

Porsche Mid Sussex



Construction Environmental Management Plan

Revision Number: 3

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1.0 Introduction

- This Construction Environmental Management Plan (CEMP) has been prepared for the approved development at the site of former FM House, London Road, Sayers Common, Hassocks.

This document is to help minimise adverse impact from activities, relating to both on site and transport arrangements. This Construction Environmental Management Plan (CEMP) is to address how potentially adverse impacts associated with development and construction will be managed.

CEMPs do not prejudice or replace the need to obtain any separate consents or approvals such as road closures or demolition notices.

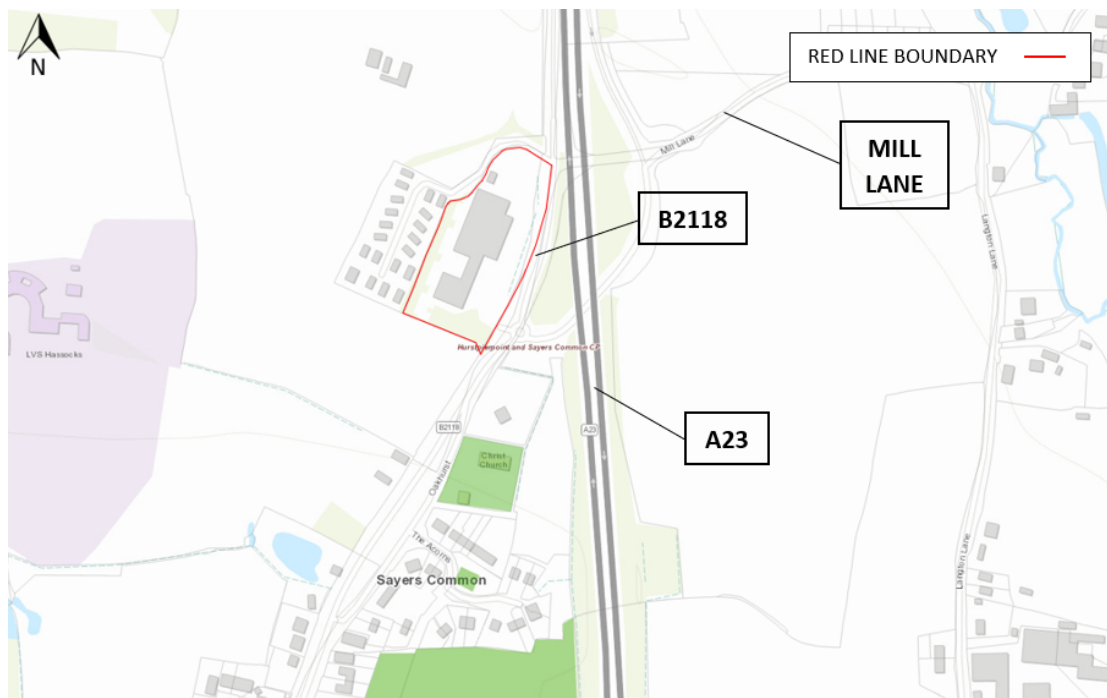
This document should be read in conjunction with the Construction management plan.

The proposal is for the demolition of the existing FM House buildings and development of new Porsche Centre for the sale and service of motor vehicles.

1.1 Planning reference number – DM/23/2039/FUL, Condition 4 & 16

1.2 Site Location

The development site is the former FM House industrial and Office site. London Road (A23), Sayers Common, Hassocks, West Sussex, BN6 9HS. The original buildings still exist on the site which has been vacant for some time.



1.3 Site description



The development site is the former FM House industrial and Office site. London Road (A23), Sayers Common, Hassocks, West Sussex, BN6 9HS. The original buildings still exist on the site which has been vacant for some time.

1.4 Demolition and Construction

The proposal is for the complete demolition of the existing buildings and build a new Porsche Centre with associated parking and landscaping.

The demolition work has sufficient clearance to the public highway to avoid the need for footpath or road closures. The closest footpath is 32m alongside the B2118, London Road to the east. Distance to public highway on north is more than 45.0m.



The yellow shaded area shows the extent of proposed demolition.

It is planned to recycle concrete and rubble within the new construction to reduce waste and minimise the volume of cart away material from the site.

A Pre Demolition Audit has been prepared. This is included in Appendix B of this document.

2.0 Site Management

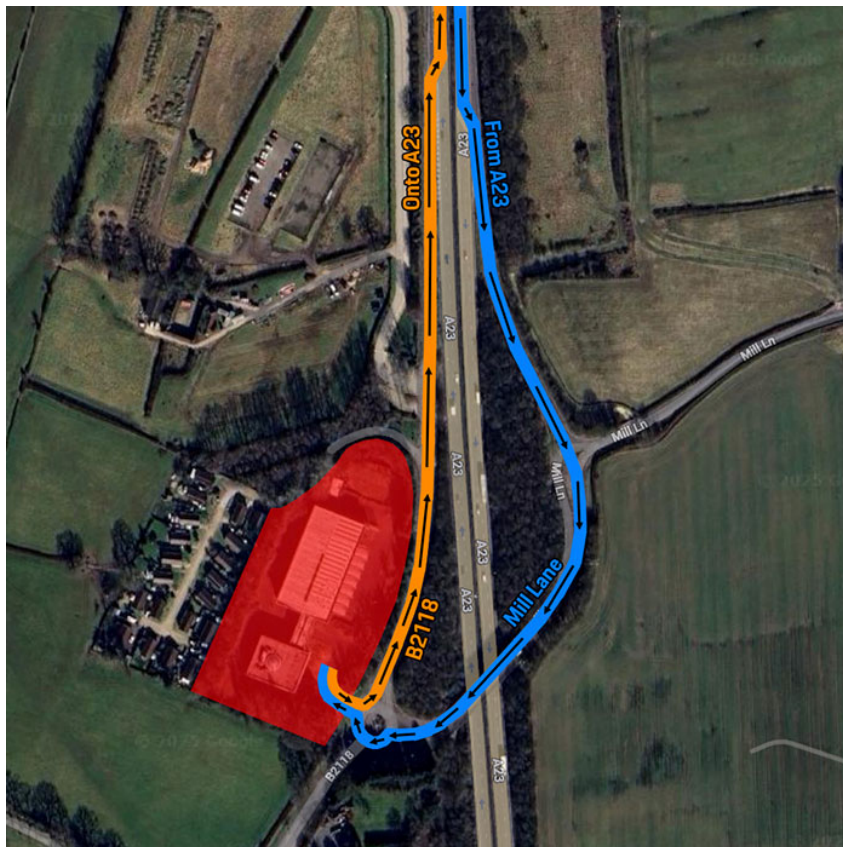
2.1 Site Contact

The main contractor is yet to be appointed.

Address and primary contact details will be added to this document when available.

2.2 Development site layout, Access and welfare arrangements

A site logistics plan has been prepared to support this CEMP to define the segregation of the area for construction works and traffic management. The site location has immediate access to primary highways infrastructure; no construction traffic will need to pass through any residential areas. Traffic to and from the site will be instructed to only use the A23 route to and from the site.



An estimated material load count has been prepared for the project. Refer to Appendix C of this document.

The primary site access point will be the existing site access from the roundabout junction on the B2118. Traffic speed at the site entrance is naturally controlled by the roundabout junction.

Refer to Appendix A of this document for the site logistics plans.

2.3 Daily highway network peak hour movements (weekdays 0800-0900 and 1700-1800).

Peak hour vehicle movements will be limited to car / Light commercial vehicles. In line with the Construction method statement HGV deliveries will be scheduled outside peak hours.

For reference the approved peak traffic trip count for the completed development are within the supporting Transport statement.

Extract of table from Transport statement.

Land Use	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	In	Out	2-Way	In	Out	2-Way
Office Trip Rate	1.853	0.153	2.006	0.153	1.496	1.649
Office Trips – 2,924sqm	54	4	58	4	44	48
Forecast Staff Numbers	30	0	30	0	30	30
Forecast Customer Numbers	3	0	3	3	3	6
TOTAL	33	0	33	3	33	36
Reduction in Trips	-25	0	-25	-1	-11	-12

Estimate of peak hour traffic flow during construction

Construction Phase	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	In	Out	2-Way	In	Out	2-Way
Cars	15	2	4	1	15	
LCV	10	0	2	0	10	
TOTAL	25	0	6	1	25	

Peak hour traffic generation from the Construction phase of the development will be substantially less than that approved for the finished development.

2.4 HGV Deliveries

HGV deliveries will be scheduled outside peak hours. Trip counts will vary widely during the construction phase of the project. Estimated material load count is contained within Appendix C of this document. Peak traffic generation will occur during the initial ground works and foundations. 175 load count estimated for imported stone would occur over several weeks averaging 5 loads per day. Steel delivering of 40 loads would occur over 4 weeks, averaging 2 loads per day. Considering concurrent works on site the maximum average load count per day is unlikely to exceed several loads.

3.0 Community liaison and communication

A display board shall be prominent and shall detail the nature of the works being undertaken, a contact name and telephone number (including a telephone number to be used outside normal working hours)

A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

4.0 Implementation, monitoring and corrective action

The site manager will be responsible for undertaking regular site inspections to monitor compliance with the construction management plan and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, the responsible person shall ensure that corrective action is taken.

5.0 Site operations

The working hours for the development site (including any demolition and construction activity) and deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the following hours;

- 07:00 to 18:00 on Monday to Friday
- 08:00 to 13:00 on Saturdays
- No working on Sundays or Public Holidays
- No Piling operations are required on this site
- Loading and unloading will only take place within the development site

These working hours cover operations and work which are audible at the site boundary. Any noisy operations outside these hours shall not be undertaken without prior written approval from the LPA. These hours may be amended by the LPA where local circumstances demand as necessary.

Any deliveries outside the above hours cannot be undertaken without prior written approval of the LPA.

deliveries will be scheduled before 08:00 or between 10:00 and 15:00 to avoid busy traffic periods.

5.1 Noise and Vibration

- All vehicles and plant used during the development will be maintained in good and efficient working order, and in accordance with manufacturer's specification.
- All vehicles, mechanical plant, and machinery used during the development shall be fitted with proper and effective silencers (where available AND/OR in compliance with health & safety requirements) and shall be maintained in good and efficient working order.
- All plant and machinery in intermittent use shall be shut down in the intervening periods between works.

- Plant and machinery capable of generating significant noise and vibration levels will be operated in a manner to restrict its duration.
- Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.
- All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators.
- The handling of materials shall be conducted in such a manner that minimises noise, including minimising drop heights into hoppers and lorries.
- No stereos or similar amplified devices shall be audible beyond the site boundary.

5.2 Dust

- All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.
- Any equipment used to cut paving blocks, kerbs, flagstones etc. shall be operated with a water suppression attachment or a dust filter.
- Engines of plant, machinery, and lorries shall be turned off at all times when not in use.
- Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.
- Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.
- Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.
- Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.
- All vehicles carrying dusty materials shall be securely covered. Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowsers or fixed sprayers as appropriate). A water suppression contingency plan should be included detailing water supply to site and what equipment will be kept available (e.g. number and size of bowsers, sprinklers, mist canons etc.)

5.3 Air Quality

- The demolition and groundwork phases of this project are likely to create some noise and dust. Provision for the control and reduction of noise and dust will be made within specific method statements and risk assessments. In particular damping down during ground works will form an integral part of our dust management strategy. Noise will be managed in conjunction with the local authority and neighbours.
- All Non-Road Mobile Machinery used on site must be compliant with the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 2018. Where requested by a relevant officer, documentation shall be provided evidencing manufacturers emission limits or that equipment has been appropriately retrofitted in accordance with the regulations.
- Burning on site is prohibited.

5.4 Mud

- The public highway must be kept in a condition whereby it is mud free. This is applicable to both roads and pavements.
- Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. The Principal Contractor will make provision to minimise this problem.
- In the early stages of the project when ground works are being carried out, wheel washers will be used to wash down all vehicles that enter/leave the construction site.
- The 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 (subject to discharge consent).
- We will also make provision for cleaning of the road if required by an approved road sweeper.
- We will insist on all muck away lorry's be fully sheeted to minimise the risk of any mud over-spilling onto the highway.
- We will consider spraying a fine spray to suppress dust on the following:

Structures and building during demolition.
Unpaved areas that are subject to traffic or wind.
Sand, spoil and aggregate stockpiles.
During loading/unloading of dust generating materials

5.5 Artificial lighting

- Flood lighting, security lights, and any other obtrusive external lighting shall be sensitively located so as to avoid nuisance to neighbouring properties and should only provide the necessary luminance for the relevant task(s).
- Lighting schemes shall be compliant with the Institution of Lighting Professionals Guidance Note 01/21 "*The Reduction of Obtrusive Light*".

5.6 Environment

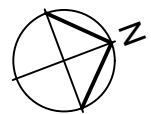
Storage of materials, topsoil, demolition waste. On site storage will be minimised to ensure the site does not become congested. The proposed works.

Previously unidentified ground contamination. The contractor will be issued with both Phase 1 and Phase 2 site investigation reports which include contamination testing. This is deemed to be non-hazardous.

Should unexpected ground conditions be encountered, In line with good practice, comprehensive and accurate site records should be taken and material safely isolated for expert examination and testing if necessary.

Standard good practice for operatives working in excavations will be adhered to, For this site basic protection measures are considered suitable. Wearing protective gloves, eye protection and regular handwashing, in particular prior to meal breaks.

Appendix A – Site logistics plan



Project PORSCHE CENTER MID SUSSEX FMH SITE Axis 3 Design architectural design and services Unit 10 Athena Court Athena Drive Tachbrook Park Warwick CV34 6RT Telephone : 01926 833570		
Drawing SITE LOGISTICS PLAN		
Scale	Date	Drawn
1:250@A1	13/01/25	KJC
Job No.		Revision
P269		

Appendix B – Pre Demolition Audit

Pre-Demolition Audit

Project Name	<i>Porsche, Burgess Hill</i>
Author	<i>Aaron Turner</i>
Date	<i>02/06/2025</i>
Completed Prior to end RIBA Stage 2?	<i>Yes</i>
Person/company responsible for the audit implementation and review on completion	<i>Dan Armstrong</i>

Introduction to the Project

The project involved the demolition of a large portal framed shed and offices at the proposed site for Porsche in Burgess Hill, Sayers Common also the removal of concrete slabs, foundations and hardstanding's. The building structures are steel framed with brick and block cladding, concrete floors, composite roofs.

Waste hierarchy

The order of priority for the management of waste where waste generation is set out in descending order of environmental preference in The Waste (England and Wales) Regulation 2011:

- 1) Prevention: using material in design and manufacture, keeping products for longer, reuse, using less hazardous materials
- 2) Preparing for reuse: checking, cleaning, repairing, refurbishment, whole items or spare parts
- 3) Recycling: turning waste into a new substance or produce. It includes composting if it meets quality protocols.
- 4) Other recovery: includes anaerobic digestions, incineration with energy recovery, gasification and pyrolysis, which produce energy (fuels, heat and power) and materials from waste
- 5) Disposal landfill and incineration without energy recovery.

Types of waste minimisation actions include:

- 1) Set and report against waste reduction targets.
- 2) Design for standardisation of components
- 3) Avoid waste from excavation or groundworks and consider opportunities for zero cut and fill
- 4) Return packaging for reuse.
- 5) Consider community reuse of surplus or offcuts.
- 6) Include waste minimisation initiatives and targets in tenders or contracts and engage with the supply chain
- 7) Consider use of BIM (Building Information Modelling)
- 8) Design for off-site or modular build
- 9) Design for flexibility, adaptability, and future deconstruction
- 10) Design to use fewer materials.
- 11) Use of reusable temporary elements such as shuttering and protection.
- 12) Any other bespoke process

Identification of Local Re-processors or Recyclers

The demolition and main contractor will identify local Waste Transfer Stations and recycling facilities as well as companies who offer take back schemes. Some examples include:

- <http://www.wrap.org.uk/content/construction-contractors> for resources to help manage waste.
- <http://www.ciria.com/recycling/> for a list of construction related recycling sites.
- EMR metal recycling: www.emrgroup.com
- British Gypsum: <https://www.british-gypsum.com/about-us/csr/environmental-challenges/plasterboard-recycling>
- Woods Forever timber recycling: www.communitywoodrecycling.org.uk
- Goldfinger Factory materials recycling: www.goldfingerfactory.com

Pre-Demolition Audit

Audit Review

This audit will be updated in the Resource Management Plan (RMP/SWMP) with actual values and this will be used to monitor progress against these targets by the named individual noted above. Any deviations will be reviewed on completion to allow lessons to be learned for future pre-demolition audits.

Pre-demolition Audit for this Project, against defined EWC Codes (N/a denotes not applicable)

European Waste Catalogue	Key group	Est Quantity (tonnes)	Opportunities for Reuse/Recycling	% Target Reuse/Recycling
170102	Bricks	1,000	Recycling	100
170101	Concrete	2,000	Recycling	100
170604	Insulation	30	Recycling	100
1501	Packaging	5	Recycling	100
170201	Timber	40	Recycling	100
1602	Electrical and electronic equipment	2	Recycling	100
1301	Oils	1	Recycling	100
1703	Asphalt and tar	300	Recycling	100
170103	Tiles and ceramics	50	Recycling	100
1701	Inert	0	Recycling	100
1704	Metals	100	Recycling	100
170802	Gypsum	40	Recycling	100
170101	Binders	0	Recycling	100
170203	Plastics	20	Recycling	100
1705	Soils	0	Recycling	100
Most Relevant EWC	Liquids	0	Recycling	100
Most Relevant EWC	Hazardous	0	Recycling	100
Most Relevant EWC	Floor coverings (soft)	5	Recycling	100
Most Relevant EWC	Architectural features	0	Recycling	100
170904 (Mixed)	Mixed or other	0	Recycling	100

Appendix C – Estimated Material Load Count

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MATERIAL	VEIHCLE	LOADS
Imported Stone	Rigid 8 wheel Lorry	175 loads
Piling	Articulated Lorry	N/A
Concrete	Concrete Lorry	265 loads
Masonry and sundries	Rigid Lorry	10 loads
Steel frame and sundries	Articulated Lorry	40 loads
Cladding and sundries	Articulated Lorry	25 loads
Plasterboard and sundries	Rigid Lorry	20 loads
Roof membrane	Rigid Lorry	5 loads
Mechanical plant	Rigid Lorry / Van	10 loads
Electrical plant and sundries	Rigid Lorry / Van	8 loads
Garage equipment	Articulated Lorry	10 loads
FF+E items	Rigid Lorry	15 loads
Goods Lift	Articulated Lorry	2 loads
Internal garage fit out equipment	Articulated Lorry	5 loads
Fabricated stairs	Rigid lorry	4 loads
Hand rails	Rigid lorry	2 loads
External Furniture and fencing	Articulated Lorry	6 loads
Carpark surfacing	Rigid 8 wheeler	50 loads
	Sub Total	
Allowance for unforeseen	1x Articulated Vehicle 3x Rigid Vehicle 3x Van delivery	
	Total to be included	