

VISTRY HOMES LIMITED

IMBERHORNE FARM, EAST GRINSTEAD

CONSTRUCTION MANAGEMENT PLAN

**REPORT REF.
2206781_C-ACE-XX-00-RP-C-0102**

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Document Control Sheet

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Distribution

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Vistry Southern to produce a Construction Management Plan for the permitted development at Imberhorne Lane, Grinstead, for submission to Mid Sussex District Council (MSDC).

1.2. Full permission was granted on the 24th of November 2025 for the following application (DM/23/2699):

"Hybrid planning application seeking 1) outline planning permission for a mixed use development comprising up to 550 dwellings (Use Class C3), a care village of up to 150 dwellings (Use Class 2), land for a 2 form entry primary school (including early years provision and special needs education provision), mixed use neighbourhood centre, allotments, landscaping and sustainable urban drainage; and 2) full planning permission for playing fields, new sports pavilion, and running track associated with Imberhorne Secondary School, a Suitable Alternative Natural Greenspace (SANG) with associated car park, access from Imberhorne Lane, internal road to the SANG, pedestrian/cycle link from Imberhorne Lane and associated landscaping and infrastructure "

1.3. This Construction Management Plan (CMP) has been produced to cover exclusively the residential aspect of the development to be delivered by Vistry, with separate CMPs expected for all other aspects of the development, including the residential dwellings to be delivered by Barratt David Homes. This CMP supports an application to discharge Condition 28 of the decision notice for the dwellings to be delivered by Vistry. Condition 28 states:

"No development shall take place until a Construction 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 indicative 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 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.*
- *hours of construction work and construction delivery details;*
- *measures to control noise affecting nearby residents;*
- *dust control measures;*
- *pollution incident control and site contact details in case of complaints;*
- *measures to deal with surface water run-off from the site during construction.”*

1.4. The remainder of this CMP is structured as follows:

- **Section 2** reviews the existing situation of the site and outlines the permitted development;
- **Section 3** outlines the construction programme for the development and vehicle numbers;
- **Section 4** details the construction methodology;
- **Section 5** considers the logistics of construction, including vehicle routing; and
- **Section 6** provides details of Dust and Noise Management.

2. Existing Situation & Permitted Development

2.1. This section outlines the site location, the immediate surrounding area and provides an overview of the permitted development.

Site Location

2.2. The site is located to the west of Imberhorne Lane, which itself is located to the west of the centre of East Grinstead. A site location plan, showing the location and outline of the full permitted development site within the context of East Grinstead, is provided in **Figure 2.1**.



Figure 2.1 – Site Location Plan

Local Context

2.3. The site is located less than 2 kilometres (km) west of East Grinstead town centre, within the north of the administrative boundary of Mid Sussex. It is well located in terms of local, national and international destinations; Crawley, London and Brighton are readily accessible via the M23 and A23 (approximately 8km away) and Gatwick International Airport is approximately 13km northwest of the site.

2.4. The boundaries of the site are defined by the Worth Way linear country park and an existing bridleway to the south, Imberhorne Lane, development at the Oaks and the playing fields of Imberhorne Upper School to the east, the Birches Woodland to the north and existing hedgerow.

3. Construction Programme & Vehicle Numbers

Construction Programme

- 3.1. The initial construction programme for the development includes construction starting on-site at the beginning of June 2026 and concluding in September 2032, however this is subject to timely approval of suitable conditions for the site.
- 3.2. The construction programme is attached at **Appendix A**. Construction is expected to consist of the preparation of the site for building and the construction of the residential aspect of the proposed development, in accordance with permitted development plans.
- 3.3. Further details on the construction programme will be provided further to a principal contractor being appointed.
- 3.4. Input to the anticipated methods adopted during the demolition and construction works are to be provided by The Contractor and will demonstrate that the proposals will accord with all necessary planning requirements and will seek to minimise the impact of the works on the environment and neighbouring properties.

Construction Vehicle Movements

- 3.5. Approximately 50 construction vehicles are expected to visit the site per day during the peak construction period – these will comprise a variety of vehicles, including articulated vehicles, muck lorries, cranes, rigid trucks and smaller delivery vehicles.
- 3.6. A further estimated 90 staff vehicles are expected from site operatives and visiting vehicles.
- 3.7. There is sufficient space on site to accommodate the anticipated number of vehicles, whilst deliveries will also be managed to ensure these are spaced out throughout the day.
- 3.8. As outlined above, vehicles movements associated with staff/contractors arriving and departing for work each day. Those vehicles will be car or van sized vehicles which will park within on-site parking bays. It is considered there is sufficient car parking to accommodate the works.
- 3.9. HGVs will be required to travel along the agreed routes as indicatively set out in **Section 5.0** of this report.

4. Construction Methods

24h Contact Details

- 4.1. Contact Details for the site will be as follows:

Project Manager: **Travers Robinson**

Contact Phone Number: **07706359207**

Working Hours

- 4.2. Construction working hours will be as follows:
- 4.3. No noisy work relating to the construction of the development, including works of preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or Public Holidays. It is planned that no deliveries will take place between 08:30 to 09:30 and 14:30 to 15:30 in order to avoid any potential conflicts with the nearby school.
- 4.4. Work outside of these days or times will only take place if it is associated with an emergency or carried out with the prior written approval of MSDC.

Storage of Plant and Materials

- 4.5. Materials used in constructing the development will be stored on-site in an orderly fashion in the designated storage areas. The storage of chemicals and hydrocarbons will be very minimal. Any chemicals will be stored in accordance with the legislation and Control of Substances Hazardous to Health (COSHH).
- 4.6. Materials will be stacked on firm ground within the development boundary, bricks and blocks will be stacked no more than two pallets high, roof trusses will be stacked on a purpose made rack, all other material will be suitably stored and protected and the storage area will also be fenced off to increase the assurance of protecting construction staff.
- 4.7. Initial works will be conducted from a temporary construction compound, shown indicatively on **ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0502**. Further details of the temporary compound will be provided in due course. Use of the temporary compound is expected to last for approximately 8 months, with use of the temporary compound overlapping with the main construction compound.
- 4.8. For the majority of the construction period, materials will be stored within the Main Construction Compound as shown within the Construction Set up Plan (**ACE**

Drawing 2206781_C-ACE-XX-XX-DR-C-0502). The layout of the main construction compound, including the designated material storage area, is shown on the plan at **Appendix B**.

- 4.9. Pedestrian walkways and vehicle routes will be segregated and marked out with appropriate barriers. Lay down areas will be set out for trades such as steel work and cladding and suitably fenced off. No flammable materials will be stored near boundary fencing or existing buildings. Storage of flammable materials in and around new buildings under construction will be strictly monitored and controlled.
- 4.10. Plant will be stored on-site in an orderly fashion. Keys will be removed and isolators, if fitted, will be activated. Fuel for plant will be housed in a double skinned bunded tank.
- 4.11. Where generators are required until mains supply is connected, the generators will be carefully positioned to avoid impact on any neighbour properties. The generators will be limited to operating only during working hours and not overnight where battery storage will provide the necessary backup power.

Erection and Maintenance of Security Hoarding

- 4.12. The boundaries will be secured with a combination of 2m high weighted Heras panels, close board fencing and hoarding. The maintenance and visual appearance of the fencing and hoarding will be carried out at regular intervals. Site Boundaries will be installed at the earliest possible opportunity and any amendments to the boundary fencing will be temporarily secured using metal Heras fencing in an interim period. The location of the Heras hoarding is shown in the Construction Set Up Plan (**ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0502**).
- 4.13. At key locations, sections of hoarding will contain site information boards with out of hours contact details, 24-hour telephone number (for comments/complaints), community information and information on the works programme. Notices will also be placed on the hoarding to warn of hazards on-site such as deep excavations and the construction access.
- 4.14. Clear sight lines will continue to be maintained around hoardings and fencing with no hidden corners, in order to avoid opportunities for anti-social behaviour and crime and to ensure safety of vehicles. Adequate sight lines for vehicles and pedestrians/cyclists to safely see other road users will continue to be provided. Footways of adequate width to facilitate pedestrian flows will be provided with signs

to facilitate safe access around the site boundary. Adequate lighting will be installed, as necessary, near hoardings.

- 4.15. The location of fencing/hoarding is such that it does not damage sensitive habitats, trees or hedgerows.

Location of Site Huts, Cabins and Office Facility

- 4.16. Both the temporary and main construction compounds are located entirely within the site. Given the anticipated scope of work and workforce requirements, an oasis container is likely to be used by the contractor, which will consist of offices, welfare facilities, and a separate tools / materials storage area.
- 4.17. The location of the welfare facilities for the temporary compound is shown indicatively on the Construction Set Up Plan (**ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0502**). The location of the main compound welfare facilities are shown on the plan provided at **Appendix B**.

Wheel Washing Facilities

- 4.18. To minimise waste and dust, which might collect on vehicles and be subsequently deposited onto the local highway network, a wheel cleaning facility will be provided. The location of the wheel cleaning facility will be in the vicinity of the site access to ensure the local highway is kept free of any related construction debris, in a location where a vehicle can wait clear of the Imberhorne Lane carriageway, so through movements past the site are not impacted. The locations of the wheel washing facilities are outlined in Construction Set Up Plan (**ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0502**).
- 4.19. The contractor will ensure that mud removed at the wheel wash is collected in sump pits and removed off site on a regular basis. In addition to the above the site hard paved roads and hard standings and surrounding public roads will be cleaned using a mobile road sweeper, as and when required, not periodically.
- 4.20. If / where invasive species are found on site strict procedures will be undertaken to control spread. During wet conditions these include check/clean/dry policy to prevent accidental spread. This will be applicable to plant and removal by lorries to controlled waste sites.
- 4.21. All vehicles exiting the site shall be inspected and wheels washed as be required. The same operative will periodically inspect the public highway directly outside the development and instruct the use of a road brush should it be required.

- 4.22. Should temporary Traffic Regulation Orders be deemed necessary to mitigate the impact of construction upon the public highway, suitable applications will be made to WSCC, with MSDC suitably informed.

Public Engagement

- 4.23. At an early stage prior to works commencing Vistry will enter into the following public engagement process.
- 4.24. A meeting with the local residents' associations will be held to run through the construction phase and to answer any concerns. Local residents will be notified of any key events in the form of a letter drop. Vistry is proactive in dealing with neighbour relations. There will be an open line of communication available to all residents.
- 4.25. Local residents will be kept informed of the progress of the works throughout the construction process and, in addition, they will be informed of dates and times of significant deliveries (abnormal loads for example) should the usual delivery controls be affected.
- 4.26. As set out above, at key locations, sections of hoarding will also contain site information boards with out of hours contact details, 24-hour telephone number (for comments/complaints), community information and information on the works programme.
- 4.27. Signage will be updated on the site fencing where information about the site will be displayed, together with updates on key activities.
- 4.28. A project manager and a site manager have been employed (see **Section 3.0**) and suitable contact details will be available on signage.
- 4.29. Principal Contractors on each phase will provide a dedicated emergency contact number. The contact and emergency contact details will also be posted on the site hoarding for the benefit of residents.

Construction Lighting

- 4.30. External lighting for construction purposes shall be restricted to Compound and Material storage locations and for security purposes.
- 4.31. The lighting will be controlled by timed and PIR controllers and set up so as to not light areas outside of their location. Flood lights associated with compounds and storage areas will face inwards and not towards residents in order to minimise any impacts on neighbours.

4.32. Some vehicle mounted lighting may be required in poor weather / poor visibility to enable clear sight, safety of workers is paramount, and this shall be considered by Site Management teams. This will be similarly set up to prevent nuisance to any local properties.

Storage of Fuel or Other Hazardous Substances

4.33. Storage of fuel or hazardous substances shall be separate, secure and bunded. Spill kits will be available for immediate use should the need arise.

Measures to be taken in the event of spillages

4.34. Standard site practice will be that fuelling and re-fuelling of plant etc will be carried out a minimum of 8m from any known water course.

4.35. For any spill, any activity suspected of causing the incident will stop, the area shall be contained, notification to the site management and cleaned up.

4.36. For minor spills a spill kit may be all that is required, providing no vulnerable receptor is affected. Spill kits will be provided at all fuelling points.

4.37. For more major spills notification to the Environment Agency is required to evaluate the significance of the incident, and the proposals to clean up.

4.38. Clean up equipment and debris will be disposed of correctly with records retained on site.

Collection and Disposal of Construction Waste

4.39. General site waste will be collected in bins and transferred to skips for removal from site. The requirements for prevention of littering and the disposal of waste from the site will be covered in the site rules, with site rules passed to those working on the site via their induction training.

4.40. The contractor will drive-out waste from the site activities and from those of the supply chain. This can be achieved in a variety of ways:

- Using 'Lessons Learnt' reports from other projects.
- Engaging with product and materials suppliers to review value stream.
- Carrying out specific studies
- Shared Systems and Processes

4.41. The site welfare compound will provide an area for storage, collection and disposal of rubbish from the development. A number of skips will be provided, subject to

space constraints, to allow segregation of the main waste streams. Any mixed waste streams will undergo sorting and segregation off-site after collection. Main contractors will be made responsible for their own waste management and disposal to encourage efficient use of materials.

4.42. Covered storage will be provided for weather sensitive materials to reduce losses/waste caused by weather damage. There will be no burning of materials at any time.

4.43. All loaded vehicles leaving site must be sheeted and will utilise prescribed routes outlined within this CMP.

4.44. The contractor will also instigate a 'Site Waste Management Plan' on the project with all relevant contractors, sub-contractors and members of the supply chain being required to investigate opportunities to:

- Eliminate waste at source; i.e. avoiding un-necessary packaging.
- Reducing waste; cutting back on packaging, etc.

Protection of Surface Water Receptors

4.45. Construction phase operations would be carried out in accordance with guidance contained within the Health and Safety Plan, Method Statements and Waste Management Plan for the site.

4.46. There will be no pumping to controlled waters without a Discharge Consent obtained from the Environment Agency, furthermore, there will be no pumping into surface water drains without the permission of the Environment Agency.

4.47. Additionally, there will be no pumping into the foul sewer without the permission of the Water Company.

4.48. Careful management of site strip is required in order that only those areas required are worked upon.

4.49. During the construction of a crossing there is potential for disturbance of existing watercourse beds and/or sides, however, if necessary, prior to construction a barrier of netting wrapped in straw bales will be constructed to filter out any silt and prevent it passing downstream.

4.50. Where physical controls do not suffice, silt traps, bags and fencing can be introduced to manage and cleanse water. Careful management, monitoring & maintenance of

such controls is essential. A silt management plan will be developed and implemented across the site, throughout the construction period.

- 4.51. While GPPs are the most recent surface water drainage advice, reference PPG6 Pollution Prevention Guidelines will be made in planning construction activity as part of best practice.

5. Construction Logistics

- 5.1. As outlined in **Section 3.0**, to support the on-site construction activity there will be a range of delivery vehicles required to access the site in order to bring plant, materials and workers to/from the site.
- 5.2. The measures to control the logistics of vehicles serving the site are set out in this chapter and include keeping to permissible routes.
- 5.3. An information poster will be issued in all pre-starts with suppliers and contractors, to ensure all are fully aware of the restrictions.

Method of Access During Construction

- 5.4. The primary access route from the wider area will mainly be coming from either the M23 exiting onto the A264 Copthorne Common Road, before heading east onto Snow Hill. Vehicles will then route south onto London Road before, turning right onto Imberhorne Lane and driving through to the site access.
- 5.5. Vehicles may also route from the south on A22 Lewes Road towards south east Sussex, routing onto Beeching Way and turning left (south) onto Imberhorne Lane.
- 5.6. **Figure 5.1** below shows the proposed vehicle routing.

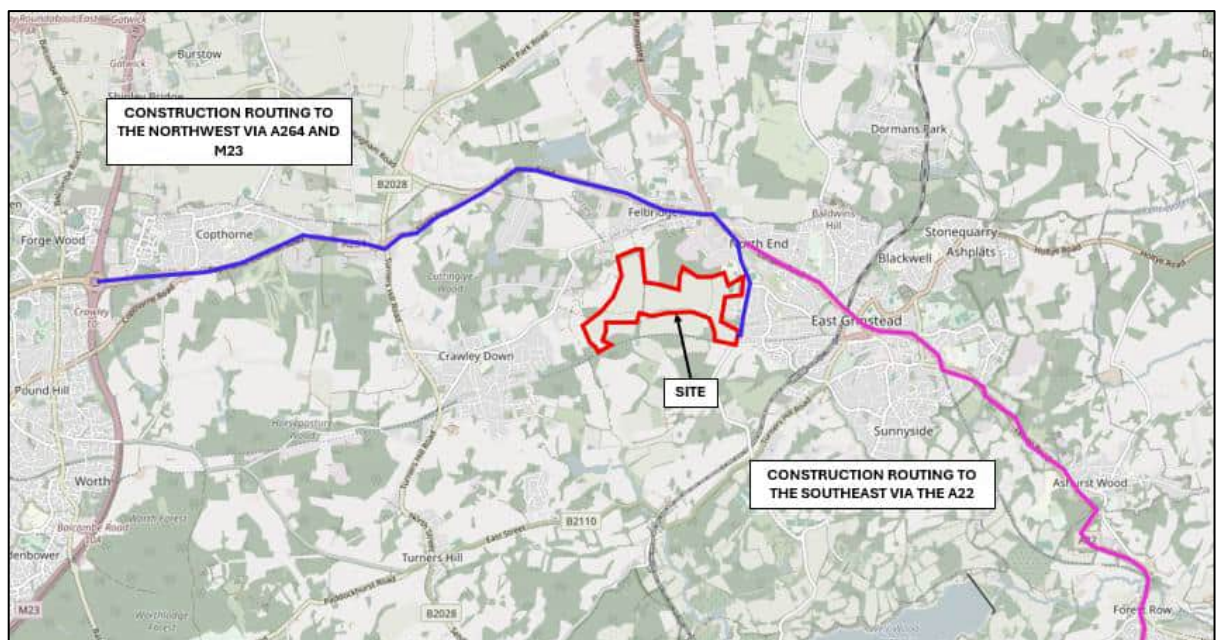


Figure 5.1: Proposed Vehicle Routing

- 5.7. Access to the site will be via Imberhorne Lane, with vehicles (south bound) turning right into the site, utilising the existing access in the south eastern corner of the site. This access will be updated throughout the construction period, and will comprise

the primary vehicular access for the site upon completion. Full details for the proposed vehicular access to the site can be found in the TA which supported the Outline Application (Report Reference: 101470-PEF-DO-XX-RP-Y-000001-F01 TA 220923).

- 5.8. For operatives traveling to work via train, the East Grinstead Train station is only a few minutes' walk away – via the traffic free Worth Way pedestrian and cycle route, which can be accessed via Imberhorne Lane. For operatives residing locally, cycling will be encouraged and cycle spaces will be provided.

On-site Parking Provisions

- 5.9. All site operatives and visitors will be instructed to park within the main or temporary compound car parks made available during the works.
- 5.10. Enough capacity for staff vehicles will be provided to ensure that no off-site parking is required and given the future operation of the site, there will be sufficient space available on site to ensure no off-site parking takes place.

Loading and Unloading of Plant and Materials

- 5.11. Delivery and material orders and plant will be controlled with clear instructions about site location and agreed routes, this will be communicated as part of all prestart meetings with suppliers and contractors. Loading will initially take place within the Temporary compound, with a loading zone then provided separately to the main compound for the remaining duration of the build. A plan showing the indicative temporary compound arrangements, including temporary access roads for the initial stages of construction, is shown on the plan at **Appendix C**.
- 5.12. The Loading Zone for the main compound is shown in the Construction Set Up Plan (**ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0502**).
- 5.13. Waste skips will be located within the site compound. Care will be taken to segregate waste and waste generated will be kept to a minimum.
- 5.14. A booking system for deliveries will be implemented to control the movement of vehicles and avoid vehicles waiting on the public highway.
- 5.15. Deliveries will be directed to the workface where practicable to reduce double handling and unnecessary site movements.
- 5.16. A trained, qualified and certified Traffic Marshal (TM) wearing high visibility clothing will be used to direct delivery vehicles within the development site. The TM will wait at the site access, where they will then proceed to direct delivery vehicles to the

designated loading point within the site. They will use hand signals and will communicate to the drivers through the vehicle mirrors, while watching the driver's blind spot.

- 5.17. All wagons fitted with a Hi-ab will be required to comply with Lifting Operations and Lifting Equipment Regulation 1998 (LOLER).

Restrictions on Vehicle Size, Weight and Height

- 5.18. There are expected to be a number of construction vehicle types visiting site, including: transit vans, HGVs, mobile plant, skip lorries and tipper trucks. Normal weight ranges are expected to be between 5 and 32 tonnes and normal overall lengths of between 4m and 16.5m. These are commonly seen on the surrounding public roads as they do not exceed the 44 tonne gross (4 axle) limit.
- 5.19. The majority of large HGVs expected to visit the site at Large Moxie Tipper vehicles, measuring approximately 10m in length. The largest vehicle expected to visit the site is an 18m Low Loader, which is expected to be an infrequent occurrence and will be managed such that two 18m Low Loader vehicles will not be travelling within the site at one time.
- 5.20. **ACE Drawing 2206781_C-ACE-XX-XX-DR-C-0503** shows the swept path analysis for a Large Moxie Tipper and for an 18m Low Loader manoeuvring within the site. A turning yard has been provided within the main compound, as shown on the plan provided at **Appendix B**. Sufficient space is available within the temporary compound for the turning of either a Large Moxie Tipper vehicle or an 18m Low Loader. A suitable turning head will be provided within the temporary compound with details provided in due course.

6. Measures for Noise and Dust Management

Noise and Vibration Control

- 6.1. Construction works have the potential to generate noise levels which may cause disturbance. The site's location will demand that careful controls are put in place to minimise noise impact, particularly surrounding the site. The contractor will comply with the recommendations set out in BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites (or most recent revision) with consideration to policy DP29: Noise, Air and Light Pollution of the Mid Sussex Local Plan 2031.
- 6.2. Noise control should follow the hierarchy whereby control at source is the preferred approach followed by noise control in the transmission path and then lastly noise control at the receiver. Noise will be controlled at the source for the construction phase where practical.
- 6.3. Noise control at source will comprise the selection of appropriate plant, the position and orientation of the plant, the correct operation of plant (through training), appropriate timing of operations and servicing of the plant in accordance with the manufacturer's instructions.
- 6.4. Noise control in the transmission path is often limited to screening structures that interrupt the direct path between the source and the receiver. Where practicable plant will be located behind screens, site buildings and material stockpiles.
- 6.5. Noise control at the receiver is rarely an option on such schemes as they are beyond the control of the developer, but in extreme cases where all other options have been exhausted these measures can include secondary glazing and other mitigation of the property. It is not anticipated that these measures would be needed from this development.
- 6.6. The developer will work closely with MSDC and any local resident groups to agree systems of work that minimise the impact to the surroundings if necessary.
- 6.7. The project will be managed under considerate working principles (including CCS where adopted), with contact details displayed on site signage. Communications may include advance notice of potentially disruptive activities where practicable. Any non-compliances will be recorded and notified to the site manager and developer director so that immediate remedial action can be taken.

- 6.8. As outlined above, a wheel wash facility will be provided to minimise carry-over to the highway, with access roads maintained as hardstanding where practicable. This will consist of a jet wash which will clean tyres to reduce likelihood of mud encroaching onto the public highway.
- 6.9. A road sweeper will operate as required to ensure no mud is left on the live highway as a result of the works. This will only operate in the construction hours provided at the site and will only be used on an ad hoc basis which will reduce the potential impacts of noise from the sweeper.
- 6.10. The following measures will be implemented to reduce the noise generated by on-site operations:-
- Appropriate plant should be selected; training should be undertaken in relation to the correct operation of plant and appropriate timing of noisy operations shall be considered.
 - Noisy plant or equipment shall be situated as far as possible from noise sensitive buildings. Barriers (e.g. site huts, acoustic sheds, or partitions) to mitigate noise affecting sensitive buildings should be employed where practicable.
 - Keep construction time near noise sensitive areas to a minimum. Avoid unnecessary noise, such as shouting, the use of horns, loud site radios, rough handling of material and equipment, and banging or shaking mobile plant.
 - Vehicles and plant servicing the site shall be fitted with white noise/broadband vehicle reversing alarms where possible.
 - Plant shall be maintained in a good condition so that extraneous noise from mechanical vibration, creaking and squeaking is reduced to a minimum.
 - Plant used for breaking down materials will use crushing techniques rather than by using air driven impact or drop hammering where practical e.g. for cutting down piles;
 - Where practical, fixings and holes will be formed/cast into concrete to minimise drilling and cutting on site.
 - Idling of plant, machinery and delivery vehicles should be prohibited when not in use;
 - Care should be taken to reduce impact noise when loading or unloading vehicles, scaffolding or moving materials, etc.
 - Consideration will be given to neighbouring residential properties when locating the temporary site compounds and material stockpiles

- RAMS-based controls aligned with statutory nuisance expectations. RAMS reviewed/authorised before works commence to ensure controls are understood and implemented.

6.11. If noise and vibration levels are expected to exceed the guidance criteria monitoring will be undertaken according to the methods set out in Appendix B of BS 5228: Part 1 and Part 2 respectively. Noise measurements will be made on a sound level meter complying with BS EN 61672-1:2013 Electroacoustics.

6.12. The noise control measures in this CMP will be monitored by the site-based project management team and reviewed fortnightly (minimum) to capture changes and ensure controls remain appropriate. Any non-conformances will be recorded and corrective actions implemented.

6.13. The Contractor will utilise the details within this document as a basis and build upon the measures incorporated in order to suitably mitigate the construction activity associated with the site. This will involve liaison with Mid Sussex Council as appropriate.

6.14. The Site Manager will be in charge of implementing the CMP. Their role will include checking compliance with the CMP during construction and seeking mitigation measures to be implemented should any breaches or complaints be made.

6.15. If during progression of construction activities, timescales are changed then updates to the CMP will be made to reflect this and discussions with Mid Sussex Council if appropriate.

6.16. A Noise Management Technical Note for the site is provided at **Appendix D**.

Dust and Emission Control Measures

6.17. **Table 6.1** summarises the mitigation requirements as recommended for Medium Risk sites during construction and trackout activities, as recommended by IAQM.

6.18. These are the measures which will be implemented to reduce emissions.

Issue / Control Measure	Site Risk
	Medium
H = Highly Recommended / D = Desirable	
General	
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	H
Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H
Display the head or regional office contact information.	H
Develop and implement a DMP, which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk and should include as a minimum the committed measures in this document. The desirable measures should be included as appropriate for the site. The DMP may include monitoring of dust deposition, dust flux, real-time PM ₁₀ continuous monitoring and/or visual inspections.	H
Site Management	
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	H
Make the complaints log available to the Local Authority when asked.	H
Record any exceptional incidents that cause dust and/or air emissions, either on- or off site, and the action taken to resolve the situation in the logbook.	H
Monitoring	
Undertake daily onsite and offsite inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the Local Authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars, and windowsills within 100 m of site boundary, with cleaning to be provided if necessary.	D
Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and inspect log available to the Local Authority when asked.	H
Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	H
Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least 3 months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks, and construction.	H
Operating Vehicle/Machinery and Sustainable Travel	
Ensure all vehicles switch off engines when stationary - no idling vehicles.	H

Issue / Control Measure	Site Risk
	Medium
H = Highly Recommended / D = Desirable	
Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	H
Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the Local Authority, where appropriate).	D
Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	D
Operations	
Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.	H
Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	H
Use enclosed chutes and conveyors and covered skips.	H
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H
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.	H
Waste Management	
Avoid bonfires and burning of waste materials.	H
Measures Specific to Construction	
Avoid scabbling (roughening of concrete surfaces) if possible	D
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	H
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery	D
For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.	D
Measures Specific to Trackout	
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use	H

Issue / Control Measure	Site Risk
	Medium
H = Highly Recommended / D = Desirable	
Avoid dry sweeping of large areas	H
Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport	H
Inspect on site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable	H
Record all inspections of haul routes and any subsequent action in a site log book.	H
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowzers and regularly cleaned	H
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable)	H
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits	H
Access gates to be located at least 10 m from receptors where possible	H

Table 6.1: Fugitive Dust Emission Mitigation Measures

Overall Responsibility

- 6.19. It is anticipated that the DMP will be provided to operators of the site, and they will be required to adopt the recommendations set out in this plan, wherever possible. Should any changes be required as a result of the proposed working methods set out, then the operators of the site will be required to agree changes with MSDC, the Client and any other relevant parties involved in the authorisation of the construction works.
- 6.20. Contact details for any appointed operator at any time and their designated liaison representative will also be included in the updated DMP and will be submitted to MSDC once confirmed.
- 6.21. The DMP will continue to be developed throughout the course of the operation of the site, considering any project changes or requirements set out by legislation, the Health and Safety Executive, MSDC and other relevant bodies.

Person Responsible for On-Site Air Quality

6.22. A Site Manager will be appointed to be responsible for air quality. The DMP will be updated to include the contact details of the appointed Site Manager.

Support and Training

6.23. The appointed Site Manager will already have general experience and training in Air Quality.

6.24. Where necessary, additional support and training will be provided to the Site Manager and any supporting staff to ensure the DMP can be implemented precisely and ensure the staff have a good understanding of Air Quality and implementing the DMP.

RAMS

6.25. All site activities will be controlled by Risk and Method Statements (RAMS). These will be project and activity specific and will be produced by the trade contractor and reviewed/approved by the Client. Dust control measures will be included where appropriate.

Requirements for Fuel

6.26. Every effort will be made to maximise the use of electric plant on site. However, it is inevitable that a number of off-road machines will be fuelled by gas-oil and that on-site storage of fuel will be required.

6.27. It will be the responsibility of the contractor to establish an appropriate, safe location, away from receptors, within the site for the storage of fuel.

6.28. Gas bottles cages will be used to store any Liquified Petroleum Gas (LPG) cylinders. The cages will be located away from work areas, traffic routes and neighbouring receptors.

6.29. Gas-oil will be stored in a twin walled bowser. The location needs to be accessible by tanker to allow refilling. However, it will be in a position clear of work areas, vehicle routes and away from site boundaries close to receptors. A drip tray will be positioned under the filling point. A spill kit and fire-point will be located close by.

6.30. The contractor will get the oil storage locations approved by MSDC and will update this DMP to include a plan showing the storage locations.

Record of Dust Generating Episodes and Complaints

- 6.31. The appointed contractor will be required to sign up to the 'Considerate Contractors Scheme'.
- 6.32. When dust generating activities are taking place or during periods of prolonged dry or windy weather, daily dust logs will be completed within the Air Quality logbook, making a record of the visual levels of dust on site and any subsequent action taken. The log will be made available to MSDC on request.
- 6.33. When activities with a high potential to produce dust and emissions are being carried out during prolonged dry or windy conditions, hourly inspections at the boundary of such activities will be completed to ensure dust and emissions are controlled. Dust spoiling checks of buildings within 100 m will increase to a daily check. Any incidents will be reported to MSDC.
- 6.34. The appointed Site Manager will immediately investigate any dust complaints from the surrounding areas that is attributed to site activities. The established contact at MC will be notified of the incident/complaint within 24 hours.
- 6.35. If, following investigation, the complaint is valid and the incident is attributed to works on site then further controls (within industry best practice limits) will be implemented and a report will be produced and sent to MSDC within 24 hours.
- 6.36. Details will be provided within the Air Quality Logbook.

Dust Monitoring

- 6.37. The appointed contractor will organise dust monitoring using dust deposition, dust flux or real-time PM10 continuous monitoring techniques. Monitoring positions and the type of monitoring will be agreed with MSDC and the monitoring will commence at least three months before any works commence on site. This DMP will be updated to include details of the dust monitoring including dust monitoring equipment and monitoring positions. However, the following monitoring positions are recommended:
- At the southeastern corner of the Site; and
 - At the northeastern corner of the Site.
- 6.38. Trigger levels will be set and agreed with MSDC as part of the dust monitoring survey. Where monitoring results show an exceedance of the agreed trigger levels MC will

be informed immediately and appropriate mitigation measures implemented to reduce emissions.

Vehicle Emissions

6.39. To minimise vehicle related emissions of NO_x and particulate matter (PM₁₀ and PM_{2.5}) and associated impacts on local air quality a number of measures will be implemented, as detailed below.

6.40. Construction traffic entering the site will be managed so no unloading occurs on the public highway.

6.41. The drivers of vehicles responsible for delivering construction materials to the site will be informed of the haul routes that should be taken to and from the site during the construction stage and these will be written into supplier and subcontractor contracts to ensure adherence.

6.42. Additionally, the following measures will also be implemented:

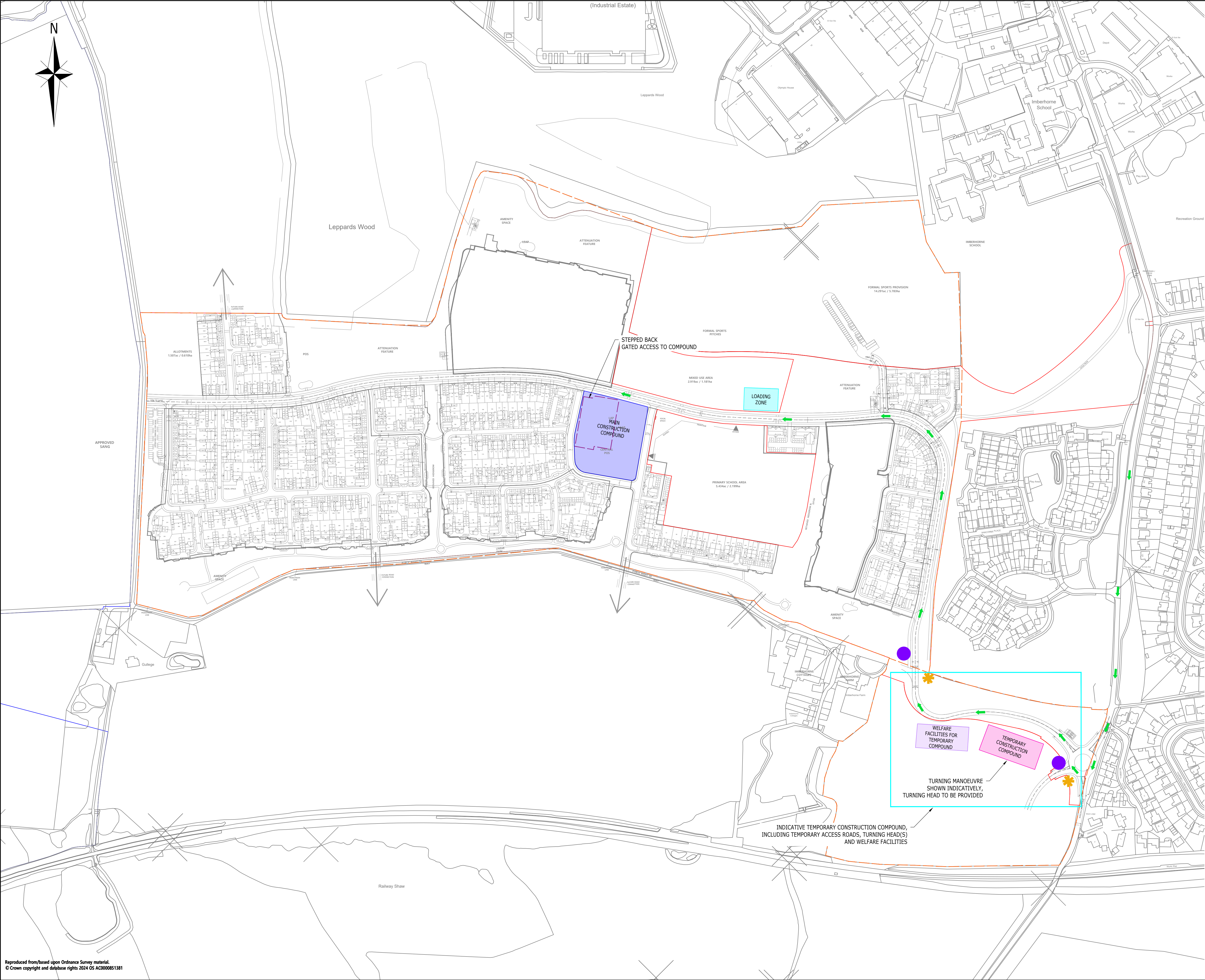
- All suppliers that the contractor employs will be obliged to adhere to a number of safety and environmental standards and programmes;
- Deliveries will be pre-booked using an electronic booking system and directed directly into the site where possible;
- Any unbooked/mistimed deliveries will be unconditionally turned away to prevent capacity on site being breached or excessive waiting/idling vehicles in the surrounding highway network;
- All workers will receive site induction training addressing agreed traffic routes to the site and rules for operating vehicles; and
- Dust suppression will be implemented through the regular use of water sprays, sheeting of haulage vehicles and use of wheel washers for vehicles departing the site. Regular patrols of the local highway network will be put in place and highway sweeping/cleaning along site entrance and access roads will be implemented to prevent deposits and mud/dust/debris building up.

Implementing, Monitoring and Updating

6.43. The measures and actions outlined within this DMP will be adopted by the appointed contractor. The contractor will undertake a review of all measures set out within the DMP and ensure they are appropriate for the anticipated methods of working and site activities. Where any changes to the DMP are anticipated these will be agreed with MSDC, following which the DMP will be updated.

- 6.44. As part of the review the contractor will also update the DMP and provide additional information/clarification where required/indicated within the current version.
- 6.45. If during progression of the construction activities timescales or working practices are expected to change, then updates to the DMP will be made to reflect this and MSDC informed accordingly.

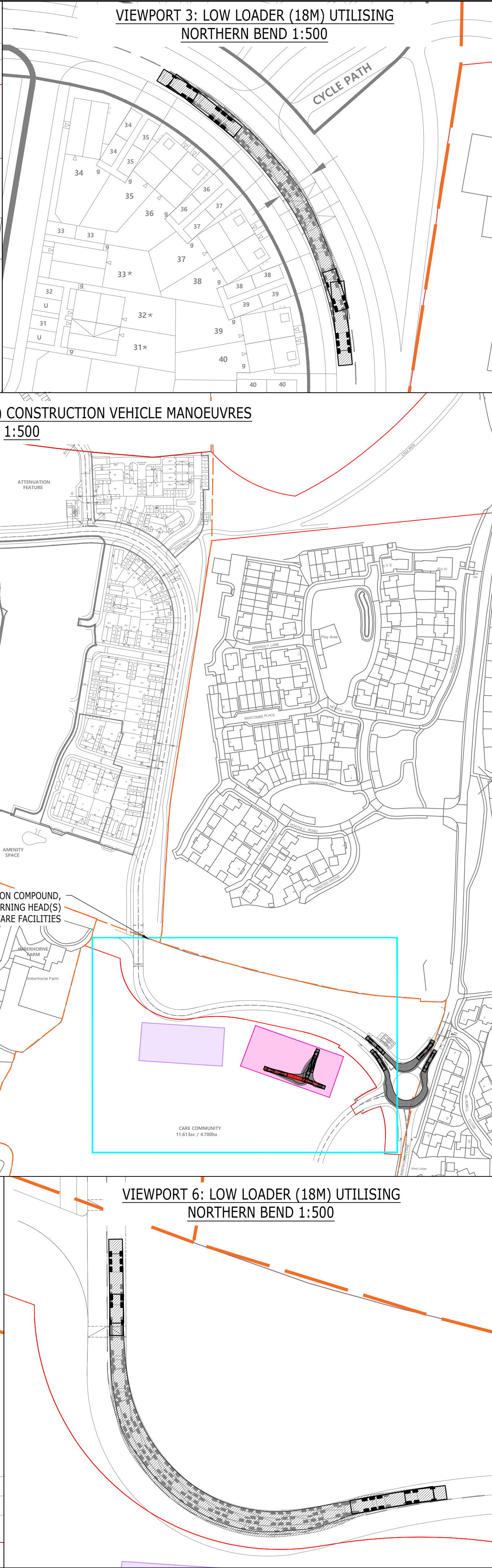
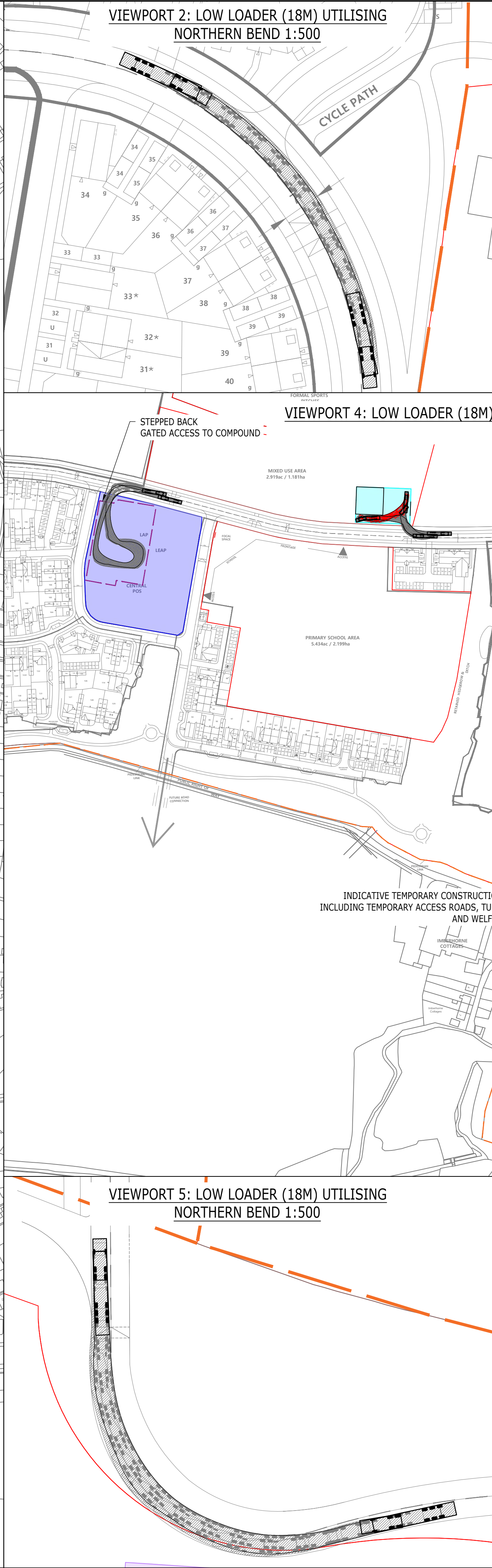
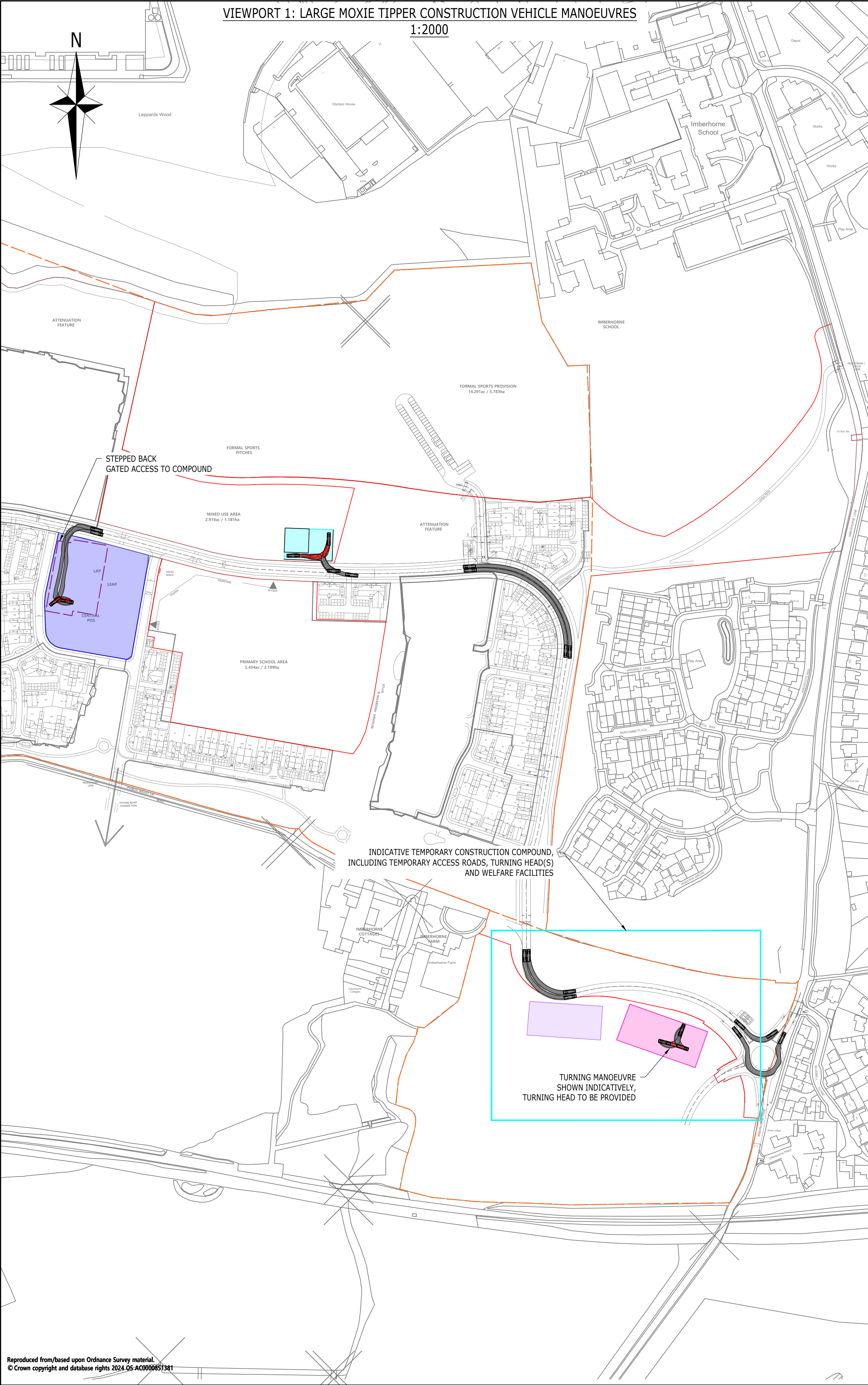
Drawings



- NOTES:
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 7. BACKGROUND SITE LAYOUT PROVIDED FOR CONTEXT USING LATEST AVAILABLE INFORMATION AND SHOULD NOT BE CONSIDERED TO BE FULLY REPRESENTATIVE OF FINAL DEVELOPMENT LAYOUT.

- KEY:
- ➔ CONSTRUCTION ACCESS ROUTE
 - WHEELWASH LOCATIONS
 - ✱ TRAFFIC MARSHAL LOCATION
 - BOUNDARY FENCING (HERAS)
 - MATERIAL STORAGE AREA

Rev	Description	Drm	Chk	App	Date
Purpose:		Status:			
DRAFT		NOT YET APPROVED			
ARDENT		CONSULTING ENGINEERS			
AN EMPLOYEE OWNED COMPANY					
Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE		worksafe consultant www.smasltd.com SSIP			
Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
Client					
VISTRY HOMES LTD					
Project Title:					
IMBERHORNE FARM, EAST GRINSTEAD					
Drawing Title:					
CONSTRUCTION SET UP PLAN					
Drawn by		Checked by		Approved by	
SR		JS		-	
Scale		Date		-	
1:2000@A1		29.04.26			
Drawing Number					
2206781_C-ACE-XX-XX-DR-C-0502					



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KEY:

- MAIN CONSTRUCTION COMPOUND
- LOADING ZONE
- TEMPORARY CONSTRUCTION COMPOUND
- WELFARE AREA
- MATERIAL STORAGE AREA
- BOUNDARY FENCING (HERAS)

VEHICLES USED:

Large Moxie Tipper

Overall Length	10,201m
Overall Width	2,500m
Overall Height	7,483m
Min Body Ground Clearance	0,343m
Max Trunk Width	2,500m
Lock to lock time	2,500m
Kerb to Kerb Turning Radius	11,550m

Low Loader (18m)

Overall Length	18,000m
Overall Width	5,500m
Overall Height	6,500m
Min Body Ground Clearance	0,220m
Max Trunk Width	2,500m
Lock to lock time	6,000m
Kerb to Kerb Turning Radius	6,000m

Rev	Description	Dm	Chk	App	Date
Purpose:					Status:
DRAFT					NOT YET APPROVED

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Client

VISTRY HOMES LTD

Project Title:

IMBERHORNE FARM, EAST GRINSTEAD

Drawing Title:

CONSTRUCTION SWEEP PATH ANALYSIS

Drawn by	Checked by	Approved by	Revision
SR	JS	-	-

Scale	Date
1:2000@A1	29.04.26

Drawing Number

2206781_C-ACE-XX-XX-DR-C-0503

Appendices

Appendix A

WORK IN PROGRESS: IMBERHORNE DRAFT CONSOLIDATED PROGRAMME 12.01.26

