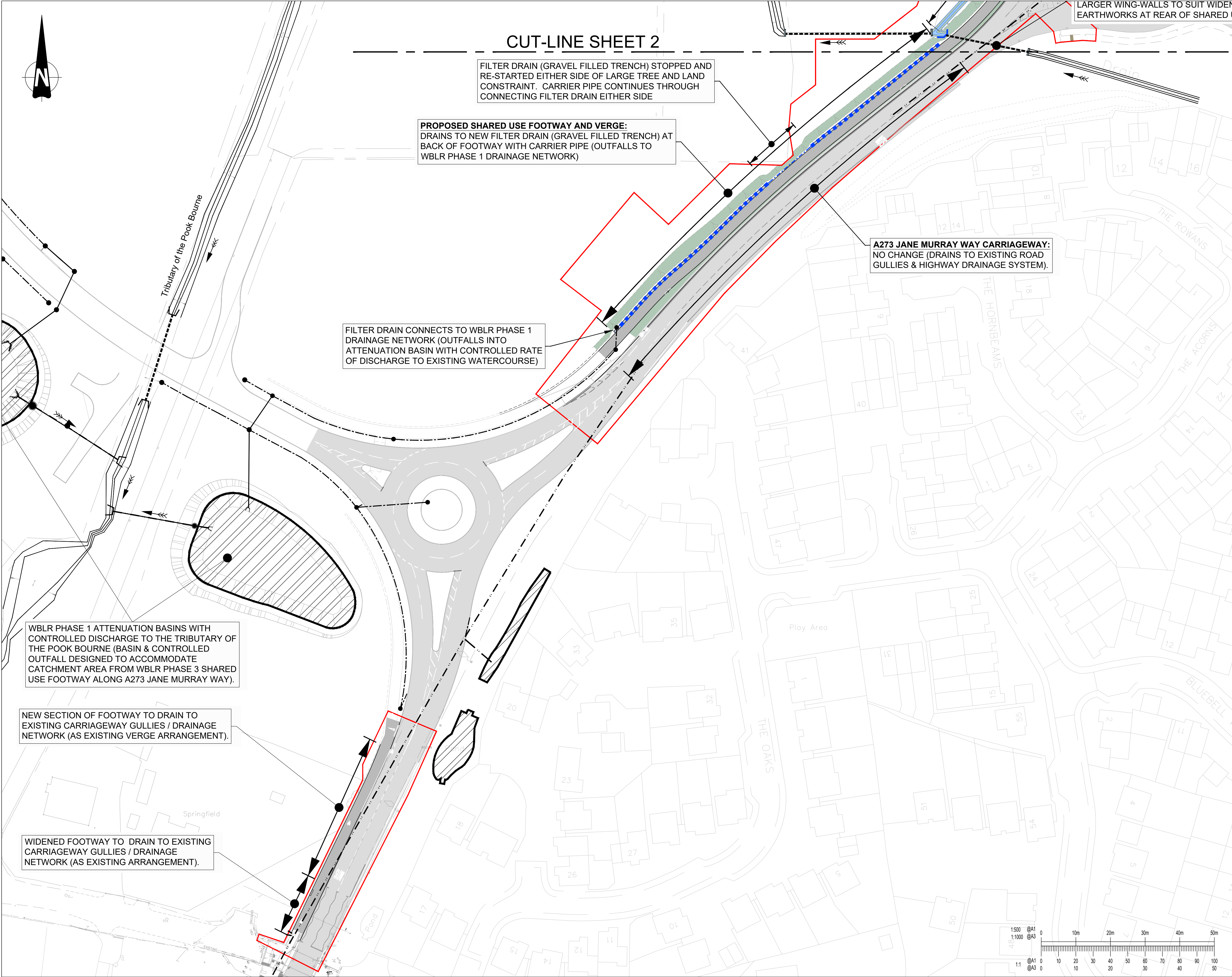
Burgess Hill Northern Arc - Reserved Matters -
Western Bridge and Link Road - Phase 3
Client: Homes England

Construction Traffic Routes

Scale: 1:25000 @A3



C - Proposed Drainage Strategy Layout



This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

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GENERAL NOTES

KEY:

- PHASE 3 CONSTRUCTION WORKS BOUNDARY
- PIPE/ DITCH FLOW DIRECTION

EXISTING DRAINAGE:

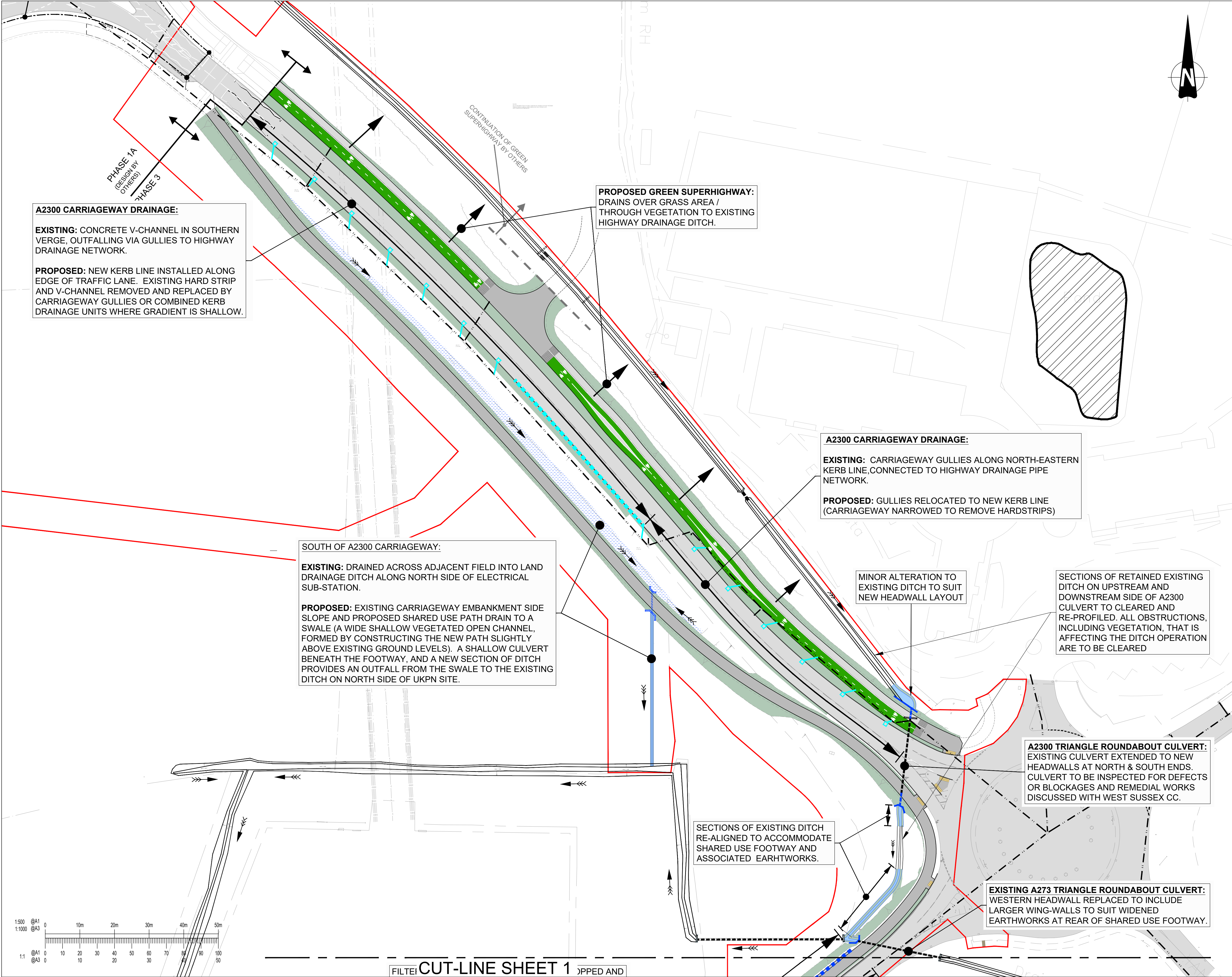
- DITCH
- CULVERT
- HEADWALL (WHERE CULVERT CONNECTS TO DITCH)
- PONDS
- WSCC HIGHWAYS SURFACE WATER DRAINAGE SYSTEM (PIPE NETWORK)
- WBLR PHASE 1 DRAINAGE NETWORK

PROPOSED DRAINAGE:

- FILTER DRAIN (GRAVEL FILLED TRENCH) - PROPOSED
- HEADWALL (WHERE CULVERT CONNECTS TO DITCH / SWALE)
- CARRIER PIPE
- SWALE (WIDE, SHALLOW, VEGETATED OPEN CHANNEL)
- DITCH
- CARRIAGEWAY GULLY AND CONNECTION
- COMBINED KERB / DRAINAGE UNITS

INDICATIVE LAYOUT (SUBJECT TO DETAILED DESIGN & HIGHWAY AUTHORITY APPROVAL)

P02	26.11.24	ADJUSTMENT TO RED LINE BOUNDARY. INDICATIVE GULLY / KERB DRAIN LAYOUT ADDED TO A2300	MK
P01	09.10.24	FIRST ISSUE	SP
Rev	Date	Description	By
Amendments			
Project			
WBLR Phase 3			
Title			
PROPOSED DRAINAGE OVERVIEW PLAN SHEET 1 (A273 JANE MURRAY WAY)			
Client			
Crown House 2 - 8 Gloucester Road Redhill Surrey RH1 1FH t 01342 893800 f 03333 444 501 mail@watermangroup.com www.watermangroup.com			
Status			
PLANNING			
Designed By		Checked By	Waterman Ref
JH		SP	WIE19442
Drawn By		Date	Scales @ A1
MK		OCTOBER 24	1:500
Project - Originator - Volume - Level - Type - Role - Number			Revision
19442-WIE-ZZ-XX-DR-C-900521			P02



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GENERAL NOTES

KEY:

- PHASE 3 CONSTRUCTION WORKS BOUNDARY
- PIPE/ DITCH FLOW DIRECTION

EXISTING DRAINAGE:

- DITCH
- CULVERT
- HEADWALL (WHERE CULVERT CONNECTS TO DITCH)
- PONDS
- WSCC HIGHWAYS SURFACE WATER DRAINAGE SYSTEM (PIPE NETWORK)
- WBLR PHASE 1 DRAINAGE NETWORK

PROPOSED DRAINAGE:

- FILTER DRAIN (GRAVEL FILLED TRENCH) - PROPOSED
- HEADWALL (WHERE CULVERT CONNECTS TO DITCH / SWALE)
- CARRIER PIPE
- SWALE (WIDE, SHALLOW, VEGETATED OPEN CHANNEL)
- DITCH
- CARRIAGEWAY GULLY AND CONNECTION
- COMBINED KERB / DRAINAGE UNITS

INDICATIVE LAYOUT (SUBJECT TO DETAILED DESIGN & HIGHWAY AUTHORITY APPROVAL)

P02	26.11.24	ADJUSTMENT TO RED LINE BOUNDARY. INDICATIVE GULLY / KERB DRAIN LAYOUT ADDED TO A2300	MK
P01	08.10.24	FIRST ISSUE	SP
Rev	Date	Description	By
Amendments			
Project			
WBLR Phase 3			
Title			
PROPOSED DRAINAGE OVERVIEW PLAN SHEET 2 (A2300)			
Client			
 			
			
Crown House 2 - 8 Gloucester Road Redhill Surrey RH1 1FH 1 01342 893800 1 03333 444 501 mail@watermangroup.com www.watermangroup.com			
Status			
PLANNING			
Designed By		Checked By	Waterman Ref
JH		SP	WIE19442
Drawn By		Date	Scales @ A1
MK		OCTOBER 24	1:500
Project - Originator - Volume - Level - Type - Role - Number			Revision
19442-WIE-ZZ-XX-DR-C-900522			P02

CUT-LINE SHEET 2

CATCHMENT 02 - AREA DRAINING TO NEW FILTER DRAIN
CONNECTING TO WBLR PHSE 1 DRAINAGE SYSTEM:

PROPOSED:
232m² PERMEABLE (SOFT VERGE & FILTER DRAIN AREA)
394m² IMPERMEABLE (ASPHALT FOOTWAY)
626m² TOTAL

CATCHMENT 01 - AREA DRAINING TO EXISTING
CARRIAGEWAY / HIGHWAY DRAINAGE SYSTEM:

EXISTING:
99m² PERMEABLE (SOFT LANDSCAPING)
90m² IMPERMEABLE (ASPHALT)
189m² TOTAL

PROPOSED:
189m² IMPERMEABLE (ASPHALT)

This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.
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Waterman Infrastructure & Environment Limited
Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7888 1 03333 444 501

GENERAL NOTES

KEY:

PHASE 3 CONSTRUCTION WORKS
BOUNDARY

CATCHMENT AREAS:

EXISTING STATE → PROPOSED STATE

PERMEABLE (NO CHANGE) → PERMEABLE

PERMEABLE → IMPERMEABLE

IMPERMEABLE → PERMEABLE

IMPERMEABLE (NO CHANGE) → IMPERMEABLE

AREA OF EXISTING CATCHMENT REMOVED
BY COMPLETED WBLR PHASE 1

P02	26.11.24	ADJUSTMENT TO RED LINE BOUNDARY	MK
P01	08.10.24	FIRST ISSUE	SP
Rev	Date	Description	By

Amendments

Project	WBLR Phase 3
Title	DRAINAGE CATCHMENT AREAS SHEET 1 (A273 JANE MURRAY WAY)
Client	 

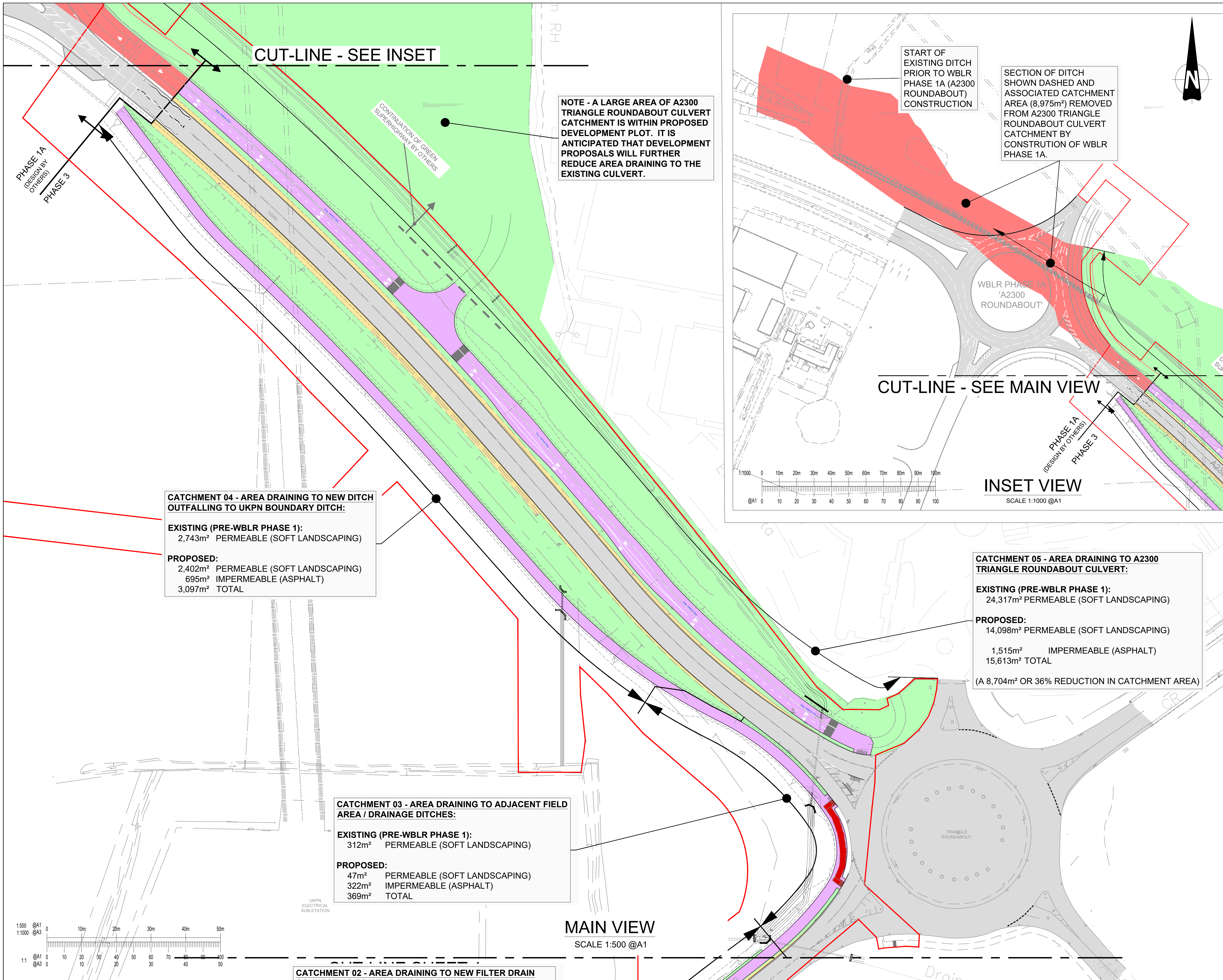


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mail@watermangroup.com www.watermangroup.com

PLANNING

Designed By	JH	Checked By	SP	Waterman Ref	WIE19442
Drawn By	MK	Date	OCTOBER 24	Scales @ A1	1:500

Project	Originator	Volume	Level	Type	Role	Number	Revision
19442-WIE-ZZ-XX-DR-C-900521							P02



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Pickfords Wharf, Clink Street, London SE1 9DG 1 020 7928 7688 1 03333 444 501

GENERAL NOTES

KEY:

PHASE 3 CONSTRUCTION WORKS BOUNDARY

CATCHMENT AREAS:

EXISTING STATE	PROPOSED STATE
PERMEABLE (NO CHANGE)	PERMEABLE (NO CHANGE)
PERMEABLE	IMPERMEABLE
IMPERMEABLE	PERMEABLE
IMPERMEABLE (NO CHANGE)	IMPERMEABLE (NO CHANGE)

AREA OF EXISTING CATCHMENT REMOVED BY COMPLETED WBLR PHASE 1

Rev	Date	Description	By
P02	26.11.24	ADJUSTMENT TO RED LINE BOUNDARY	MK
P01	09.10.24	FIRST ISSUE	SP

Amendments

Project: **WBLR Phase 3**

Title: **DRAINAGE CATCHMENT AREAS SHEET 2 (A2300)**

Client:  



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mail@watermangroup.com www.watermangroup.com

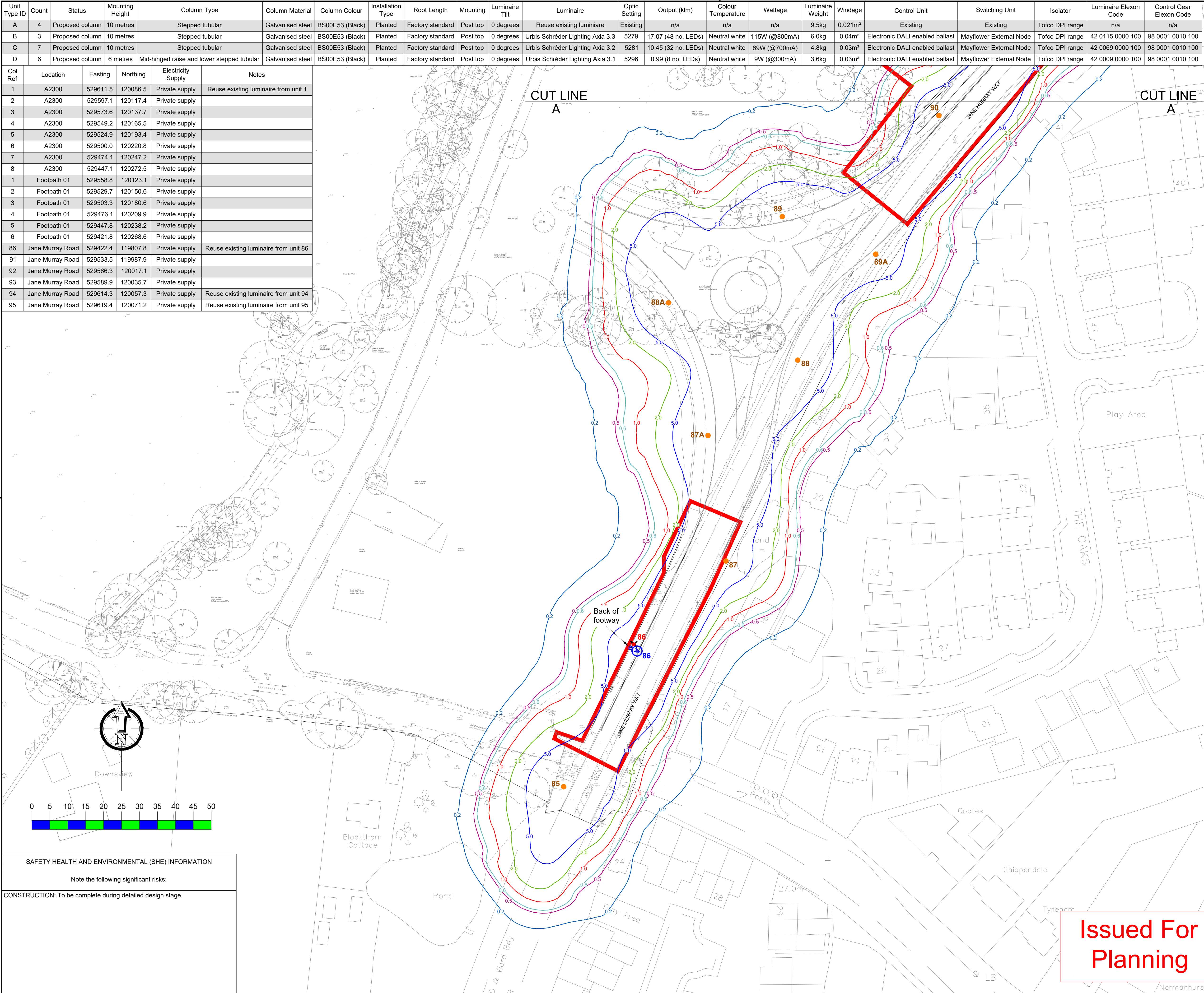
Status: **PLANNING**

Designed By	Checked By	Waterman Ref
JH	SP	WIE19442

Drawn By	Date	Scale	AS SHOWN
MK	OCTOBER 24	@ A1	

Project	Originator	Volume	Level	Type	Role	Number	Revision
19442-WIE-ZZ-XX-DR-C-900532							P02

D - Location of Street Lighting



Key

- 8 Proposed street lighting column (Unit Type ID displayed inside symbol. Unit reference number displayed outside symbol).
- Existing lighting column to be retained.
- Street lighting column to be removed.
- Phase 3 Construction Works Boundary.

Notes

- Do not scale from drawing if not printed at original paper size.
- All street lighting equipment and works to be carried out in accordance with current West Sussex County Council specification. All references of standard drawings; refer to West Sussex County Council specification document unless otherwise stated.
- During works all traffic management to be in accordance with Chapter 8 of the Traffic Signs Manual.
- Columns are to be designed in accordance with BSEN40 and PD6547.
- Lighting columns to be fed by DNO supply unless otherwise shown.
- Columns are to be factory painted.
- All apparatus shall be sited so as to minimise, in so far as is reasonable and practical, nuisance, danger and obstruction to all residents, businesses and users of the highway.
- All illuminated apparatus must be installed and tested in compliance with BS7671 at the time of adoption.
- Trees or any other foliage on the site must not interfere with the lighting.

Enerveo working with:

C	OVERLAID LATEST RED LINE BOUNDARY	03/12/24	MWG
B	AMENDED FOLLOWING CLIENT COMMENTS	25/09/24	MWG
A	ORIGINAL ISSUE	09/09/24	MWG
REV	DESCRIPTION	DATE	BY

Enerveo Lighting Design - 1st Floor, Solent Park, Walton Road, Portsmouth, PO6 1UJ

email - lightingdesign@enerveo.com

TITLE

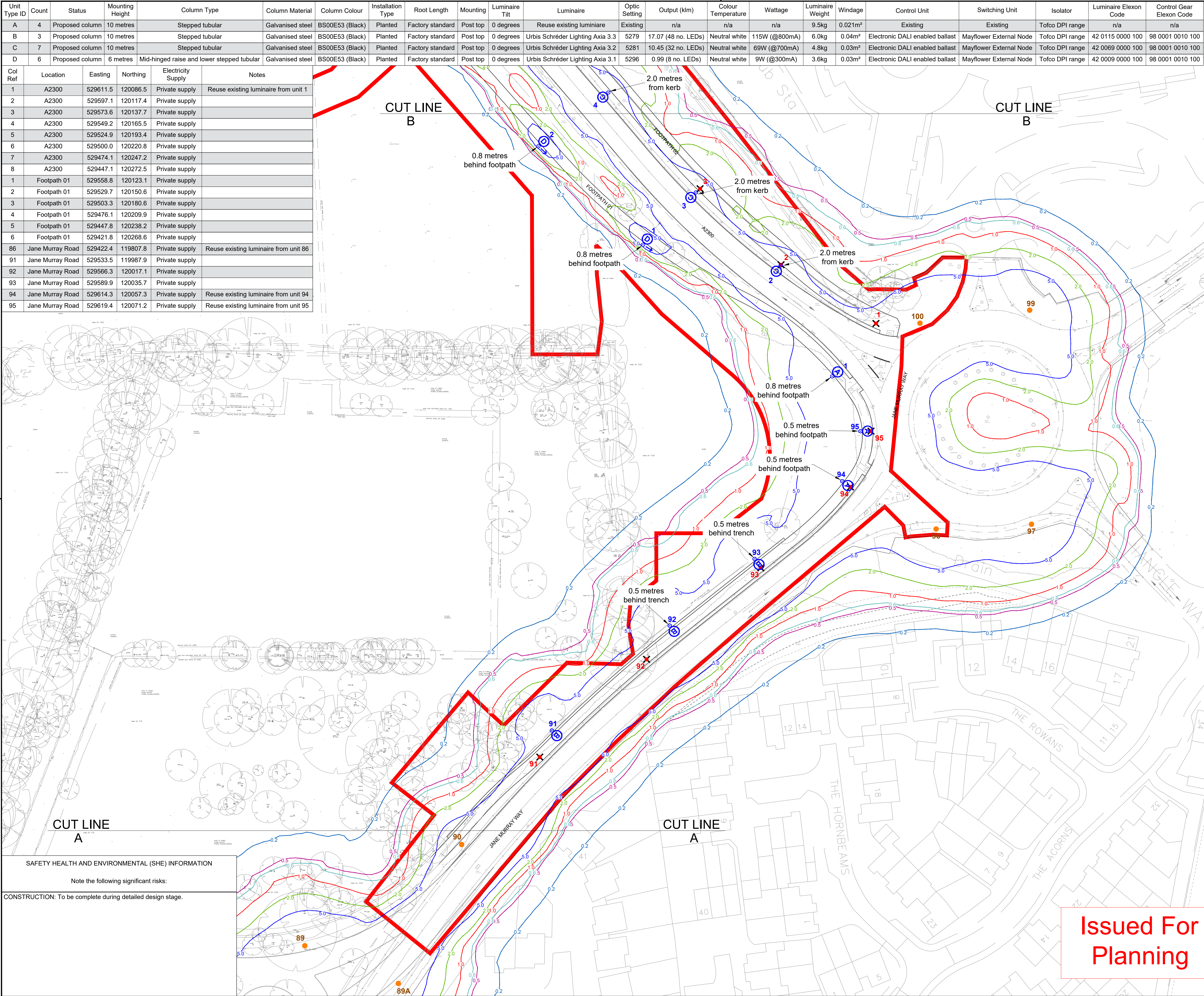
STREET LIGHTING LAYOUT DRAWING (INCLUDING ISO LUX CONTOURS) SHEET 1 OF 3

PROJECT

BURGESS HILL WBLR PHASE 3

SCALE	DATE
1:500 @ A1	09/09/24
	DRAWN
	MWG
	CHECKED
	RHJ
PAPER SIZE	APPROVED
A1	SAB
DRAWING NUMBER	REVISION
EVO20014676-LD-001	C

Issued For Planning



Key

- Proposed street lighting column (Unit Type ID displayed inside symbol. Unit reference number displayed outside symbol).
- Existing lighting column to be retained.
- Street lighting column to be removed.
- Phase 3 Construction Works Boundary.

Lighting Classes (BS5489-1:2020)	
Jane Murray Way	C3/M3
Jane Murray Way Roundabout	C2
A2300	C3/M3
Footpath 01 & 02	P5

ISO Lux contours

- 5.0 lux
- 2.0 lux
- 1.0 lux
- 0.6 lux
- 0.5 lux
- 0.2 lux

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REV	DESCRIPTION	DATE	BY

Enerveo Lighting Design - 1st Floor, Solent Park, Walton Road, Portsmouth, PO6 1UJ
email - lightingdesign@enerveo.com

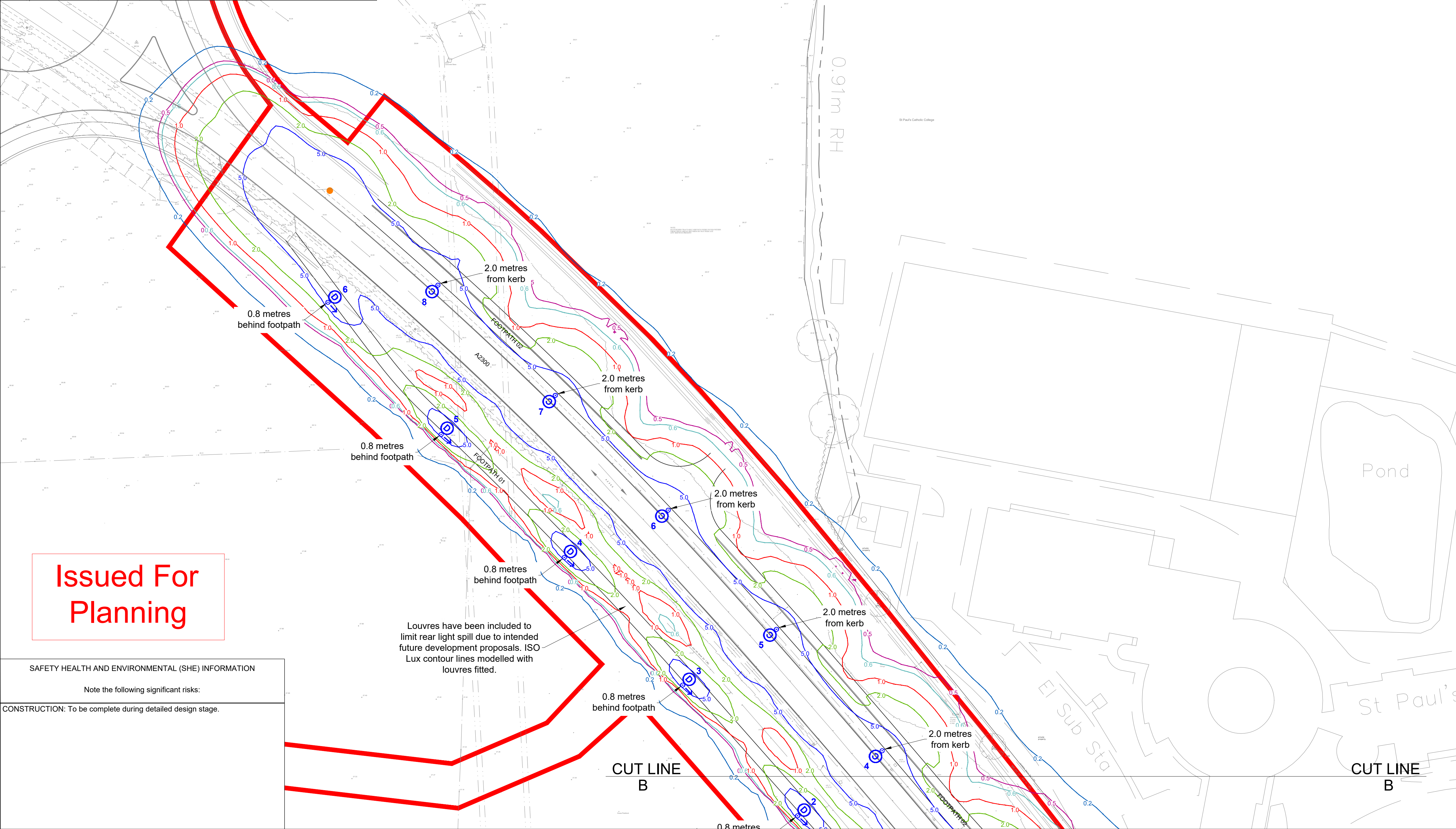
TITLE	
STREET LIGHTING LAYOUT DRAWING (INCLUDING ISO LUX CONTOURS) SHEET 2 OF 3	

PROJECT	
BURGESS HILL WBLR PHASE 3	

SCALE	DATE
1:500 @ A1	09/09/24
	DRAWN
	MWG
	CHECKED
	RHJ
PAPER SIZE	APPROVED
A1	SAB
DRAWING NUMBER	REVISION
EVO20014676-LD-002	C

Unit Type ID	Count	Status	Mounting Height	Column Type	Column Material	Column Colour	Installation Type	Root Length	Mounting	Luminaire Tilt	Luminaire	Optic Setting	Output (klm)	Colour Temperature	Wattage	Luminaire Weight	Windage	Control Unit	Switching Unit	Isolator	Luminaire Elexon Code	Control Gear Elexon Code
A	4	Proposed column	10 metres	Stepped tubular	Galvanised steel	BS00E53 (Black)	Planted	Factory standard	Post top	0 degrees	Reuse existing luminiare	Existing	n/a	n/a	n/a	9.5kg	0.021m²	Existing	Existing	Tofco DPI range	n/a	n/a
B	3	Proposed column	10 metres	Stepped tubular	Galvanised steel	BS00E53 (Black)	Planted	Factory standard	Post top	0 degrees	Urbis Schröder Lighting Axia 3.3	5279	17.07 (48 no. LEDs)	Neutral white	115W (@800mA)	6.0kg	0.04m²	Electronic DALI enabled ballast	Mayflower External Node	Tofco DPI range	42 0115 0000 100	98 0001 0010 100
C	7	Proposed column	10 metres	Stepped tubular	Galvanised steel	BS00E53 (Black)	Planted	Factory standard	Post top	0 degrees	Urbis Schröder Lighting Axia 3.2	5281	10.45 (32 no. LEDs)	Neutral white	69W (@700mA)	4.8kg	0.03m²	Electronic DALI enabled ballast	Mayflower External Node	Tofco DPI range	42 0069 0000 100	98 0001 0010 100
D	6	Proposed column	6 metres	Mid-hinged raise and lower stepped tubular	Galvanised steel	BS00E53 (Black)	Planted	Factory standard	Post top	0 degrees	Urbis Schröder Lighting Axia 3.1	5296	0.99 (8 no. LEDs)	Neutral white	9W (@300mA)	3.6kg	0.03m²	Electronic DALI enabled ballast	Mayflower External Node	Tofco DPI range	42 0009 0000 100	98 0001 0010 100

Col Ref	Location	Easting	Northing	Electricity Supply	Notes
1	A2300	529611.5	120086.5	Private supply	Reuse existing luminaire from unit 1
2	A2300	529597.1	120117.4	Private supply	
3	A2300	529573.6	120137.7	Private supply	
4	A2300	529549.2	120165.5	Private supply	
5	A2300	529524.9	120193.4	Private supply	
6	A2300	529500.0	120220.8	Private supply	
7	A2300	529474.1	120247.2	Private supply	
8	A2300	529447.1	120272.5	Private supply	
1	Footpath 01	529558.8	120123.1	Private supply	
2	Footpath 01	529529.7	120150.6	Private supply	
3	Footpath 01	529503.3	120180.6	Private supply	
4	Footpath 01	529476.1	120209.9	Private supply	
5	Footpath 01	529447.8	120238.2	Private supply	
6	Footpath 01	529421.8	120268.6	Private supply	
86	Jane Murray Road	529422.4	119807.8	Private supply	Reuse existing luminaire from unit 86
91	Jane Murray Road	529533.5	119987.9	Private supply	
92	Jane Murray Road	529566.3	120017.1	Private supply	
93	Jane Murray Road	529589.9	120035.7	Private supply	
94	Jane Murray Road	529614.3	120057.3	Private supply	Reuse existing luminaire from unit 94
95	Jane Murray Road	529619.4	120071.2	Private supply	Reuse existing luminaire from unit 95



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SAFETY HEALTH AND ENVIRONMENTAL (SHE) INFORMATION
Note the following significant risks:
CONSTRUCTION: To be complete during detailed design stage.

Key

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REV	DESCRIPTION	DATE	BY

Enerveo Lighting Design - 1st Floor, Solent Park, Walton Road, Portsmouth, PO6 1UJ
email - lightingdesign@enerveo.com

TITLE

STREET LIGHTING LAYOUT DRAWING (INCLUDING ISO LUX CONTOURS) SHEET 3 OF 3

PROJECT

BURGESS HILL WBLR PHASE 3

SCALE	DATE
1:500 @ A1	09/09/24
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	MWG
	CHECKED
	RHJ
PAPER SIZE	APPROVED
A1	SAB
DRAWING NUMBER	REVISION
EVO20014676-LD-003	C

E - Mitigation and Control Measures

[to be inserted by the Principal Contractor]

F - Ecological Mitigation Strategy

[to be inserted by the Principal Contractor]