



PHASE 1C NORTHERN ARC

Construction Environmental Management Plan

July 2026

Hill Group Ltd



 Transport Planning

 Travel Planning

 Civil & Structural Engineering

**RESIDENTIAL DEVELOPMENT
PHASE 1C NORTHERN ARC
BURGESS HILL**

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT PHASE 1C NORTHERN ARC BURGESS HILL

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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1 INTRODUCTION

Background

1.1 This Construction Environmental Management Plan (CEMP) has been prepared by Paul Basham Associates on behalf of Hill Group Ltd to support the Reserved Matters permission for Phase 1C of the Burgess Hill Northern Arc development that was granted planning consent on 26th March 2026 (reference DM/25/1986). Phase 1C forms part of the wider outline consented Northern Arc development, to the north of Burgess Hill in West Sussex (reference DM/18/5114).

1.2 The Proposed Development of this Reserved Matters application of Phase 1C is set out below:

Consideration of access, appearance, landscaping, layout and scale for parcels 1.7, 1.7b, 1.8 and OS1.8 comprising:

- a) Eastern Neighbourhood Centre: Up to 270 residential dwellings and extra care units; commercial floorspace; the community building, the neighbourhood square, cycle and pedestrian connections, parking and associated infrastructure.*
- b) Eastern Parkland comprising open space, multi-use games areas (MUGA), public art, green circle cycle link and associated infrastructure.*

1.3 An Outline CEMP was prepared by AECOM in 2018 for the wider Northern Arc outline application (document reference: Appendix 5.1 of Environmental Statement Volume II). The Outline CEMP “provides an overarching strategy for the management of environmental effects and the implementation of measures prior to, and during, the demolition and construction phase of the Proposed Development”. The Outline CEMP includes a guiding framework for the measures that will be adopted and implemented by Hill Group and their Principal Contractor, during the construction of this Proposed Development, which are set out in this detailed CEMP.

1.4 Within the Environmental Statement Volume I, also prepared by AECOM in 2018 for the wider Northern Arc outline application, ‘Chapter 16 Mitigation Register’ sets out various mitigation measures that were identified during the Environmental Impact Assessment (EIA) and how the mitigation will be secured. Some of the measures were classed as ‘tertiary mitigation’ which are considered standard practice, of which these were stated as being secured through the planning condition requiring the preparation of a CEMP for the relevant reserved matters applications. Chapter 7 of this detailed CEMP covers the appropriate measures of the Mitigation Register that were informed to be included in the CEMP.

1.5 For the Reserved Matters permission, Transport Planning consultancy services have been provided by GTA Civils and Transport who prepared a Transport Assessment Addendum (November 2025, document reference: 12824 Transport Assessment Addendum 4th Issue) and a Highways Technical Note

(November 2025, document reference: 12824 Technical Note on Layout 1st Issue). This CEMP references where relevant, both these documents, and should be read in conjunction with them.

- 1.6 Within the Pre-Commencements Conditions attached to the wider Outline Planning Permission, Condition 8 states “prior to the commencement of development within each reserved matters area, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority in respect of development within that Reserved Matters area”. The condition also sets out a list of details that need to be included within the CEMP, which are set out in **Table 1.**

Condition Bullet point	Details that shall be included within the CEMP	Location in this CEMP
8.1	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', Chapter 16 Mitigation Register, of the Environmental Statement Volume 1 (December 2018)	Chapter 7
8.2	Setting out avoidance and mitigation measures in respect of wildlife and habitats	Chapter 7
8.3	A timetable for the commencement, construction, occupation and completion of the development	Chapter 3
8.4	The anticipated number, frequency and types of vehicles used during construction	Chapter 6
8.5	The method of access and routing of vehicles during construction and directional signage for the purposes of such	Chapter 5
8.6	The siting and layout of site compounds and welfare facilities for construction workers	Chapter 3
8.7	The provision of parking of vehicles by site operatives and visitors	Chapter 5
8.8	The provision for the loading and unloading of plant, materials and removal of waste	Chapter 3
8.9	The provision for the storage of plant and materials used in construction of the development	Chapter 3
8.10	The design, erection and maintenance of security hoardings and other measures related to site health and safety	Chapter 3
8.11	Hours of construction working	Chapter 3
8.12	Details of construction lighting	Chapter 3
8.13	Measures to monitor and control noise and vibration affecting nearby residents;	Chapter 7
8.14	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	Chapter 5
8.15	Dust control measures	Chapter 7
8.16	Pollution incident control and site contact details in case of complaints	Chapter 4 and 7
8.17	A scheme for community liaison and public engagement during construction, including the provision of information to occupiers moving onto the site before the development is complete	Chapter 4
8.18	Contact details of site operations manager, contracts manager, and any other relevant personnel	Chapter 2

Table 1: Requirements of Condition 8 of Outline Planning Application
DM18/0569 for the Burgess Hill Northern Arc Development

- 1.7 The Decision Notice approving the Reserved Matters application did not attach a condition relating to the submission of a CEMP, however it referred to the need for the Mid Sussex District Council Construction Charter for Developers to be adhered to.
- 1.8 Therefore, this CEMP has been prepared in accordance with the Outline CEMP (2018), Condition 8 of the outline consent, and the Construction Charter for Developers included in the Reserved Matters Decision Notice. Therefore, the submission of this CEMP seeks to discharge Condition 8 of the outline consent.

Planning History

- 1.9 The outline planning consent for the wider Northern Arc development was granted on 4th October 2019, for the development description as set out below:
- “Comprehensive, phased, mixed-use development comprising approximately 3,040 dwellings including 60 units of extra care accommodation (use class C3) and 13 permanent gypsy and traveller pitches, including a centre for community sport with ancillary facilities (use class D2), three local centres (comprising use classes A1-A5 and B1, and stand-alone community facilities within use class D1), healthcare facilities (use Class D1), and employment development comprising a 4 hectare dedicated business park (use classes B1 and B2), two primary school campuses and a secondary school campus (use class D1), public open space, recreation areas, play areas, associated infrastructure, including pedestrian and cycle routes, means of access, roads, car parking, bridges, landscaping, surface water attenuation, recycling centre and waste collection infrastructure with associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.”*
- 1.10 Development of the full Northern Arc is expected to be phased over a period of 15 years, where Phase 1A (the separately consented Freeks Farm development, reference DM/18/0509), Phase 1B (reference DM/21/3870) and a new single carriageway link road known as Northern Arc Eastern Bridge Link Road (EBLR, reference DM/19/3313) have all received planning consent and are currently under construction.
- 1.11 Each of these applications have prepared and submitted detailed CEMPs to discharge planning conditions. These CEMPs have been reviewed in the preparation of this Phase 1C CEMP to ensure a consistent approach is taken to mitigating construction environmental effects across the developments.

Construction Particulars

- 1.12 The details of this CEMP and the development are set out in **Table 2**.

Site Address	Land East of Isaacs Lane, Burgess Hill, West Sussex, RH15 8RA
Contractor	To Be Confirmed
Site Working Days	Monday to Friday & Saturdays No bank holidays or Sundays
Site Working Hours	Monday to Friday: 08:00 – 20:00 Saturday: 08:00 – 13:00 Sunday and Bank Holidays: No Works
CEMP Author	Paul Basham Associates info@paulbashamassociates.com
24 hour contact information	Justin Brown, Contracts Manager for Site – JustinBrown@hill.co.uk

Table 2: Construction Particulars

Relevant Policy

- 1.13 Within the Decision Notice for the development of Phase 1C, the Mid Sussex District Council 'Construction Charter for Developers' was included as an attachment. The Charter sets out expectations for developers to adhere to on all sites, of which this CEMP will ensure that these are met.
- 1.14 The 6 key expectations within the Construction Charter are set out as follows:

1. Stick to your planning permission

Your planning permission has been granted for a specific development (as per the approved plans) and will be subject to conditions and maybe legal agreements. The Council and the local community expect you to stick to these and to give advance notice if anything needs to be changed.

2. Be safe and tidy

Carry out all works with the utmost care for the safety of passers-by as well as your workers, this includes driving vehicles on and off the site. Keep all plant and machinery in safe working order, and all structures safe, by checking them often. Keep your site and roads and pavements around it tidy

3. Be considerate

Carry out all work with consideration for residents, workers, pedestrians, visitors, neighbours, businesses and road users, at all times and with every effort to minimise noise and disturbance. Pay special attention to the needs of those who have difficulties with sight, hearing or mobility, and those in wheelchairs or with prams and pushchairs.

4. Be responsible

It is the responsibility of the main contractor to ensure that all employees, agents, subcontractors, suppliers, drivers and others working on or near the site comply with this Code of Practice. Please note that all sites are responsible for damage made to the public highway as a result of construction activity. Contractors carrying out the work resulting in damage are liable for the full cost of repair.

5. Be accountable

Display a contact board outside the site, giving names and telephone numbers of staff who can easily be contacted to respond to the concerns of residents, businesses and others.

6. Communicate

Keep residents and others informed about unavoidable disturbance such as noise, dust, extended working hours and disruption of traffic. Provide site neighbours with clear information well in advance of starting works, preferably in writing, and perhaps issue regular bulletins about site progress.

Report Structure

1.15 Following this introduction, this CEMP covers the following:

- Site context;
- Construction programme and methodology;
- Vehicle routing strategy;
- Estimated vehicle movements;
- Strategies to reduce impacts; and
- Implementing, monitoring and updating.

2 SITE CONTEXT

Site Location

- 2.1 The location of the Proposed Development is referred to as Phase 1C of the larger Northern Arc development. The Northern Arc development is a strategic urban extension spanning between the Bedelands Nature Reserve on the east of Burgess Hill, to the Goddards Green Treatment Works to the west. The indicative site boundary of Phase 1C of the Northern Arc development is shown in **Figure 1**, and the Proposed Illustrative Masterplan can be found in **Appendix A**.
- 2.2 Approximately half of the Phase 1C site has been used for access and construction related purposes for the new Eastern Bridge Link Road (EBLR), as also seen in the aerial imagery in **Figure 1**.



Figure 1: Phase 1C Indicative Site Boundary

Local Road Network

- 2.3 The site is located off the A273 Isaac's Lane that forms the western boundary of the site. To the south of the site, the A273 Isaac's Lane becomes the A273 Sussex Way/Jane Murray Way, at the Fairplace Hill North and South Roundabouts. The A273 Sussex Way and Jane Murray Way form the western ring road around Burgess Hill. To the north, the A273 connects Burgess Hill to Haywards Heath at the Bolnore Roundabout with the A272 and Parkfield Way.

- 2.4 The A273 is a single carriageway road, where the extent north of the site is subject to a 50mph speed limit, which then reduces to 40mph adjacent to the Phase 1C site boundary. Issac's Lane is unlit and currently has no pedestrian footway on either side of the carriageway.
- 2.5 The A273 Sussex Way benefits from street lighting and a pedestrian footway on the southern side of the carriageway, and is also subject to a 40 mph speed limit.
- 2.6 The B2036 is also located near the site, off the Fairplace Hill North Roundabout, that connects Burgess Hill in the south to Ansty in the north, at the junction with the A272. The B2036 is a single carriageway road subject to the national speed limit.

Strategic Road Network

- 2.7 The A23 which runs between London and Brighton is located approximately 4.5 miles to the west of the site, accessed via the A273 and the A2300. The A23 is part of the Strategic Road Network (SRN) and is managed by National Highways. To the south, at Brighton, the A23 connects with the east-west A27 that runs between Eastbourne and Portsmouth. To the north, the A23 connects with the circular M25, or continues into London.

Personal Injury Collision Assessment

- 2.8 To understand if there are any existing collision clusters which could potentially be impacted by an increase in construction vehicles within the vicinity of the site, Personal Injury Collision (PIC) data has been obtained from the Department for Transport's Mapping Application for Visualising Road Injury Casualties (MAVRIC). PIC data for the latest five-year period available, which is between 2019 and 2024, has been reviewed and the locations of any collisions recorded has been illustrated within **Figure 2**.

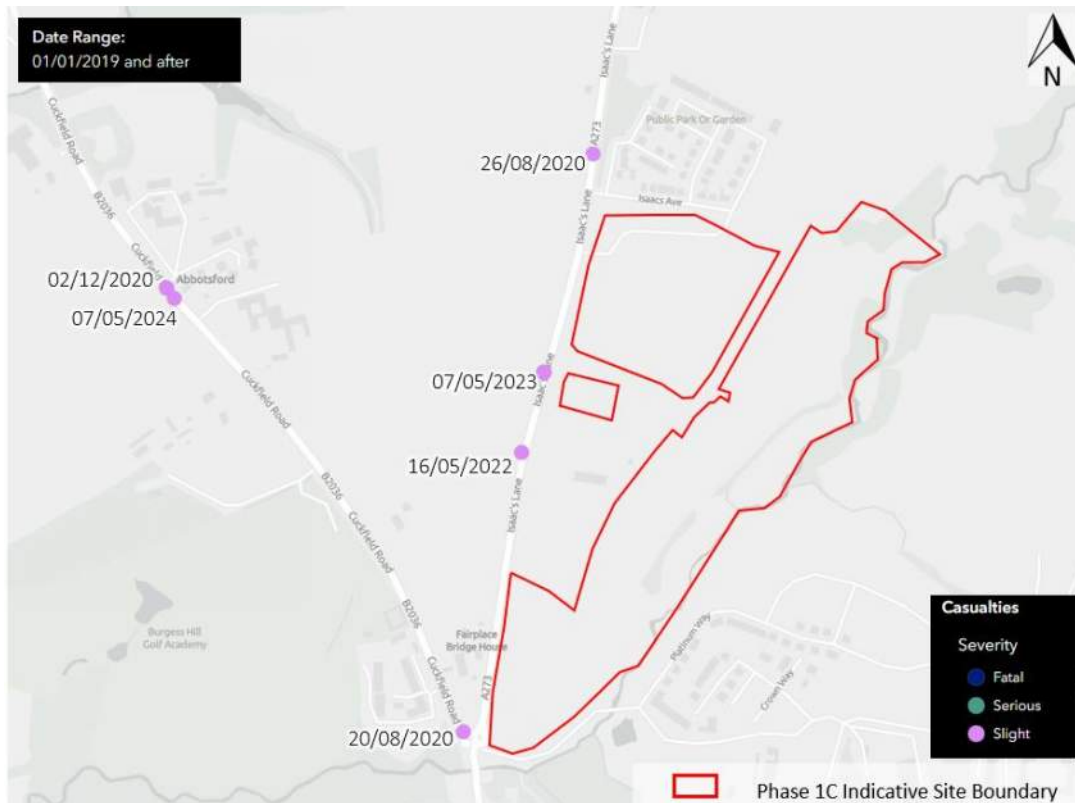


Figure 2: Personal Injury Collision Locations

- 2.9 The PIC review identified three 'slight' collisions within the vicinity of the site on the A273 Isaac's Lane which occurred in August 2020, May 2022 and May 2023. At the time of these collisions, the southern part of the A273 (between Isaac's Avenue and the Fairbridge Hill North Roundabout) had a 60 mph speed limit, and the A273 north of Isaac's Avenue had a 50 mph speed limit. To note, these collisions did not occur near junctions, and since the construction of Phase 1B off Isaac's Lane began in 2024, the junctions of Isaac's Avenue and Holmbush Avenue have been constructed whilst the speed limit for this extent of the road has been reduced to 40 mph, therefore improving highway safety.
- 2.10 There were three 'slight' collisions recorded on the B2036 Cuckfield Road, one of which occurred at the Fairbridge Hill North Roundabout in August 2020, and two occurred in Abbotsford near the junction with Hook Place.
- 2.11 It can be concluded that the highway safety of the A273 has been improved since the reduction of the speed limit, and there were no other locations of significant collision clusters identified that would be made worse by the construction traffic associated with the Proposed Development.

Proposed Development Details

2.12 The development quantum of Phase 1C includes:

- 270 Residential dwellings composed of 189 private sale dwellings, 60 affordable rented dwellings and 21 shared ownership dwellings
- 1,067m² of retail floorspace
- 1,010m² of Community Centre floorspace
- Parkland development with recreational open space areas

Access Arrangements

2.13 Phase 1C will be accessed by the newly constructed Eastern Bridge Link Road (EBLR), now named Holmbush Avenue, which bisects the A273 at a new signalised T-junction. Holmbush Avenue is subject to a 30 mph speed limit, with internal local roads off Holmbush Avenue subject to a lower design speed of 20mph. The A273 currently has a 40mph speed limit, but it is anticipated this will be reduced to 30mph as the rest of the Northern Arc development comes forward.

2.14 Holmbush Avenue becomes Eastbridge Avenue through the Freeks Farm development to the east of Phase 1C, which then connects onto Maple Drive to the southeast, providing a secondary access to the development.

2.15 The EBLR is also referred to as the Green Superhighway, where it will be a tree lined avenue with segregated cycle/footway facilities provided on both sides of the road for sustainable transport connections, set back from the carriageway by a verge on either side.

2.16 The development internal road layout has been designed to allow for accessibility and turning movements of all vehicles including fire appliances and refuse vehicles.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction Phasing

- 3.1 A detailed construction programme has been prepared by the client within the ‘Burgess Hill Tender Programme’ that is included in **Appendix B**. This programme sets out each phase of pre-construction works, site enabling works and construction works, along with the duration, start and end of each phase.
- 3.2 Enabling works will start on site on 5th October 2026, with the different parcels of land being developed generally sequentially, but there will be stages where works are going on different parcels at the same time. A summary of the different phases of the project, along with the duration, and start and end dates of each phase has been shown below in **Table 3**.

Phase	Duration (rounded up to nearest whole week)	Phase Starts	Phase Ends
Enabling Works	4	05 October 2026	30 October 2026
Ground Works	42	19 October 2026	6 August 2027
Infrastructure	52	02 November 2026	27 October 2027
Parcel 1.7A (37 apartments & 78 houses)	94	16 November 2026	29 August 2028
Parcel 1.7B (12 apartments & 5 houses)	59	22 February 2027	28 April 2028
Parcel 1.8A (60 apartments, 44 houses & community centre)	118	06 August 2027	17 December 2029
Parcel 1.8B (34 houses)	86	17 March 2028	04 December 2029
Eastern parkland, cycle route, MUGA	23	06 December 2028	04 June 2029
Clear Area – marks end of project construction	2	04 December 2029	17 December 2029

Table 3: Phasing Duration (extracted from Burgess Hill Tender Programme)

Construction Working Hours

- 3.3 The core hours for demolition and construction will be:
- Monday to Friday 08:00 hours to 20:00 hours;
 - Saturday 08:00 hours to 13:00 hours;
 - No working normally undertaken on Sundays, Bank or Public Holidays (unless agreed in advance with MSDC and Homes England).
- 3.4 All work outside these hours will be subject to prior agreement of, and/ or reasonable notice to MSDC and Homes England as appropriate. Night-time working will be restricted to exceptional circumstances, and work internally within buildings. By arrangement, there may be some out of hours construction deliveries made to the Site.
- 3.5 The Principal Contractor may require a period of up to one hour before and one hour after core working hours for start-up and close down activities. Activities will not include the use of plant or machinery

likely to cause disturbance to neighbouring residents/businesses but may include deliveries, movement to place of work, unloading, maintenance and general preparation works.

- 3.6 Certain specific construction activities may require extended working hours for reasons of engineering practicability, weather and safety such as major concrete pours and piling, surveys, lifting/fitting of infrastructure and abnormal deliveries. The nature and timing of these works and the associated extended working hours will be agreed with MSDC and Homes England through the Section 61 process and notified to relevant stakeholders. The Principal Contractor will be required to liaise and consult with MSDC and Homes England prior to applying for Section 61 consent, and will be required to maintain regular consultation with MSDC and Homes England throughout the duration of the construction works to help facilitate the Section 61 process with regards to additional working hours.
- 3.7 In the case of work required in an emergency, or which if not completed would be unsafe or harmful to workers, the public or local environment, MSDC and Homes England will be informed as soon as reasonably practicable of the reasons and likely duration. Examples may include: concrete pouring taking longer than anticipated due to unfavourable conditions or equipment failure.

Welfare Compound

- 3.8 Prior to works commencing, a welfare compound with facilities such as a site office and toilets will be created. The welfare compound location will be highlighted on the logistics pack, and will be provided throughout the construction stages, and will be removed from site after construction is finalised to allow for the completion of external landscaping works. The compound layout plan is attached as **Appendix C**, whilst the exact site layout shown in this plan may be subject to further changes, the compound location, size and arrangement will remain unchanged.

Deliveries

- 3.9 The hours of delivery are intended to be the same as the construction working hours as set out above. As part of the supply chain pre-qualification questionnaire and tender process deliveries of all materials will conform to these hours.
- 3.10 The Principal Contractor will co-ordinate all deliveries and collections to/from the Site, and ensure that as far as possible:
- All delivery and collection vehicles connected with the Site are aware of the vehicle routing;
 - Prior to a delivery or collection, if required, hauliers will notify the relevant authorities (MSDC, Highways Authority, etc.) in accordance with the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (Ref. 3); and
 - Deliveries will be made on a 'just in time' basis.

- 3.11 Larger vehicle movements will be scheduled to avoid peak hours on the local road network, where possible. If an alternative construction traffic route is required for any reason, this will be agreed in advance with MSDC and Homes England.
- 3.12 A pre-booking system for deliveries will be implemented and managed so as to ensure minimal impact to the free flow of traffic on the public highways. The majority of unloading will take place within the materials storage area located within the main compound. If for any reason it is necessary to load and unload outside the Site boundary, the details and procedure for this will be agreed in advance with MSDC and Homes England.
- 3.13 All suppliers will be instructed to deliver to the site from the A237 Issacs Lane, as set out further in the vehicle routing strategy. Localised signage will be installed directly outside the development and leading to the materials storage area.
- 3.14 Deliveries to the Site will be controlled to avoid congestion of the surrounding roads. The logistics manager will produce a rolling weekly programme of deliveries and a draft of this programme will be presented and discussed at weekly progress meetings to smooth out obvious bottlenecks and clashes. Where possible, deliveries will be taken on Site early to allow the vehicles to be offloaded during the peak period and then leave the Site once the peak period has ended. This will allow greater efficiency in predicting delivery times and reduces haulage costs. Similarly, the latest delivery to Site will be scheduled to ensure that it can be offloaded by 18:00 and that the vehicle leaves the Site as the evening peak is subsiding. The Site will be closed up in accordance with the working hours.

Site Hoardings

- 3.15 The perimeter of the site will be secured by hoardings for site security and public safety. These hoardings will be 3m high (barrier from ground level) complying with British Standard (BS) 5975 (Ref. 1) for construction of temporary works.

Storage of Materials

- 3.16 All materials will be stored within the site boundary in the dedicated materials storage area, which will not encroach on the highway. There will also be satellite material storage areas within the construction parcels where available.

Lighting

- 3.17 The welfare compound will be lit with PIR lighting. Additional lighting along walkways and construction lighting to construction zones will also be provided.

- 3.18 Low wattage directional lighting will be used on the Site during the demolition and construction works to avoid lighting disturbance of neighbouring land uses, in line with the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Obtrusive Light' (Ref. 2). Lighting will be provided with the minimum luminosity sufficient for safety and security purposes. Where practicable, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads and amenity areas.
- 3.19 Where practical, motion sensor lighting and low energy consumption fittings will be installed to reduce usage and energy consumption.
- 3.20 The construction schedule activities will be primarily kept to daylight hours and the use of high powered floodlights during hours of darkness will be limited.
- 3.21 It is assumed that lighting for construction and operation phases will adhere to the following recommendations:
- New lighting for the Proposed Development will respond to the British Standards and good practice guidance to support safe access and use of the Site;
 - All lighting is to be aimed at its intended target, away from neighbouring properties and identified habitats or commuting routes which include: trees, hedges, rivers, ponds and bat/bird flight zones;
 - When possible, full cut-off luminaires will be used and shields, hoods, cowls, baffles or louvres will be employed to aid in further control of new lighting near sensitive areas to limit upward light or direct views of light sources;
 - New permanent or temporary lighting near sensitive ecological receptors should limit the output of blue and ultraviolet range to avoid damage to insects behaviours and lighting levels and temperature on different species of bats; and
 - It is assumed that all lighting applications within the Proposed Development are not required through the hours of darkness. Lighting equipment will be switched off, or lighting with the capability to is to be dimmed, in accordance with West Sussex County Council (WSCC) approved strategies for part night lighting.

4 PUBLIC LIASON

Community Engagement

- 4.1 The contractor will seek to actively engage with all relevant stakeholders throughout the construction programme. It is anticipated that the contractor will issue advisory notes and leaflets to local households, businesses and community facilities to keep them informed of upcoming and ongoing works.
- 4.2 The public will be provided with all contact details of the principal contractor, who will have a dedicated customer liaison team. All queries and complaints received will be dealt with by the customer liaison team, who in addition will keep a register of all complaints.

On-site Logistics Manager

- 4.3 The contractor will designate a member of on-site staff to assist with the management of traffic, pedestrians and cyclists when construction vehicles are arriving and departing the site to ensure safety.

5 VEHICLE ROUTING STRATEGY

Vehicle access arrangements at site access

- 5.1 All construction vehicles will follow pre-determined routes to ensure drivers only use routes appropriate to their vehicle type.
- 5.2 Vehicles will be instructed to enter the site from Isaac's Lane with localised signage to be installed directly outside the development and lead to the materials storage area.
- 5.3 Tracking of a HGV accessing and egressing the site has been shown in **Appendix D**. Swept paths for a standard car have also been demonstrated, indicating the HGV movements do not impede on the ability for cars to continue their respective movements.

Vehicle Routes

- 5.4 **Figure 3** shows the construction traffic routes to the Site. Access routes to and from the Site to be utilised by HGVs, and the Site access points will be agreed with MSDC and Homes England prior to the start of the demolition and construction works.



Figure 3: Construction Traffic Routes

- 5.5 Construction traffic will be routed to the site from the wider highway network via the M23, A23, A2300, and the A273. Access for construction traffic will be segregated from operational traffic wherever practicable.

- 5.6 Temporary construction signage will be agreed with West Sussex County Council (WSSC) and erected prior to works commencing and any temporary traffic management requirements will be agreed in advance with WSSC.
- 5.7 It is anticipated that traffic flows would generally take place out of peak hours when congestion on the local road network is lower. Deliveries will also be timed to avoid peak periods of traffic, particularly times and locations where children will be moving to or from school. The anticipated peak periods of activity and movement of HGV vehicles would coincide with the superstructure construction.
- 5.8 It is anticipated that the largest vehicles accessing the Site will be ready mix concrete trucks and flatbed lorries carrying of bricks, steel posts, beams and timber. These will be managed through the Principal Contractor.

Parking Provision

- 5.9 There will be a subcontractor parking area located adjacent to the welfare compound within the site, which can accommodate up to 24 vehicles. This number of parking spaces has been determined based on other subcontractor parking areas that have been provided on other schemes of similar sizes by the Primary Contractor. From the outset, contractors will be requested to car/van share where possible, to reduce the number of vehicle movements to and from site, with all parking to be managed by the Site Manager. The construction of the site will be a phased approach, therefore there is the ability to minimise the total number of trades and subcontractors on site at any one time. Additionally, as on-site parking becomes available within the scheme (i.e. driveways and laybys on the private roads), these will act as additional parking should it be needed.
- 5.10 There may be times where the parking area cannot accommodate all subcontractor vehicles, therefore in those instances contractors will be advised to 'park and ride', where they can park at the Burgess Hill train station car park or Market Place Shopping Centre car park for the day and get on the new 38 Bus Service to the site. The 38 bus service is a circular route from the town centre to the development along Holmbush Avenue and Eastbridge Avenue, with the journey taking approximately 10 minutes on the bus each way.
- 5.11 In the occurrence that contractors may have to park off-site, should the site car park be full and/or they cannot use the bus to get to site, they will have find their own parking, avoiding roads within the immediate local area but ensuring compliance with local traffic management regulations and parking restrictions. If contractors have to park off-site, this will be managed by the Site Manager to ensure that any overspill parking does not result in obstructions to existing users of the highway network.

- 5.12 Details of any parking requirements for abnormal or large loads, in connection with the development, are to be provided in advance by the Primary Contractor and routing and timing is to be agreed in advance with MSDC and Homes England.
- 5.13 Parking in other areas of the site development, apart from those signed as being for car parking (which will be located within the compound area), such as on the site access roads will not be permitted.

Vehicle Management

- 5.14 The Primary Contractor will control all deliveries and traffic entering and exiting the site. Contractors will be required to maintain clear and safe pedestrian access to all office accommodation, and maintain existing easements, access and egress.
- 5.15 On site routes are restricted to a maximum speed limit of 6 mph. Hill Group will impose a lower speed limit of 4mph for all vehicles travelling over unmade ground to minimise the likelihood of dust raising. These speed limits apply to all vehicles at all times.

Vehicle Wheel Washing

- 5.16 The Principal Contractor will take strict measures to minimise the spillage of mud arising from the demolition and construction works onto the roads adjacent to the Site.
- 5.17 In the early stages of the demolition and construction works, the Principal Contractor will install a wheel washing facility, to ensure that mud/detritus originating from the Site is not deposited on the public highway. Where utilised, a wash bay 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 via a silt buster or other settlement technology and subject to discharge consent.
- 5.18 Where mud/ detritus is observed being tracked on the highway from the Site, the Principal Contractor will make arrangements for it to be cleaned up (e.g. road sweeping).
- 5.19 No vehicles will be permitted to leave Site if it is considered that these may pose a risk to the public highway. Vehicles carrying loads with the potential to deposit mud or other debris will be fully sheeted to minimise the risk of any mud spilling onto the highway.
- 5.20 Watering down of the Site will be carried out as required to suppress dust on:
- Unpaved areas that are subject to traffic or wind;
 - Sand, spoil and aggregate stockpiles; and
 - During loading/unloading of dust-generating materials.

6 ESTIMATED VEHICLE MOVEMENTS

Construction Delivery Vehicles

- 6.1 There will be a maximum of between 25 to 30 construction vehicles making deliveries to the site per day, Monday to Saturday, which will be spread across the working day. These will be a mix of vehicle sizes and will include HGVs.
- 6.2 As set out in the construction vehicle routing plan, all construction deliveries to the site must arrive to the site from the A273 Isaacs Lane, not via Eastbridge Avenue.
- 6.3 As set out previously, these deliveries will be scheduled to arrive throughout the day within the defined construction hours, therefore reducing the impact of congestion that can be caused by construction vehicles on the local road network.

Subcontractor Vehicles

- 6.4 There will be on average, 80 to 100 subcontractor vehicles per day arriving to the site. It will be highlighted during inductions that subcontractors should where possible, arrive and leave site before or after the morning and evening peak hours.
- 6.5 There will be some car parking provided next to the welfare compound, however subcontractors will also need to utilise legal and appropriate parking nearby.

7 STRATEGIES TO REDUCE IMPACT

Overview

- 7.1 This section describes the measures that will be implemented to ensure the CEMP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost. These measures align with those set out in the Outline CEMP and the other CEMPs that have been produced for the Northern Arc development thus far.

Safety and Environmental Standards

- 7.2 The Principal Contractor will be a member of the Considerate Constructors Scheme (CCS) which plays a valuable role in improving health and safety standards and working practices across the construction industry.
- 7.3 The Principal Contractor will aim to meet the Construction Logistics and Community Safety (CLOCS) standard for construction logistics. By being recognised as a member of FORS, the Principal Contractor will already demonstrate several requirements to meet the CLOCS standard. Any additional requirements such as driver training will be agreed on the award of contracts.
- 7.4 The Principal Contractor will use contractors who are members of the Fleet Operators Recognition Scheme (FORS), wherever possible. FORS provides a quality and performance benchmark for the industry.
- 7.4.1 A member of the construction team will be appointed to manage vehicle movements in and out of the site and record any operational incidents.
- 7.4.2 All staff on site will be required to wear Personal Protective Equipment (PPE), including visitors and a Health and Safety Plan will be prepared for the site.

Adherence to Designated Routes

- 7.5 All construction related traffic and deliveries will be carefully managed to ensure that journeys to and from the site adhere to agreed routes along the SRN and local roads. The proposed routes are identified in Section 5 and will be agreed to minimise the impact of the works on the surrounding highway network and local communities.
- 7.6 Copies of the route plan will be given to all suppliers and sub-contractors to ensure drivers are aware of the designated route. This will be supplemented by on-site briefings which will further enhance this understanding.

Ecology Mitigation Measures

- 7.7 The Principal Contractor will ensure any retained habitats on site/adjacent to the application boundary will be clearly marked out, and the importance of these habitats and their sensitivity to disturbance/encroachment will be shared with the construction workers and site personnel. In addition, the following will be prohibited/restricted during construction:
- Dumping or storing of machinery or materials within the retained habitat boundary;
 - Trampling of the retained habitat; and
 - Vehicular access across adjacent areas of retained habitat.
- 7.8 Potential killing, injury or disturbance impacts on great crested newt, hazel dormouse and roosting bat species would be illegal without a European Protected Species Mitigation Licence (EPSML). An EPSML will be applied for (subject to further surveys), where the mitigation detailed in these licenses will be implemented to ensure legal compliance.
- 7.9 Potential killing, injury or disturbance impacts on badgers would be illegal without a Natural England Licence. This licence will be applied for (subject to further surveys), where the mitigation detailed in these Licenses will be implemented to ensure legal compliance.
- 7.10 During construction, fuel spillages, run off and other potential pollution incidents have the potential to impact on adjacent habitats including the ponds and watercourses. The Principal Contractor will therefore ensure that appropriate equipment such as spill kits containing absorbent material will be available to site operatives. The Principal Contractor will train site operatives in the use of these spill kits. All reagents and chemicals will be clearly signed and appropriately stored, contained and banded.
- 7.11 Lighting will be designed to consider the aquatic environment and avoid direct lighting of watercourses, where reasonably practical, to avoid inhibiting movements of photophobic species such as bats. Lighting levels and colour temperature will be considered in the design to avoid and reduce this harm.
- 7.12 Without appropriate controls, site clearance works could result in killing and injury of nesting birds, and destruction of nests. This killing and injury would be an offence under legislation that protects birds. For this reason, wherever possible, habitat of potential value to nesting birds will be removed during the period from October to February, when bird species are less likely to be using active nests. If this is not possible, site clearance between March and September will not take place until a suitably qualified ecologist has confirmed absence of nesting birds immediately prior to clearance works commencing.
- 7.13 The Principal Contractor will adopt appropriate biosecurity measures to mitigate the risk of spreading invasive species (e.g. Himalayan balsam recorded within the Site adjoining watercourses).

7.14 Furthermore, the following best practice measures related to (but not limited to) the control of noise, dust and pollution will benefit the protection of habitats adjacent to the Site:

- All vehicles and mechanical plant will be fitted with exhaust silencers;
- Acoustic covers used over generators and other plant;
- Plant and machinery will be turned off when not in use;
- Enclosure and sheeting of material stockpiles;
- Sheltered location for material storage where appropriate;
- The use of wheel washes to reduce the trafficking of soil onto adjacent highways with prompt clearance as a remedial action;
- The use of a bowser on-site during extended periods of dry weather to damp down dust;
- Sheeting of vehicles carrying spoil;
- Dust suppression measures for any on-site crushers; and
- Bunding of fuel stores and material stockpiles to prevent pollution.

Landscape and Visual Mitigation Measures

7.15 The Principal Contractor will ensure implementation to protect retained vegetation, limit the visual perception of the construction phase within the Site through considerate and appropriate topsoil and stockpile storage heights and keep the Site in a tidy condition, in line with the best practice methods. Mitigation will include:

- Ensuring soil structures are protected where land would be used temporarily; and
- Restricting buildings within the main contractor compound, to two storeys in height.

Dust and Air Pollution Mitigation Measures

7.16 The Principal Contractor will be required to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means (BPM). Demolition and construction dust is expected to only represent a nuisance to exposed human receptors in immediate proximity to the construction area of the Site.

7.17 When required, dust suppression will be applied to the roads. In addition, construction dust will be controlled through the following measures, including (but not limited to):

- Demolition and Site Clearance:
 - Soft strip inside buildings before any dismantling and clearing the Site;
 - Ensure effective water suppression is used during deconstruction operations;
 - Avoid blasting techniques, using appropriate manual or mechanical alternatives; and
 - Bag and remove any biological debris or damp down such material.

- Earthworks:
 - Avoid scrabbling (i.e. a mechanical process of removing a thin layer of concrete from a structure,
 - Typically achieved by compressed air powered machines) if possible;
 - Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable;
 - Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable; and
 - Only remove the cover in small areas during work and not all at once.
- Construction:
 - Avoid scrabbling (roughening of concrete surfaces) if possible;
 - 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;
 - Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and
 - For smaller supplies of fine powder materials ensure bags are sealed after use and stored to prevent dust.

Noise and Vibration Mitigation and Monitoring

- 7.18 The Principal Contractor will apply Best Practice Measures (as defined by section 72 of the Control of Pollution Act 1974 (Ref. 4)) to minimise construction noise and vibration on neighbouring sensitive receptors. The Principal Contractor will liaise and consult with MSDC and Homes England with regard to the control of noise and vibration where appropriate.
- 7.19 The recommendations of BS 5228: Code of practice for noise and vibration control on construction and open sites parts 1 and 2 (Ref. 5), will be implemented.
- 7.20 The Principal Contractor will engage with MSDC and Homes England on the scope of the necessary noise and vibration monitoring and shall agree the details of the monitoring via the Section 61 consent process. The Principal Contractor shall only use suitably qualified staff to carry out noise and vibration monitoring, and can be carried out using handheld equipment.

Water Quality and Pollution Management

- 7.21 The Principal Contractor will manage site activities and working methods to protect the quality of surface water and groundwater resources. Precautions will also be taken to prevent damage to services and to avoid pollution during ground penetration, excavation and service diversions.
- 7.22 Hill Group have a specific reporting procedure in place of any pollution incidents on their internal hub, therefore any incident will be logged and dealt with on an individual case-by-case basis.
- 7.23 Monitoring systems and emergency procedures in the case of any pollution incidents will be employed during the construction works. Best Practice Measures (BPM) will be used (e.g. through the use of silt traps and the re-use of water in wheel washers) where appropriate. The measures to be implemented are:
- Sediment in run off:
 - The use of water-assisted dust sweepers on the access and local roads will be used to suppress dust and remove any material tracked out of the Site as necessary;
 - Site access points will be regularly cleaned to prevent build-up of dust and mud; and
 - Earth movement will be controlled to reduce the risk of construction silt combining with the Site surface water runoff.
 - Leaks and spillages:
 - Spillages and leakages will be immediately contained in line with an Emergency Response Plan (ERP) and managed through the use of geotextile bunding of adequate capacity (110%), to isolate and minimise the ingress of surface water runoff to non-decommissioned boreholes or exposed surface water drainage pipes. Valves and trigger guns will be protected from vandalism and kept locked when not in use;
 - An emergency spillage action plan will be produced, which Site staff will have read and understood. On-site provisions will be made to contain a serious spill or leak through the use of booms, bunding and absorbent material;
 - Wherever possible, plant and machinery will be kept away from the drainage system and will have drip trays beneath oil tanks / engines / gearboxes / hydraulics, which will be checked and emptied regularly via a licensed waste disposal operator;
 - Following the discharge of surface water run-off and de-watering effluents to settling tanks, the drainage would be routed to oil interceptors prior to discharge to sewer;
 - Where appropriate, the majority of concrete used will be pre-mixed and delivered from an off-site source, thereby negating the need to mix concrete on-site and reducing the creation of alkaline wastewater. Any mixing and handling of wet concrete on-site will be undertaken in designated impermeable areas, away from any drainage channels or

surface water;

- A designated impermeable area will be used for any washing down or equipment cleaning associated with concrete or cementing processes and wastewater will be discharged to the foul drainage system (with approval from Southern Water) or contained and removed by tanker to a suitable discharge location by a suitably licenced waste operator; and
 - The proposed drainage / service runs will be surrounded by appropriate granular bedding materials and located above the static level of any shallow groundwater. The drainage network installed as part of the Proposed Development will be constructed to meet with Building Regulations 2010, Part H (Ref. 7).
- Groundwater Flow and Quality:
 - Pile casing will be used during piling and the area around the piling will be isolated from surface water until piling is complete;
 - If perched groundwater is encountered during establishment of basement and core foundations dewatering may be required;
 - In the event that ground contamination is discovered, work will stop immediately and measures will be taken to prevent disturbance and mobilisation of contaminants, until the contamination has been treated in-situ or removed for off-site disposal or treatment;
 - If contaminated soils are encountered at the position where piling is due to be undertaken, then these materials should be removed prior to piling in order to prevent the dragging of contaminated soils with the piles to depth;
 - Contaminated soil requiring disposal will be excavated and kept separate from other soil and waste materials in protected temporary stockpiles prior to disposal;
 - Water arising from excavations will be disposed of to the local sewer network (subject to agreement with Thames Water) if uncontaminated and following the removal of silt via silt buster or other settlement technology;
 - Damp-proof membranes will be incorporated into the construction. These membranes will prevent the ingress of groundwater and reduce the risk of contaminants from reaching underground strata or groundwater. The watertight basement will therefore prevent any interior leaks or spillages from freely percolating into the shallow groundwater.
 - Preventing an increase in flood risk during construction:
 - Topsoil and other construction materials will be stored outside of the 1 in 100 year floodplain extent. If areas located within Flood Zone 2 are to be utilised for the storage of construction materials, then a permit will be obtained from the Environment Agency;

- Connectivity will be maintained between the floodplain and the adjacent watercourses, with no changes in ground levels within the floodplain as far as practicable; and
- The construction laydown area site office and supervisor will be notified of any potential flood occurring by use of the Floodline Warnings Direct service.
- Minimising drainage system disturbance:
 - All existing utilities will be identified and marked as far as practicable prior to works commencing;
 - Signs will be used to warn of the presence of any drainage systems; and
 - Any damage to existing drainage networks will be immediately repaired.
- Monitoring:
 - Seepage analysis and groundwater level monitoring will be carried out as appropriate to assess deformation and stability of surrounding structures and properties as necessary.
 - If monitoring demonstrates unsatisfactory levels of solids or other pollutants in surface water discharged from the Site, measures will be implemented to control suspended solids or other polluted discharge to watercourses (e.g. changes to Site drainage and settlement facilities and / or use of flocculants (substances which promote the clumping of particles)).

Waste Management

7.24 Waste will be generated at all stages of construction works. All waste will be managed and monitored in accordance with an appropriate site waste management plan. The following measures will be implemented:

- Waste reduction commitment;
- Subcontractors required to document actions which have been taken relating to waste;
- Use waste disposal businesses that diverts a large percentage of waste they receive away from landfill;
- Energy usage on site will be recorded and monitored;
- Document the amount of waste expected and generated; and
- Development of a site waste management plan.

Re-use of Material On-site

7.25 Where possible, material that is generated through the construction process will be re-used on site. This will help in reducing vehicle movements that will be delivering new materials, therefore helping to reduce costs and environmental impacts.

Smart Procurement

- 7.26 All measures will be undertaken during the procurement stage to ensure that the impact of the works is minimised. Contractors will be partially selected upon their use of local staff who can travel to the site via public transport, walking or cycling. Suppliers within the local supply chain will also be used wherever possible to minimise the distance travelled by vehicles delivering materials to the site.

Sustainable Travel Information for Staff

- 7.27 There will be a considerable number of journeys to and from the proposed development made by the construction site staff. The nature of the numbers and timings of staff arrivals will vary during by phase during the construction phases, however it is anticipated that the majority arrivals would occur before the AM peak and departures before the PM peak.
- 7.28 All construction site staff will be made aware of the sustainable travel options to and from the site, and be informed of any site-specific travel information during induction training.
- 7.29 Safe and secure cycle parking will be provided within the site for any construction staff or visitors wishing to cycle to the site.

Compliant Safe Urban Driving Course

- 7.30 A requirement for all drivers to take a compliant Safe Urban Driving Course will be considered to ensure the safety of vulnerable users such as cyclists, pedestrians and motorcyclists. The training should be fully aligned to meet the requirements of FORs and CLOCs standards.

8 IMPLEMENTATION, MONITORING AND UPDATING

Logistics Manager / Banksman

- 8.1 The principal contractor will appoint a member of staff for the day-to-day organisation and monitoring of the CEMP for the site. This includes the implementation and management of the CEMP for the lifetime of the construction project.
- 8.2 A member of staff will also be responsible for liaison with local residents, businesses and groups and will be required to collect the following information throughout the construction process:
- Number of vehicle movements to site
 - Total
 - Vehicle size, type and age
 - Time spent on site
 - Consolidation usage (if appropriate)
 - Origin and destination of vehicle
 - Deliver/ collection accuracy compared to schedule
 - Breaches and complaints
 - Community concerns about construction activities
 - Vehicle routing
 - Unacceptable queuing and parking
 - Adherence to safety and environmental standards and programmes
 - LEZ and ULEZ compliance
 - Anti-idling
 - Safety
 - Logistics related incidents
 - Record of associated fatalities and series injuries
 - Methods staff are travelling to site
 - Vehicles and operators not meeting safety requirements
 - Personal safety surrounding the site
 - Description of the contractor's handbook
 - Description of driver's handbook
- 8.3 The collected data will be utilised to inform the ongoing implementation of this CEMP and minimise the impact of the associated construction works on the local highway network and neighbouring communities.

- 8.4 Where possible, no construction related equipment, structures or activities will be undertaken on or over the public highway. Should such activities occur authorisation should be sought beforehand.

Compliance

- 8.5 Contracts with suppliers and sub-contractors will be managed to ensure that all third parties associated with the works adhere to all standards set out. Monitoring and review of construction activity to the site will be the responsibility of the contractor, who will monitor and report performance.

Appendix A

Notes:

All contractors must visit the site and be responsible for taking and checking Dimensions.

All construction information should be taken from figured dimensions only.

Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.

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P02	12.01.26	Post planning revisions following Urban Design Officer comments received	AN	ABL
P01	30.07.25	Planning Submission	ABL/RAP	DEC
Rev	Date	Description	Drawn	Chkd

Drawing Status
PLANNING

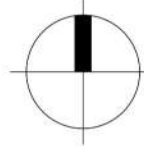
Client
Hill Holdings



Project
**Ph1c Northern Arc
Burgess Hill**

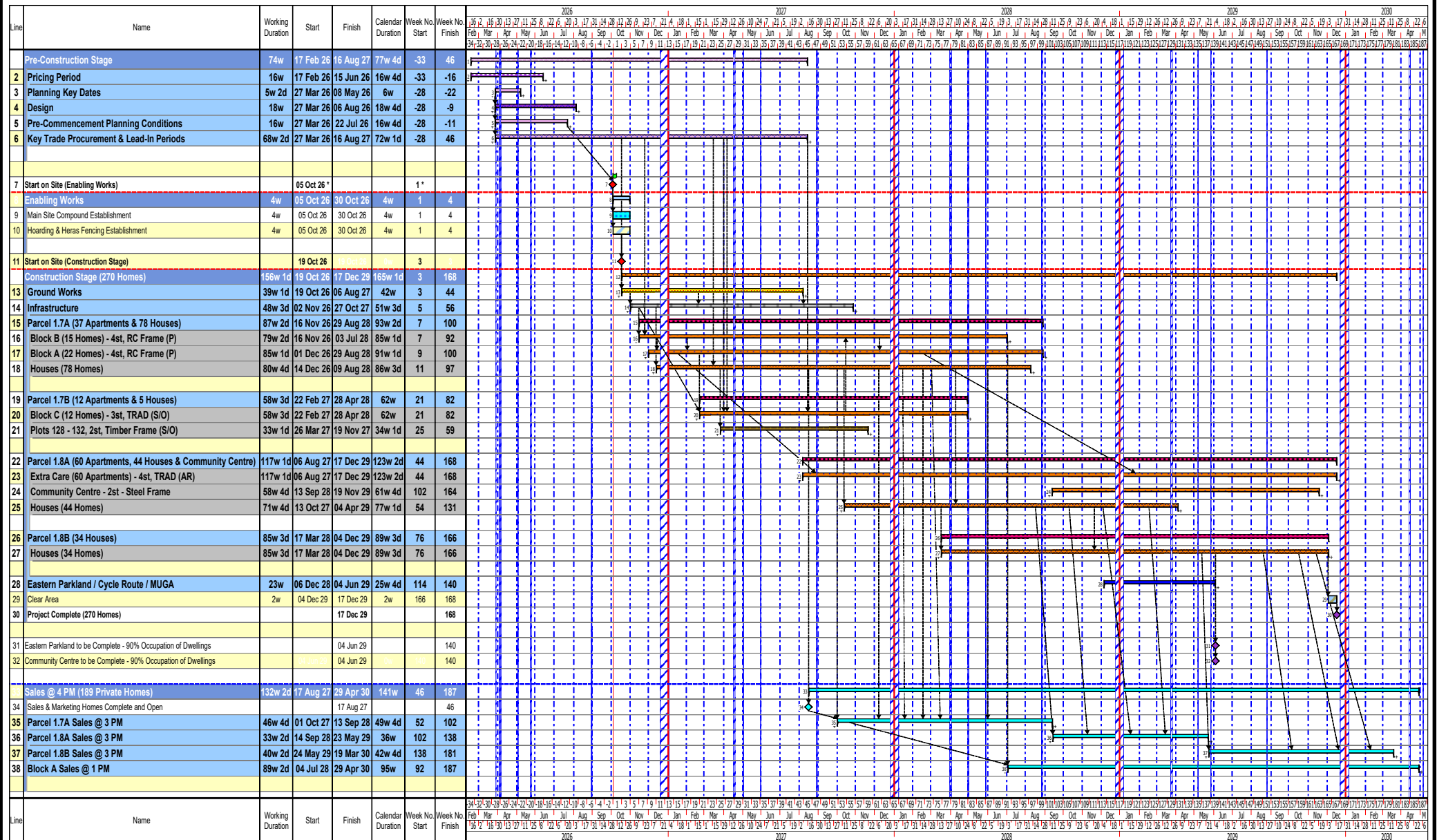
Drawing Title
**Proposed Illustrative
Masterplan**

Scale @ A1 1:1000	Job Ref. 02119
Drawing No. 02119_ MP10	Revision P02
Scale Bar	0 10 20 30 40 50m



Appendix B

Burgess Hill Tender Programme



Prog. Number: 1
Revision: A

Issue Date: 25/06/2026
Revision Date:

Prog. Status: T22 118
Rev. Comment:

Appendix C

Notes:

All contractors must visit the site and be responsible for taking and checking Dimensions.

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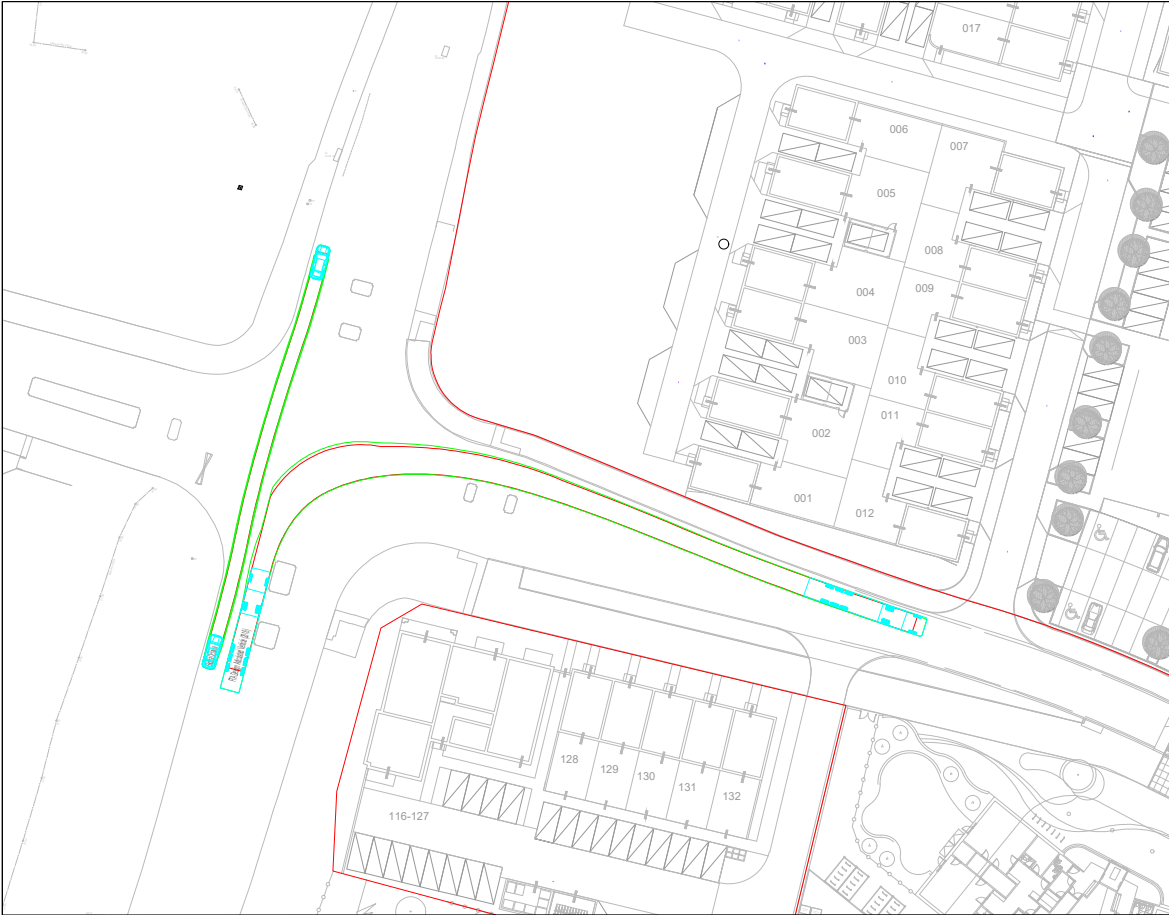
P02	12.01.26	Post planning revisions following Urban Design Officer comments received	AN	ABL
P01	30.07.25	Planning Submission	ABL/RAP	DEC
Rev	Date	Description	Drawn	Chkd

Drawing Status
PLANNING

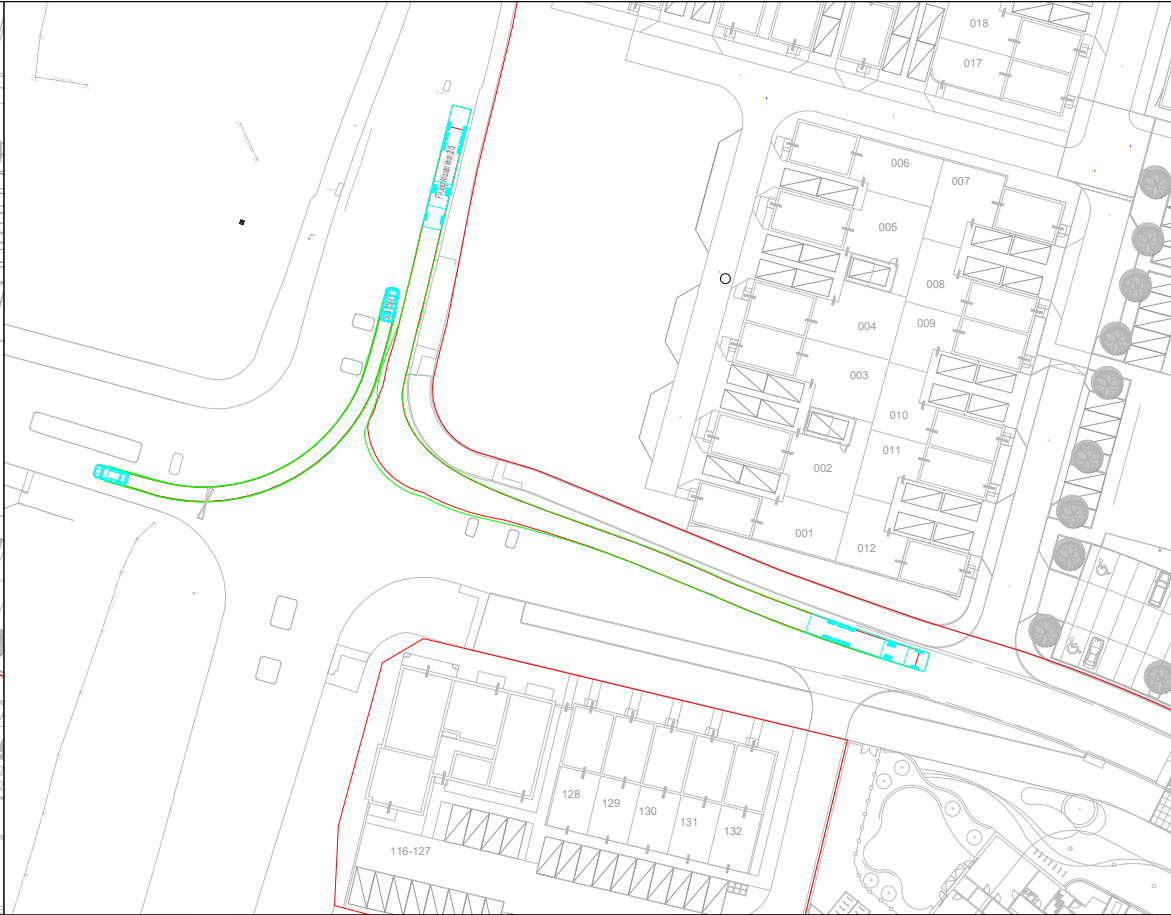
Client
Hill Holdings

Proposed compound

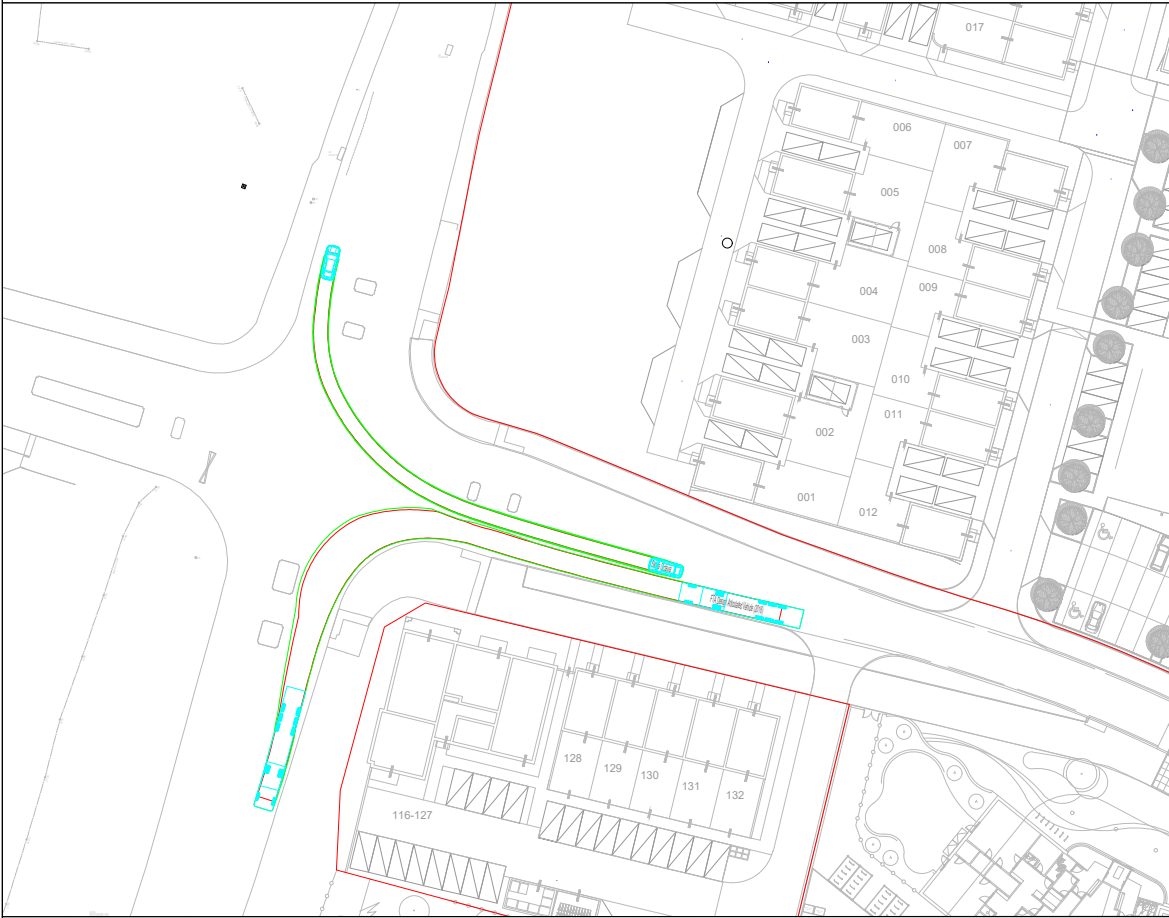
Appendix D



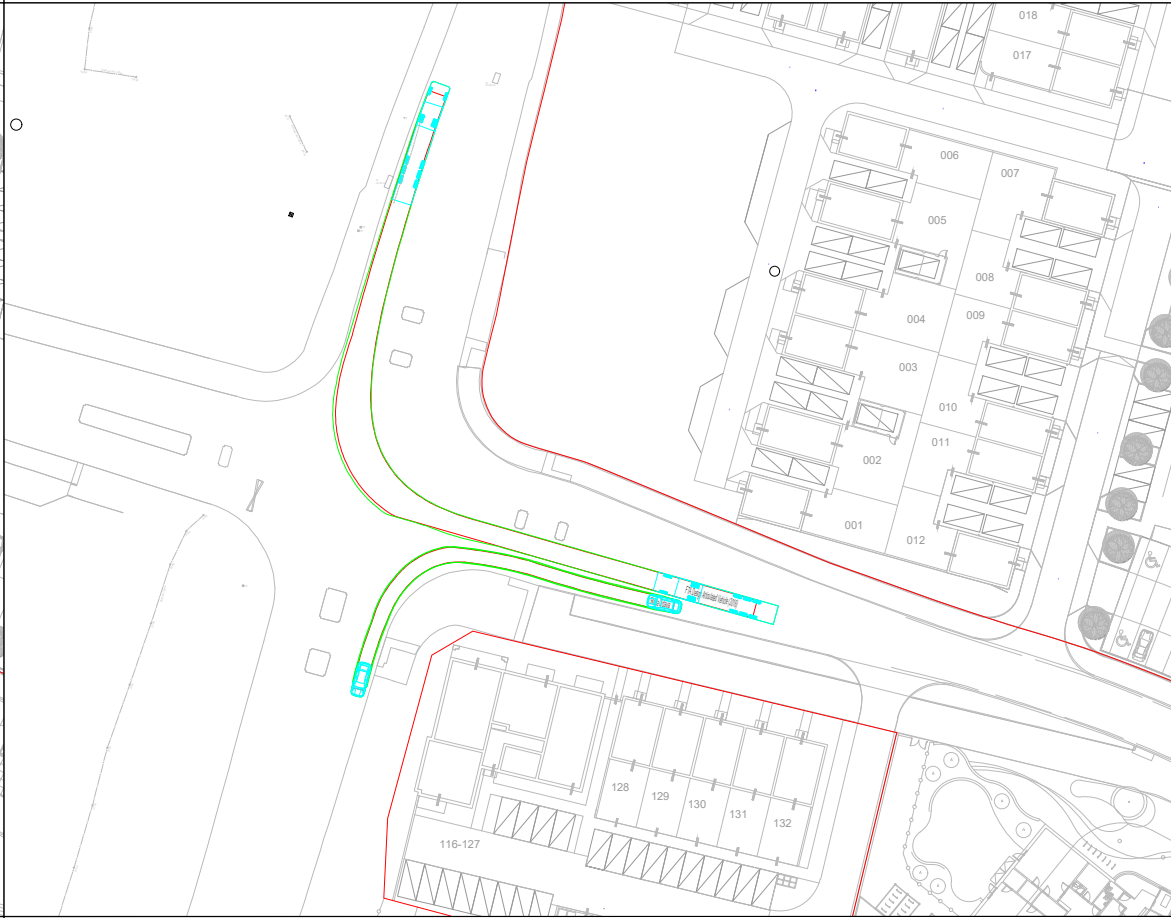
HGV TURNING RIGHT ACCESSING SITE



HGV TURNING LEFT ACCESSING SITE



HGV TURNING LEFT EGRESSING SITE



HGV TURNING RIGHT EGRESSING SITE

Project Name

PHASE 1C,
BURGESS HILL NORTHERN ARC

Project Phase

PRELIMINARY

Title

HGV VEHICLE TRACKING AT
SITE ACCESS



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Client



Client



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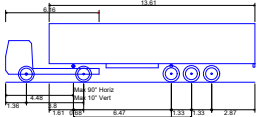
General notes

- This drawing is intended to be read in conjunction with all relevant Architects, Engineers, Services and Specialist Drawings, Details and specifications.
- Any variations or discrepancies between these drawings in terms of dimensions or details should be drawn to the attention of the Architect and/or the Engineer for clarification.
- All figured dimensions to be taken in preference to scaled dimensions. Do not scale this drawing.
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 - Site Layout
- This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

KEY

PHASE 1C BURGESS HILL NORTHERN ARC
SITE BOUNDARY

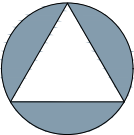
VEHICLE PROFILE (NOT TO SCALE)



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m



Overall Length	4.572m
Overall Width	1.765m
Overall Body Height	1.488m
Min Body Ground Clearance	0.248m
Max Track Width	1.713m
Lock to lock time	4.90s
Kerb to Kerb Turning Radius	5.100m



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

0m 50m

1:1000

P01	FIRST ISSUE	08.07.26	LJW	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
08.07.26	LJW	JAM	-	
PBA Project Number		Scale	(AT A3)	
1041.0010		1:1000		
PBA Drawing No:				Revision
1041.0010-0001				P01

QMS2011/v9/020525/IDR