CAMPSFIELD, SOUTHWATER

FRAMEWORK CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

December 2024

Miller Homes Ltd

RESIDENTIAL SCHEME
CAMPSFIELD
SOUTHWATER

FRAMEWORK CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

1.1 This Framework Construction Environmental Management Plan (CEMP) has been prepared by Paul Basham Associates on behalf of Miller Homes to support an Outline planning application with all matters reserved (except access) for a residential development, comprising of up to 82 residential units at Campsfield, Southwater. The site is located approximately 2km southeast of Southwater Village Centre. The site location is shown in **Figure 1**.

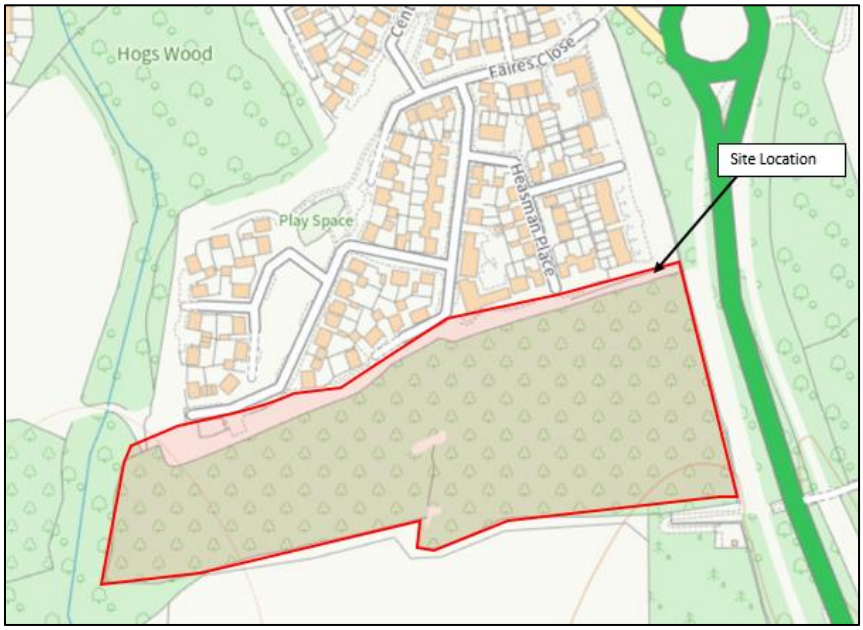

Figure 1: Site Location

1.2 Paul Basham Associates have also produced a Travel Plan and Transport Assessment to support the Outline application.

1.3 This report will discuss the vehicle routing, site access, compound, site layout during construction and management of construction traffic. It will also provide information on how potential impacts from construction traffic will be minimised.

1.4 It should be noted that this Framework CEMP will form the basis of any future CEMP which will be updated and is likely be provided to discharge a planning condition.

2. SITE ACCESS, COMPOUND AND LAYOUT

2.1 The site itself is currently a tree plantation site and is located to the southern extent of the neighbouring Mulberry Fields residential development. Mulberry Fields is a 193-unit development which is accessed from Mill Straight Roundabout via Centenary Road.

2.2 The existing access into the proposed development site from the Mulberry Fields development is shown in **Photograph 1**. At present the existing access (turning head) measures c.5m in width which will widen to c.5.5m upon approach into the proposed site.

Photograph 1: Proposed Site Access location onto Centenary Road (Taken from Mulberry Fields)

Access

2.3 The site will be accessed from the southern extent of Mulberry Fields development, via Centenary Road which connects through the Mulberry Fields development onto the turning head, which the proposed site will take access from. Therefore, construction access would be required through parts of the Mulberry Fields development. Details on the vehicle routing during construction is discussed in **Chapter 3**.

2.4 The bellmouth arrangement following construction will be supported by 6m radii and 2m footways on both sides of the carriageway, that connect into the provision afforded within Mulberry Fields.

2.5 Visibility splays from the access appear to be achievable to 2.4m x 43m in the primary direction and to 2.4m x 22m in the secondary direction, reflecting the end of the carriageway. Details of which can be found within the Transport Assessment.

2.6 Where appropriate, any damage to the public highway attributed to construction of the site will be made good in agreement between Miller Homes and the highway authority.

Site Set Up Plan

2.7 The site compound will include for material storage, loading/unloading, staff/contractors/visitor parking, waste management, along with staff welfare facilities. Further information on these, along with a site set up plan will be provided as part of the future Reserved Matters application and/or discharge of planning condition in an updated CEMP.

Parking

2.8 Further details regarding construction traffic parking will be provided as part of the updated CEMP, but it will be ensured that the compound area will be large enough to accommodate vehicle parking for staff/contractors. Staff will also be encouraged to car share or utilise sustainable travel where possible. Any unlawful parking or parking within the existing Mulberry Fields development will be dealt with by the site manager.

2.9 Contractors will also be advised of the required parking behaviours upon appointment. This is to ensure conflict does not occur with neighbouring residents, specifically the existing Mulberry Fields development. Along with this, the site manager will also retain a log of inconsiderate parking, removing any repeat offenders from the job.

Construction Vehicle Trip Generation

2.10 Deliveries and collections of materials/equipment will be organised with a pre-booking regime, avoiding peak hours on the highway network where possible. The number of deliveries a day is expected to be a maximum of 10 HGVs per day.

2.11 Further details on the exact number of daily trips and the types of vehicles anticipated to be used will be provided as part of the updated CEMP.

Pedestrian Access

2.12 It will be ensured that the pedestrian routes within Mulberry Fields development are not impacted, and that appropriate provision for pedestrians to access the development site from Mulberry Fields is provided and managed by the site manager. Facilities for public viewing will be provided if suitable.

3. CONSTRUCTION TRAFFC ROUTING

3.1 The local road network has been assessed in terms of its suitability for the movement of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work.

3.2 The construction traffic routing has been configured to utilise the strategic road network (SRN) where possible, to provide the most efficient movement of HGVs. The route has been considered in terms of suitability for the movements of HGVs and the efficiency of HGVs getting onto the SRN as quickly as possible.

Proposed Route

3.3 The proposed route for the HGV vehicles is shown in **Figure 2**. The route to the site anticipates that all construction traffic will come from the A24, having come from either the north or south. It is not anticipated that construction traffic will come through Southwater Village to the northwest of the site.

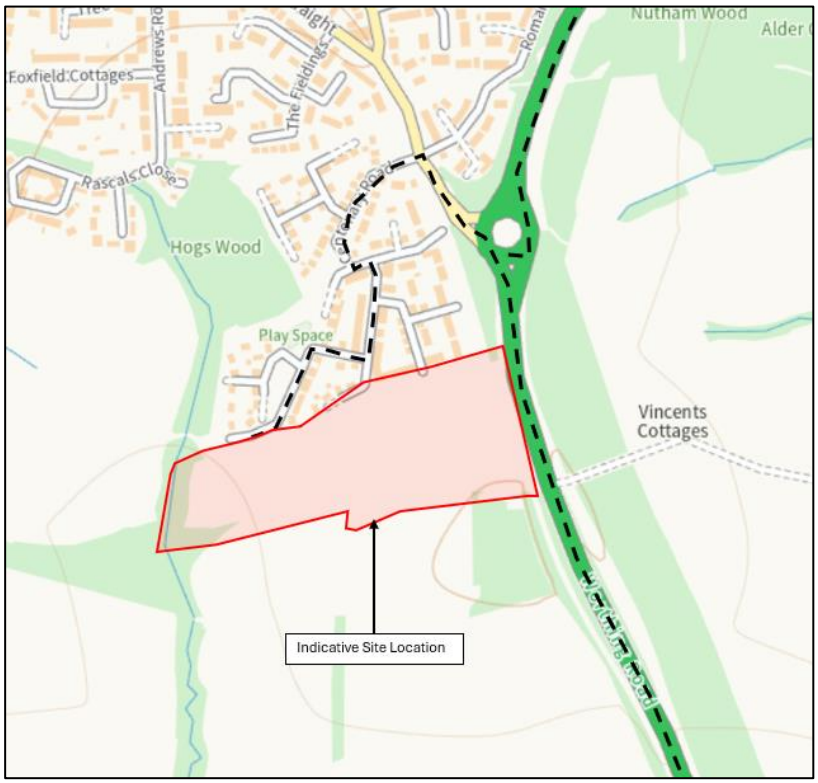

Figure 2: Vehicle Routing

3.4 Vehicles will travel from the A24 onto Mill Straight before utilising Centenary Road to reach development site, via the Mill Straight roundabout. This will provide a route onto the proposed access.

3.5 Construction traffic will be informed of the proposed route prior to make deliveries, with details provided to all subcontractors and delivery companies. Along with directional signage on the route to assist drivers information will also be provided on the access arrangement and permitted working hours. Therefore, it is not foreseen that any additional temporary traffic management will be required.

Personal Injury Accident Data

3.6 To establish whether there are any existing safety concerns on the surrounding highways network, a review has been undertaken of Personal Injury Accident (PIA) data. The review has assessed incidents reported in the vicinity of the site, for the most recent five-year period (2019-2024), obtained from the Safer Sussex Roads Partnership. The results are shown in **Figure 3.**

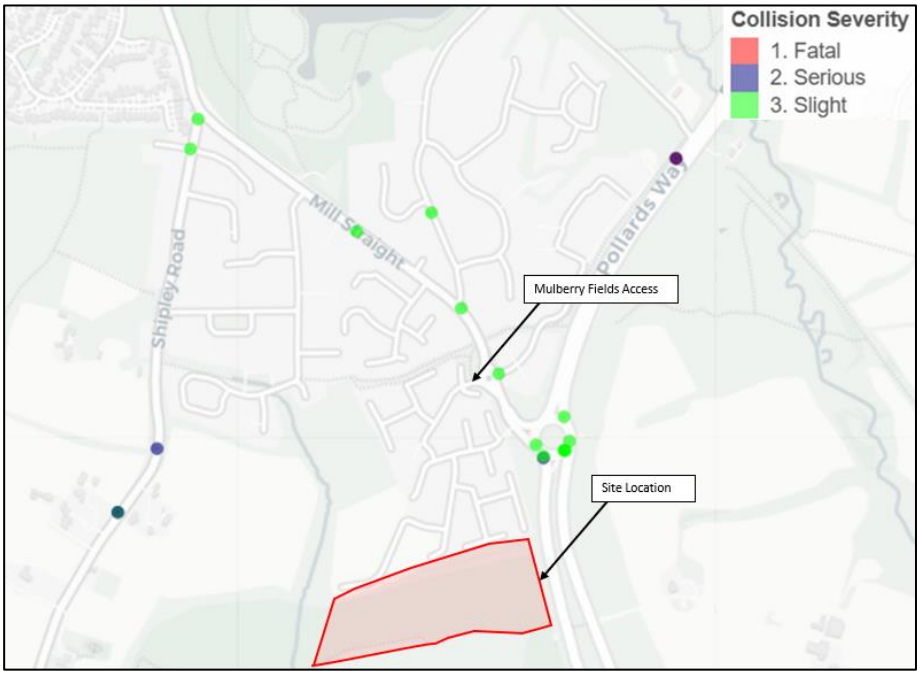

Figure 3: Personal Injury Accident Data

3.7 **Figure 3** shows that only one incident has occurred in proximity to the Mulberry Fields access on the Mill Straight Roundabout. The incident occurred on the 15th March 2024 and was classified as slight. There are no other incidents that occurred on Mill Straight Roundabout; therefore, this can be considered a standalone incident.

3.8 There are also a number of PIA's reported on the A24 roundabout, however given that this is a key interchange that all traffic on the A24 use, this number of PIAs is not considered to represent a concern, when reviewed over the 5-year period being assessed. Further information is provided within the Transport Assessment.

3.9 To summarise, there are not any existing safety concerns with the surrounding highways network which would be exacerbated by the proposed development and is in accordance with Paragraph 116 of the NPPF.

4. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

Prior to construction

4.1 Miller Homes recognise the importance of suitable consultation and liaison with neighbours, specifically Mulberry Fields development and stakeholders prior to the commencement of any works. As part of this liaison, Miller Homes will provide a formal letter with details on when works will begin, timescales and will provide the site manager contact details for locals to raise any concerns as the build progresses.

4.2 The construction process is anticipated to be broken down into the following stages:

- Enabling works, site access and internal spine road
- Surface water management
- Construction of sub-structures
- Construction of super-structures

4.3 Security fencing will be erected along the site boundary with a minimum height of 2m, with gates utilised at the access point to prevent unauthorised access during the construction phase. This would in in place from the outset.

Working Practice on Site

4.4 Once on-site materials will be contained in a designated area. Trained personnel will load and unload materials. Appropriate PPE will be required on site including hard hats and steel toe footwear. Site visitors will also be required to sign in and out as well as undergo a site induction process, ensuring safety measures are met.

Working/Delivery Hours

4.5 Working hours will be considerate of residents and businesses. The core working hours are expected to be detailed as part of a planning condition, which is anticipated to be restricted to:

- 08:00am to 18:00pm (Monday to Friday)
- 08:30am to 13:00pm (Saturday)
- No Sunday or Bank Holiday working

4.6 No HGV movements to or from the site will occur between the hours of 8:00-09:00 and 17:00-18:00, nor shall the contractor permit any HGVs associated with the development at the site to be waiting on roads surrounding the site during these times. This is to ensure that the movements of HGVs do not detrimentally impact on the safety of neighbouring residents.

Vehicle Movements

4.7 Allocated time slots will be assigned for HGVs vehicles delivering material or picking up waste materials. Further detail on the total number of daily trips (staff and contractors) and the types of vehicles anticipated to be used will be provided as part of the reserved matters stage.

4.8 As aforementioned staff will be encouraged to utilise car sharing or sustainable modes of travel.

Wheel Wash facilities

4.9 Wheel cleaning facilities will be available as and when required on site, to ensure that mud is not carried onto the surrounding highway network. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. No water arising from wheel cleaning will be discharge onto the public highway.

4.10 In the event that either the nature of the works or weather conditions mean that there is a likelihood of wheel washing facilities not being sufficient, then a road sweeper would be employed at the developer's expense.

Mitigation of Dust

4.11 A water truck will be deployed on-site spraying water over affected areas in order to prevent dust becoming airborne. Water would be applied at least 3 times a day or more depending on atmospheric conditions. The developer will ensure that there is no discharge of surface run-off arising from the water spray onto the public highway. Should formal complaints be received appropriate mitigation will be undertaken at the developer's expense.

4.12 To mitigate the dust produced by the construction works, the following measures will be implemented as far as practicably possible on site. These measures conform to the IAQM Highly Recommended Mitigation Measures for Sites with a High Risk of Dust Impacts.

- Sand and other aggregates will be stored in secured, bunded areas, preventing them from drying out, except when necessary for specific processes. In such cases, appropriate additional control measures will be implemented.
- Bulk cement and other fine powder materials will be transported in enclosed tankers and stored in silos equipped with effective emission control systems. This will prevent material escape and overfilling during delivery.

- Vehicles entering and exiting the site will be covered to prevent the escape of materials during transport.
- A Hard-surfaced haul route will be installed and similarly maintained with regular dampening and cleaning. Regular inspections of on-site haul routes will be conducted to ensure their integrity, with repairs initiated as soon as reasonably practicable. All inspections of haul route, which are regularly dampened using either fixed or mobile sprinkler systems or mobile water bowsers, will be recorded, and the routes will be regularly cleaned.

Noise Mitigation

4.13 The following measures will be used to minimise noise emissions and vibration where possible:

- Any piling will utilise continuous flight auger (CFA) methods
- Using best practice which may include the use of quiet equipment or methods of works, switching plant off when not being used.
- Training staff to avoid shouting or slamming vehicle doors
- Advising residents before any particularly noisy works are being undertaken.
- Not undertaking any noisy works early in the morning, in particular on Saturdays. No works will be undertaken outside the hours specified within this CEMP.
- Utilising only modern, quiet and well maintained equipment.
- Regularly inspecting and maintaining power tools for wear and damage which could increase vibration and noise.
- The ABC method detailed in BS 5228-1:2009 will be implemented to control impacts to residents arising from construction.

Pollution Mitigation

4.14 Vehicles will be managed using a vehicle booking system to ensure no idling on the highway.

4.15 Control of Substances Hazardous to Health (COSHH) practical advice and guidance will be implemented at all times. All staff will receive chemical training which will cover the associated risks, workplace exposure limits, exposure monitoring results and accident and emergency plans.

4.16 Aquatic pollution will be managed by ensuring no dirt, dust or chemicals are leaked into any existing drainage areas or ponds.

Inspection of Signing, Pedestrian Routes, Security Fencing and Scaffolding

4.17 The site supervisor, or somebody appointed by them, will check the security hoarding and scaffolding on a daily basis.

4.18 Security fencing (2m minimum) will be installed around the perimeter of the development as required with decorative displays and facilities for public viewing where appropriate.

Consultation with Local Residents

4.19 The client recognises it is important to keep residents informed and aware of the construction traffic. They will be informed via a letter including:

- When construction will begin and duration
- Contact number for any issues
- A summary of the works

4.20 An example of a letter which will be provided to residents is attached as **Appendix A**.

External Lighting

4.21 Appropriate lighting measures will be incorporated during the construction phase. This may include lighting along paths and walkways, as well as potential floodlighting installed on temporary structures such as building cabins and containers. The exact specifications, including the location, height, and type of light sources, will be determined based on site-specific requirements and best practices.

4.22 The direction and intensity of illumination will be carefully considered and adjusted to minimise any potential impact on the surrounding area. Lighting design will aim to provide adequate illumination for safety and security purposes while avoiding light spillage or glare that could affect neighbouring properties or wildlife habitats. It is noted that no lighting will be provided which includes UV emissions, along with this the colour temperature most be 2700k or lower, to ensure this does not affect the feeding behaviour of bats.

Complaints & Contacts

4.23 Should there be any issues which arise, the Site Manager will be available to deal with complaints, be available on site and ensure their availability is made known to all relevant parties.

4.24 A contact number for the site contractor will be given to the relevant authority under separate cover prior to starting on site.

Appendix A

Date

Address

Dear Resident/Neighbour

Re: Development at address, name

We are due to commence work at the above location on the **date.**

The development consists of **number** units made up of traditional housing and apartments.

The scheme is due to be completed by **month, year.**

By its very nature, construction work involves the use of heavy machinery to shape and excavate the site, followed by a progression of trades to complete the building work.

This work will necessitate the influx of workers and deliveries of materials and equipment on a regular basis.

We have made arrangements to minimise any disruption to the local neighbourhood, through restricted delivery times and controlled working hours, so as not to cause a nuisance.

However, should you believe that our activities are causing a nuisance, or that our approach is less than professional, please make contact with us directly at one of the numbers below:

Number –Regional Office

Number –Site Manager

Number –National Hotline

Number –Safety, Health and Environment

Building sites are a 'magnet' for children, however they can be dangerous places for the uninvited and we would ask that you help us to keep children off the sites at all times.

If you would like any further information, or have any concerns please make contact using the above number at the Regional Office.

Yours sincerely

Name

Managing Director