



Brookleigh Green Circle: Land Parcels OS1.1a /OS1.1b/OS1.2N

Construction Environmental Management Plan (CEMP)

Introduction

A reserved matters application (ref DM/25/0088) for provision of the Green Circle traversing sub-phases OS1.1a, P1.3, OS1.1b and OS1.2N. Condition 8 of outline planning permission ref DM/18/5114, as amended by planning application ref DM/21/3279, requires that prior to the commencement of development within each reserved matters area, a CEMP shall be submitted to and approved in writing by the Local Planning Authority (LPA) in respect of development within that reserved matters area.

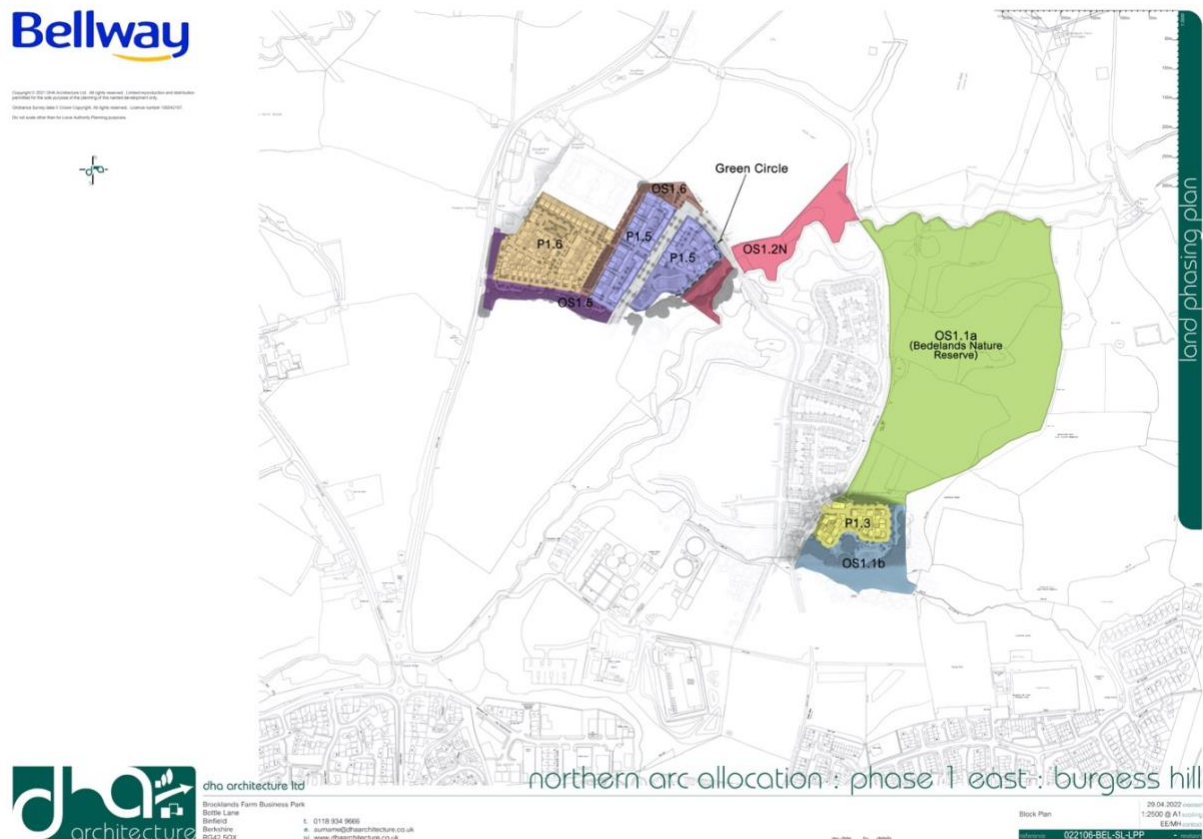
Green Circle

The Green Circle is a 3 metre wide non-vehicular access that traverses the entire Brookleigh development, providing a sustainable access route within the Brookleigh development that will also connect with the wider urban area of Burgess Hill and local attractions such as Bedelands Nature Reserve.

This CEMP covers the section of the Green Circle that extends along the western edge of sub-phases OS 1.1a, OS 1.1b and P1.3 and along the southern edge of sub-phase OS 1.2N. For the purposes of the CEMP, this section of the Green Circle is split into two parts: firstly, the section within OS 1.1a, OS 1.1b and P1.3, which forms Freeks Lane and is a Public Right of Way. Sub-phase OS1.2N forms the second section. The two parts are identified as they will have different site compounds and access arrangements.

The Green Circle will be constructed to West Sussex County Council Public Right of Way Standard Details and the underlying objective is to provide a bridleway as close to 3 metres in all sections. However, there are likely to be some small sections along Freeks Lane where

topographical or arboricultural factors render this impractical. The land parcels within which this section of the Green Circle is to be constructed is shown below:



Condition 8

Condition 8 includes a list of matters that the CEMP should provide details of. These matters are set out below with the relevant details provided to address these matters. These details form the basis of this CEMP.

The Appropriate Mitigation Measures stated as being contained within the CEMP in Table 16.1 'Summary of Mitigation Measures from within the Technical ES Chapters' of the Environmental Statement Volume 1 (ES).

Table 16.1 sets out mitigation measures that were identified during the EIA process for the outline planning application. Para 16.1.6 of the ES states that the delivery of the mitigation, and specific design details for the established principles, are to be recognised through the submission of detailed designs at the Reserved Matters Application stage. The key mitigation

measures relevant to the Green Circle listed in Table 16.1 are ecology related and an Ecological Mitigation Strategy (EMS) prepared by Greengage and dated January 2025 has been submitted with the RMA. The details of the EMS and how this will inform the CEMP are covered in the section below.

Setting out avoidance and mitigation measures in respect of wildlife and habitats

Below is a summary of the avoidance and mitigation strategy included within the EMS that will be adhered to through the CEMP (the full details are provided with the EMS):

Reasonable Avoidance Measures (Dormouse and Great Crested Newt)

- Suitably experienced dormouse and great crested newt licensed ecologist to be appointed
- Developers/contractors to undergo a site induction/toolbox talk
- Extent of vegetation clearance works to be agreed by the ecologist and developers/contractors
- Vegetation clearance to be undertaken in a slow, controlled manner (detail specified)
- Soil will be scraped using an excavator under the supervision of an ecologist
- The excavated route will be backfilled with the surface material in sections with appropriate wildlife checks
- Timber edging should avoid vertical finishes

Bat Protection Measures:

Five trees with potential roosting features

were observed from the survey work. The following mitigation measures are proposed for each tree:

- TN1: Branch to be removed by soft felling to be inspected by a licenced ecologist. If a bat is identified, the section of felled tree should be propped up against the tree enabling the bat to leave on its own accord. A record should be taken.
- TN2: Overhanging oak branch to be left in situ
- TN3: Branch to be removed by soft felling (method as above)
- TN4: Higher canopy of the ash can be removed but the split canopy to be left undisturbed

- TN5: Overhanging branch can be cut back but if possible the split feature near the trunk should be retained. If not possible, it should be soft felled.

Nesting Bird Protection Measures:

Any scrub clearance/branch pruning during the bird nesting season will be preceded by a thorough search for nesting birds. If an active nest is discovered, an appropriate buffer will be put in place where no works can take place until the chicks have fledged or the ecologist agrees the nest is no longer active.

Ancient Woodland Protection Measures:

Areas of the proposed path that fall within 15m of the ancient woodland will be subject to a 'no-dig' construction method in accordance with the Arboricultural Method Statement (ref 2301-KC-XX-YTREE-Method Statement Rev C) prepared by Keen Consultants.

Likely Actions if a Protected Species is Encountered:

The following actions may be required in the event that a protected species is encountered during the works:

Discovery of Hazel Dormouse/Dormouse Nest:

- Works to cease and the ecologist consulted
- Exclusion zone established by the ecologist
- Ecologist to advise on any Licence to be sought from Natural England
- Individual dormice to be allowed to disperse on their own accord

Discovery of a Great Crested Newt:

- Works to cease and the ecologist consulted
- Animal allowed to disperse on its own accord with a temporary exclusion zone set up by the ecologist
- Works to resume once the animal is clear of the work area
- For hibernating or torpid newts, the ecologist will assess its activity level and agree an appropriate strategy (either moved or taken into captivity)

- Any animal found must be recorded

Discovery of Breeding Birds/Birds Nest

- Works to cease and the ecologist consulted
- Exclusion zone to be set up by the ecologist
- No works to take place until the chicks have fledged or the nest is no longer active.
- Nest not to be approached
- If a Schedule 1 species is observed nesting on a site, a 30m buffer will be enacted where no mechanical tools or machinery are to be used.

A timetable for the commencement, construction and completion of the development

Construction of this section of the Green Circle is expected to commence on 27th May 2025. The construction programme is expected to last approximately 6 months, following which this section of the Green Circle will be open to members of the public.

Anticipated number, frequency and types of vehicle used during construction

The construction of the Green Circle will require some ground preparation requiring the removal of all existing mud, vegetation by machine to expose any hard aggregate below. A stone fill and sub-base will then be applied where necessary with a limestone dust top dressing.

This will generate very limited vehicle movements, likely to be no more than 5 x rigid 7.5m truck movements per week. Materials will be stored at the site compound and then transferred to the appropriate section of the Green Circle as the construction programme progresses. There will be limited stock piling of material, which will be linked to progress with construction of the Green Circle.

For construction of the section of the Green Circle within OS 1.1a, OS 1.1b and P1.3, the proposed site compound for residential sub-phase P1.3 shall be used and for the construction of sub-phase OS1.2N the existing site compound for residential sub-phases P1.5/P1.6 shall be used as access to this sub-phase is not practical from Freeks Lane.

Method of access and routing of vehicles during construction and directional signage

The method of access and routing of vehicles for sub-phase OS1.2N will be in accordance with the CEMP approved for the construction of residential sub-phases P1.5/P1.6.

For construction of the section of the Green Circle within OS 1.1a, OS 1.1b and P1.3, the proposed site compound for residential sub-phase P1.3 shall be used. As this site compound has yet to be approved, the method of access and routing of vehicles is set out below:

Construction traffic will approach and leave site via Issacs lane from the A23 motorway, then onto Eastbridge Avenue (EBLR) leading to the site compound for Phase 1.3. Construction traffic will be required to cross Freeks Lane, a Public Right of Way that is located immediately adjacent to the site compound. Freeks Lane is to be upgraded and so it is likely that it will be closed for a proportion of the construction programme. However, when Freeks Lane is open during the construction programme, Bellway will ensure that as banksman is present at all times at the point where construction traffic crosses Freeks Lane to ensure that construction traffic is carefully managed so that there is no danger to pedestrians using Freeks Lane.



The route is:
on the A23
Follow A2300 to A273
7 min (3.6 mi)

Bellway - Fallow Wood View Phase 1.5 & 1.6
Isaac's Ln, Burgess Hill RH15 8RA

Bellway – Fallow Wood View Phase 1.3 via Eastbridge Avenue (EBLR)
Freeks Ln, Burgess Hill, RH15 8DJ

AA New Build Directional Signs will be provided at strategic junction points along the route from the A2300 to the site access. Construction traffic for the Green Circle will be made aware of these directional signs.

Siting and layout of site compounds and welfare facilities for construction workers

Details of the site compound and welfare facilities for residential sub-phases P1.5/P1.6 to be used for construction of sub-phase OS1.2N have been approved.

The proposed site compound and welfare facilities for residential sub-phase P1.3 to be used for construction of sub-phases OS 1.1a, OS 1.1b and P1.3 is provided in Appendix 1.

Provision of parking of vehicles by site operatives and visitors

For construction of sub-phase OS1.2N, details of vehicle parking within the site compound for residential sub-phases P1.5/P1.6 that will be used have been approved.

The proposed site compound layout including the parking of vehicles by site operatives and visitors for P1.3 is provided in Appendix 1

Given the very limited quantity of site operatives and visitors likely to be generated by the construction of the Green Circle, these compounds will be able to accommodate any additional site operatives and visitors linked to this construction programme.

Provision for the loading and unloading of plant, materials and removal of waste

Vehicles arriving with materials to the site compound will be directed to the appropriate location to unload the material. That material will then be transferred to the Green Circle by dump truck. Any scrub or branches removed from the Green Circle will be condensed and then taken to be recycled. Any material debris from the ground preparation that cannot be re-used will be taken back to the site compound.

Provision for the storage of plant and materials used in construction of the development

Materials will be stored in the site compounds and then transferred to the Green Circle by dump truck. Given the very limited quantity of both materials that will need to be stored, the two site compounds are able to accommodate any additional material linked to this

construction programme above that stored for the residential development that these compounds are primarily accommodating.

There will be very limited storage of materials within the Green Circle as material will be transferred from the site compound as required. Given that the Green Circle will not be accessible by the public with Freeks Lane subject to a temporary footpath closure order, it is not considered necessary to isolate this material.

Any plant and machinery used in the construction programme will be stored at the site compounds overnight.

Design, erection and maintenance of security hoarding and other measures related to health and safety

Given that the Green Circle will not be accessible by the public with Freeks Lane subject to a temporary footpath closure order, together with the limited scale of the construction programme whereby the Green Circle will be progressively constructed in small sections, it is not considered necessary to erect security hoarding along the Green Circle.

Hours of construction working

The proposed operating hours are outlined below. During construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur the hours and duration of these works will be subject to consultation with the Local Authority/Council.

Official site working hours would be:

- Monday – Friday 08.00am – 06.00pm
- Saturday 09.00am – 01.00pm
- Sunday/Bank Holiday No work

In order to maintain these working hours, contractor(s) will require a period of 30mins before and at the end of the working shift to start up and close down the works activities.

Details of construction lighting

No lighting will be required for the construction of this section the Green Circle.

Measures to monitor and control noise and vibration affecting nearby residents

There is not expected to be any noticeable noise or vibration from the machinery used for the construction of this section of the Green Circle so that mitigation measures are not considered necessary.

Provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway, including the provision of Temporary Traffic Orders

The Green Circle is not on the public highway, although construction materials and waste will need to be transferred to and from the site compounds to the Green Circle. For sub-phases OS 1.1a, OS 1.1b and P1.3 this will not involve any contact with the public highway. For sub-phase OS1.2N, roads will be kept free of debris and dirt as necessary, by sweeping or hosing down.

Vehicles exiting the site compound with any waste or dust attached, that could subsequently transfer to the local roads, will be obligated to pass a jet wash to minimise transfer of dust and waste onto the local network. The jet wash area will be situated adjacent to the Manned Site Gates of each site compound. The operative manning the gates will carry out a dual role of operating the jet wash.

Dust control measures

Due to the limited scale and nature of the construction programme, it is not considered that dust control measures are required.

Pollution incident control and site contact details in case of complaints

Due to the limited scale and nature of the construction programme, it is not considered that pollution will arise.

Any complaints can be made to Bellway Homes – South London office – Tel. 01737 785 500.

Scheme for community liaison and public engagement during construction

Bellway have regular meetings with AECOM, who are responsible on behalf of Homes England for stakeholder engagement, consultation and communications for the Brookleigh development. Progress on the construction of the Green Circle will be provided through the Brookleigh newsletter and Facebook page. It should be noted that Freeks Lane will be closed during the entire construction programme whilst there is currently no public access to sub-phase OS1.2N.

Contact details of site operations manager, contracts manager, and any other relevant personnel.

All personnel can be contacted via Bellway Homes – South London office – Tel. 01737 785 500.

Appendix: P1.3 Site Compound Details

Site Access details:



IMPORTANT HEALTH & SAFETY CONSIDERATION

- Contractor car park always located on site accommodation site of compound.
- Bulk material storage (timber & timber) should always be on the same predetermined side of compound.
- Working areas of compound to be vehicle access only, pedestrian access provided by ramp, stairs, separated from working areas with demarcated rail.

NOTES:

Basic principles of this site compound setup should be adhered to whenever possible.

Carpark, entrance junctions, footpaths and perimeter boundaries of compound not retained storage shown in yellow to be IP2 Check.

Carpark boundary to be three Rail at 500mm Height.

Lines to be painted white.

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Skelton Barn Works, Skelton, York, YO21 2BB
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20x20m Compound Ground Floor Layout

Date: Oct 18
Scale: 1:100 @ A3
Drawn By: DL

20x20m Compound Ground Floor Layout