



# CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Site: College Lane, Hurstpierpoint, Hassocks, BN6 9AF

Planning Application Reference: DM/24/1139

Date: July 2025

Version: 1

## Project Overview

### Site Location

1. What is the full postal address and location of the site?

|                                                                  |
|------------------------------------------------------------------|
| Address: 147-149 College Lane, Hurstpierpoint, Hassocks, BN6 9AF |
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### Proposed Works

2. Please give a brief description of the work.

*Erection of 7 detached dwellings with new access from College Lane together with parking, drainage, landscaping and associated works.*

### Management and responsibilities

3. Who will be responsible for reviewing and maintaining the CEMP and seeking approval for any required change?

The Contracts Manager in conjunction with the Site Manager Contact details:

Name: TBC

Phone number: TBC

Email: TBC

4. Who will be responsible for coordinating traffic movements and arrangements with any other major sites/developments in the vicinity?

The Site Manager

5. How will you ensure domestic and commercial waste collections, and other residential services, are not disrupted?

Site staff will be made aware of the refuse collection schedule for College Lane and ensure that access to refuse and any other service/emergency vehicles will not be impeded.

6. Who will deal with any notifications to, and or complaints from, local residents and businesses, etc.?

The Site Manager will be responsible for notifying adjoining residents of large deliveries and/or significant construction activities in advance. This will be done via a leaflet drop to all neighbours which share a direct boundary with the site.

The Site Manager will be the main point of contact for any specific and localised queries or complaints arising from day to day activities. The Site Manager's contact details will always be available on site.

The Construction Director will be the point of contact for any general queries or complaints that cannot be resolved at site level.

A logbook will be maintained with details of any complaints received relating to issues such as excess noise, dust or inconsiderate parking. The contractor in question will be notified of the complaint and told to rectify the problem. If there are repeated complaints made regarding the same issue and contractor, action will be taken which may involve the removal of that contractor from site.

### Construction and Demolition plan

7. Please supply a broad-brush work programme and total timescale for the project, giving the duration of each major phase of the construction and the anticipated start date if known.

Commencement date: Nov 2025

Key milestones:

- Site establishment / demolition and site investigation: Nov 2025= 1 weeks
- Groundworks: Nov 2025 =19 weeks
- Construction of superstructure: Feb 2026 =21 weeks
- Fitout / hard & soft landscaping April 2026 = 25 weeks
- 66 weeks Programme duration

Monday to Friday: 08.00 to 18.00

Saturday: 08.00 to 12.30

Sunday/Bank Holidays: No Work Permitted

8. Activities likely to cause increased levels of dust and noise and mitigation measures

Timetable for increased dust and noise generating activities

The main sources of dust and potential increased noise generating activities have been identified as: •

Demolition – Programmed for October 2025

- Cutting of various materials including concrete, brick, tile and timber – Used throughout construction phase but most prevalent once groundworks are complete in January 2025 until second fix in July 2025.
- Site vehicles & site plant/machinery – Most intensive period of use will be October 2025- March 2026

Mitigation

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques.
- Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate.
- Use enclosed chutes, conveyors and covered skips. • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays 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.

- Should long dry periods occur during the construction, damping down will be undertaken across the site to avoid windborne dust crossing the site boundary.

Demolition

- Ensure effective water suppression is used during demolition operations. • Bag and remove any biological debris or damp down such material before demolition.

Waste Management

- No bonfires or burning of waste materials.

### Contact details for residence

9. Who will be responsible for dealing with any enquiries or complaints from local residents?

The Contracts Manager in conjunction with the Site Manager Contact details:

Name: TBC

Phone number: TBC

Email: TBC

### Site Logistics and arrangements

10. Please supply an accurate (to scale) site plan showing all points of access and where materials, skips and plant will be stored, and how vehicles will access the site.

See Site Setup Plan for details 2506(00)100

### Parking, delivery and site storage

11. Can vehicles access the site and turn to exit in a forward direction?

Smaller rigid vehicles (cars, vans and skip lorries) will be able to turn within the site and exit in a forward direction.

Some larger vehicles may be required to enter the site in a forward gear and reverse out with the aid of a banksman. Please see attached Site Setup Plan 2506 (00)100 which includes a swept path diagram for a 8.3m x 2.5m rigid truck (equivalent to a 6/8 wheeled concrete lorry or curtain truck)

All operations and manoeuvres by larger vehicles to enter and exit the site will be supervised by a banksman.

The site access road sub-base will be installed early in the construction programme to allow the access of delivery vehicles and to minimise risk of mud deposits and debris on the road

12 .Are car parking spaces provided on site for construction staff Yes

Space for 8/10 cars / vans to park on site will be provided during construction. Please see Site Setup Plan 2506(00)100

13. What arrangements are made for site storage of materials?

See Site Setup Plan for details which illustrates areas provided for material and plant storage

### Traffic Management Plan

14. Please describe the proposed supply route to and from the site, showing details of links to the strategic road network (A and B roads). Alternatively a plan may be submitted.
15. How will contractors, delivery companies and visitors be made aware of the route (to and from the site) and of on-site restrictions, prior to undertaking the journey.

The Construction Environmental Management Plan will be supplied to all contractors, subcontractors and suppliers.

Vehicle movements and routing will be discussed as part of a (toolbox talk) for all new contractors/subcontractors onto the site

A copy of the Construction management plan, including advisory vehicle routings, will be made available in the site office.

16. Provide a breakdown of the number, type, size and weight of vehicles accessing the site.

There are anticipated to be no more than two large HGV deliveries to the site per day during the early stages of construction. Large HGV deliveries are anticipated for timber frame and bulk materials which will be required during the groundworks and superstructure stages. In the latter stages, large HGV deliveries are not anticipated to be required.

During fit-out and later stages of construction, there may be more smaller deliveries; this is particularly the case with second-fix elements and landscaping/fencing works.

Numerous types of vehicles will be used during the construction process to bring materials to the site or take materials arising away for disposal, including:

- Skip lorries – these will primarily be standard 8 yard skip lorries for general waste (approx. 7m long x 2.4m wide) but could include roll on/roll off skips during demolition (approx. 7.5m long x 2.4m wide) – delivery of waste skips
- Ready mix concrete lorries (approx. 8.2m long x 2.5m wide) – supply of concrete for groundworks
- Grab/Muck away lorries (approx. 8.1m long x 2.5m wide) – typically gross vehicle weight laden of 32 tonnes - for removal of demolition arisings or soils
- HIAB equipped rigid flatbed – up to 26t capacity – (approx. 10m long x 2.5m wide) – for bulk materials and timber frame deliveries
- Rigid 7.5 Box or Curtain Truck – (approx. 8.3m x 2.5m wide) – for material and supply deliveries
- Smaller vans (up to Luton Box Van) – for delivery of smaller materials, equipment, fixtures & fittings.

A site visit will be undertaken by the Site Manager and Contracts Manager, and timber frame manufacturer/supplier in advance of deliveries to plan the safest and most efficient approach (type of vehicle, etc.).

Heavy deliveries of timber framing, bricks, blocks and pre-cast elements will be by HIAB equipped vehicles. Smaller or lighter deliveries will be man-handled or unloaded using machinery already on site.

17. If delivery vehicles cannot access the site where will they wait to load/unload

All unloading and loading will be undertaken within the site.

Deliveries will take place off the public highway.

18. How will the timing of deliveries be managed and controlled.

Deliveries will be allowed between Mon-Friday 0800-1800 hrs Saturdays 0900 – 1300hrs only.

All suppliers will be informed of these delivery windows by the QS, Contracts Manager and Site Manager.

Supplies to the site will be called off strictly as required and no deliveries will be accepted without an appointment.

19. What are the arrangements for co-ordinating and controlling delivery vehicles

Delivery instructions including this document will be sent to subcontractors and suppliers. The site manager will prepare a daily schedule of deliveries and make it clear to each supplier that they must arrive at their allotted time slot otherwise they will be turned away to avoid any disruption to the local road network. The site manager will notify suppliers of any potential problems with delivery access that may arise with enough notice to ensure that access for deliveries is maintained without any possibility of vehicles stacking up on the highway outside the site.

All deliveries to be scheduled within approved delivery hours. Traffic Marshall will be utilised to guide and supervise all heavy vehicles, and to ensure the safety of pedestrians and site operatives.

Wheel washing facilities will be available on site and will be utilised as necessary for all vehicles leaving the site to avoid mud and detritus deposits on the highway.

20. Who has responsibility for supervising, controlling and monitoring vehicle movements to/from the site?

The Site Manager

21. What are the arrangements to ensure that the loading/collection area is clear of vehicles and materials before the next lorry arrives?

All site deliveries / collections are called off by the Site Manager or his designated representative. Suppliers and subcontractors will be informed of this: delivery / collection slots will be coordinated to ensure that vehicles are not kept waiting on public roads.

Several smaller deliveries (vans etc) or a single larger vehicle can be accommodated on the access road within the site entrance.

A 'just in time' approach is to be adopted for materials call off through effective planning, thus minimising storage space required. A designated storage area (see Site Setup Plan **TBC**) will be established for limited amount of material. This will be strictly managed to control content. A member of the site team will be designated as an appointed person responsible for the management and co-ordination of key vehicle movements and lift operations. They will also be responsible for ensuring that all plant and equipment is operated within current health and safety guidelines.

22. Where will the contractors' own vehicles park.

There is sufficient parking available (8-10 spaces) on site for the majority of anticipated site staff & subcontractors (See Site Setup Plan). Site staff will be made aware that they will be required to park on site and cannot park along the public highway unless within an available bay.

Where complaints of on-street parking by site personnel are received, these will be addressed promptly, and personnel asked to move their vehicles and reminded of the requirements not to park on-street.

scheduled to ensure that only one vehicle arrives at a time to avoid multiple deliveries arriving at once. On the rare occasion that a "rogue" delivery vehicle arrives outside of a specified time, the banksmen will manage and rearrange the on-site car parking to ensure that the rogue vehicle can be allowed entry to the site to avoid vehicles queuing up outside the site.

Car sharing / pooling will be also encouraged to reduce the number of vehicles on site.

23. How will concrete be supplied to the site, where will the delivery lorries be located and for how long?

Concrete will be supplied ready-mixed and screeds will be mixed on site.

All concrete deliveries will be on-site and not on the public highway.

24. Please supply details of any waiting/loading restrictions or parking bays that you will apply to have suspended.

N/A

### Impact on the Highway and Other Road Users

25. How will you protect pedestrians from the construction works, particularly vulnerable users?

The site entrance gates are to be set back from College Lane into the newly constructed entrance point. This will allow on arrival all vehicles to pull into the site entrance, alert the traffic Marshall of their arrival which will eliminate the need for vehicles to stop on College Lane.

HGV and larger vehicles will be guided out onto College lane by the site traffic Marshall.

The site entrance will be secured by large construction gates and will be controlled continuously by the Traffic Marshall to ensure safety of pedestrians and vehicles on College Lane.

A Temporary pedestrian foot gate will be set to one side of the main entrance gate. Upon entry to the site all operatives and visitors will be required to sign in and sign out when leaving signing in will be held under a covered signing in booth.

26. Do you intend to apply for a licence to use the public highway for construction activity or for the storage of materials and will this include the diversion of an existing footpath

No use of the public highway is anticipated.

27. Do you propose to install a traffic diversion during the construction period?

There is no anticipated requirement for traffic diversion during the construction period.

28. Will vehicle wheel wash facilities be provided?

A wheel wash facility will be provided at the entrance to the site. See Site Setup Plan

As above, the access road will be laid to subbase early in the project to minimise risk of mud deposits on the highway. Any deposits on the highway will be swept and cleaned by site operatives/the banksman as soon as possible.

29. What is your proposed method of spoil removal (wait & load, conveyor, grab, skip swap, etc.) and what is the anticipated dwell time of spoil removal vehicles?

Vehicles collecting spoil will fully enter the site and leave once loaded in forward gear (wait & load)

Skip swap is also likely to be employed on site for removal of construction waste arisings.

No spoil loading activity will take place on the public highway.

A wheel wash facility will be located near the site entrance. The gradient of the site access road ensures that water will not flow onto the highway from the site.

30. What other measures will be undertaken to minimise and monitor any construction damage to the public highway?

The Site Manager will consult with the Council to arrange necessary enabling works prior to construction.

A S278 application for the proposed crossover works will be submitted to the council prior to their construction.

A photographic survey will of pre-existing roadway/footway condition in the vicinity of the site will be undertaken before works commence on site. Any existing defects will be identified and noted. This record will be submitted to the Council.

As above, all HGV deliveries will be awaited by banksmen to ensure safety but also to ensure that manoeuvres are not undertaken in a way which could cause damage or otherwise affect the condition of the public highway.

31. Do you intend to erect scaffolding on, over or adjacent to the public highway?

No – all scaffolding will be within the boundaries of the site.

### Utility Works

32. Will you be applying to install new or modified utility services to the site that involve work to the public highway? If so, which companies are involved?

New utilities connections will be required for Electricity Telephone (BT) and water We will attempt to co-ordinate the timing and location of connection works between the utility companies' works to minimise disturbance to the road in college lane.

Where multiple utilities require new connections to be made in the roadway, these will be planned early to enable utilities time to co-ordinate respective works under a single road/lane closure where possible. Utilities will be encouraged to apply for a collaborative permit to avoid separate overlapping permits which would cause unnecessary disruption.

Foul drainage connection will be made to an existing connection within College Lane.

Surface water drainage will be managed by on-site soakaways in conjunction with permeable paving and some attenuation leading to surface water outfall connection within College Lane.

### Noise and dust prevention

33. How will noise and dust be minimised and controlled on site?

- Site clearance – Programmed for Oct 2025
- Groundworks – Programmed for Oct 2025 – March 2026
- Site vehicles & site plant/machinery – Most intensive period Oct 2025 – March 2026

Days/hours of site operation will be as set out in Point iii) above. These working hours will minimise risk of noise disturbance at sensitive or anti-social hours. Existing or new fencing will be installed on site boundaries to provide a solid screening which will reduce risk of spread of noise and dust to neighbouring properties.

Well maintained, sound attenuated plant will be used on site. Site induction for operators will cover the issue of noise and will be advised to operate all plant considerately, taking account of site neighbours. Operators will be warned against revving of plant and operation of horns on site in all but essential situations. Machine operators will be advised to isolate plant/equipment during idle periods to encourage efficient running and minimise unnecessary noise/fumes.

Should long dry periods occur during the construction, damping down will be undertaken across the site to avoid windborne dust crossing the site boundary.

Temporary and permanent hardstanding's on site, and the use of wheel wash facilities, will minimise spread of dust and debris on the public highway.

34. How will noise and dust be monitored and reported on site?

A suitably qualified person shall develop a scheme of ongoing continuous monitoring and reporting of construction dust, to prevent dust from crossing the site boundary during demolition /construction phase of the development.

Site Delivery hours & mitigation of impact on local Amenities

35. How will the timing of deliveries be managed and controlled?

Deliveries will be allowed between 0800-1800 hrs Mondays- Friday 0800- 13.00 Saturday no working Sundays or Public holidays.

All suppliers will be informed of these delivery windows by the QS, Contracts Manager and Site Manager.

Supplies to the site will be called off strictly as required and no deliveries will be accepted without an appointment.

36. What are the arrangements for co-ordinating and controlling delivery vehicles?

Delivery instructions including this document will be sent to subcontractors and suppliers. The site manager will prepare a daily schedule of deliveries and make it clear to each supplier that they must arrive at their allotted time slot otherwise they will be turned away to avoid any disruption to the local road network.

The site manager will notify suppliers of any potential problems with delivery access that may arise with enough notice to ensure that access for deliveries is maintained without any possibility of vehicles stacking up on the highway outside the site.

All deliveries to be scheduled within approved delivery hours (see item Banksmen will be used to guide and supervise all heavy vehicles, and to ensure the safety of pedestrians and site operatives. See also Q20.

Wheel washing facilities will be available on site and will be utilised as necessary for all vehicles leaving the site to avoid mud and detritus deposits on the highway. See also Q26, Q27 & Q28

37. What public and neighbour engagement will be undertaken prior to commencement of works?

Surrounding property owners will be notified in advance of the commencement of the development, and of the anticipated programme of works.

Direct neighbours will also be offered the opportunity to meet with the Contracts Manager (and other representatives of Earlswood Homes) to discuss any concerns, questions or queries they may have in advance of works commencing.

### Management, Communication,& Public Engagement

38. Who will be responsible for reviewing and maintaining the CMP and seeking approval for any other major changes.

The site manager in conjunction with the contracts manager

39. Who will be responsible for co-ordinating traffic management/movements and arrangements.

The site manager