



Scamps Hill, Lindfield, West Sussex, RH16 2GT
Construction and Environmental Management Plan
Client: Crest Nicholson South

i-Transport Ref: SJ/TWa/ITS210865-002 Rev A

Date: 13 August 2026

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SECTION 1 Introduction

1.1 Scope of Construction and Environmental Management Plan

1.1.1 This Construction and Environmental Management Plan (CEMP) has been prepared by i-Transport LLP on behalf of Crest Nicholson South ('the applicant') in support of a planning application for 'Reserved Matters' following outline approval at Appeal (Reference: APP/D3830/W/24/3350075) for 87 residential dwellings (Use Class C3) and the provision of cycle/refuse storage, car parking, public open space, and soft landscaping on land off Scamps Hill in Lindfield, West Sussex.

1.1.2 Outline planning consent for a residential development for the erection of 90 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point was granted at Appeal (Appeal Reference: APP/D3830/W/24/3350075) by the Planning Inspectorate on 2nd May 2025.

1.1.3 Condition 13 of the Appeal Decision sets out the requirement for preparing a CEMP. More specifically, it states *"no development shall take place until a Construction and Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters;*

- *The anticipated number, frequency and types of vehicles used during construction;*
- *The method of access and routing of vehicles during construction;*
- *The parking of vehicles by site operatives and visitors;*
- *The loading and unloading of plant, materials and waste;*
- *The storage of plant and materials used in construction of the development;*
- *The erection and maintenance of security hoarding;*
- *The provision and use 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);*
- *Details of public engagement both prior to and during construction works, including site contact details in case of complaints;*
- *Measures to control noise and vibration affecting nearby residents;*

- *Artificial illumination;*
- *Problem incident control; and*
- *Dust control measures.”*

1.1.4 The main purpose of the CEMP is to provide a structured framework for managing and mitigating the environmental impacts of a construction project throughout its lifecycle. It outlines specific measures to ensure that construction-related activities are carried out in a sustainable and environmentally responsible manner.

1.1.5 This CEMP addresses each of the matters contained within Condition 13 in turn. The principal purpose of the CEMP is to: -

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

1.2 Aims and Objectives

1.2.1 This CEMP aims to provide the Local Highways Authority, West Sussex County Council (WSCC) with sufficient information to provide assurance that construction related activities can be undertaken safely, without compromising on the safety or operation of the local highway network.

1.2.2 In order to achieve this aim, the CEMP has the following objectives:

- Provide appropriate management of construction related vehicle movements;
- Minimise as far as is practicably possible the impact of construction related activities on the surrounding highway network; and
- Demonstrate a commitment to the safety of both construction workers and the general public through-out the construction period.

1.2.3 The appointed contractor, CNS will be responsible for implementing the majority of the management measures outlined in the CEMP. This document will also form the contract documents for other sub-contractors.

1.2.4 The proposed construction works will be undertaken in accordance with the approved CEMP, unless any variations are otherwise first submitted to and approved in writing by the Local Planning Authority, Mid Sussex District Council (MSDC).

1.3 **Report Structure**

1.3.1 The remainder of the CEMP is structured as follows:

- **Section 2** – describes the current situation within the vicinity of the site.
- **Section 3** – outlines the construction programme and methodology.
- **Section 4** – provides a description of the vehicle routing and access.
- **Section 5** – describes measures, which will be implemented to ensure that the CEMP is effective in reducing environmental impact, road risk and congestion.
- **Section 6** – outlines the proposed environmental management considerations.
- **Section 7** – describes the implementation, monitoring and updating of the CEMP.
- **Section 8** – provides details of public engagement both prior to and during the construction programme.

SECTION 2 Site Context

2.1 Introduction

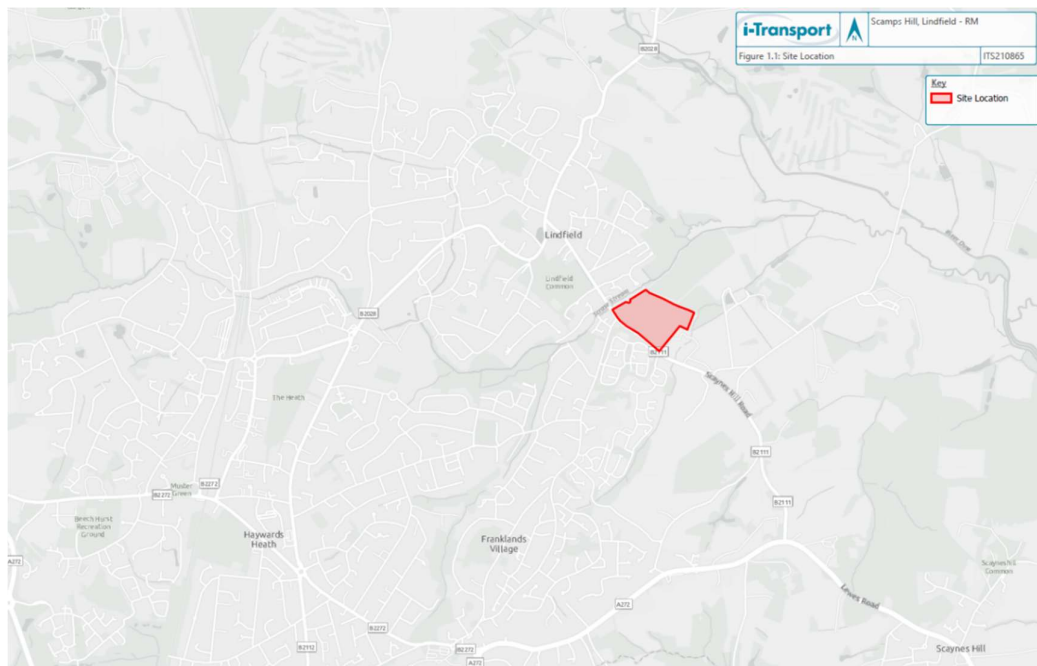
2.1.1 This section of the report describes the site's location in context with the local area and highway network.

2.2 Site Context

2.2.1 The site encompasses an area of circa 6.58-hectares of land located off the northern side of the B2111 Scamps Hill, on the south-eastern periphery of Lindfield, approximately 950-metres south-east of the village centre.

2.2.2 The development is bounded to the north by commercial buildings at Lindfield Enterprise Park and residential dwellings located off East Wick and Noahs Ark Lane; to the east by Little Walstead Wood; to the south and west by the B2111 Scamps Hill. The site in context with the local area and highway network is shown in **Image 3.1**.

Image 3.1: Site Location Plan



Source: Figure 1.1 (i-Transport LLP)

2.3 Local Highway Network

- 2.3.1 The B2111 Scamps Hill comprises of a single carriageway two-way road measuring between 6.0 and 6.5-metres in width, and contains an unlit footway along the south-western side. No footway is present along the north-eastern side of the carriageway.
- 2.3.2 The B2111 Scamps Hill runs in a north-west to south-east alignment. The majority of the site's frontage with the B2111 Scamps Hill is subject to a 40-mph posted speed limit with the transition zone to the 30-mph section located circa 15-metres south-east of the give-way junction with Gravelly Lane.
- 2.3.3 To the north-west of the site, the B2111 Scamps Hill/Lewes Road provides a direct route to Lindfield village centre. To the south-east, the B2111 Scamps Hill/Scaynes Hill Road and Bedales Hill forms a give-way priority junction with the A272 Haywards Heath Road with separate left and right turn lanes. A right-turn lane, formed by a ghost island hatching, is provided on the A272 Lewes Road (E) to accommodate vehicular movements onto the B2111 Bedales Hill. A left turn diverge lane is present on the A272 Haywards Heath Road.
- 2.3.4 To the west, the A272 intersects with the A23, a dual carriageway that forms part of the Strategic Road Network (SRN) at the Bolney Interchange. The A23 facilitates direct access to a number of regional destinations including Brighton, Crawley and Gatwick Airport (via the M23).

SECTION 3 Construction Programme and Methodology

3.1 Overview

- 3.1.1 The development proposals, the subject of the RM planning application comprise the erection of 87 residential units (Use Class C3) and the provision of cycle/refuse storage, car parking, public open space, and soft landscaping.
- 3.1.2 Prior to the commencement of the development and preliminary groundworks, it will be necessary in order to satisfy Condition 16 of the Appeal Decision to undertake a programme of archaeological evaluation and excavation in collaboration with MSDC. This programme will comprise the preparation of a mitigation strategy detailing the excavation/preservation strategy as well as a post excavation assessment within six months of the completion of the fieldwork.
- 3.1.3 To facilitate the programme of archaeological evaluation and excavation, it is proposed that a temporary access will be constructed off the north-eastern side of the B2111 Scamps Hill, in the same location as the approved access. The construction of the temporary access will be pursued under a Section 278 Minor Works Agreement in collaboration with WSCC. Further detail on this aspect is set out in Section 4.2.

3.2 Construction Programme

- 3.2.1 The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures, which will be implemented.
- 3.2.2 The construction of the development will come forward in Phases to allow for site clearance and construction of the residential units. Although phased, the construction programme will be continuous with overlap between the different phases. It is feasible that construction activities for parts of the development will be on-going when earlier phases have been completed and occupied.
- 3.2.3 The construction programme will be phased and commence in the first quarter (January to March) of 2027 and be in the order of 24-months. The development is expected to be completed and fully operational by February 2029. However, it is noted that these timescales will be subject to change following the appointment of sub-contractors. **Table 3.1** presents a breakdown of the construction programme by key construction stages. A copy of the Construction Programme is attached at **APPENDIX A** of this document.

Table 3.1: Construction Programme

Construction Phase	Activities	Start	End
Site Preparation and Foundation	Site Clearance: Clearing vegetation, debris, and existing structures.	04/01/2027	27/04/2027
	Groundwork: Excavation, leveling, and installing temporary facilities.	04/01/2027	27/04/2027
	Foundations: Laying footing, installing drainage, and pouring the concrete slab or establishing the sub-structure.	26/04/2027	14/08/2028
Superstructure and Framing	Framing: Constructing timber frames, steel beams, or brick walls for the first and upper floors.	25/05/2027	18/12/2028
	Roof Structure: Erecting roof trusses, bracing, and fascia.		
	Exterior Walls: Adding structural panels, cladding, or brick veneer to start shaping the building		
Lock-Up Stage (Watertight)	Roofing: Installing roof coverings (tiles/sheets), felt, and flashing.	14/09/2027	18/12/2028
	Windows & Doors: Fitting external windows and doors to make the structure "watertight".		
	External Finishes: Finalizing masonry or cladding.		
First Fix (Rough-in)	MEP Systems: Installing electrical wiring (cabling), plumbing (hot/cold/waste pipes), and HVAC systems.	20/09/2027	29/01/2029
	Internal Walls: Stud wall partitioning and staircases.		
Plastering and Lining	Plasterboarding: Fixing plasterboard (tacking) to walls and ceilings.	05/10/2027	19/02/2029
	Plastering/Screeding: Applying plaster to walls (skimming) and laying floor screed.		
Second Fix and Interior Finishing	Joinery: Fitting internal doors, architraves, and skirting boards.	25/10/2027	12/03/2029
	Electrical/Plumbing Fix: Installing socket faceplates, light switches, toilets, sinks, and radiators.		
	Cabinetry: Installing kitchen units, wardrobes, and bathroom vanities.		

Construction Phase	Activities	Start	End
	Decorating: Painting, decorating, and laying flooring (tiling, carpet).		
External Works and Landscaping	Landscaping: Leveling the garden, installing driveways, pathways, and fencing.	20/09/2027	19/03/2029
	Drainage: Final connection to main sewers and completion of exterior drainage		
Handover and Close-Out	Final Inspections: Building inspectors verify that the property meets all safety, building codes, and regulations.	29/11/2027	12/03/2029
	Snagging (Defecting): Identifying and fixing small defects before final payment.		
	Handover: Final clean, commissioning of appliances, and handing over the keys		

Source: CNS

3.3 Construction Methodology

3.3.1 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of the works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

3.3.2 The safety of the public and protection of pedestrians will be ensured at all times by having the construction areas, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

3.3.3 In accordance with best practice, the construction works will comprise: -

- Site Preparation and Foundation;
- Superstructure and Framing;
- Lock-Up Stage (Watertight);
- First Fix (Rough-in);
- Plastering and Lining;

- Second Fix and Interior Finishing;
- External Works and Landscaping; and
- Handover and Close-Out.

3.3.4 All site boundaries will be enclosed by clean, safe and well-maintained hoardings. The hoarding will be positioned clear of the highway to prevent physical obstruction or impede vehicular and pedestrian visibility splays.

3.3.5 The perimeter of the site will be secured by a combination of 2.0-metre-high Heras fencing and 2.0-metre-high timber fencing. Metal gates will be erected at the site's entrance. Fencing will be frequently inspected and repaired as and when necessary.

3.3.6 The hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the local neighbourhood. Low voltage bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage and notice boards are well-lit.

3.3.7 Site offices and welfare facilities would be provided on-site.

3.4 Site Logistics

3.4.1 The efficient management of site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on-site at the time and in the quantities that are required.

3.4.2 CNS and other appointed sub-contractors will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the project.

3.4.3 The following strategies form part of the CEMP:

- Excavated material will be removed to tipper lorries by machine;
- Products and materials will be delivered to the site by vehicle and unloaded by machinery. All vehicle movements will be strictly controlled by marshals, and temporary barriers/barrier systems erected to safeguard pedestrians where required; and
- Access and egress are to be controlled by fully manned security gates.

3.5 Hours of Work

3.5.1 The core working hours for the construction works are as follows: -

- 08:00 – 18:00 weekdays;
- 09:00 – 13:00 Saturdays; and
- No construction work will be undertaken on Sundays and Bank Holidays.

3.5.2 All work outside these hours will be subject to prior agreement and/or reasonable notice given to MSDC and their Environmental Health Officer. These hours will be strictly adhered to unless or in the event of:

- An emergency demands the continuation of work on the grounds of safety.
- Fitting out works are being carried out within the containment of the building envelope.
- Completion of an operation that would otherwise cause greater interference with the environment/general public if left unfinished.

3.5.3 All works relating to site clearance and construction, including the use of plant machinery on the site, will take place during site working hours only. Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. Furthermore, movements will be coordinated to minimise activity during the weekday morning and evening peak hours when the surrounding movement network is at its busiest, i.e. typical commuter and school related travel times.

3.5.4 This will be achieved by discussions with suppliers and subcontractors so that most deliveries are between the hours of 09:00 to 15:30 and 16:40 to 18:00. The main exception to this would be for time-critical activities, such as concrete pours where supply of material would be required to maintain progress of construction on site.

3.5.5 The timings of deliveries will be included within Material and Subcontract orders and will also be discussed in Pre-Contract meetings.

3.6 Vehicle Frequency and Type

3.6.1 It is estimated that the number of construction vehicles (deliveries/removals) likely to be associated with the works throughout the construction period will be typically 30 HGVs per day. The minimum number of construction vehicles is likely to be in the region of 20 HGVs and the maximum number will be approximately 50 HGVs per day. This level of demand can be accommodated on the highway network with minimal impact. Vehicles will access and egress directly from the principal A-road network via the B2111 Scamps Hill.

3.6.2 The following types of delivery vehicles will be used, however where possible vans and small goods vehicles will be used:

- Rigid Vehicles (7.5 – 20 tonnes): these will be used to transport larger construction materials to site and as such will be utilised sparingly.
- Concrete Mixer Lorries: these will be used to transport fresh wet cement to the site.
- Muck Away Lorries: these will be used to transport any dug soil.
- Flat-bed and delivery vans: these will still be used for delivery of various materials including scaffolding, steelwork, reinforcement, bricks/block, timber, roofing materials, plaster, joinery etc (approximate size 10m long and 2.45 m wide).

3.7 Highway Condition Survey

3.7.1 CNS will agree the scope and extent of study area with the RBWM for undertaking a Highway Condition Survey (HCS) including the carriageway, footways, and verges, prior to the implementation of construction works.

3.7.2 The purpose of the HCS will be to identify the general conditions including defects to the surface, kerbs or equipment on the carriageway and footway along Providence Place and adjoining parts of the network.

3.8 Site Preparation and Foundation

3.8.1 Site preparation and Foundation will take place in the first quarter of the construction Programme. The perimeter of the site will be established and securely protected with fence hoarding and signage in accordance with HSE requirements. This stage will also involve the setting up of the site office and welfare facilities for the construction workers, wheelwashing facilities will also be installed, which will be used during the basement and substructure works periods.

3.8.2 Where practical (and in agreement with recommendations from the ground investigation reports), waste resulting from the site's clearance will be salvaged (soil reused for landscaping). Where it is not possible to reuse materials on-site, CNS and appointed subcontractors will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse. Any waste will be loaded into tipper lorries and removed from the site.

3.8.3 In the early stages of the project when ground works are being carried out, wheel washing will be carried out on site to ensure all vehicles that enter/leave the construction site do not transfer any debris to the publicly maintainable highway. The wheel wash area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer on site.

3.8.4 A provision for cleaning of the B2111 Scamps Hill and adjoining highway by an approved road sweeper will be undertaken, as and when required. All muck away and skip vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the publicly maintainable highway.

3.9 Superstructure and Framing

3.9.1 Under this phase, the skeleton of the houses and apartments will be constructed through using timber frames, steel beams, or brick walls for the ground and first floors. This will be followed by the construction of the roof structure (i.e. roof trusses, bracing, and fascia). Further, the exterior walls of the houses and apartments will be commenced.

3.10 Lock-Up Stage (Watertight)

3.10.1 To ensure the houses and apartments are secure from the elements, this stage of the construction programme involves the installation of roof coverings (tiles/sheets), felt, and flashing; and the fitting of external windows and doors to make the residential dwellings "watertight."

3.11 First Fix (Rough-In)

3.11.1 This phase comprises the installation of all internal infrastructure before plastering including MEP Systems, electrical wiring (cabling), plumbing (hot/cold/waste pipes), and HVAC systems. It also involves the installation of internal stud wall partitioning and staircases.

3.12 Plastering and Lining

3.12.1 Under this phase, plasterboard (tacking) will be fixed to walls and ceilings of each residential unit. Plaster will be applied to walls (skimming).

3.13 **Second Fix and Interior Finishing**

3.13.1 This phase primarily comprises of internal work that transforms the bare structure into a liveable space. More specifically, it comprises: -

- Joinery: Fitting internal doors, architraves, and skirting boards.
- Electrical/Plumbing Fix: Installing socket faceplates, light switches, toilets, sinks, and radiators.
- Cabinetry: Installing kitchen units, wardrobes, and bathroom vanities.
- Decorating: Painting, decorating, and laying flooring (tiling, carpet).

3.14 **External Works and Landscaping**

3.14.1 This phase comprises the construction of all external works and landscaping including the levelling of gardens/soft landscaping areas, installation of driveways, pathways and fencing. It also comprises drainage works involving final connection to main sewers and completion of exterior drainage.

3.15 **Handover and Close-Out**

3.15.1 As part of this phase, building inspections by independent inspectors will be undertaken to ensure that each residential unit meets all safety, building codes and regulations. It further involves identifying and fixing small defects before CNS receive final payment.

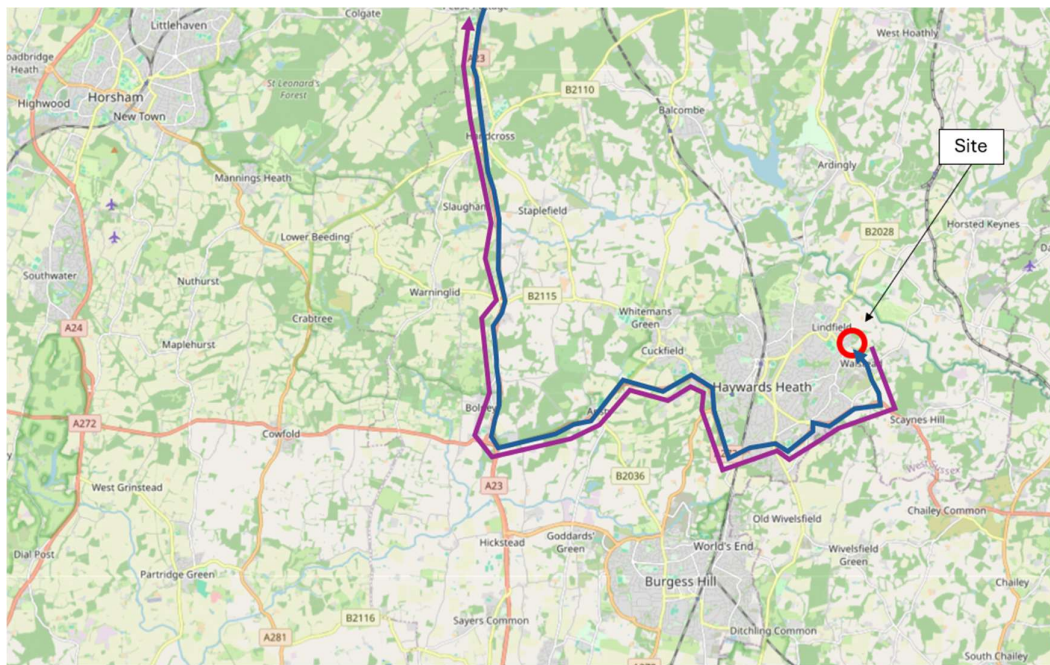
SECTION 4 Vehicle Routing, Access, and Storage

4.1 Vehicle Routing

4.1.1 CNS and other sub-contractors will use designated construction traffic routes to/from the site for the removal of waste and transportation of materials.

4.1.2 A routing plan is shown in **Image 4.1** illustrates the route that will be undertaken by various construction vehicles arriving and departing from the site. To ensure that the local highway can accommodate the weight and width of construction vehicles and to minimise potential neighbourhood disruption, the route specified for all deliveries and contractors will be from the A23 to the west, via the A272 eastbound and south around Haywards Heath, then the B2111 Bedales Hill/Scaynes Hill Road/Scamps Hill. The A23 provides access to the M23 and M25, all of which form part of the Strategic Road Network (SRN).

Image 4.1: Construction Vehicle Routing Plan



Source: Open Street Map

4.1.3 The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian activity as far as possible and avoid undue interference with the safety and operation of the surrounding highway network.

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

4.2 Access Arrangements

- 4.2.1 The site will be accessed by the creation of a temporary construction access, which will take the form of a give-way priority junction off the north-eastern side of the B2111 Scamps Hill.
- 4.2.2 As mentioned previously, the provision of the temporary access is required to facilitate the programme of archaeological evaluation and excavation in collaboration with MSDC. To satisfy the requirements of Condition 16, this programme is required to be undertaken prior to the commencement of the development and preliminary groundworks.
- 4.2.3 The methodology for undertaking the programme of archaeological evaluation and excavation is set out in Section 4 of the submitted 'Written Scheme of Investigation for an Archaeological Evaluation' report, prepared on behalf of the applicant by Canterbury Archaeological Trust Limited.
- 4.2.4 The trenching would be completed within one week. The archaeologists will use a 20 tonne 360 machine, and a towable welfare unit, delivered on the Monday morning and collected at the end of the week. The 360 would be delivered on a low loader. Vehicle movements during the week would be limited to the archaeologists arriving and leaving the site at the beginning and end of each day in 1 or 2 vehicles.
- 4.2.5 Following liaison with WSCC's Highways Engineer, the applicant was advised that the temporary construction access would need to be pursued under a Section 278 (S278) Minor Works Agreement as opposed to a Section 171 and 184 Licence. A full S278 will be submitted to cover the site's approved access arrangements, following the submission of the reserved matters planning application.
- 4.2.6 It is understood that the applicant has recently submitted a Section 278 Minor Works Agreement to WSCC for the purposes of obtaining technical approval for the creation of a temporary construction access. Drawing No. ITS210865-GA-005 (attached) presents the design of the temporary construction access arrangement. Drawing No. ITS210865-GA-006 (attached) presents the design of the previously approved access (prepared by Ashley Helme Associates) overlaid on the tree constraints plan to demonstrate the extent of hedgerow removal along the site's frontage with the B2111 Scamps Hill.
- 4.2.7 In addition, Drawing No. ITS210865-GA-007 (attached) presents the swept-path analyses of a large construction vehicle entering and exiting the site via the temporary construction access in a safe and convenient manner.

4.3 Traffic Management Measures

- 4.3.1 The following measures are to be implemented in order to mitigate the impact of construction traffic on the surrounding highway network and local communities.

Construction Vehicle Routing and Communication

- 4.3.2 All deliveries will be via the designated routing as set out in **Image 4-1**, so that disruption to residents and local highway operation is minimised. Robust and clear signage will be displayed, directing traffic to and from the site in a controlled manner, and operated by suitably qualified, trained and certified marshals. The marshals, and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- 4.3.3 Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- 4.3.4 Vehicles will enter and exit site in a forward gear where possible; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- 4.3.5 All delivery drivers will be required to wear full PPE when on site and will be provided with a summary of site rules issued/ advised when they sign in.
- 4.3.6 Delivery vehicles will be given an allocated timeslot and drivers must not arrive more than 30 minutes prior to their allocated delivery time. All delivery vehicles are required to leave site immediately after being offloaded/reloaded and no delivery vehicles are to be parked on site overnight. Conflicts between school/business traffic are not anticipated to be an issue due to the routeing and restrictions on timing of movements. However, this will be continuously monitored throughout the construction phase through close liaison with the local highway authority and will be amended if required.
- 4.3.7 It will be the responsibility of the Principal Contractor (CNS) to ensure that local residents are kept informed of significant deliveries and are liaised with throughout the construction phase. Contact details for the responsible person to whom issues should be raised with in the first instance will be provided and a record of comments and resolutions also maintained.

Site Access

- 4.3.8 Access to the site will be restricted with a combination lock to prevent unauthorised access and the hoardings will be checked regularly to ensure that they remain secure. The contact details of a member of staff working on behalf of CNS will be shared amongst all subcontractors to deal with potential emergencies and ensure access is possible when required.
- 4.3.9 Access to the site during the construction phase(s) will be controlled by the contractor's gate person at the temporary construction accesses. A gate person will prevent any unauthorised access by persons and direct deliveries to the appropriate locations.
- 4.3.10 The gate person will also be responsible for monitoring routes taken by vehicles travelling to and from the temporary construction accesses, as well as assisting and directing vehicles exiting the site. This will ensure that vehicles will use the designated construction access points.
- 4.3.11 Throughout the lifetime of the construction phase, suitable signage will be in place for construction vehicles, as well as advising pedestrians of construction activities. This will include legislative compliant health and safety information. If temporary footpath/way diversions are required to facilitate safe construction access, these will be agreed in advance with the local highway authority with suitable information/directional signage and security hoarding implemented to ensure safe segregation to provide adequate health and safety arrangements.
- 4.3.12 The temporary access arrangements will be frequently inspected by the Principal Contractor to ensure the condition and safety of the routes is maintained to the highest safety standards.

Construction Compound and Material Stores

- 4.3.13 Vehicle parking for staff and visitors during the construction phase(s) will be accommodated on site and no vehicles associated with construction will park on the local highway network or within the local road network. This will be managed by the gate person. Construction staff parking will be located within the site, located adjacent to the site compound. The parking area will be located away from the areas of construction and the turning areas for HGVs.
- 4.3.14 It is anticipated that staff will travel to and from the site via cars, although staff will be encouraged to car share where possible and will be informed of local sustainable travel options.

Site Design

- 4.3.15 The construction site will retain security hoarding along exposed boundaries with 2.4m high hoarding with access to the site controlled via a gate person. Wherever practical, the layout of the site will include separate routes for vehicle traffic and pedestrians with priority given to safe access and egress to pedestrians. During construction, all materials will be stored at a suitable location, to reduce the need for making unnecessary trips.

Construction Vehicle Manoeuvring

- 4.3.16 It will be ensured that all vehicles will safely utilise the temporary construction roads. Adequate space will be provided within the site to allow for safe access and egress to and from carriageways and also allow for manoeuvring within the site. There will be no queuing, parking, loading or unloading on the public highway adjacent the site and it will be ensured that all vehicles are able to access and egress the site in a forward gear.
- 4.3.17 To maintain the highest safety standards and to minimise disturbances from construction traffic, a 10-mph speed limit will be introduced for construction vehicles within the Site. Audible warning systems will be fitted to vehicles that need to reverse, with any reversing movement supervised by a suitably qualified Banksman/Traffic Marshall at all times.

Site Compound Inspections

- 4.3.18 The Principal Contractor will be responsible for carrying out and completing routine inspections of the site compound and all other associated work areas in line with standard legislative requirements. Where applicable, this will as a minimum, include an inspection and review of all site related signage, including those for health and safety information, temporary access arrangements, all work site boundaries including the integrity of security hoarding, scaffolding, as well as all temporary facilities associated with the works compound. In addition, all methods and processes associated with the operation of the site and construction activities and movements, should be reviewed as required.
- 4.3.19 It will be the responsibility of the Principal Contractor to rectify any issues arising as a result of the inspections and agree the changes with the local highway authority, where applicable.

SECTION 5 Strategies to Reduce Impact

5.1 Introduction

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned mitigation measures can be categorised as follows:

- Committed: Measures that will be implemented as part of the CEMP.
- Proposed: Measures that are feasible and likely to be implemented.
- Considered: Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5.1** summarises the planned mitigation measures for the construction of the proposed development.

Table 5.1: CEMP Mitigation Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery Scheduling	X		
Re-timing for out-of peak deliveries	X		
Re-timing for out-of-hours deliveries			X
Use of holding areas and vehicle call-off-areas			X
Use of logistics and consolidation centres			X
Measures to Encourage Sustainable Freight			
Freight by water			X
Freight by rail			X
Material Procurement Measures			
Design for off-site manufacture		X	
Re-use of material on-site		X	
Smart procurement		X	

5.2 Committed Measures

5.2.1 The Principal Contractor (CNS) is committed to:

- Running the site and surrounding hoardings to a high safety and environmental standard and providing any necessary programmes as required including external safety audits.
- Ensuring all deliveries comply with the above-detailed routes.
- Timing deliveries out of peak hours where possible.
- All deliveries are to conform to the following procedures:
 - A just-in-time approach is to be employed to prevent excessive build-up of materials on site waiting to be incorporated into the building construction
 - All vehicles will be required to adhere to the speed restrictions on Old Kent Road and follow the planned route in and out.
 - A traffic marshal will be available on-site to coordinate deliveries and to ensure that the safety of pedestrians, cyclists and other vehicles is always ensured.

CLOCS and FORS

5.2.2 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well as suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers, and construction sites.

5.2.3 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured.

5.2.4 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership. FORS Silver accreditation will be required for all construction vehicles.

Delivery Scheduling

5.2.5 A delivery scheduling system is planned to allow for control and management of delivery timings. Booking availability will be determined by unloading space available and activities on-site and will be managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

- 5.2.6 Construction staff on site will be prepared for the arrival of all vehicles to prevent vehicles from needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.
- 5.2.7 There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period.
- 5.2.8 The use of an off-site construction consolidation centre will be investigated however the booking system will allow deliveries to be managed efficiently. Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.
- 5.2.9 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

Abnormal Loads

- 5.2.10 Delivery of abnormal loads will be planned in advance and agreed upon with MSDC and WSCC.

Vehicle Loading

- 5.2.11 Where possible, vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

Access Routes

- 5.2.12 No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.

Materials and Storage

- 5.2.13 The site will be secured with hoarding where required. All plant and materials will be stored and secured (against theft and vandalism) on-site when not in use or at an off-site (off-public highway) location (if required).
- 5.2.14 There will be no requirement to store materials or plant on the public highway. On-site tool storage will be provided within the site compounds. As much waste as possible will be recycled. To help reduce trips, vehicles delivering materials to the site will leave with waste.

5.3 Proposed Measures

Sustainability

- 5.3.1 Off-site manufacture, re-use of material and smart procurement will be undertaken where practical.

Collaboration with Other Sites

- 5.3.2 Once the timescales for construction are finalised, a review of other schemes under construction in the surrounding area will be undertaken to assess the viability of collaborating with other sites.

5.4 Considered Measures

Lorry Holding

- 5.4.1 There are considered to be no suitable areas for providing dedicated lorry holding at this stage.

Consolidation Centres

- 5.4.2 The use of an off-site construction consolidation centre will be investigated however the booking system will allow deliveries to be managed efficiently. Where possible, vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

Smart Procurement

- 5.4.3 Smart procurement will be investigated to ascertain the viability of sharing suppliers and minimising the number of construction vehicle trips.

Site Collaboration

- 5.4.4 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

Rail and Water Freight

5.4.5 The use of water and rail modes to transport freight is not appropriate given the site's location.

5.5 Implementation

5.5.1 The Principal Contractor (CNS) will be responsible for implementing the CEMP. It is expected that a Contractor and Driver Handbook would be used to distribute information which makes sure that all contractors are aware of their obligations

5.5.2 The key measures identified to manage and control the impacts of construction traffic are expected to be:

- Commitment to meet CLOCS / FORS accreditation.
- Use of delivery scheduling system.
- Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

SECTION 6 Environmental Management

6.1 Neighbouring Land Uses

- 6.1.1 The development site is located adjacent to a predominately residential area on the south-eastern edge of Lindfield.

6.2 Waste Management

- 6.2.1 Waste generated during construction will be appropriately stores in a safe and secure location before disposal or re-use. Where applicable, waste generated by the project will be re-used on site or considered for use on other sites.

- 6.2.2 In the circumstances where this is not achievable, waste will be returned to the supplier through a 'takeback' scheme or collected by a waste management contractor for recycling. Any hazardous waste will be removed by an approved hazardous waste specialist. Additionally:

- Any skips will be located in a safe area and securely covered;
- Waste licences will be pre-approved by the Environmental and Quality Manager and checked on the Environment Agency's portal.
- Waste contractors will be legally compliant to accept waste streams;
- Waste streams will be forecasted to ensure they are classified correctly;
- Waste transfer notes and consignment notes will be retained on site and archived for 2/3 years.

Construction Waste

- Pre-fabrication of items will be used where possible to reduce wastage;
- Supplier takeback schemes will be included within subcontractor and supplier orders to minimise wastage on site;
- A pallet takeback scheme will be set up on site;
- All hazardous and non-hazardous waste streams will be segregated;
- All skips will be labelled with covers or netting to stop waste from blowing away;
- No waste materials will be burnt on site;
- Material quantities, storage and handling will be carefully managed to minimise wastage.

Hazardous Waste

- In relation to hazardous Control of Substances Hazardous to Health (COSHH) waste, copies of all COSHH datasheets will be reviewed prior to the contractor commencing on site. Water based alternatives will be used wherever possible to avoid generating hazardous waste;
- Copies of all licences and waste transfer notes relating to any hazardous waste removed will be retained for 3 years after the completion of the project.

6.3 Noise and Vibration

6.3.1 Noise pollution generated from construction work can have detrimental effects upon the health on local residents and communities. All neighbours will be informed of about the planned works and its anticipated duration.

- The site is located in the vicinity of several commercial and residential units. Care will therefore be taken to ensure disruption is minimised during the construction works (in accordance with BS5228 – Noise Control on Construction and Open Sites);
- The contractor will submit a Section 61 (S61) application to the RBWM, outlining the works which are planned to take place, the working hours of the site and a plan to mitigate potential noise and vibration impact by best practical means. The S61 will demonstrate to the RBWM of the willingness of the contractor to adopt a pro-active approach to reducing environmental impact, outlining what methods are in place to minimise disruption to the neighbourhood, thus reducing the number of potential complaints;
- Pre-start monitoring of ambient noise levels around the site at sensitive receptors will be undertaken to provide a baseline from which the site's noise emissions can be compared;
- Alternative low noise techniques will be considered in line of traditional systems;
- Any generators required will be super silenced and the engine covers will be maintained closed;
- Machinery will not be turned on when not in use;
- Construction workers will be informed about the need to minimise noise;
- Noisy operations will be completed as promptly as possible;

- Noise limits will also be recorded and checked against agreed limits;
- Plant will be operated so that noise is directed away from the noise sensitive receptors where possible;
- All plant and machinery will be well maintained with inspection and testing recorded;
- The site will connect to the electricity grid as early as possible.

Air Quality Control Measures

- The applicant will carry out works in compliance with industry best practice i.e. in accordance with *"Guidance on the assessment of dust from demolition and construction"* produced by the Institute of Air Quality Management (or similar guidance) and BS 5228 *"Code of practice for noise and vibration control on construction and open sites;"*
- Contractors will be trained in the control of dust and will ensure the site is monitored for levels of surface dust. Should dust build up this will be damped down with adequate water suppression. A suitable water supply, provided by browser if necessary, will always be available on site to allow for this activity;
- Large quantities of concrete will be mixed in enclosed areas to avoid generating dust;
- Cutting and grinding will be minimised on site where possible;
- All dust and air quality complaints will be recorded, identifying the cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- All vehicles will be regularly serviced and well maintained; and
- Switch off policy will be implemented, and engines will not be allowed to run unnecessarily; the transport of any soils or dusty materials will be undertaken in covered lorries.

6.4 Pollution Prevention

- 6.4.1** Pollution levels will be kept to a minimum and within legal limits. Pollution can have major detrimental effects on local residents and the local environment.

Fuel Storage and Refuelling

- Site will be undertaken in a designated refuelling area which will be at least 10 metres away from any water courses;

- In the event of pollution of a water course, the Environment Agency's Pollution Team must be alerted immediately by calling: 0800 80 70 60;
- Disposal of any chemicals, empty containers, or contaminated items such as tags etc will be disposed of in line hazardous substance regulations.

Control of Substances Hazardous to Health (COSHH)

- All COSHH materials will be stored in a secure, lockable unit complying with COSHH regulations;
- An up-to-date, full COSHH assessment will be available for all materials used and stored. The COSHH assessments will ensure that materials which are volatile with other chemicals are not stored together. The storage area will be located in an area that prevents damage from vehicle activity. Suitable chemical spill kits will be provided;
- The COSHH unit will be located to minimise the risk of run off to any existing surface water drainage system. If required, a Visqueen bunded area will be constructed;
- A COSHH storage area will be marked up on a site location plan;
- There will be no storage of fuels or chemicals near drains, bare ground, soakaways, or other sensitive areas;
- COSHH materials will be stored on an impermeable surface all containers labelled appropriately;
- Regular inspections of the area and containers will be carried out to make sure they are in good condition and free of cracks and leaks;
- Storage will be secure and lockable to avoid the risk of damage, vandalism, arson, or theft.

Light Pollution

- Where appropriate, measures will be implemented to reduce obtrusive light sources;
- Where appropriate the following measures will be considered for implementation:
 - Dim or switch off lights where it is safe to do so;
 - Use specifically designed equipment;
 - Position lights sensibly
- It is not anticipated that any construction works will be carried out at night.

Construction Waste Water

6.4.2 Concrete wash out water must not be discharged into any drains. Concrete suppliers will be required to ensure lorries are fitted with an internal wash out system where practicable. Any additional washing out will take place back at the supplier's yard. Provision will be made on site for a lined concrete skip or drip tray for the washing out of the concrete pump.

6.5 Carbon and Water Reduction Measures

6.5.1 The following carbon and water reduction measures will be implemented:

- Connection to the electricity grid at the earliest possible opportunity;
- Switch off campaign to be promoted for all equipment;
- No vehicle idling;
- Daily checks will be carried out for leaks;
- Water hoses fitted with nozzles/controls to reduce consumption;
- Local suppliers to be used where possible to reduce delivery mileage; and
- Promotion amongst site workers to use sustainable and public transport instead of personal vehicles.

6.6 Tree Protection

6.6.1 Tree Protection will be provided in accordance with BS5837-2012, which includes the following:

- All trees that are being retained on site should be protected by barriers and ground protection before any materials or machinery are brought onto the site, and before any development or stripping of soil commences;
- Where all activity can be excluded from the Root Protection Area (RPA), vertical barriers should be erected to create a construction exclusion zone;
- Existing ground levels should be retained within the RPA, intrusion into soil other than for piling within the RPA is generally not acceptable, and topsoil within it should be retained in situ;
- When exposed, roots should immediately be wrapped or covered to prevent desiccation and to protect them from rapid temperature changes. Any wrapping should be removed prior to backfilling;

- Roots smaller than 25mm diameter may be pruned back, making a clean cut with a suitable sharp tool, except where they occur in clumps. Roots occurring in clumps or of 25mm or over should be severed only following consultation with an arboriculturist;
- During demolition access facilitation pruning should be undertaken as necessary to prevent injurious contact between demolition plant and the tree. In some cases, working space may be provided by temporarily tying back tree branches. Pruning or tying should be undertaken in accordance with a specification prepared by an arboriculturist;
- When demolishing a structure within what would otherwise be the RPA, barriers should be erected, and ground protection installed to protect the underlying soil to the edge of the existing structure;
- Where trees stand adjacent to structures that are being removed, the demolition should be undertaken inwards within the footprint of the existing building (often referred to as "top down, pull back").

SECTION 7 Implementation, Monitoring and Updating

7.1 Implementing

- 7.1.1 The appointed Site Manager shall be responsible for implementing the delivery schedules and ensure all deliveries are fully in compliance with the detailed procedures above.
- 7.1.2 The Site Manager shall appoint qualified Traffic Marshals who will be responsible for all deliveries – from booking them in, to marshalling them to the offloading bay and record keeping. The traffic marshals will undertake specific training including operating the temporary traffic signals in conjunction with the level crossing to minimise disruption to through traffic.
- 7.1.3 During the demolition phase when vehicles will be recovering into site there will need to be two (no.) traffic marshals, one for each side of the road, and one (no.) banksman, to assist the reversing vehicle. During other phases there will be one traffic marshal to oversee delivery movements.
- 7.1.4 The local community will be notified of Contract Manager's contact details on the site notice board to ensure they are able to notify Principal Contractor of any concerns about construction activity and traffic.

7.2 Monitoring

- 7.2.1 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:
- Compliance
 - CLOCS compliance – suppliers to provide pre-qualification evidence;
 - FORS compliance – suppliers to provide pre-qualification evidence;
 - Routing compliance – to be monitored through resident feedback; and
 - No staff car parking
 - Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
 - Vehicle type and size
 - Duration on site
 - Safety issues including any injuries or near misses recorded in the site logbook.

- Breaches and complaints
 - No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance. For a first offence suppliers will be reminded of the site access route requirements. For a second offence suppliers will have a 5% proportion of their load fee withheld. For a third offence suppliers will be replaced.
 - Staff travel plan and survey.
- Traffic marshal shall keep a record of every delivery – such as –
 1. Number of vehicle movements to site
 - Total;
 - By vehicle type/size/age;
 - Time spent on site;
 - Consolidation centre utilization; and
 - Delivery/collection accuracy compared to schedule.
 2. Breaches and complaints
 - Vehicle routing;
 - Timing of delivery;
 - Unacceptable queuing or parking; and
 - Adherence to safety & environmental standards & programmes.
 3. Safety
 - Logistics-related incidents;
 - Record of associated fatalities and serious injuries;
 - Ways staff are travelling to site; and
 - Vehicles and operators not meeting safety requirement.

7.3 **Updating**

- 7.3.1 The procedures shall be reviewed through the different phases of the programme. If anything is not working well, or there are improvements that can be made, these shall be documented, agreed with WSCC Highways (if necessary), and put into action and monitored accordingly.
- 7.3.2 The CEMP will be kept on site and updated by the Principal Contractor in consultation with the Local Highways Authority, WSCC.

SECTION 8 Community and Neighbourhood Liaison

8.1 Introduction

8.1.1 This section of the CEMP outlines key measures, which will be implemented by the applicant with regards to undertaking public engagement both prior to and during construction works.

8.1.2 The appointed Site Manager acting on behalf of CNS ('the applicant') will fulfil the role of Community/Neighbourhood Liaison Officer at the site.

8.2 Meetings

8.2.1 It is proposed that CNS will conduct in-person community/neighbourhood liaison meetings every 3-months during the early stages of the construction programme, and every 6-months thereafter.

8.3 Leaflets

8.3.1 Prior to the commencement of the Section 278 and construction works, and for any significant work activities on-site (i.e. drainage and service connections), all neighbours will be notified via a leaflet drop. The leaflets will set out key details of scheduled works to be undertaken including start and finish dates, as well as provide contact details of the Site Manager and other key personnel involved with the works.

8.4 Signage

8.4.1 Signs will be displayed to indicate any potential changes to pedestrian routes around the site and adjacent highway network. A noticeboard will be located outside the site ,which will provide details of current and anticipated works.

DRAWINGS

Do not scale this drawing

This drawing shall be read in conjunction with all other relevant Engineering, Architectural, Landscaping detailed drawings and specifications plus all other relevant highway plans.

Prior to commencement of construction works, existing and proposed levels and dimensions must be checked and confirmed on site. Any discrepancies shall be reported to the Highway Authority and the developers Consulting Engineers immediately in order that clarification can be sought prior to commencing the works.

Prior to construction works commencing on site, the locations and depths of all existing statutory Undertakers and Highway Authority service equipment are to be checked and their locations confirmed. The removal, replacement, diversion, alterations of existing services / apparatus within the limits of the proposed works shall be undertaken by the contractor at no expense to the Highway Authority. All works shall be completed to the satisfaction of the relevant Statutory Undertakers in accordance with their specifications / requirements.

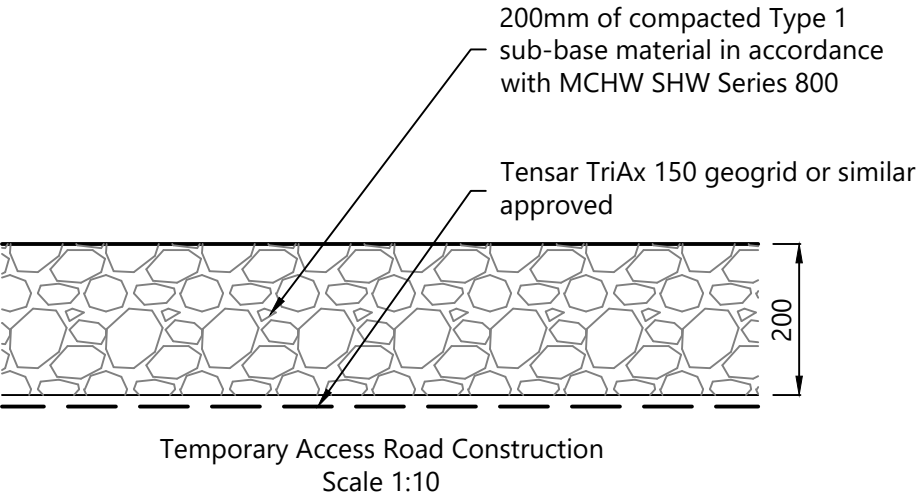
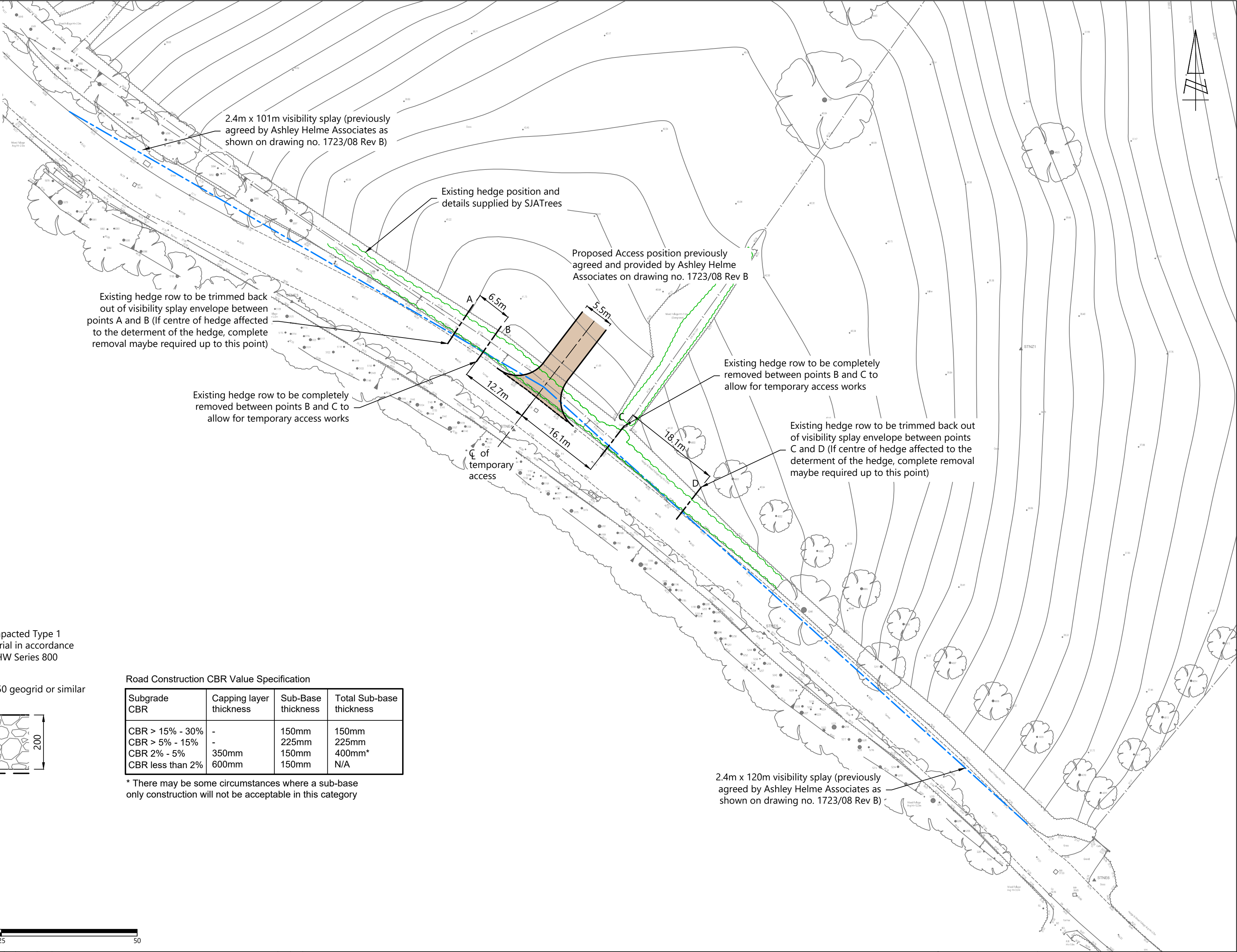
Should the Highway Authority's Representative decide following onsite investigations during the course of the works that the existing site conditions or existing infrastructure construction does not meet the required standards / specifications, the contractor will be required, at no expense to the Highway Authority or Developer, to substitute all related details with replacement details meeting the minimum standards / specifications required by the Highway Authority.

All works shall be carried out in accordance with the approved drawings and specifications to the satisfaction of the Highway Authority.

All Temporary Traffic Management shall fully comply with the Traffic Signs Manual, Chapter 8 - 2009.

All Temporary and permanent traffic signs shall comply with the Traffic Signs Regulations and General Directions 2016, it's subsequent amendments and accompanying documents where applicable

Final position and general arrangement of proposed access and extent of hedge to be removed subject to S278 technical approval



Road Construction CBR Value Specification

Subgrade CBR	Capping layer thickness	Sub-Base thickness	Total Sub-base thickness
CBR > 15% - 30%	-	150mm	150mm
CBR > 5% - 15%	-	225mm	225mm
CBR 2% - 5%	350mm	150mm	400mm*
CBR less than 2%	600mm	150mm	N/A

* There may be some circumstances where a sub-base only construction will not be acceptable in this category

Note:
Thickness of Type 1 material and geomembrane to be determined by existing ground conditions

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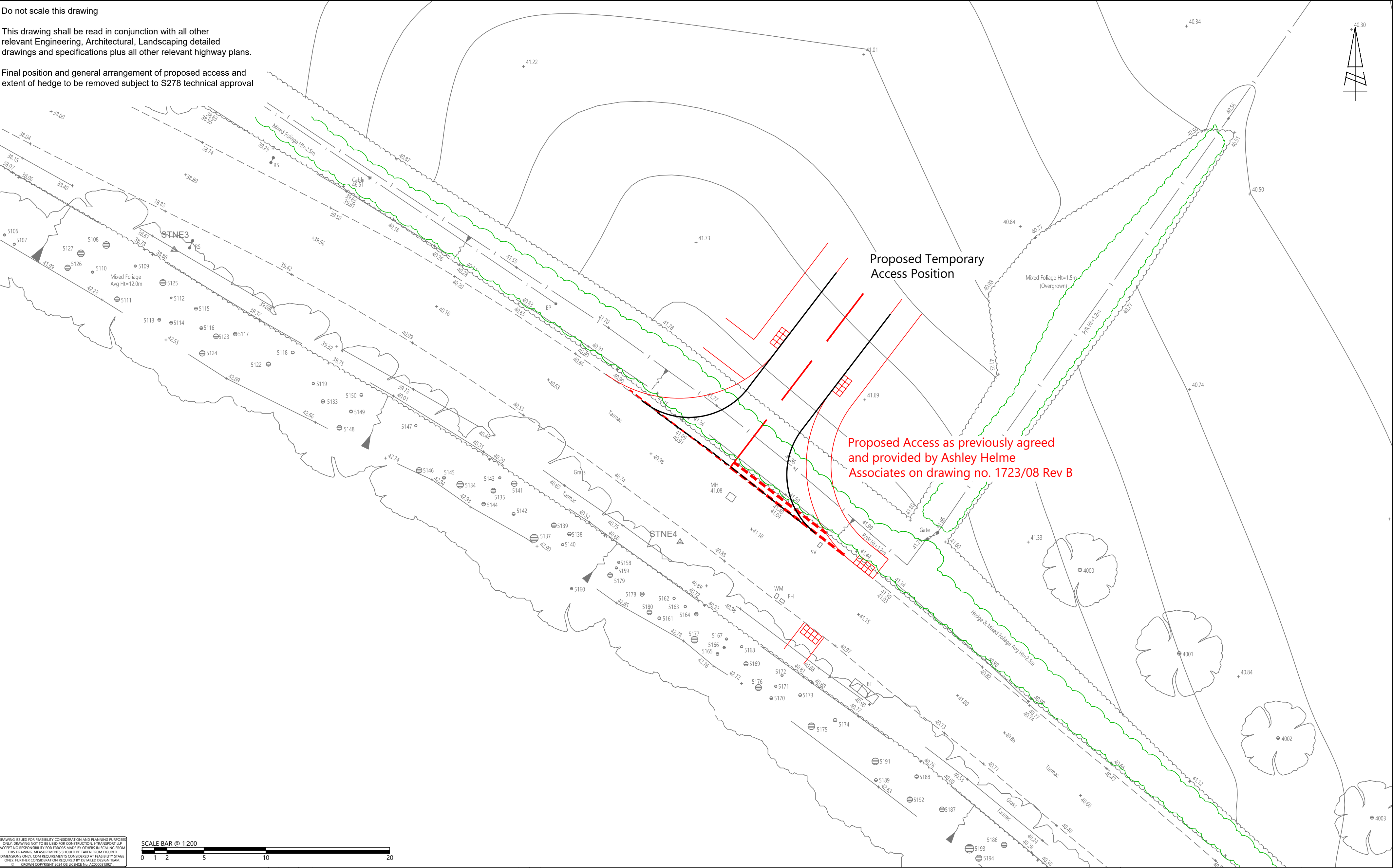


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REV:		DATE:		BY:		DESCRIPTION:		CHK:		APD:		PROJECT:	
STATUS:						FOR INFORMATION		CLIENT:				DRAWING No: ITS210865-GA-005	
						SCAMPS HILL, LINDFIELD		CREST NICHOLSON				REV:	

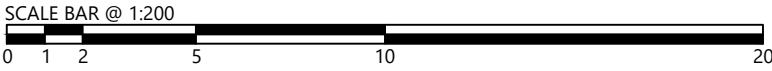
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Final position and general arrangement of proposed access and extent of hedge to be removed subject to S278 technical approval

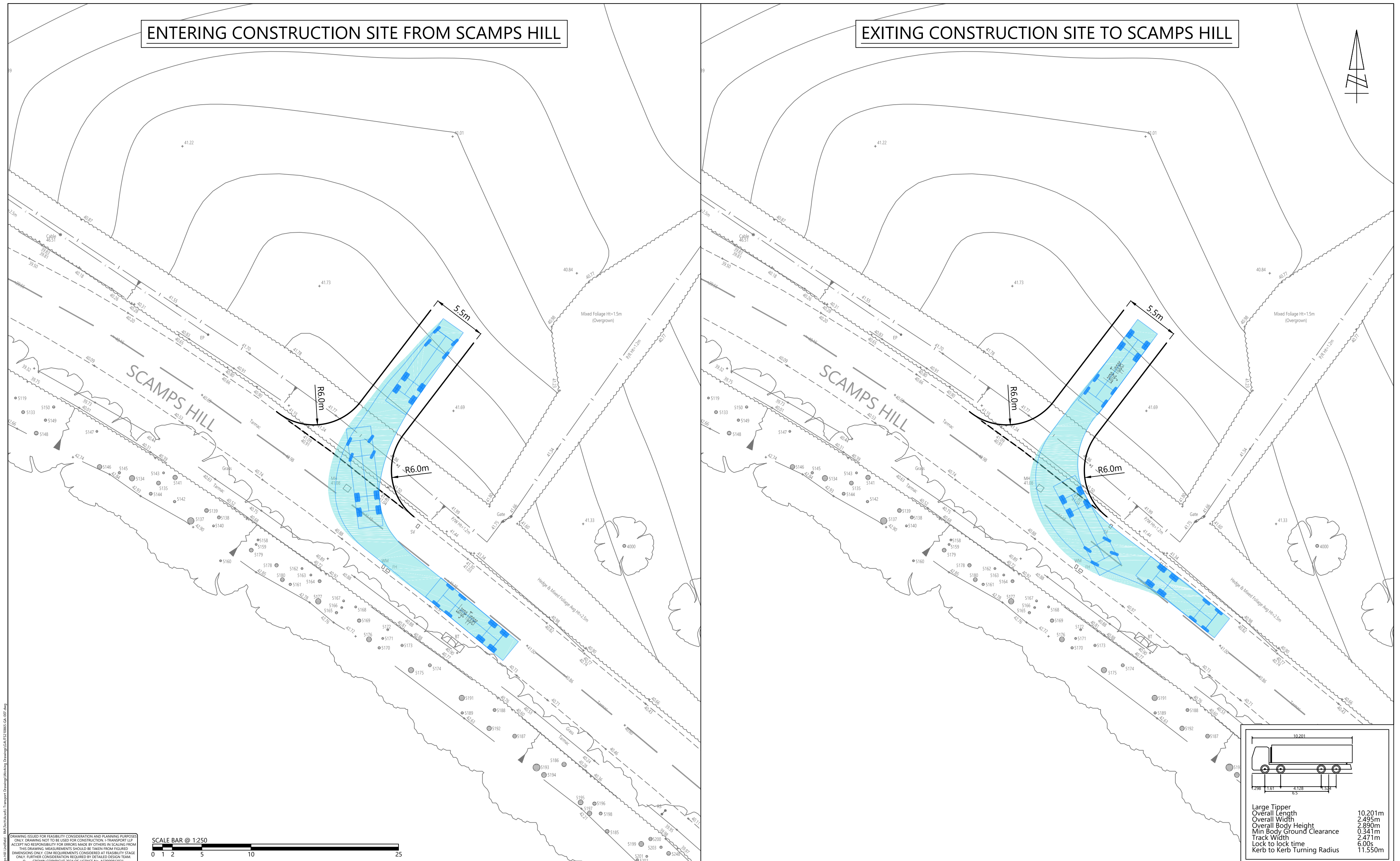


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EXITING CONSTRUCTION SITE TO SCAMPS HILL



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						TITLE: SWEPT PATH ANALYSIS OF A 10.2m TIPPER VEHICLE ENTERING AND EXITING FROM TEMPORARY CONSTRUCTION ACCESS										DRAWN: TC	CHECKED: TW	APPROVED: TW		
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STATUS: FOR INFORMATION							SCAMPS HILL, LINDFIELD					CREST NICHOLSON					DRAWING No: ITS210865-GA-007		REV: -	

APPENDIX A. Construction Programme

Project: **Lindfield**



David Hill

Project start: 05/04/2027

Project end: 22/03/2029

Project Report Date: 17/11/2025

Printed Date: 30/03/2026

Notes

All design revisions @ 9/1/21 have been incorporated.

Author: Planner - Chart Properties

Plan No: Prog #

Last Edited:

