

BELLWAY HOMES LIMITED

RM4, LAND NORTH OF HORSHAM

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

**REPORT REF.
2500120_A-ACE-XX-XX-RP-C-0103D**

September 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	EN	SL	DRAFT	11.02.26
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C	Site Layout Updated	EN	SL	PR	02.09.26
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Distribution

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1. Introduction

Overview

- 1.1. This Construction Environment Management Plan (CEMP) is prepared in relation to a reserved matters application submitted by Bellway Homes Ltd to Horsham District Council for residential development at Parcel 4 (RM4) of Mowbray Phase 1, which forms part of a wider outline consent for strategic mixed-use development. West Sussex County Council (WSCC) is the local highway authority and Horsham District Council (MSDC) is the planning authority.
- 1.2. The outline planning application (DC/16/1677) for the wider site, Land North of Horsham, was granted permission on 01/03/2018. The consent is for outline planning permission with all matters reserved except access for a mixed-use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure. The extension of Moat Road, which runs along the site's north-eastern boundary, has been approved under the Reserved Matters application DC/24/0446.
- 1.3. RM4 is situated within Phase 1, which is the first of three phases of the consented Land North of Horsham development and will comprise 9 individual development parcels each of which is being progressed through reserved matters applications. RM4 will provide a total of 82 residential dwellings, with the following mix:
- 1 no. 1-bed;
 - 16 no. 2-beds;
 - 32 no. 3-beds; and,
 - 33 no. 4-beds.

Scope of Report

- 1.1 Condition 9 attached to the outline planning consent (DC/16/1677) states:

"Pre-Commencement Condition: Prior to the commencement of development (other than the accesses hereby permitted) on any Phase of development a Construction Environment Management Plan covering that Phase shall be submitted to and

approved by the Local Planning Authority. The Phase-Wide CEMP shall include, but not be limited to, the following details:

- a) the phased programme of demolition and construction works*
- b) routing of vehicles to and from the site during construction*
- c) erection and maintenance of security hoarding*
- d) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),*
- e) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties*
- f) measures to reduce air pollution during construction including turning off vehicle engines when not in use, plant servicing and transport reduction,*
- g) waste management including prohibiting burning of construction waste,*
- h) measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environment Agency*

Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period of the relevant Phase.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of the surrounding environment and residents during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015)."

- 1.2 Condition 9 has already been discharged by a Phase Wide CEMP prepared by Stantec (DISC/21/0276). The Phase Wide covers all reserved matters applications within Phase 1 and any area within this boundary will need to demonstrate compliance with this document. This report is attached at **Appendix A** for reference.
- 1.3 The aim of this report is to provide West Sussex County Council (WSCC) with sufficient information on the management of construction traffic throughout the entire construction phase, in accordance with the requirements of the Phase Wide

CEMP. It also seeks to highlight site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.

- 1.4 This CEMP is considered to be a live document and following liaison with WSCC and HDC at the appropriate intervals, may be subject to minor updates as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan if needed i.e. change routes due to road closures, altered processes due to, for example, construction methodology changes.
- 1.5 The appropriate contact details for the person who will be the main point of contact, as well as the address of the development, will be provided below once a contractor is appointed:

Development Name: RM4, Land North of Horsham
Site Owner: Bellway Homes Limited
Address of Development: Land North of Horsham, West Sussex
Telephone: TBC
Email: TBC
Principal Contractor: TBC
Contractor Contact Details: TBC

- 1.6 The agreed contents of the CEMP must be complied with unless otherwise agreed with the relevant planning and highway authorities. The project manager shall work with these authorities to review this CEMP if problems arise in the relation to the construction of the development. Any future revised plan must be approved by HDC and WSCC and complied with thereafter.
- 1.7 This draft plan has been prepared by ACE to support the planning application; however, it is the responsibility of the developer and appointed contractor to deliver the strategy and ensure ongoing monitoring and compliance. It is anticipated that the indicative details contained within this CEMP will be updated and confirmed following appointment of the primary contractor.

2. Site Description

Site Location

- 2.1 RM4 is the fourth parcel of Mowbray Phase 1, forming part of the wider Land North of Horsham outline consent. The site is situated approximately 4km north of Horsham town centre and is currently utilised as agricultural land. The parcel is bound by dense treeline to the east, south and west, as well as the recently extended Moat Road to the north-east and Ropelands Farm to the north-west.
- 2.2 The proposed site layout is attached at **Appendix B** for reference.

Local Highway Network

- 2.3 Access to the Site will be achieved through a Primary Street running in a south-east to north-west alignment. The street links with the northern roundabout within the Principal Access Works (PAW2) proposals and connects to the residential neighbourhoods and Village Centre. This is a Type 1 road, which is a main distributor route with a primarily formal character. The Type 1 route maintains the same central corridor, with no direct access to driveways for residential parcels that adjoin to the main corridor.
- 2.4 The Primary Street Type 1 road is 19m wide, which includes a 4m footway/cycle path, a 3m verge and a 6.5m carriageway. The target speed is 30mph, 20mph in some places. There is also proposed street lighting along this Primary Street.
- 2.5 According to the Mowbray Design Code, the Primary Street, Secondary Streets and Tertiary Streets are to be adopted by WSCC as a public highway.
- 2.6 The Design Code also notes the Primary Street will have pedestrian crossing points, junction radii to encourage lower speeds, appropriate road markings, and semi mature planting provided along each side of the carriageway, known as 'tree friction' that helps to reduce traffic speeds.
- 2.7 Old Holbrook Road is located to the west of the site, which is a rural, narrow road, with no street lighting. The road is subject to a 40mph speed limit and varies in width, although is approximately 5m wide in vicinity of the parcel.

Proposed Highway Layout

- 2.8 The main vehicular access to RM4 has been consented as part of the extension of Moat Road application (HDC ref. DC/24/0446). The consented access is provided along the site's north-eastern boundary with 8m junction radii and a 5.5m carriageway, which ties into the main spine road through the site.
- 2.1. There is also an additional dropped kerb access point to the north of the site, which provides access to 8 dwellings. There will be additional pedestrian accesses provided along the northern and eastern boundaries which increase permeability between the site and the surrounding area.
- 2.9 The internal road hierarchy has been based on the street types defined within the Mowbray Phase 1 Design Code, as well as the principles of Manual for Streets.

3. Proposed Programme and Restrictions

3.1 The proposed development seeks to construct 82 residential dwellings. The proposed site layout can be found at **Appendix B** for reference.

3.2 Subject to satisfying the pre-commencement conditions promptly, the works associated with the development are envisaged to start in late-2026. A construction duration period of up to 24 months is anticipated, though this will be confirmed as part of an updated CEMP prepared by the principal contractor once appointed.

3.3 It should be reiterated that the programme is indicative and subject to alteration, but any delays should be detailed to the relevant authority. A programme divided into two primary phases is anticipated, as shown indicatively below:

- Phase 1: Site setup / groundworks – 2 months
- Phase 2: Construction – 22 months

3.4 It should be noted that enabling works do not form part of the condition and this CEMP is solely for the construction phase of the development.

3.5 Site working hours will be as follows:

- | | | |
|-----------------------------|---|--------------------------|
| • Monday to Friday | - | 08:00 to 18:00 hours |
| • Saturday | - | 08:00 to 13:00 hours |
| • Sundays and Bank Holidays | - | No working to take place |

3.6 The working hours will be written into all supply chain sub-contractor orders, and also displayed on site gates, along with the constraints noted within this CEMP.

4. Vehicle Types, Restrictions and Routing

4.1 The details below set out the anticipated set-up procedures and logistical impact / mitigation for both the site set-up / groundworks and construction elements of development. For the purposes of this stage of assessment, all details of vehicle types are estimates, and these will be confirmed following appointment of the principal contractor as part of an updated CEMP.

4.2 Typically, the preferred delivery hours are as below, with any exceptions to be discussed with HDC:

- | | | |
|-----------------------------|---|--------------------------|
| • Monday to Friday | - | 08:00 to 18:00 hours |
| • Saturday | - | 08:00 to 13:00 hours |
| • Sundays and Bank Holidays | - | No working to take place |

Anticipated Vehicle Types

4.3 It is envisaged that the following vehicle types should occur as part of the construction process.

- Small tipper / 7.5 tonne lorry;
- Skip Lorry;
- Concrete mixer; and,
- Rigid truck.

4.4 It should be reiterated that these are indicative and are not confirmed and therefore should therefore be considered as such.

Phase 1: Site Set-Up / Groundworks

- Initially site set-up deliveries will occur to bring items such as site offices, hoarding, scaffolding and initial plant. This is likely to comprise up to 10 deliveries in total using a small tipper / 7.5 tonne lorry type vehicle;
- It is estimated that circa 160 delivery vehicles will be required to bring materials and equipment to the site over a 6-month period, equating to approximately 7 per week;

- Throughout the site setup period, it is estimated that some 100-200 vehicle arrivals will be required to remove materials from site over 6 months, equating to 4-8 per week, or around 1 to 2 per day on average. This is likely to be undertaken using skip lorry / small tipper / 7.5 tonne lorry type vehicles;
- Deliveries of fuel would occur throughout this phase, which would occur at an average of 1 movement per fortnight using either a small oil tanker or a rigid truck type vehicle (in the event of oil being delivered in barrels instead). This would be around a total of 6 throughout the contract; and,
- On completion of Phase 1, the plant shall be picked up from the site, which is likely comprise up to 10 collections using a small tipper / 7.5 tonne lorry type vehicle.

Phase 2: Construction

- The delivery of contractor equipment (generators, storage facilities) would occur within the first four weeks of the phase, and would then be collected at the end of the project. This should comprise up to 10 deliveries using a small tipper / 7.5 tonne lorry type vehicle;
- The delivery of concrete (ready mixed / precast blocks) would occur within the first 10 months of the phase. It is estimated that this would comprise up to 300 deliveries using a small tipper/concrete mixer / 7.5 tonne lorry type vehicle. This equates to an average of 7-8 occurring each week;
- The delivery of aggregates/cement would occur within the first 10 months of the phase. It is estimated that this would comprise up to 200 deliveries using a 7.5 tonne lorry / rigid truck type vehicle. This equates to approximately 5 per week;
- The delivery of steel products (sheet piles / rods etc.) would arrive throughout the contract. It is estimated that this will comprise of up to 200 deliveries using a rigid truck, equating to approximately 1-2 per week;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise of up to 300 deliveries using a small tipper / 7.5 tonne lorry type vehicle. This equates to approximately 2-3 occurring a week;
- Deliveries of fuel would occur throughout the contract, which would occur at an average of 1 per fortnight using a small oil tanker/rigid truck type vehicle (in the event of barrels). This equates to a total of 52 deliveries throughout the contract; and,

- Small routine deliveries (general construction ancillaries / PPE / signs / roadwork equipment etc.) would occur throughout the contract. It is estimated that this would comprise of up to 200 movements using a transit van or similar vehicle. This equates to approximately 2 movements per week.

4.5 Using the above details, **Table 4.1** summarises the expected average daily and weekly vehicular movements for the construction phase of the development.

Phase	Frequency Per Day	Frequency Per Week
1	4	22
2	13	72

Table 4.1: Approximate Frequency of Construction Vehicles

Access

- 4.6 The construction access will be from Moat Road via the main vehicular access point to RM4. Any hoarding will be implemented such that suitable visibility splays can be achieved from the access in order to not compromise highway safety. This proposed access arrangement will need to be agreed with WSCC/HDC and is subject to the relevant licences prior to beginning on site.
- 4.7 Controlled gates are to be provided at the primary access during the construction phases. The gates will be set back a minimum of 12 metres distance from the highway, in order to ensure most large vehicles (i.e. large tipper or rigid truck) can wait to enter without obstructing passing traffic on Moat Road (although this is anticipated to be minimal as Moat Road will not be a through-route until later Phases of Mowbray come forward). All proposed access arrangements outlined within this report are indicative and are subject to confirmation with the appointed contractor and WSCC/HDC prior to commencement on-site.
- 4.8 Where large vehicle manoeuvres may need to occur at the access, qualified banksmen and traffic marshals will be present to ensure that the manoeuvres are undertaken successfully, and traffic safety is maintained during the use of the access by large vehicles.

- 4.9 With respect to the internal layout, the site set-up and construction phases will be planned such that adequate space is kept clear for internal turning manoeuvres. Haul roads will be provided along the route of future estate roads, with the initial section from the site access provided first and then three other roads constructed, as shown in **Appendix B**.
- 4.10 The principles of the phasing and internal routing arrangements are shown in **Appendix C**, subject to confirmation following appointment of the contractor. Subject to agreement and licensing, hoardings will be erected around the site boundary and relevant phases during site set-up and construction.

Routing

- 4.11 In order to access the site, vehicles will have to access Moat Road via the Rusper Road / Moat Road / Bailey Road roundabout. Any heavy goods vehicles (max gross weight of 7.5 tonnes or higher) will be routed to avoid local residential roads. No vehicle access to the north will be permitted via Rusper Village, with all construction traffic to approach the site from the south via the A264.
- 4.12 It is considered that the site can be accessed from the strategic road network along the A264 which can therefore accommodate regular HGV movements. Overall, it is considered that Moat Road and the adjoining roads are sufficient to accommodate movements from site setup and construction vehicles associated with the site. The proposed site routing strategy is shown indicatively in **Figure 4.1**.

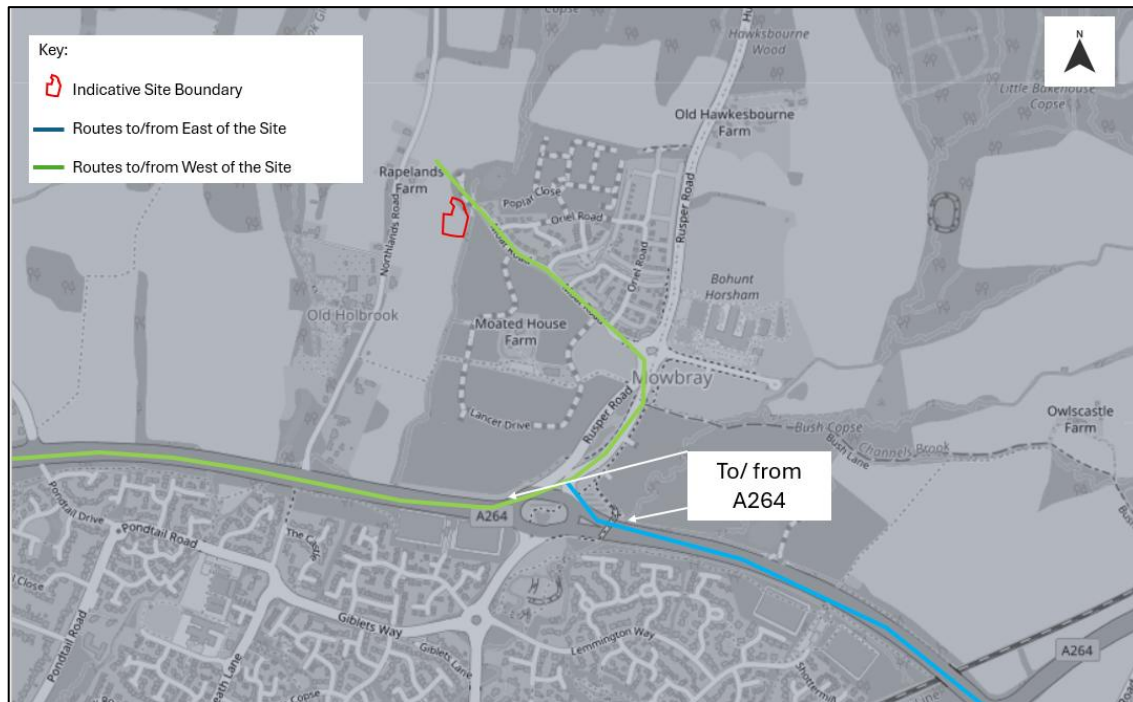


Figure 4.1: Indicative Routing Strategy

Site Facilities

4.13 During all phases, site offices and associated portacabins etc. will be located at suitable points within the site. These areas would also be designated for any required car parking to ensure that no overspill parking occurs on Moat Road or the adjoining highway network. Plans highlighting the construction phasing and locations of the above are included in **Appendix C**.

5. Site Set Up and Mitigation Measures

Site Contact Details

- 5.1 The site manager's contact details (to be outlined in **Section 6.0**) will be supplied to the relevant authorities, and these details will be placed on the hoardings at the front of the site to identify the site manager / contractor. In addition, details of any community liaison representative shall also be publicly provided.

Procedures

- 5.2 During all phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no overspill occurs within the site. Before arrival, drivers of vehicles will be required to contact the site manager to ensure that they can be accommodated. When approaching and departing the site, any large vehicles or non-standard vehicle manoeuvres will be monitored by banksmen.

Disruption to Public Highway

- 5.3 As all vehicles will be brought onto the site and kept behind hoardings, disruption to the public highway will be limited to construction vehicle manoeuvres into and out of the site and any works to create the access (to be agreed with WSCC).
- 5.4 To warn approaching pedestrians, cyclists and vehicles at the site frontage, appropriate warning signage will be provided in accordance with the requirements set out within Chapter 8 of the Traffic Signs Manual. The contractor will work with the local authority when required to ensure that no disruption will occur to the operation of the existing highway network during construction.

Pedestrian/Cyclist Conflict

- 5.5 To minimise the impact on pedestrians, access along Moat Road will be maintained at all times throughout the site set-up and construction phases. However, there shouldn't be much pedestrian traffic due to the lack of current residents and the fact that Moat Road is not presently a through route to the north-west.

- 5.6 As mentioned previously, an on-site traffic manager/ banksman will oversee the entry and exit manoeuvres of selected vehicles with tight manoeuvres to avoid conflicts between vehicles, pedestrians and cyclists. Site access/ egress is controlled by gates to facilitate safe manoeuvres and only permit access to authorised vehicles. The onsite traffic manager will ensure these gates are open as vehicles approach to prevent any blocking back into the highway.

Measures to Reduce Car Travel by Construction Workers

- 5.7 On-site parking spaces for key site operatives / management and visitors will be available within the hoarding lines during both phases. These spaces will be kept to a minimum and will be managed accordingly. Construction workers will be encouraged to travel to the site by sustainable means where practicable, for example via the local bus or by cycle. Local sub-contractors will strongly be encouraged to travel by these non-car modes, and in the first instance local suppliers will be used wherever possible to minimise travel distances. Full details on non-car travel opportunities surrounding the site are available in the accompanying Travel Plan Statement (**ACE Report Reference 2500120_A-ACE-XX-00-RP-C-0101**).
- 5.8 If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged. At the start of each pre-start meeting with the relevant sub-contractors car sharing will be promoted.
- 5.9 Where possible, materials used to construct the development are to be locally sourced to reduce the distance travelled from the suppliers to the site, and also to boost local economy. The contractors will aim to maximise the recycling of materials within the development, thereby minimising the number of vehicles carrying waste.

Community Liaison

- 5.10 Contractors will aim to keep residents and others informed about unavoidable disturbances (i.e. noise, traffic disruption, etc.). A contact board will be displayed outside the site with the contact details of relevant authority. All contact boards shall include the following materials:

- Name of the main contractor, address and person to whom correspondence should be addressed.
- Name of the site manager.
- Month and year of completion of works.
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

5.11 Occupiers in the vicinity of the site who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible, within two weeks but, in any event, at least a week prior to the works commencing.

5.12 Should noise / vibration / dust complaints arise from the building construction / building works, these complaints must be recorded in a comments' register and made available to the Local Authority, if requested. The comments register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Environmental Controls

5.13 In order to effectively control pollution from the site the developer/contractor will generally work in accordance with the requirements of WSCC / HDC in relation to dust, emissions and noise monitoring during the site set-up & construction works.

5.14 During all phases, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Lighting

5.15 Temporary illumination across the site will be provided by temporary lights such as those in **Figure 5.1**. These will be turned off outside working hours.



Figure 5.1: Example of Temporary Lighting

Mud and Debris

5.16 To ensure that the highway is kept clear of mud or debris resulting from both phases, a number of measures, including the following, are to be implemented on-site:

- A mechanical road sweeper to clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- The provision of a wheel/lorry jet washing facility on the site;
- Adequate sheeting on all vehicles carrying waste materials; and,
- Measures to ensure that mud and detritus is not swept into gullies.

5.17 As highlighted above, the site shall include wheel washing facilities. The wheel wash will be located near to the main entrance on the site. A jet wash facility will be provided in this location throughout the construction period of the development. However, mechanical road sweeper to clean the site and/or highway will still be provided throughout the construction of the site at regular intervals.

Fuel Storage

5.18 All fuel storage will be kept to a minimum on site. Where fuel is stored, it will be as follows:

- Contained in a double-skinned proprietary fuel storage vessel;
- Clearly sign posted;
- Kept locked at all times with authorised access only;
- Emergency spill kit will be provided adjacent to the fuel store; and,
- Emergency procedures will be included within the Site Health and Safety Plan.

Dust Monitoring

5.19 The site enabling works and construction of any new building frame are activities prone to generating dust. This may become problematic during prolonged spells of dry weather. A strict regime of dust control measures will be implemented by the developer/contractor if this is required, which will include:

- Dust monitoring at the site boundary;
- Encapsulating the buildings in scaffold with monoflex during demolition and new build activities; and,,
- Damping down with water and vapour sprays during dust generating activities.

5.20 Should ongoing issues with dust occur and the need arise in discussion with the Environmental Health Officer, some of the following measures should be considered:

- Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results, and make an inspection log available to the local authority when asked;
- 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;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction; and,
- Avoid bonfires and burning of waste materials.

- 5.21 Appropriate equipment will be utilised for dust monitoring and agreed with the local authority when agreeing appropriate monitoring locations. This may include PM₁₀ monitors and Frisbee dust deposit gauges, which can be sourced from various manufacturers.
- 5.22 In the event of variable weather patterns, site management will monitor conditions daily to ensure the correct measures are implemented and emissions are controlled.

Noise Monitoring and Control

- 5.23 Construction at the site may cause periods of high-level noise. The site's location will demand that careful best practice controls are put in place to minimise noise impact at noise sensitive receptors, for example existing residential properties along Old Holbrook. The developer will work closely with the local authority to agree systems of work that minimise impact at noise sensitive receptors.
- 5.24 If appropriate and ongoing issues occur, noise limits may be set in accordance with British Standards and local and national policy. To ensure on-going compliance with any agreed noise limits, there may be a requirement for monitoring to be carried out during the demolition / construction period. This will be undertaken by an independent representative of the developer to ensure ongoing compliance. The precise extent and location of any such monitoring would be agreed with the local authority prior to commencement.
- 5.25 Should any non-compliance with agreed monitoring requirements, be identified this will be investigated and control measures put in place to reduce sound levels as far as reasonably practicable. Outcomes of any monitoring will be recorded on-site and reported to HDC accordingly.
- 5.26 Consideration will be given to the following actions to reduce noise generated by operations on the site:
- All plant will be silenced in accordance with current best practice;
 - Wherever practical plant used for breaking out will be 'crushing' rather than hammering (e.g. cutting down piles);

- Where practical all fixings and holes will be formed / cast into concrete to avoid drilling and cutting on site (e.g. cast institute fire sleeves will be used for all soil vent pipes;
- As far as practical, off-site manufacture will be utilised to reduce production activity on site; and,
- Where extremely noisy activities are unavoidable (e.g. elements of demolition) methods of working will be agreed with HDC.

Ecology/Biodiversity

5.27 Bellway have commissioned reports to review arboricultural and ecological conservation for the site to ensure applicable areas such as tree constraints and wildlife habitats are considered, and all mitigation measures are implemented in accordance with the planning application.

5.28 In accordance with the BS recommendations, where possible any trees to be retained will need to be appropriately fenced off to the edge of the Root Protection Area or crown (whichever is greater) to protect them from above and below ground damage. The tree protection fencing will be constructed in accordance with BS 5837:2012 guidelines (see **Figure 5.2**) and will form the Construction Exclusion Zone (CEZ) for the duration of the works, except where otherwise specified in this document. This will be carried out during the enabling works stage, monitored appropriately and kept secure with clear signage in place.

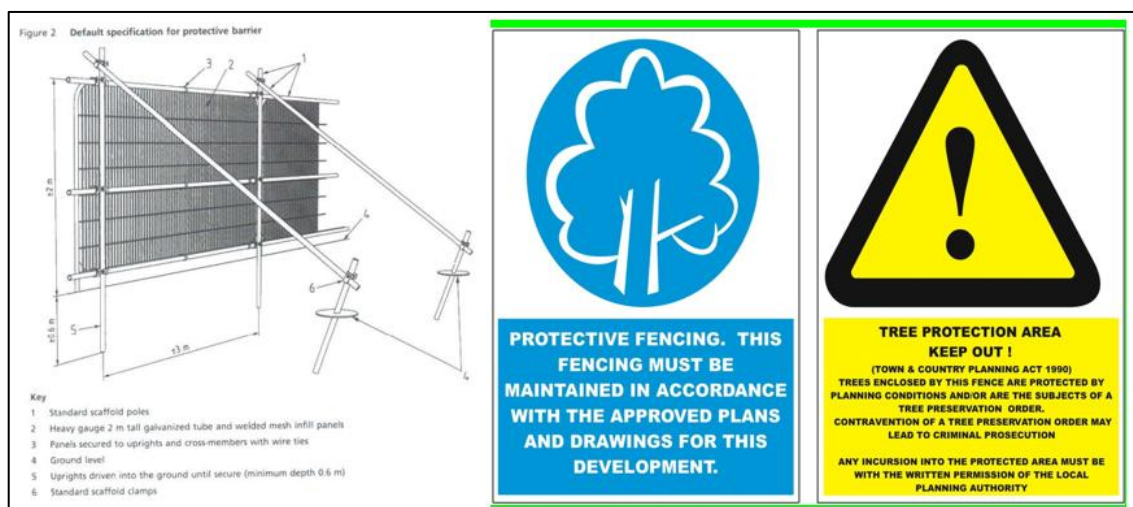


Figure 5.2: Tree Protection Fencing and Signage

- 5.29 Where not possible, then ground protection and/or facilitative pruning may be required to reduce conflicts during construction.
- 5.30 Nesting birds are protected by law and any removal / tree works will not be carried out during the bird nesting season (February-September inclusive). If the above timing constraints conflict with any timetabled works, it is recommended that works commence only after a suitably qualified ecologist has undertaken checks to ensure no nesting birds are present. If nesting birds are found to be present during checks, then clearance would need to be delayed until the nests are classified to be inactive.
- 5.31 It is proposed that bat bird boxes to be provided around the site can be used to provide roosting spaces for bats as well as birds. Lighting on-site will also be designed to prevent impact on bats. For example, external lights will either be linked to a time clock so as to turn lights on or off as and when required with emergency light fittings being left on outside site working hours as to reduce energy used and light pollution.
- 5.32 If any protected species are observed during de-vegetation works, all works must stop until a suitably qualified ecologist has conducted checks.
- 5.33 New staff arriving on site will be inducted, including a toolbox talk. As part of these typical toolbox talks on site to promote safety, process and environmental awareness of all staff working on construction and demolition, staff will be made aware of details of measures to avoid adverse impact on protected species.
- 5.34 Bellway will receive all O&M information; this will include surveys that have been taken out that give reference to ecological information and prior surveys that have been carried out. A visual inspection will be carried out prior to commencing any operations.

Environmental Monitoring and Management Plan

- 5.35 An Environmental Monitoring and Management Plan (EMMP) has been prepared by Bioscan and is attached at **Appendix D** for reference. The purpose of the EMMP is to ensure compliance with regulatory requirements throughout a project's lifecycle, including the construction process.

6. Conclusion

- 6.1 This CEMP has been prepared by ACE in support of proposals to construct 82 dwellings at RM4, Land North of Horsham. It is anticipated that this document will be submitted to HDC and WSCC to discharge the Condition 9 attached to the outline planning consent for the wider Land North of Horsham area (HDC ref. DC/16/1677). It will also seek to provide a framework for future liaison between the appointed contractor and authorities to minimise, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.
- 6.2 This CEMP is considered to be a live document and following liaison with WSCC and HDC at the appropriate intervals, may be subject to minor changes as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan as required. While this document provides a framework and number of anticipated measures, it is envisaged that it will be reviewed by the appointed contractor and updated to reflect expected work practices and programmes as necessary. It will therefore be the appointed contractor who assumes responsibility for delivering, monitoring and updating the plan.
- 6.3 It is considered that the measures set out within this report provide sufficient mitigation to ensure that the proposed construction works will not significantly impact on the operation of the surrounding highway network.

Appendices

Appendix A

Phase 1 Construction Environmental Management Plan



Land North of Horsham

Construction Environmental Management Plan (CEMP)

Development Phase 1 (Phase Wide)

On behalf of



Project Ref: 25216 | Rev: 2.1 | Date: September 2021

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For and on behalf of Stantec UK Limited				

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1 Introduction

- 1.1.1 This Construction Environmental Management Plan (CEMP) has been prepared by STANTEC (UK) LTD on behalf of Legal & General (Strategic Land North Horsham) Ltd with input from Hydrock, Bioscan, Macgregor Smith and PJC Trees to address the landscape, transport and ecology issues associated with the construction of the proposed Land North of Horsham Development Phase 1 (Phase Wide).
- 1.1.2 The Land North of Horsham Strategic Development was granted planning outline planning permission in 2018. (LPA reference DC/16/1677).
- 1.1.3 This is an overarching CEMP covering the entire Phase 1 and all reserve matters applications for any area within the phase 1 boundary will need to demonstrate compliance with this document pursuant to OPP condition 48, referenced in para 1.1.4.
- 1.1.4 *Regulatory Condition 48: Each Reserved Matters application submitted pursuant to this planning permission shall be accompanied by a design document which demonstrates how the Reserved Matters application is in compliance with the approved Design & Access Statement, Landscape & Visual Impact Assessment, Phase Wide Design and Landscape Strategy, Phase-Wide CEMP, Site-Wide Cycling Strategy, Site-Wide Surface Water Drainage Strategy, Phase-Wide Ecological Management and Mitigation Plan (hereafter called the Compliance Design Document).*

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 1.1.5 The aim of this CEMP is to set out the responsibilities with regards to compliance with legislation and to implement mitigation measures. A CEMP has been approved (25216/CEMP) pursuant to conditions 9 (Phase CEMP) and condition 10 (Access CEMP) (LPA Ref: DISC/19/0213) of the outline planning permission. This covers the Principal Access Works 1 (PAW1). The proposals were amended known as Principal Access Works 2 (PAW2). A separate CEMP was prepared having regard to the principles set out in conditions 9 & 10 and was submitted as part of the full planning application (LPA Ref: DC/19/2554). This CEMP has been prepared on the basis of these documents and should be read in conjunction. This CEMP has been prepared to address the requirements of Condition 9 for the phase wide development of Phase 1 which encompasses infrastructure and housing development described below in para 1.2.2.
- 1.1.6 A reference has also been made in relation to condition 10 for the access known as PAW 1 and PAW 2 herein which fall within phase 1 boundary. As set out above two separate CEMPS have been prepared to discharge the condition separately. This CEMP has been prepared to discharge condition 9 only. Refer to Bohunt School CEMP (July 2020) in relation to conditions associated with the Bohunt School, and the construction management thereof.
- 1.1.7 The following infrastructure associated with Phase 1 are also discussed within this document pursuant to Condition 9:
- o Noise Bund
 - o Southern Basins
 - o Moat Road/ Northern Strategic Landscape
 - o Southern Loop Road

- o Village Centre
- o Build to rent temporary construction access to RM7
- o Construction of a new Rusper Road roundabout;
- o Construction of highway improvements/ re-alignment of Rusper Road and associated drainage;
- o Construction of new highway; Rusper Road northbound
- o Utility connections into phase 1;
- o Carriageway Surface Works;
- o Construction of SUDS features
- o Bridge Over A264
- o Movement of surplus soil into future sports pitch area to the East of Chennells brook.

1.1.8 The wording of Conditions 9 is set out below (1.2.2) for reference:

1.2 Planning Conditions

1.2.1 The planning conditions with environmental implications applicable to the Phase 1 of North Horsham development are given below, however we will be reflecting these as best practices in the general environmental management principles. (Numbered as per planning decision notice DC/16/1677, dated 01/03/2018)

1.2.2 *Pre-Commencement Condition 9: Prior to commencement of development (other than the accesses hereby permitted) on any phase of development or part thereof shall be submitted to and approved by the Local Planning Authority. The Phase-Wide CEMP shall include, but not limited to the following details:*

- a) *The phased programme of demolition and construction works.*
- b) *Routing of vehicles to and from the site during construction.*
- c) *Erection and maintenance of security hoarding.*
- d) *The provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation orders)*
- e) *Details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties.*
- f) *Measures to reduce air pollution during construction including turning off vehicle engines when not in use, plant servicing and transport reduction.*
- g) *Waste management including prohibiting burning of construction waste.*
- h) *Measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environmental Agency.*

Thereafter the CEMP shall be implemented and adhered to throughout the entire construction period of the relevant phase or part thereof.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of the surrounding environment and residents during construction and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

1.3 Regulatory Framework

- 1.3.1 This CEMP details management measures to minimise environmental impact from the construction phase of the development. For the purposes of this document, the working area is defined as any area within the Phase 1 boundary. Refer to Figure 1
- 1.3.2 Further, it provides a framework within which the measures will be implemented throughout the project.
- 1.3.3 The CEMP provides project-specific management measures and is a dynamic document which should be reviewed if activities or conditions onsite change that may influence management measures.
- 1.3.4 This document has been developed to avoid, minimise and mitigate against any construction effects on the environment and surrounding community. It should be considered a living document with reviews being undertaken at set intervals and new information added as appropriate.
- 1.3.5 The site is undeveloped land located in North Horsham, A264 to the south, Chennells Brook on the south eastern boundary, Rusper road to the east, South west and North west boundary are 200m and 250m west of Old Holbrook road respectively with immediate western boundary just on the edge of Old Holbrook road. There is a sole residential house (Moat House), a small number of isolated agricultural/commercial buildings and a nursery in the middle of the site. There also exists a public right of way and Bridleway (Bush Lane) cutting across the site from Rusper road to the south eastern border and over Rusper road to the south western border of Phase 1.
- 1.3.6 The Phase 1 site boundary is shown in Figure 1.
- 1.3.7 This CEMP provides information on the following:
 - i. Construction Phasing;
 - ii. Routing of vehicles to and from the site during Construction
 - iii. Construction traffic type & Frequency;
 - iv. Construction Access;
 - v. Construction Compound - Erection and Maintenance of security hoarding;
 - vi. Hours of construction;
 - vii. Mitigation measures (waste management, noise, air and the like)
 - viii. Public engagement prior to and during construction;
- 1.3.8 It will be the responsibility of the appointed contractors to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.4 Roles and responsibilities

1.4.1 Legal and General (Strategic Land North Horsham) Ltd will have overall responsibility for the implementation of this CEMP. The appointed Contractors Construction Site Manager will be responsible for monitoring the environmental performance of the works against statutory requirements, agreed environmental standards and mitigation measures outlined in this CEMP. The Construction Site Manager will have appropriate resources and authority allocated and duties will include:

- Review of the CEMP and specialist procedures and identification of any areas requiring improvement;
- Identification of the environmental competence of all contractors working on the project and advise the Client as to their suitability;
- Review of the method statements for environmental aspects and advice regarding any suggested improvements prior to the works; and
- Monitoring of construction activities to ensure that identified and appropriate control measures are effective and compliant with the CEMP.

1.4.2 The Principal Contractor will have overall day-to-day responsibility for Health and Safety, Environmental and Quality performance throughout the construction period.

Principal Contractor will be: Natta (in relation to the early strategic infrastructure), and all subsequent Reserve Matters (RM) developers to confirm following Contract Award

1.4.3 Legal & General and Natta, and all subsequent RM developers are responsible for:

- Ensuring that the CEMP is developed & held on site and that it is implemented throughout all phases of the project. Ensuring the CEMP details are updated as and when relevant information is provided by the stakeholders associated with each section of the CEMP; e.g. further consent conditions, pre-construction surveys. Etc.;
- Maintaining the CEMP and ensuring that all contractors and visitors comply with it;
- Ensuring that environmental issues identified within the Pre-Construction Information and the pre-construction site surveys and relevant information gathered from agencies, local councils etc. are addressed;
- Producing environmental project specific controls for all significant risks identified and implementing control measures to minimise the risk of damage to the environment;
- Communicating the CEMP and other related documents (including updates to the CEMP) to employees, contractors, client representatives and all relevant parties; and
- The Contracts Manager shall nominate and appoint an experienced Environmental Advisor who can be available to attend site/ advise on environmental matters as necessary throughout the Construction Phase.

Site Manager – Natta

1.4.4 The site manager is responsible for:

- Ensure the site and all stored materials and chemicals are safe and secure;

- Ensure F10 notice, Principal Contractor Sign and signage indicating where and whom visitors should report to are clearly displayed;
- The site is kept in a tidy and orderly fashion. Waste will be managed in conjunction with the local procedures as applicable;
- Controlled access arrangements so those entering site may avoid hazards.
- Emergency egress arrangement so those leaving site in the event of a pollution or spillage incident may do so safely.
- Spill kits are available and appropriately trained staff.
- First Aid Facilities and appropriately trained First Aid staff,
- Ensure adequate welfare facilities are available and maintained in an acceptable condition throughout the works.

Ensure all those that work on site:

- Have Site Induction including briefing on environmental issues pertinent to the project and relevant toolbox talks;
- Understand and obey the Site Rules;
- Are made aware of the Emergency egress arrangements, Muster points, First Aid facilities and First Aiders, spill and clean up procedures;
- Read and understand the site hazard boards; and
- Have current certification for activities as required.

Ensure the activities on site:

- When necessary are carried out under Client Operational Safety Rules;
- Have, task specific Risk Assessments and Method Statements (RAMS) in place identifying any environmental issue which may be applicable; and
- Are carried out in accordance with the requirements of any associated RAMS.

Site HSEQ Advisor – Natta

1.4.5 The site HSEQ Advisor is responsible for:

Ensuring work is carried out:

- In a safe manner;
- In accordance with any manufacturer's instructions etc., good standards of workmanship;
- Ensure site staff are working in accordance with agreed RAMS, particularly where activities have the potential to cause environmental harm;

- Health and safety advisor to complete the Site Waste Management Plan (SWMP) and ensure it is followed;
- Ensuring that the CEMP is implemented throughout all phases of the project.

Monitoring HSEQ issues by:

- Carrying out daily checks on site to ensure the site is secure and tidy;
- Weekly checks and “toolbox talks” carried and recorded. weekly site audits;
- Consulting workers on the effectiveness of measures to reduce risk to the environmental, reviewing and improving conditions or methods/ procedures where appropriate; and
- Keeping records of and reporting any incidents and close calls (near misses).

Site Environmental Manager – Natta

1.4.6 The Environmental Advisor shall ensure work is carried out:

- In accordance with legislation & consents, objectives, targets and the CEMP with regards to any environmental activities on site;
- Ensure site staff operates in accordance with agreed RAMS and in accordance with the induction and tool box talk training with regards to environmental risk.

Monitor/ Report Environmental Issues by:

- Ensuring compliance with Environmental legislation & consents, objectives, targets and the CEMP;
- Carrying out Inspections, Audits and Non – conformance;
- Responsible for delivering environmental training;
- Environmental Manager to liaise with Health and Safety Advisor to complete the SWMP and ensure it is followed;
- Environmental performance data reporting;
- Ensure work is carried out in accordance with the ES;
- Compliance with environmental legislation, consents and objectives; and
- Targets and other environmental commitments.

Public Contact Officer – Cratus

1.4.7 The Public Contact Officer is responsible for:

- Acting as the first point of contact for members of the public;
- Arrange and manage public forums and open days for the project and address any concerns. Ensure all local residents and stakeholders are kept informed of progress and key issues;

- Establish and maintain relationships with key stakeholders;
- Responsible for the dissemination of the construction programme to all interested parties including any work generating high levels of noise, large vehicles/ traffic disruption etc.
- Carry out door-to-door home visits with local residents, as appropriate;
- Coordinating work, questionnaires, providing works information, dealing with queries, responding to complaints and resolving concerns;
- Production of newsletters, bulletins, posters etc. and display of same throughout site offices and the local area on a regular basis to raise awareness of current issues both within the project team and throughout the local community; and
- Keeping appropriate section of website up to date.

2 Site Location & Project Description

2.1.1 The site extents of the proposed Phase 1 development are shown below and the land is within the control of West Sussex County Council (Public Highway) and Legal & General (Strategic Land North Horsham) Ltd (Private Site Development)

2.1.2 Figure 1 below refers to the 'Phase 1 Site Location which is outlined in red.

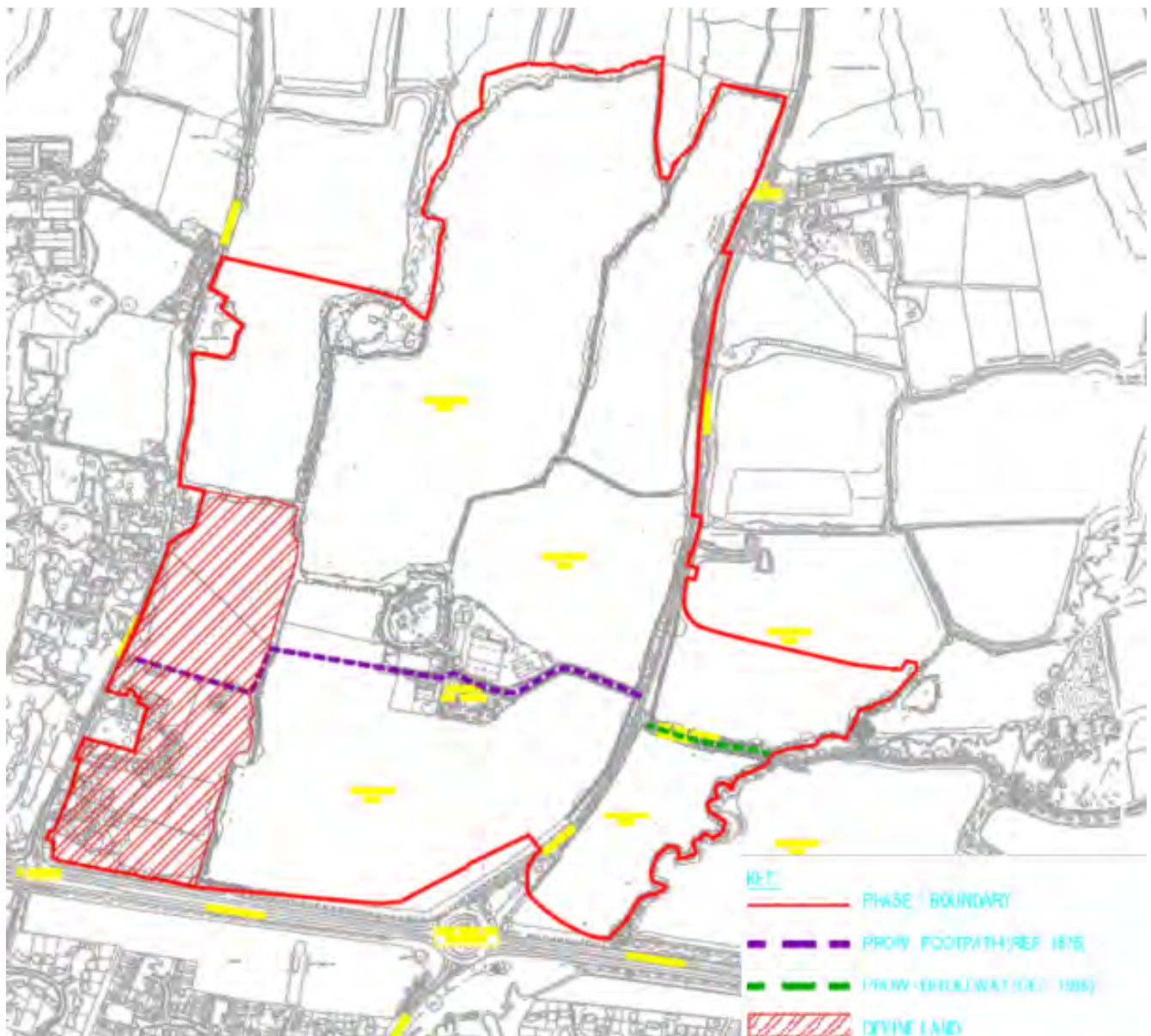


Figure 1: Phase 1 Location and Boundary

2.1.3 The overarching proposal is for a mixed use strategic development including up to 2,750 dwellings, 46,450 m² of commercial floorspace, schools, local centre, retail provision, community centre, land for a parkway railway station, open space, landscape buffers, commercial leisure facilities and infrastructure improvements.

2.1.4 The application site is located to the north of Horsham, north of the A264 between Langhurstwood Road to the west and Wimland Road to the east. The site comprises of a number of agricultural parcels of land subdivided by hedgerows and trees, as well as several

small copses and areas of woodland. Within the site there are also a number of agricultural, commercial buildings and residential properties. The location of the application site is shown in Figure 2.

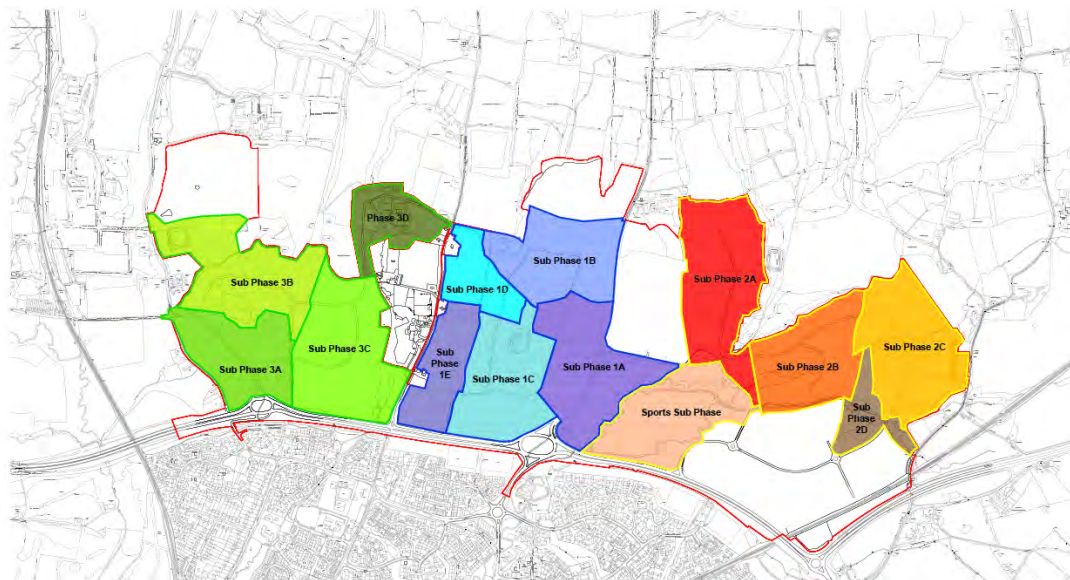


Figure 2: Land North of Horsham - Phasing Plan (OPP)

3 Construction Phasing / Programme

- 3.1.1 The detailed Construction Programme will be made available for review in the site office.
- 3.1.2 The site will be delivered in eight phases with the enabling infrastructure which will provide access to the site to be constructed first. The phasing layout plan is shown in **Appendix A**.
- 3.1.3 The key dates presented in the Outline Programme are shown in **Appendix B** and Construction Phasing Plans are shown in **Appendix D**. A task specific method statement for each of the sub phases will be prepared. The main tasks include:
- Mobilisation, hoarding and securing the site;
 - Site clearance
 - Enabling works e.g highways, drainage, services;
 - Ground works, foundations and floor slabs
 - Envelope – Building Structure
 - Internal – Building Fit out
- 3.1.4 The successful Contractor or L&G may wish to amend the above dates/ phasing sequence set out in **Appendix B** and will provide further intermediate key outcomes.
- 3.1.5 A full copy of the construction programme (first draft) will be made available from the Site Manager at the commencement of each sub phase.

4 Vehicle routing

4.1 Construction traffic (Phase 1)

Construction Activities

The Construction period is anticipated to be from September '20 to March '25 with peak construction traffic forecast in May '21, Sep '21 and continuing periodically beyond this point to Q4 '24. The early construction activities would be Bulk earthworks and reduced dig associated with;

- Construction of a new Rusper Road roundabout;
- Construction of highway improvements/ re-alignment of Rusper Road and associated drainage;
- Construction of new highway; Rusper Road northbound
- Utility connections into phase 1;
- Carriageway Surface Works;
- Construction of SUDS features; and
- Landscaping and planting.
- Acoustic bund
- Bridge Over A264
- Temporary construction access to RM7 – L&G 'build to rent' scheme'
- Movement of surplus soil into future sports pitch area to the east of Chennells brook.

Construction Vehicle Routes

- 4.1.1 Construction traffic will be routed via the A264 to avoid the use of more sensitive roads, as shown in Figure 4 below. During construction, the Contractor will need to comply with this, and the time restrictions set out in point 6.1.2. Access to the site compound will utilise a new temporary access off Rusper Road.



Figure 3: Construction Traffic Routing & Strategic Construction Compound

4.1.2 All suppliers will be advised that access from the North on Rusper Road is not permitted.

4.1.3 Management of Deliveries:

The phone number of the site manager will be made available to all drivers of vehicles that will be accessing the site. The drivers of the HGVs will be required to call ahead, either whilst stopped or using their hands-free devices. When the HGVs are egressing the site, the driver will notify the site manager in order to allow banksmen to prepare to assist with exiting vehicles.

Third Party Vehicle Movements

4.1.4 A separate Highway Monitoring strategy will be prepared to fulfil the obligations relating to Item 3 of Schedule 11 of the Section 106 Agreement associated with the planning permission DC/16/1677 for development at Land North of Horsham. This will include monitoring third party vehicle movements through the Phase 1 site area.

5 Site Access and Compound

5.1 Site access and Lorry Routing

- 5.1.1 Access to the site for operatives and deliveries will only be permitted during the normal working hours of the site as set out in Section 6.
- 5.1.2 Provision will be made within the site compound for a full 360-degree turnaround of vehicles to discourage the use of reverse gear whilst on site.
- 5.1.3 All suppliers will be advised that access from the North on Rusper Road is not permitted.
- 5.1.4 For the initial stage of the development of the phase 1, construction vehicles will access the site compound using a new temporary access from Rusper Road. To facilitate safe use of the new access for construction vehicles, a Banksman will be provided to marshal vehicles so that they can enter and leave the site safely. This will ensure that construction vehicles can safely enter and manoeuvre within the site, clear of the public highway.
- 5.1.5 Provision will be made to enable all construction vehicles to enter and exit the site in a forward gear. Banksmen will not direct general traffic, but will indicate to heavy and large construction vehicles when it is appropriate for them to enter and leave the site.

5.2 Site compound

- 5.2.1 A compound will be established adjacent to the proposed works and within the works extent for Principal Access Works 1 and this compound will continue to be used for Principal Access Works 2. The compound is within the agricultural land to the north east of the A264 / Rusper Roundabout, an indicative layout of which is shown on drawing 25216_2001_SK078 and 25216_2001_SK079. A copy of these plans is included in **Appendix C** Car parking will be provided within the site compound for construction workers. No parking will be permitted on the adjacent roads at any time during the construction phase.
- 5.2.2 Once the RM9 developer commences, in 2022, the current Natta compound will move to a new area near Moat Road in either RM3 or RM5.
- 5.2.3 A separate compound for the housing development phasing works will be established on site and presented in a CEMP for each of the RM areas by the parcel developer.

5.3 Little Barn Owls Nursery Access

- 5.3.1 The access to Little Barn Owls nursery off Rusper Road will need to be maintained during business operating hours including access for emergency vehicles. If at certain points during the works, the existing access cannot be maintained, an alternative access route will need to be provided. The Contractor will be expected to liaise with the nursery to minimise conflict between deliveries to site and members of the public accessing the nursery during the main pick-up and drop-off times

5.4 Re-alignment of the Public Rights of Way & Bridleway

- 5.4.1 There is one Public Rights of Way (PROW) and one Bridleway that cross the site. The routes may require minor re-alignments within the permanent layout of the development. Minor temporary diversions may also be required during the construction of the highway works. Any temporary diversions required will be clearly identified and communicated to WSCC in a timely manner as necessary by the appointed Contractor. The identified minor re-alignments and associated temporary diversions have been discussed at length with HDC, and WSCC

through the PAW2 Planning Application process (planning reference DC/19/2554), and principles agreed. The Principal Contractor for these works (Natta) will liaise directly with HDC PRow Officer in order to agree programme and duration of any temporary diversions if required.

- 5.4.2 The routes are WS645 (PROW) and WS14124 (Bridleway). These are shown in Figure 4 below.
- 5.4.3 Temporary closures of the Public Rights of Way may be utilised during the construction process and alternative routes will be provided. These temporary closures and diversions will be planned and suitable notice will be given in advance of submitting an Application to the PRow Officer.

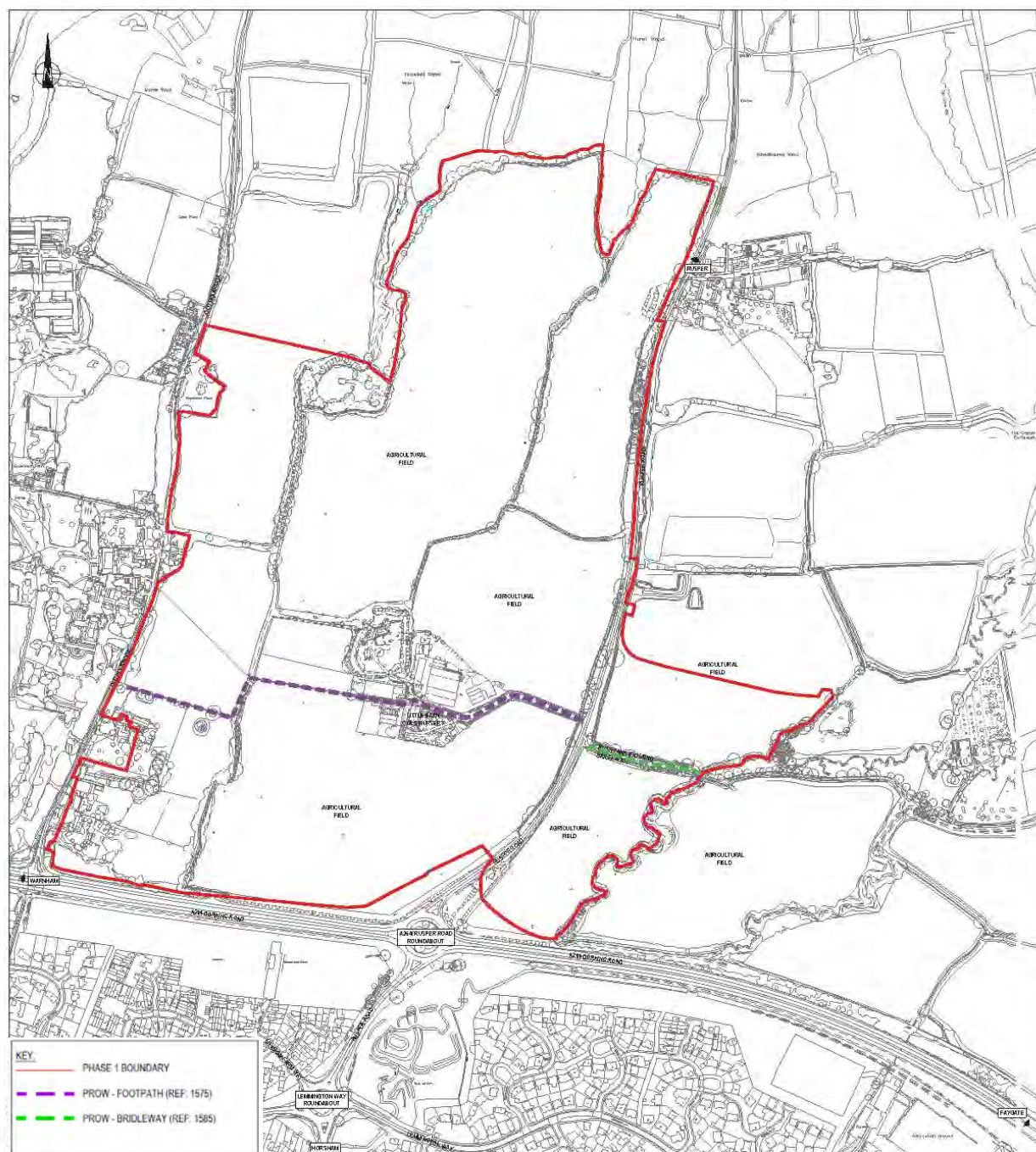


Figure 4: PROW Location

6 Hours of Construction

- 6.1.1 Construction activities, which includes deliveries to and from site, will be permitted between the hours outlined below; however deliveries where practical will avoid 'peak public traffic hours' to reduce traffic congestion and nuisance to the existing road and highway network.

07:00 – 18:00 Monday to Friday

08:00 – 13:00 Saturday (when required)

No construction will take place on Sundays or Public Holidays except for emergencies. This will be confirmed with the contractor upon appointment.

- 6.1.2 During the construction period, it may be necessary in exceptional circumstances to work outside the prescribed construction working hours. This would include undertaking night works to complete certain operations. Should this occur, the hours and duration of these works will be subject to a timely consultation with West Sussex County Council network management team. A notification of any works to be undertaken outside the prescribed working hours outlined above will be placed on the development website.
- 6.1.3 If works are proposed to be undertaken outside the working hours under the agreed planning consent with Horsham District Council then the hours and durations of these works will be subject to a timely consultation with Horsham District Council.
- 6.1.4 In the event that works are required outside of normal working hours, the following measures will be taken:
- Provide as much notice to the Councils and Local Residents as possible.
 - In the event of emergency works where such advanced notice cannot be given, provide follow-up correspondence to explain what work was needed and why.
 - Keep noise, vibration and light spillage to a minimum and endeavour to restrict the impacts on local residents.
 - If works are undertaken outside of the site, i.e. on the public highway, ensure that all necessary signage and traffic management is in place.

7 Mitigation Measures

7.1 Overview

- 7.1.1 Legal & General (Strategic Land North Horsham) Ltd will introduce measures to minimise the nuisance or potential adverse impacts resulting from construction activities. Sensitive receptors likely to be affected by construction nuisance include the residential properties closest to the development boundary, residential properties along construction traffic routes and the existing nursey and farm school adjacent to the works whose access will be maintained throughout the construction phase.

7.2 Potential Impacts resulting from construction activities

- Mud Pollution
- Dust and Air Quality
- Noise
- Vibration
- Segregation of Waste
- Disposal of Non-Hazardous Waste
- Disposal of Hazardous Waste
- Waste Management
- Fuel Storage

- 7.2.1 The following sections detail activities and control methods to be implemented on the project.

7.3 Mud Pollution

Mud pollution to surface water

- 7.3.1 Silt entering the surface water system through road gully pots is a potential hazard. The control measure is to provide a double sheet of Terram trapped in the road gully grating that catches the silt but lets the water through, these gullies will require regular maintenance.

Mud on the Highways

- 7.3.2 The main roads serving phase 1 will be installed in the early stages of the development up to the base course to reduce the amount of mud overspill on to the existing highway. Before this is possible, a stoned area will be constructed to allow for visiting vehicles to enter site onto a clean running area. Vehicles leaving the site will drive along a hard stoned access road before joining the existing highway to remove excess dirt and to keep the existing highway clean.
- 7.3.3 During times when earth removal operations are taking place a vacuum sweeping road brush will be deployed as necessary to ensure the surrounding highways are kept clean.

- 7.3.4 Wheel-washing facilities will be provided as necessary, inside the main site access point so that no construction vehicles exiting the site compounds will take mud or debris onto the local highway network, in the form of a portable jet washer while construction is on going.
- 7.3.5 There will be a regular regime for cleaning the roads.
- 7.3.6 A walk-over condition survey on the local highway network (immediately adjacent) will be carried out and agreed with highway officers, prior to commencement of construction.
- 7.3.7 The survey, if required, will incorporate a photographic record as appropriate. This would be followed by a further condition survey with highway officers with a further photographic record covering the same extents at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities.
- 7.3.8 The extent of the survey, if required, is to be agreed.

7.4 Dust and Air Quality

- 7.4.1 Mechanical disturbance of granular material exposed to air creates atmospheric dust, this type of dust generation is termed as 'fugitive' as it is not discharged into the atmosphere in a confined stream.
- 7.4.2 The potential sources of these fugitive dust emissions are outlined below:
- Site clearance
 - On site earth moving operations, site levelling, cut and fill etc.;
 - Vehicle movements over haul roads;
 - Vehicle movements on site during dry periods;
 - Wind blowing across the site during dry periods;
 - Stockpiling of excavated materials;
 - Cutting and grinding;
 - Accidental spillage and loss of load from vehicles carrying loose material; and
 - Burning of waste material.
- 7.4.3 Prevailing winds are specifically important when considering fugitive dust. The speed of winds can determine the dispersion of dust; high winds can increase the initial generation of dust, in addition to carrying the dust over greater distances. The generation of this fugitive dust required consideration of additional factors such as:
- Prevailing wind (speed, direction)
 - Prevailing climate, including rainfall
 - Location of sensitive receptors (including residential and commercial properties, habitats and watercourses/drains)

Appropriate preventative measures to control dust emissions can significantly reduce the potential for dust generation. Dust mitigation measures shall be undertaken in accordance with

Section 8.2 of the IAQM Guidance on the assessment of dust from demolition and construction (pages 24 -27). The site shall be assumed to be 'Medium Risk'. For ease of reference, these requirements can be found on <https://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

Construction Traffic

- All construction traffic will follow specifically designated routes;
- Speed limits will be put into place on site for all vehicular movements;
- All vehicles carrying loose material will be covered; and
- Wheel wash facility to be used (as necessary) for vehicles leaving site.
- Delivery vehicles whenever practical will avoid 'peak public traffic hours' to reduce traffic congestion and nuisance to the existing road and highway network.

Highways

- Where appropriate, use of road sweepers will be incorporated to ensure highways remain clear of dust and mud; and
- Road edges and pathways will be swept by hand and damped down as necessary.

Stockpiles

- To be sealed by blading off with a bucket
- To be seeded to allow the growth of grass if stockpiled for long periods of time.
- Ensure sand and other aggregates are bagged and stored in bunded areas, and are not allowed to dry out, unless required for a particular process.

Dust Suppression

- Mobile bowzers to be deployed on site as required;
- Activity to be increased during significantly dry and windy periods;
- Where necessary, use of hoardings to be considered to ensure reduction in dust migration;
- Deliveries of significantly dusty materials to be sprayed to reduce dust potential; and
- Bonfires and burning of waste materials will be prohibited;
- Staff will be trained in the control of dust and will ensure the site is monitored for levels of surface dust. Should dust build up, this will be damped down with hosepipes;
- All cutting and grinding operations to be conducted in ways to reduce risk of dust migration (wet cutting techniques etc.);
- Avoid dry sweeping of large areas;
- Install hard surfaced haul routes which are regularly damped down;

- Ensure vehicles entering and leaving the site are covered to prevent escape of materials.
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.
- Remove potentially dusty materials from site as soon as possible
- Avoid the use of diesel or petrol powered generators where possible
- minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use water sprays on such equipment where appropriate

Monitoring

- Ongoing monitoring to be undertaken by site personnel on regular basis, both on and off site to ensure no migration of dust;
- Regular liaison with EHO to be undertaken; and
- Regular reviews of mitigation methodology to be undertaken by Environmental Manager and/or Project Manager;
- Plant will be well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturer's recommendations and records maintained for the work undertaken;
- Record all dust and air quality complaints, identify causes and take measures to reduce emissions.
- Record exceptional incidents and action taken to resolve the situation
- Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken

7.5 Noise

7.5.1 Noise has the potential to cause disturbance, given the nearby location of residential housing and nursery.

7.5.2 Our team will embrace best practice with regards to noise minimisation and incorporate mitigation outlined within 'Land North of Horsham Mixed Use Strategic Development Environmental Statement for Liberty Property Trust. dated July 2016 and best practice which will include:

- Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- All construction plant and equipment will comply with EU noise emission limits.
- Plant will be serviced regularly to minimise adverse noise impacts.
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and maintained in good efficient working order.

- Selection of inherently quiet plant where appropriate. All major compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum.
- Materials will be handled with care and be placed, not dropped. Materials will be delivered during normal working hours.
- As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective should not be operated until repaired.
- Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.
- All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance, i.e. furthest from receptors or behind close boarded noise barriers. If necessary, acoustic enclosures and /or shielding will be provided.
- A contractor compound within the development will be provided as far as practical away from residential streets;
- Where practical, noise barriers, close in to construction works, when working in the vicinity of existing properties, will be provided as necessary. This will provide additional mitigation for the short-term significant construction noise effects at these properties.
- RAMS from contractors will be scrutinised and authorised before work commences to ensure the requirements above are understood, factored into working methods and adhered to.
- Appropriate operational hours, likely to exclude work during the night-time and during Sundays and public holidays;
- Considerate working hours for excessively noisy activities;
- Locating noisy plant and equipment as far away from dwellings as reasonably possible and where practical, carry out loading and unloading in these areas;
- Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver (i.e. by installing noisy plant and equipment behind large site buildings);
- Orienting plant that is known to emit noise strongly in one direction so that the noise is directed away from dwellings, where possible;
- Closing acoustic covers to engines when they are in use or idling; and
- Lowering materials slowly, whenever practicable, and not dropping them.

7.6 Vibration

- 7.6.1 Best practice should be utilised at all times, and ongoing monitoring undertaken. Where it is deemed, that vibration may pose an environmental risk, this should be fully reviewed by the Project Manager.

7.7 Segregation of Waste

- 7.7.1 To ensure maximum potential for reducing waste to landfill, and encouraging reuse and recycling, waste will be segregated. Separate skips will be made available for all types of waste. Each skip will be clearly labelled and site personnel will be informed of procedures within the induction. Regular monitoring will be undertaken to ensure correct procedures are followed at all times. The skips will be emptied at regular intervals to prevent overfilling. Toolbox Talks will be undertaken with all site personnel to ensure full understanding of waste procedures.
- 7.7.2 Waste Electrical and Electronic Equipment (WEEE) including battery powered items must be recycled by an authorised recycling centre. Some WEEE can be considered hazardous waste such as fluorescent tubes and Lithium batteries.

7.8 Disposal of Non-Hazardous Waste

- 7.8.1 All non-hazardous waste will be removed from site following strict adherence to all waste legislation requirements, including Duty of Care Regulations. Prior to any agreed use of hauliers or waste disposal sites, the appropriate licences will be thoroughly checked to ensure that particular waste streams can be accepted and carrier licences are valid. This can only be undertaken by authorised personnel and copies of all necessary licences must be retained on site at all time and reviewed for expiry. No waste will leave site without appropriate waste transfer notes. It is essential that all waste transfer notes are inspected for detail and must contain the correct description of waste as well as the correct waste code, in line with the List of Waste Codes Regulations. Only authorised and fully trained personnel may sign waste transfer notes. Regular audits will be undertaken to ensure correct procedures are being followed. There should not be any significant quantities of inert waste taken off site as the intention is to design the project creating an earthworks balance on site, using all material suitable for re-use.

7.9 Disposal of Hazardous Waste

- 7.9.1 Although limited hazardous waste arisings are expected, the site must be registered as a producer of Hazardous Waste. No hazardous waste must leave site without the correctly completed Consignment Note. The consignment notes must contain all necessary information including waste description and hazardous waste registration number. Any carriers removing hazardous waste must have appropriate licences and disposal sites must be verified to be able to accept waste being sent. These checks and signing of consignment notes can only be undertaken by authorised personnel. All hazardous waste must be stored on site in appropriate, covered or locked skips. No mixing of hazardous and non-hazardous waste is authorised.

7.10 Waste Management

- 7.10.1 Detailed proposals for dealing with waste arising from the construction of this project include:
- Storing and reusing earthwork materials and general arisings to negate the export or import of inert materials;

- Storing and reusing demolition materials to negate the export or import of inert materials.;
- Reduction of site generated waste through waste minimisation and re-cycling initiatives, including the source-segregation of re-usable and recyclable materials;
- Appropriate methods of waste disposal linked to a robust waste disposal audit trail;
- All topsoil and subsoil would be handled and stored carefully to minimise the potential for damage to the soil structure. A detailed method statement will be produced clearly identifying correct stripping, soil handling, storage, placement and programming requirements to avoid compaction and moving the material in unsuitable weather conditions;
- Construction and demolition arisings being reused within the site as structural or non-structural fill;
- Detailed procedures and guidance would be developed and implemented through the construction process to minimise the import of non-sustainable raw materials and for identifying opportunities for re-using or re-cycling waste; and
- Site office wastes would be collected in separate containers to maximise the opportunities for recycling, this would include:
 - i. Can, bottle, and paper banks;
 - ii. Paint spray cans, (used for surveying).

7.11 Fuel Storage

- 7.11.1 Notwithstanding any other provision, the contractor shall provide fuel spill kits on site to deal with fuel spillages.
- 7.11.2 Fuel tanks on the site shall be double skinned and will be located within the site compound area.
- 7.11.3 The fuel storage area shall be securely fenced with the gates locked when not in use.
- 7.11.4 The fuel tank shall be located within a concrete bunded area, capable of retaining at least 100% of the volume of the storage capacity of the tank.
- 7.11.5 Only fully trained operatives shall operate the fuel tank filling system.

8 On site management

8.1 Site contact names and telephone numbers

8.1.1 West Sussex Council Team

- | | |
|----------------------|---------------------|
| • Highways Officer | Bernadette Gledhill |
| • Highways Inspector | Jose Costelo |

All residents of roads surrounding the site will be provided with contact details of the company, which will also, be provided on a site-board at the entrance to the site.

8.1.2 NATTA, as the Principal Contractor for the initial Phase 1 Strategic Infrastructure

- | | | |
|-------------------------|----------------|-----------------------|
| • Site/Project Manager | Andreea Guriuc | aguriuc@natta.co.uk |
| • Technical Director | Huw Rees | hrees@natta.co.uk |
| • Construction Director | John Dunwoody | jdunwoody@natta.co.uk |
| • Head Office No | 01252 851155 | |

8.1.3 Other Contractor - TBC

9 Public Relations

9.1 General

- 9.1.1 The proposed works are likely to have an impact on local residents, businesses and on the travelling public on local roads (including motorists, cyclists and pedestrians).
- 9.1.2 When planning the work, the Contractor shall give due consideration to the local residents, businesses adjacent to the development and the travelling public. They shall set up lines of communication in order to keep them informed of programme and arrangement for carrying out the works particularly where it affects their access. Notes of all discussions, meetings and communications shall be prepared and copies passed to Legal & General.
- 9.1.3 Prior to commencing activities on site, the Contractor will be required to put forward a member of the site team who is able to carry out public liaison duties including meeting with 'third parties' during the course of the works. Notes of all discussions, meetings and communications shall be prepared and copies passed to Legal & General.

9.2 Letter Drops

- 9.2.1 The Contractor shall carry out 'letter drops' to residents and local businesses to keep them informed of planned works and local temporary arrangements that will be put in place. The wording of any letters shall be agreed with Legal & General Strategic Limited, and WSCC if necessary, before distribution.
- 9.2.2 The Contractor shall undertake the letter drop at least one week prior to the commencement of the works informing local residents of the following information (which shall be considered a minimum):
- Commencement date of the works.
 - Likely duration.
 - Impact that the works are likely to have.
 - Measures taken by the Contractor to mitigate these impacts.
 - Details of the appointed Contact Person in the event of comments or queries.
 - Details of the Contractor and WSCC contacts in the event that they wish to speak to them directly.

9.3 Public Information/ Communication & development website

- 9.3.1 Throughout the works, the Contractor shall provide regular public information updates to local businesses and residents to keep them informed on the progress of the works and the details of activities that will be undertaken in the next period.

9.4 Working in the Public Highway

- 9.4.1 Any works on the public highway shall be advertised on site at least two weeks in advance using appropriate signage that members of the travelling public can read.
- 9.4.2 Works on the public highway can only be undertaken once the appropriate Road Space Booking procedures are in place with West Sussex Council Highways team.

- 9.4.3 Such signage shall indicate the nature of the work, the start date and the completion date.
- 9.4.4 All works undertaken on the public highway shall be properly signed with traffic management in accordance with Chapter 8 of the Traffic Signs Manual.
- 9.4.5 All traffic management shall be regularly maintained to ensure that it is correctly positioned and it clearly visible to motorists, pedestrians and cyclists.

10 Considerate Contractor Scheme

- 10.1.1 The Contractor will register with the Considerate Contractor's Scheme if they are not already a member.
- 10.1.2 The Contractor will register the site under the Considerate Contractor's Scheme.
- 10.1.3 The Contractor will comply with the Considerate Contractor's Schemes Code of Considerate Practice in Providing the Works.
- 10.1.4 The Contractor will provide suitable evidence of this.

11 Noise Bund

11.1.1 Pursuant to Planning Condition 33 of the outline planning permission, an acoustic bund adjacent to the A264 with a gabion wall on the development side has been proposed to mitigate the noise impact of the surrounding road network on the development area.

11.1.2 The wording of condition 33 is set out below;

11.1.3 *Pre-Commencement Slab Level Condition: No development above ground floor slab level of any dwelling hereby permitted located within a Reserved Matters Area adjacent to the A264 shall take place until a scheme of works in accordance with the recommendations in Chapter 16 of the Environmental Statement submitted with this application to reduce the intrusion of noise to all habitable rooms within that dwelling and all private outdoor amenity spaces associated with that dwelling has been submitted to and approved in writing by the Local Planning Authority. The scheme shall achieve the habitable room standards as detailed in BS8233:2014 and where appropriate, include provision of alternative ventilation to habitable rooms. The scheme shall ensure full integration with the approved scheme of landscaping for the development. The scheme as approved by the local planning authority shall be fully installed before the development is occupied.*

Reason: in the interests of the amenity of the future occupiers of the development in accordance with Policy 33 of the Horsham District Planning Framework (2015).

Policy 33 of the Horsham District Planning Framework states:

"In order to conserve and enhance the natural and built environment developments shall be required to:

"[...] Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/ users of nearby property and land, for example through the [...]"

11.1.4 To ensure best practice, the following measures should be taken into account during construction:

- o Appropriate operational hours.
- o Working methods to ensure quiet working, including the selection of suitably quiet plant and appropriate working hours for excessive noise generating activities.
- o Restriction of number of plant items in use at any one time.
- o Locating noisy plant and equipment at a suitable distance away from residential dwellings.
- o Frequent maintenance of plant and equipment.
- o Where practical, carry out loading and unloading activities at a suitable distance away from residential dwellings.
- o Closing of compressor, generator and engine compartment doors when in use or idling.
- o Careful lowering of materials/equipment and the minimisation of drop heights.

12 Southern Basins

12.1.1 The proposed Southern Basins which form part of the SuDS (Sustainable Drainage Systems) to mitigate potential flooding and pressures on the drainage system and soft landscaping corridor extends for circa 400m east to west along the existing A264. On the western edge the boundary extends north to tie into the future secondary road. The site extends north approximately halfway along its length (East to West) by circa 140m.

12.1.2 The figure below shows the location plan.

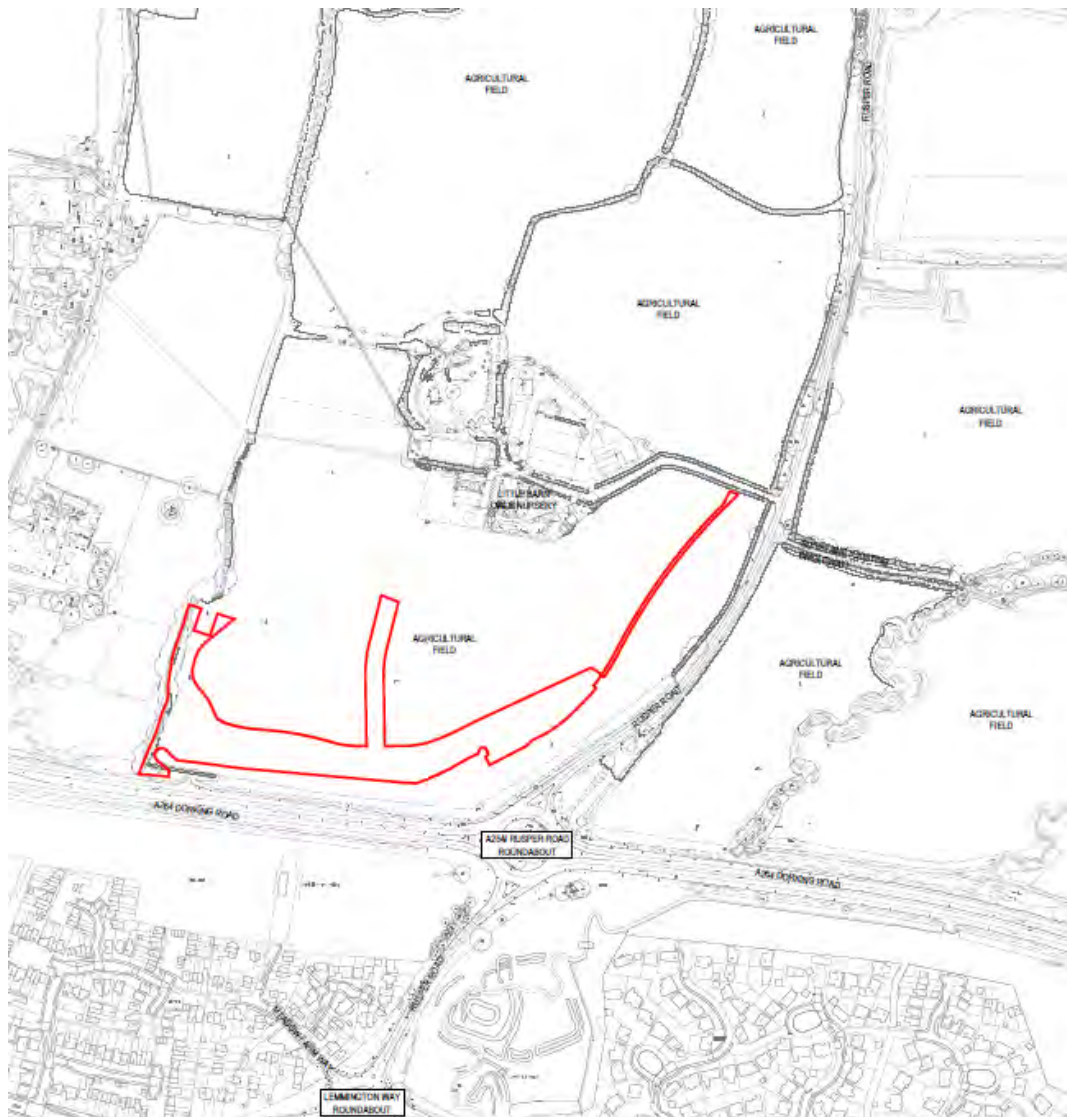


Figure 5: Site Location Plan

12.1.3 The Southern Basins include:

- o Strategic swale and intermittent check dams
- o Balancing ponds
- o Attenuation basins

12.1.4 Refer to David Jarvis for landscaping details.

12.1.5 The aim of this section is to set out specific responsibilities relating to the southern basins, not covered in the wider CEMP, with regards to compliance with legislation and to implement any mitigation measures.

12.2 Water Quality

12.2.1 Condition 9 states, “[...] measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environmental Agency [...]”,

12.2.2 A report has been prepared and submitted in support of a reserve matter application pursuant to Condition 54 of Outline Planning Permission reference DC/16/1167 (as amended through S96A Application reference DC/19/0984) detailing the surface water drainage strategy for the southern basins.

12.2.3 Surface water drainage principles and methods of sustainable drainage employed within the development have been detailed in a report dated June 2019 to discharge Condition 17 of the OPP Ref DC/16/1167.

12.2.4 The drainage strategy as stated in the June 2019 report is based on the following guidance for sustainable drainage:

- o SuDS Manual by CIRIA: C753 dated December 2015
- o National Planning Practice Guidance and Non-statutory technical standards for systems dated 2015
- o Best Practice Guidance by the LLFA within West Sussex guidance document ‘Water, People, Places’ (September 2013).

12.2.5 The guidance outlined above will ensure:

- o Run off rates from new developments do not exceed greenfield run off rates pre-development while also allowing for climate change to mitigate flooding.
- o The most suitable SuDS outlined in 12.1.3 have been considered to ensure water quality and biodiversity.

12.2.6 **Appendix D** shows the General Arrangement of the Southern Basins.

13 Southern Loop Road & Moat House Road

13.1 Southern Loop Road

- 13.1.1 This section seeks to address project specific requirements of Condition 9 and 10 in relation to Moat House Road and Southern Loop Road which both fall within phase 1 as the works will be part of a single phase of construction.
- 13.1.2 Management measures to minimise environmental impact from the construction phase of the development have already been discussed in this document and should be taken in to account during the construction of the Southern Loop Road.
- 13.1.3 The site is mostly agricultural undeveloped land located to the west of the Principle Access Works 2 (PAW2) and south of the new Moat House road. It provides accesses to the Reserve Matters areas 3,5,6,7 and 10 as shown in the GA arrangement drawing number ITL15764 appended in this document.
- 13.1.4 Southern Loop Road site boundary is shown in **Figure 7**.
- 13.1.5 An uncontrolled raised crossing for pedestrians and cyclists has been provided at the two locations where the Southern Loop road crosses a Public Right of Way as shown in the GA.
- 13.1.6 The SSE designs have been incorporated within the Sensitive Lighting Strategy report. This report has been approved by planning conditions.



13.2.1 The proposed scheme forms part of the North Horsham development by Legal & General. This part of the scheme will involve the construction of a new road (Moat House Road – shown in **Figure 8**) to the west of the proposed Rusper Road roundabout to provide access to future development parcels.

- 13.2.2 The new Moat House Road will be constructed on existing farmland and typically consists (north to south) of a 2m footway, 3m verge, 1.5m cycle lane, 6.5m carriageway (3.25m lane widths), 1.5m cycle lane, 2m verge and a 2m footway. The proposed carriageway widens in three locations to facilitate uncontrolled pedestrian crossing with 2.8m wide refuge islands and associated tactile paving. A temporary turning head (not proposed for adoption) is proposed at the western end of the road; however, the plan is to extend the road in the future to serve the future residential parcels.

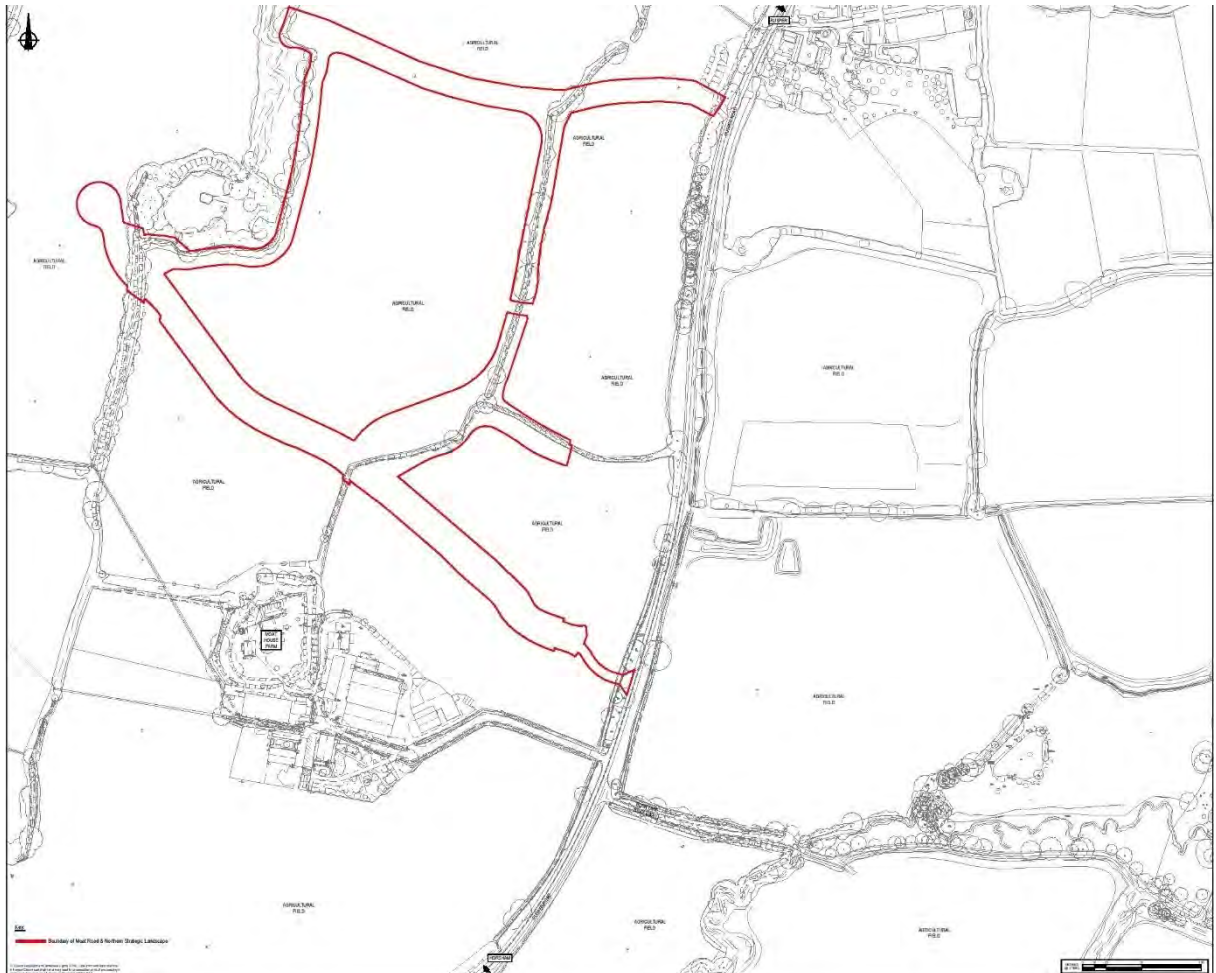


Figure 7: Moat House Road

- 13.2.3 A section of Ancient Woodland is located to the north/east of the Moat Road turning head. The Ancient Woodland provide a natural habitat for local wildlife, and it has been identified as a light sensitive receptor where excess illumination should be avoided when carrying out the lighting design. It is advised to target the light spill onto the ancient woodland to below 1 lux.
- 13.2.4 The proposed Moat Road alignment cuts through a section on non-ancient woodland and hedgerow. These are potentially used by bats for commuting and as such the proposed street lighting for Moat Road will be designed to reduce light spill in these areas. It is provisionally proposed to use back light shields to restrict to the light from the luminaires as well as the use of evergreen trees to minimise the residual spill. The detailed design will target a light spill onto the ancient woodland to below 1 lux.
- 13.2.5 Refer to the Sensitive Lighting Strategy report for details on SSE design. This report has been approved by planning conditions.

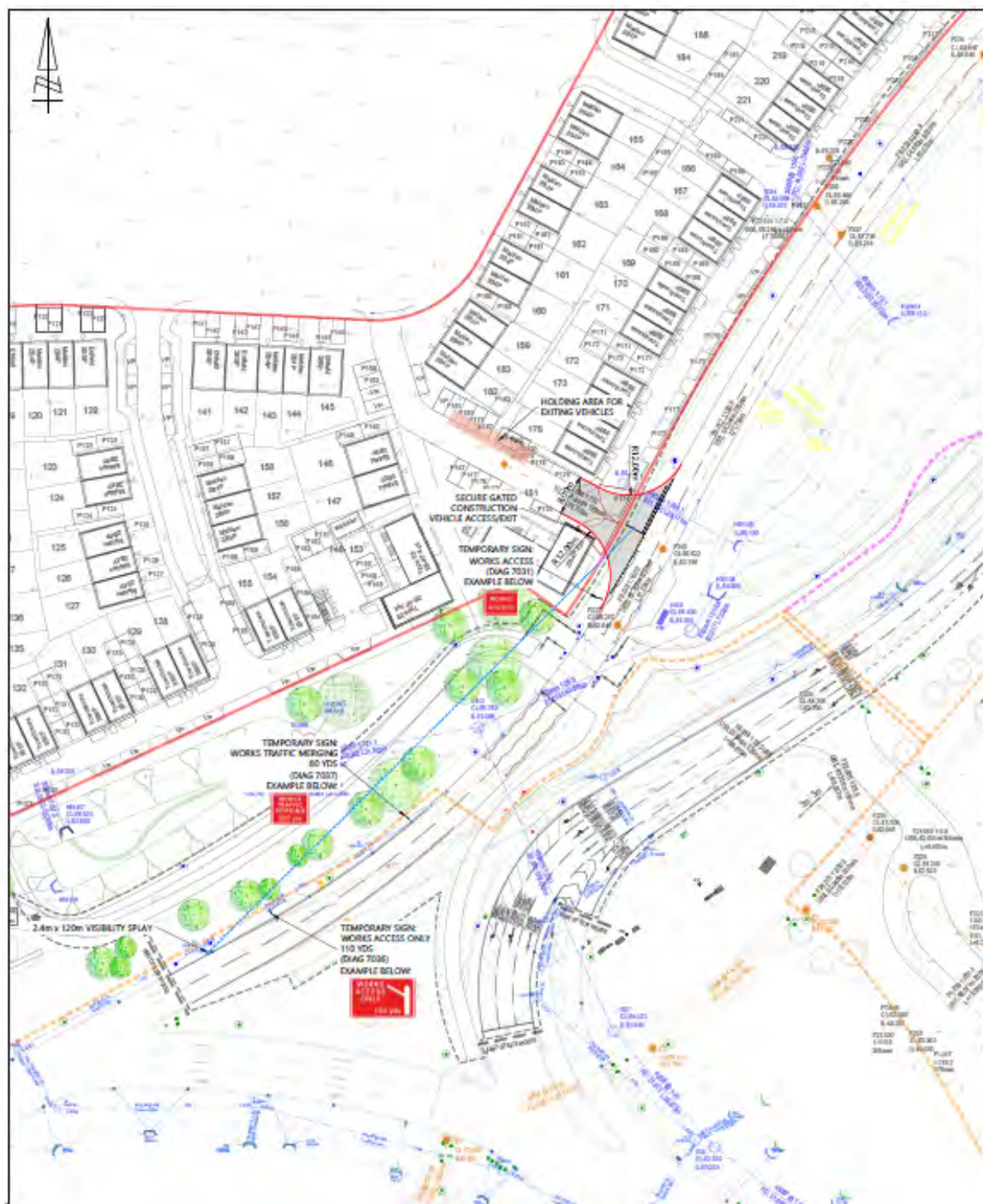
14 Village Centre

14.1 TBC

15 Temporary Access to the L&G ‘build to rent’ parcel RM7.

15.1 Introduction

- 15.1.1 The parcel to the west of PAW2 is being developed by L&G modular homes division. The homes in this part of the site are prefabricated modular construction and are delivered in sections on HGVs.
- 15.1.2 The modular units are up to 5m wide and so their delivery to site requires careful management in terms of vehicle routing to the site and to gain access into the development phase. The access will be kept clean and vehicles entering will be given priority over vehicles exiting by way of a waiting area within the parcel and a full-time gateman controlling the gate. For full details of this, including signage and wheel cleaning, refer to the Parcel Developer’s site-specific CEMP.
- 15.1.3 Wheel cleaning facilities will be available on site to ensure the existing highway stays clean.
- 15.1.4 In light of this, it is felt prudent to build a construction access directly off PAW2, in close proximity to the A264, so that these large vehicles can be taken off the road network quickly and do not need to negotiate their way through the development.
- 15.1.5 Regarding the access through into parcel RM7, Nov to Dec 2021 will be left in / right out during the construction of PAW2 and only for site set up and early groundworks. Then in January 2022 once PAW2 is finished it will be left in / left out and can be used for the larger deliveries.
- 15.1.6 No surface water from the private areas will be allowed to run onto the existing highway.
- 15.1.7 The temporary access will also be removed and reinstated following all main deliveries and prior to the occupation of the last dwelling on RM7.
- 15.1.8 The iTransport tracking plots are shown in **Appendix E**.
- 15.1.9 The construction plan for the temporary access is shown in **Appendix F**.
- 15.1.10 The arrangement of the access is shown below.



Appendix A

DELIVERY, MANAGEMENT & SUSTAINABILITY

Phasing & Delivery Strategy

The site will be delivered in phases, starting with the enabling infrastructure which will provide access to the site. Eight phases have been identified to deliver the homes and mixed uses. Strategic open space adjacent to development parcels will be delivered in sequence or in advance to the completion of each phase to ensure development is set within a landscape setting. The sports hub outside of the first phase will be delivered in accordance with the triggers set out in the s106. Construction will be carefully managed to keep construction activity away from residents moving in as the site is developed.

The table below sets out the approximate number of homes within each phase and potential mixed uses being delivered.

Phase	No. of Homes
Phase A	XX
Phase B	XX
Phase C*	XX
Phase D	XX
Phase E	XX
Phase F	XX
Phase G	XX
Phase H	XX

*Phase C will also provide the following mixed uses as a minimum:

- Community Centre (approx. 750-1100sqm) including library space, cafe, police facility, flexible space i.e. main hall & ancillary facilities
- Retail units (approx. 150-450sqm)

A range of homes will be delivered to allow a diverse community to grow at Land North of Horsham. The residential development will provide apartments and 2-5bed homes broadly in accordance with the following mix:

Type	% of mix
1 bed apartment	13.3%
2 bed apartment	25%
2 bed house	39.7%
3 bed house	14.3%
4 bed house	6.9%
5 bed house	0.8%

- Phase I boundary
- Phase A
- Phase B
- Phase C
- Phase D
- Phase E
- Phase F
- Phase G
- Phase H



Indicative Phasing Plan

Appendix B

Infrastructure - Phase 1

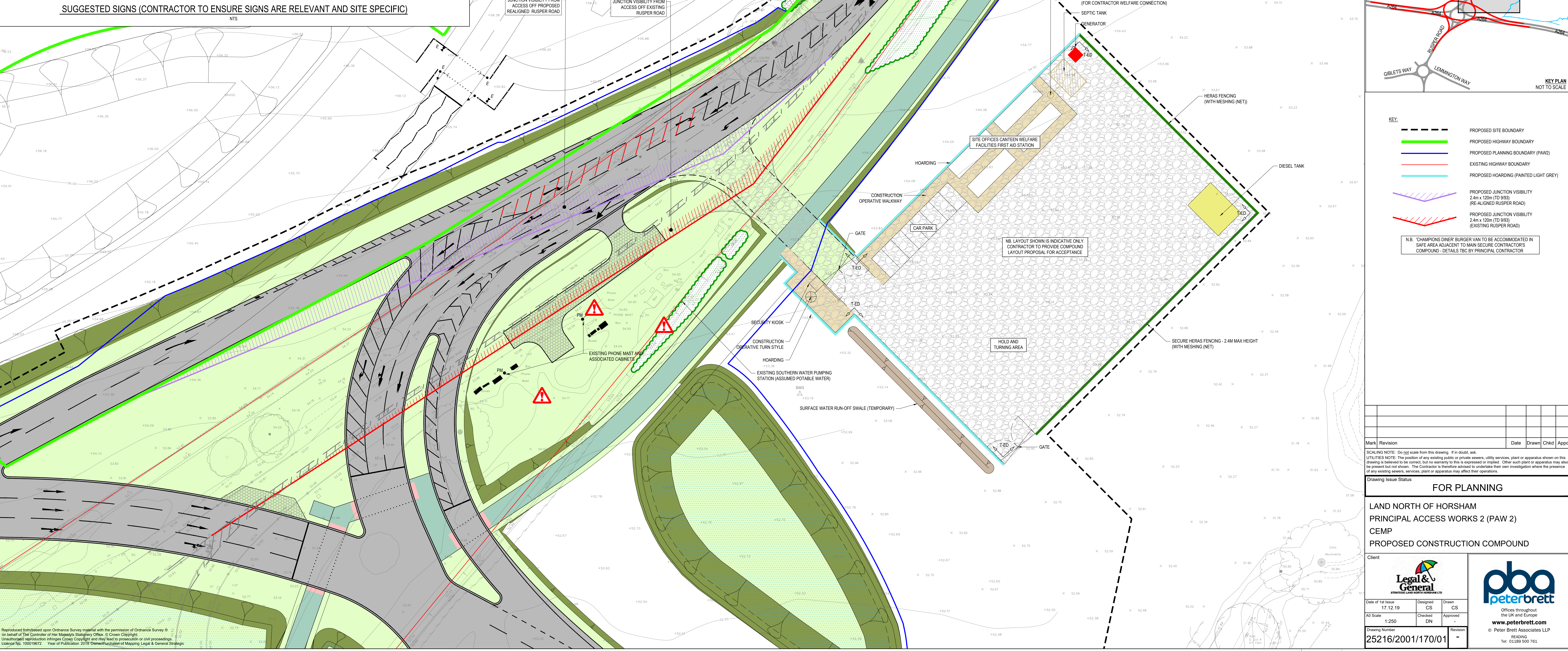
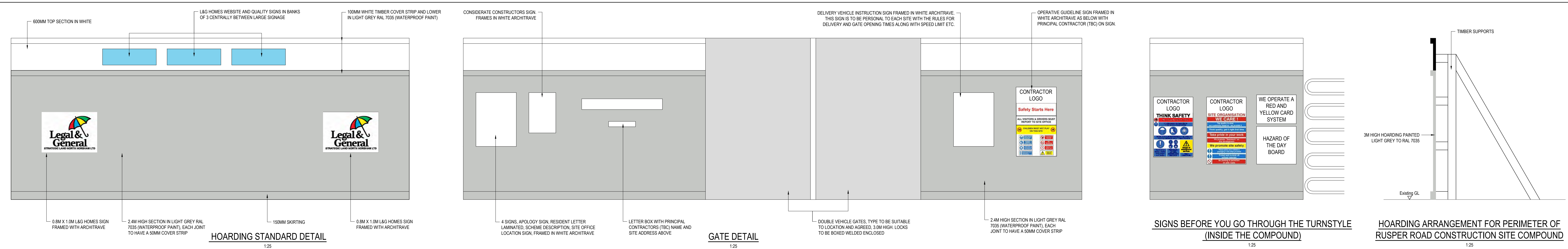
Description	Target start on site	Target completion on site
PAW1	Oct-20	Oct-22
School substation	Dec-20	Nov-21
PAW2	Jan-21	Dec-21
School Road	Jan-21	Nov-21
East of Rusper Road - servicing	Feb-21	Aug-21
Noise Bund	Feb-21	May-21
Moat House/PROW POS	Feb-21	Jun-23
Moat House Road - east section	Mar-21	Nov-21
Moat House Road - west section	May-21	Aug-21
Foot/cycle bridge	Jun-21	Dec-21
Southern POS (A264 adjacent)	Aug-21	Mar-24
Northern Green Corridor POS	Aug-21	Dec-21
Secondary Road (South loop)	Aug-21	Mar-24
Dormouse compensation - Chennells Brook	Nov-21	Mar-22
Village Centre (East of Moat House)	Jan-23	Jul-23
Community Play (West of Moat House)	Jan-23	Jul-23
Northern POS (Hillside)	Feb-24	Jul-24
Other Green Areas	TBC - in line with adjacent housing areas	TBC - in line with adjacent housing areas
IVG + Sports Pitches secondary access	TBC - IVG	TBC - IVG

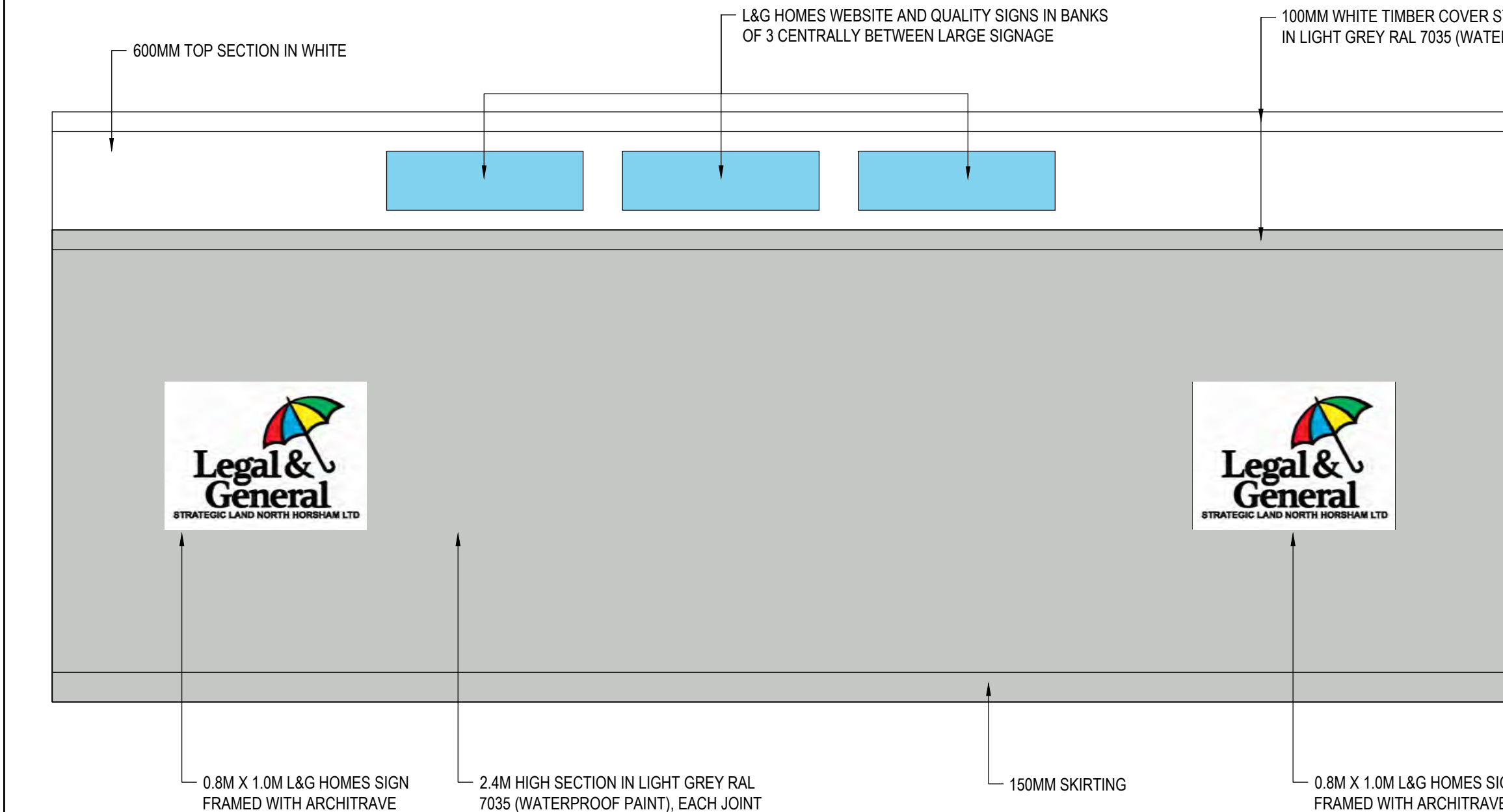
Phase 1 - Parcel Build

Sub-Phase	Target Start Date	Target End Date
RM9	Q4-21	Q2-23
RM1	Q1-22	Q2-25
RM2	Q1-22	Q3-25
RM7	Q1-22	Q1-24
RM8	Q2-22	Q3-24
RM3	Q3-22	Q3-24
RM4	Q4-23	Q3-25
RM5	Q2-24	Q2-26
RM6	Q3-24	Q1-27

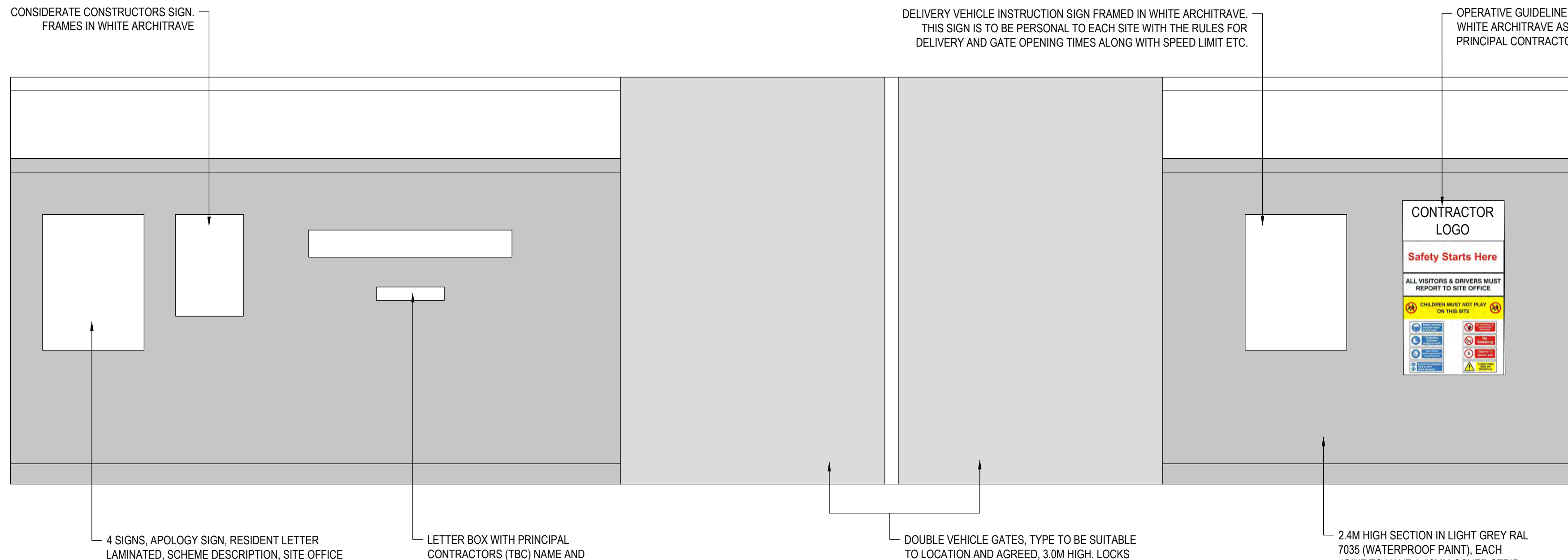
A		Dates updated following information from L&G		11.11.20	DJW	JG	DN
Mark	Revision	Date	Drawn	Chkd	Appd		
SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay. UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.							
Drawing Issue Status FOR PLANNING							
LAND NORTH OF HORSHAM INDICATIVE PHASE 1 CONSTRUCTION SCHEDULE							
Client 							
Date of 1st Issue		Designed		Drawn			
04.02.2020		-		DK			
A4		Checked		Approved			
1:1000 @A4		JG		DN			
Drawing Number				Revision			
25216-2001-PH1-SK02				A			
stantec.com/uk Copyright reserved The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. READING Tel: 01189 500 761							

Appendix C

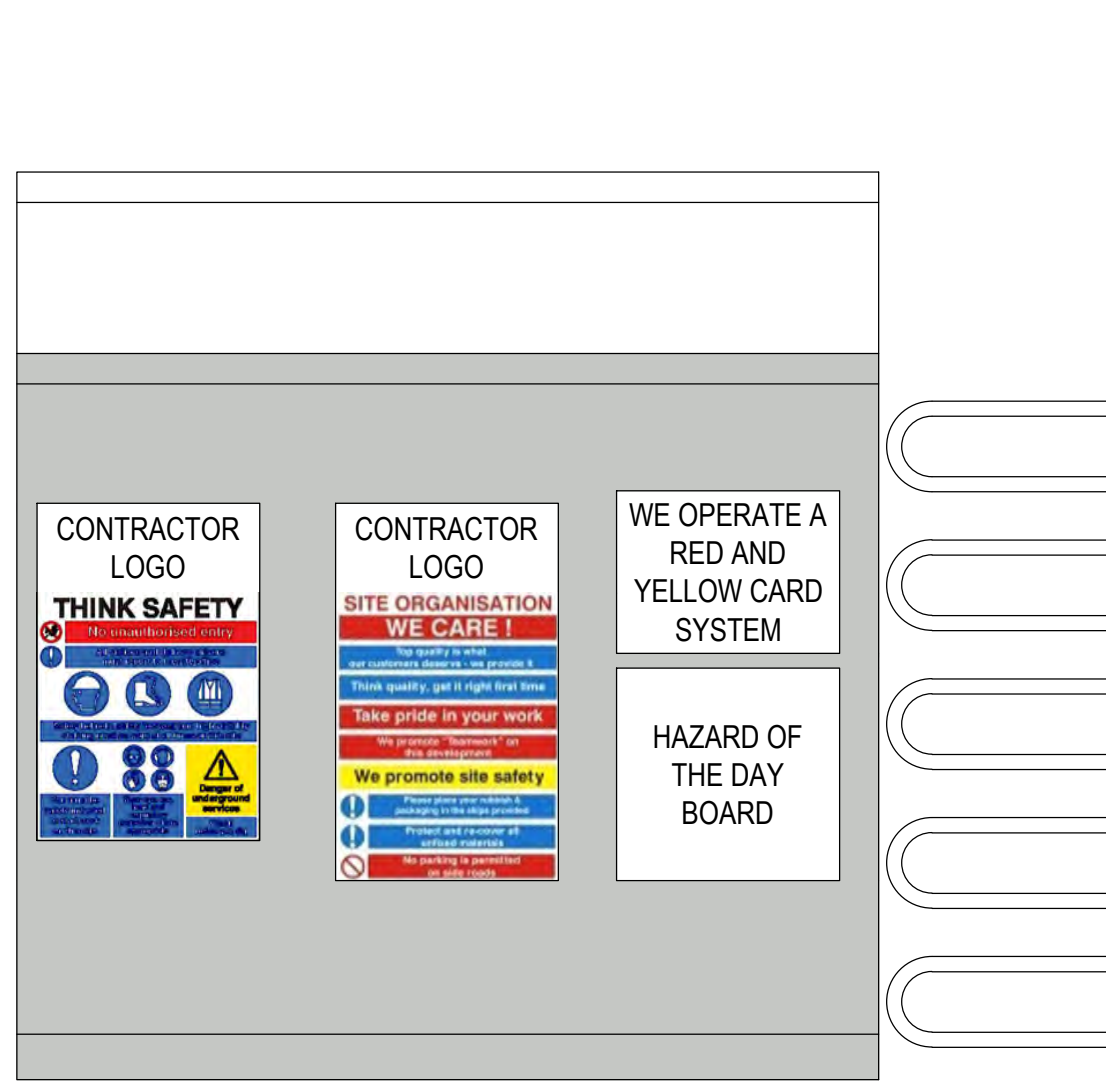




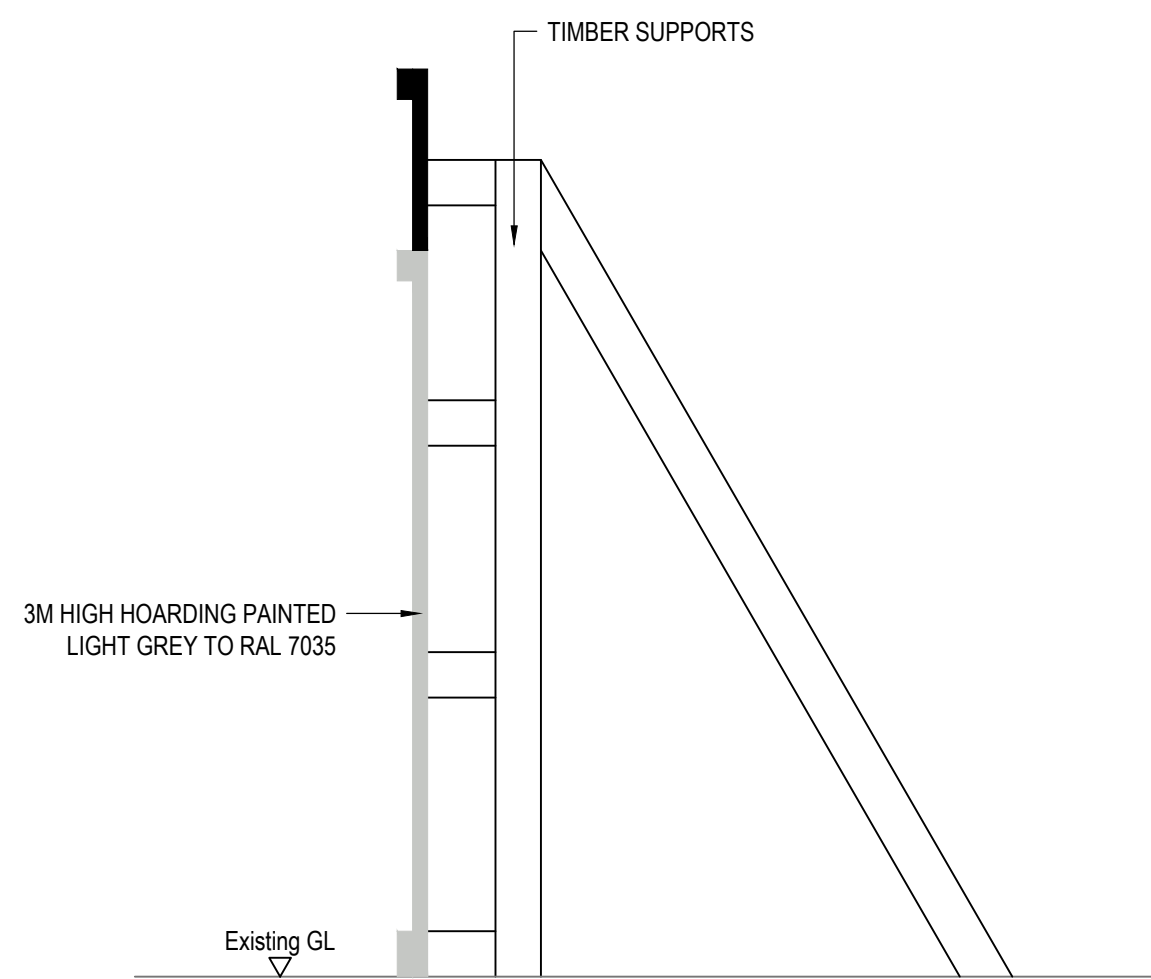
HOARDING STANDARD DETAIL
1:25



GATE DETAIL
1:25



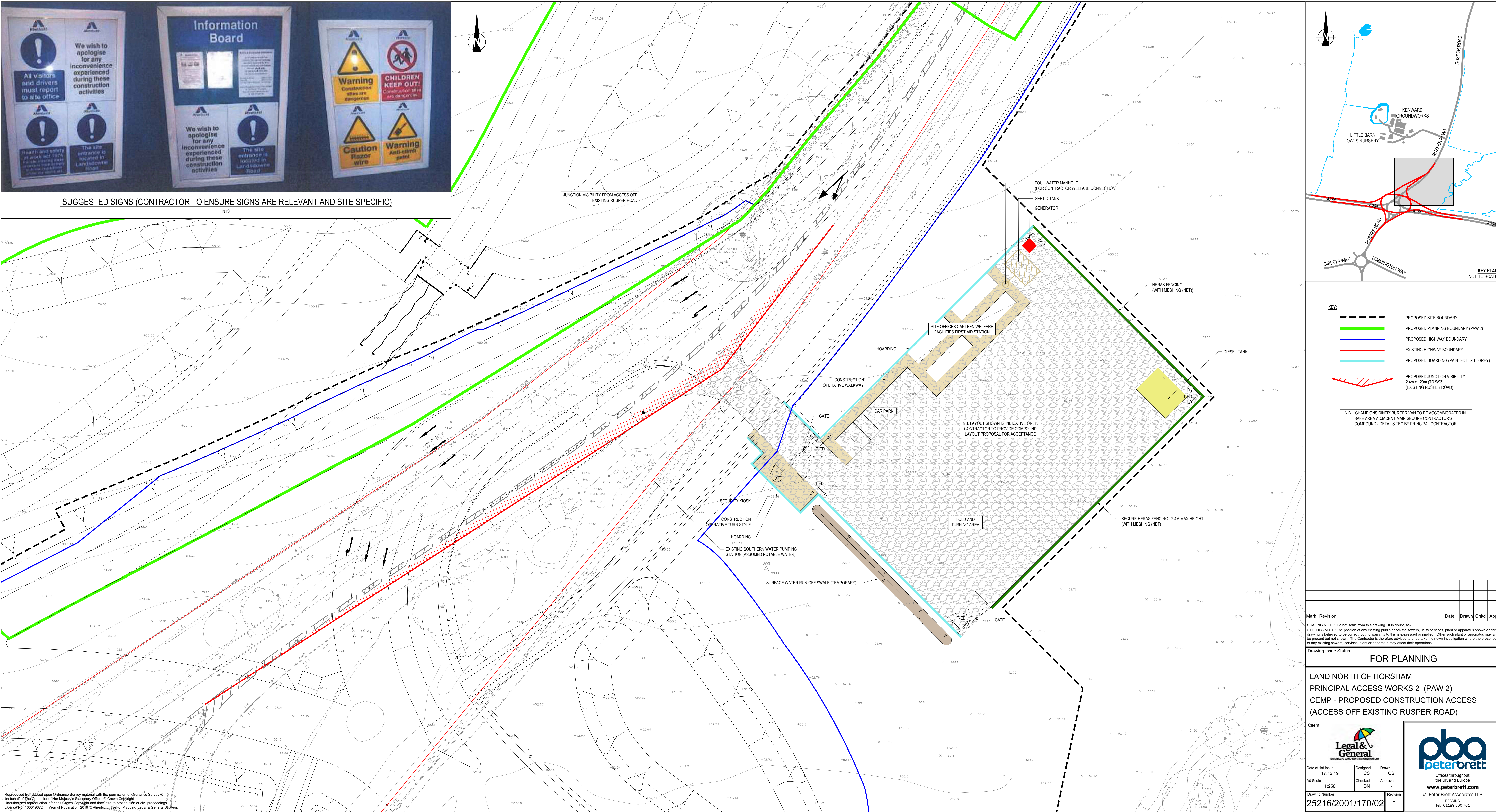
SIGNS BEFORE YOU GO THROUGH THE TURNSTYLE
(INSIDE THE COMPOUND)
1:25



HOARDING ARRANGEMENT FOR PERIMETER OF
RUSPER ROAD CONSTRUCTION SITE COMPOUND
1:25



SUGGESTED SIGNS (CONTRACTOR TO ENSURE SIGNS ARE RELEVANT AND SITE SPECIFIC)
NTS



KEY:

- PROPOSED SITE BOUNDARY
- PROPOSED PLANNING BOUNDARY (PAW 2)
- EXISTING HIGHWAY BOUNDARY
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HOARDING (PAINTED LIGHT GREY)
- PROPOSED JUNCTION VISIBILITY (2.4m x 120m TID 85%) (EXISTING RUSPER ROAD)

N.B. CHAMPIONS DINER BURNER VAN TO BE ACCOMMODATED IN SAFE AREA ADJACENT MAIN SECURE CONTRACTORS COMPOUND - DETAILS TBC BY PRINCIPAL CONTRACTOR

Mark	Revision	Date	Drawn	Chkd	Appd
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SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy or completeness. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR PLANNING

LAND NORTH OF HORSHAM

PRINCIPAL ACCESS WORKS 2 (PAW 2)

CEMP - PROPOSED CONSTRUCTION ACCESS

(ACCESS OFF EXISTING RUSPER ROAD)

Client

Legal & General

17.12.19

Designed CS

Drawn CS

Ad Scale 1:250

Checked DN

Approved

Drawing Number 25216/2001/170/02

Revision

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17.12.19

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CS

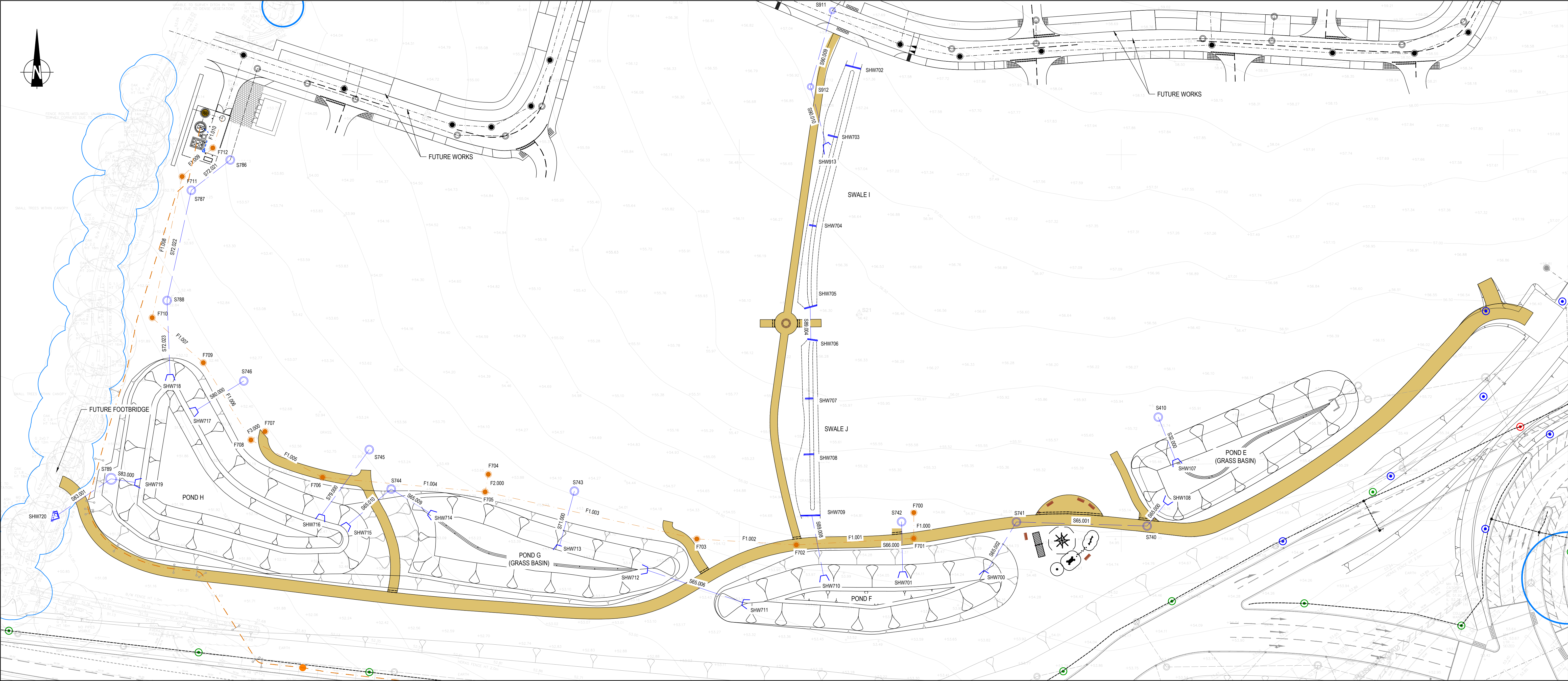
CS

DN

Approved

25216/2001/170/02

Appendix D



- NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
 2. DO NOT SCALE FROM THIS DRAWING USE ONLY PRINTED DIMENSIONS
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND DOCUMENTS.

- KEY:
- PROPOSED FOUL WATER SEWER
 - PROPOSED FOUL WATER MANHOLE
 - RISING MAIN
 - PROPOSED SURFACE WATER SEWER
 - PROPOSED SURFACE WATER MANHOLE
 - PROPOSED HEADWALL
 - FUTURE FOUL WATER SEWER
 - FUTURE FOUL WATER MANHOLE
 - FUTURE SURFACE WATER SEWER
 - FUTURE SURFACE WATER MANHOLE
 - EXISTING FOUL WATER SEWER
 - EXISTING FOUL WATER MANHOLE
 - EXISTING SURFACE WATER SEWER
 - EXISTING SURFACE WATER MANHOLE
 - EXISTING HEADWALL
 - BRIDLE WAY FOOTPATH - COMPACTED SELF BINDING GRAVEL TO WSCC RURAL TYPE B
 - PROPOSED LIGHTING 6m POST TOP TYPE J - REFER TO PAW 2 DRAWINGS
 - PROPOSED LIGHTING DUCTS
 - ROOT PROTECTION AREA FOR CATEGORY B* TREE

DRAINAGE DETAILS SHOWN SUBJECT TO
TECHNICAL APPROVAL

B	LIGHTING AMENDED	29.07.21	RMLM	IJF	PK
A	AMENDED FOLLOWING COMMENTS FROM CALA HOMES DATED 05.07.21	08.07.21	RMLM	IJF	PK
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

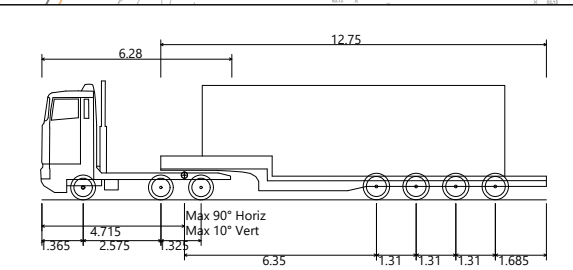
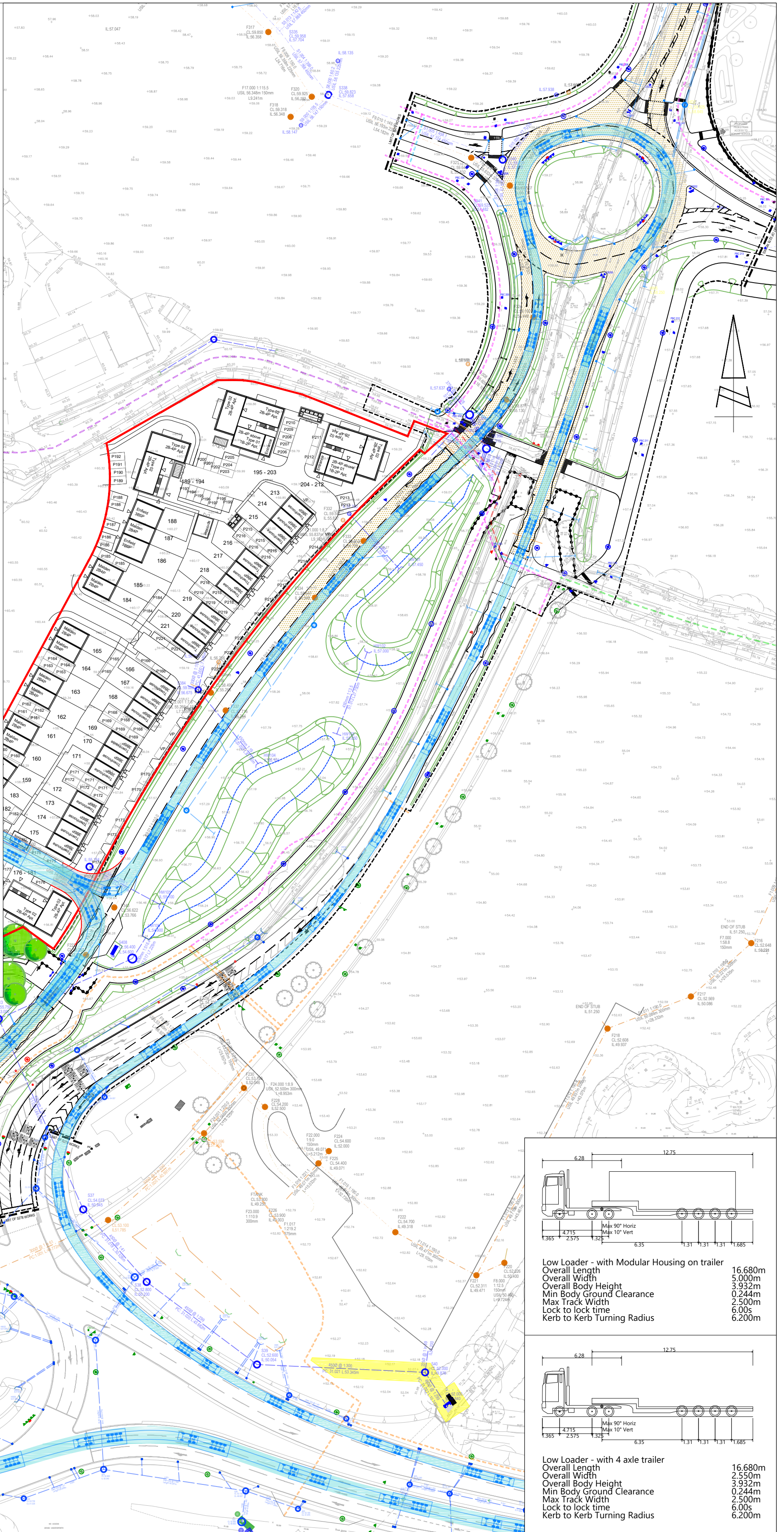
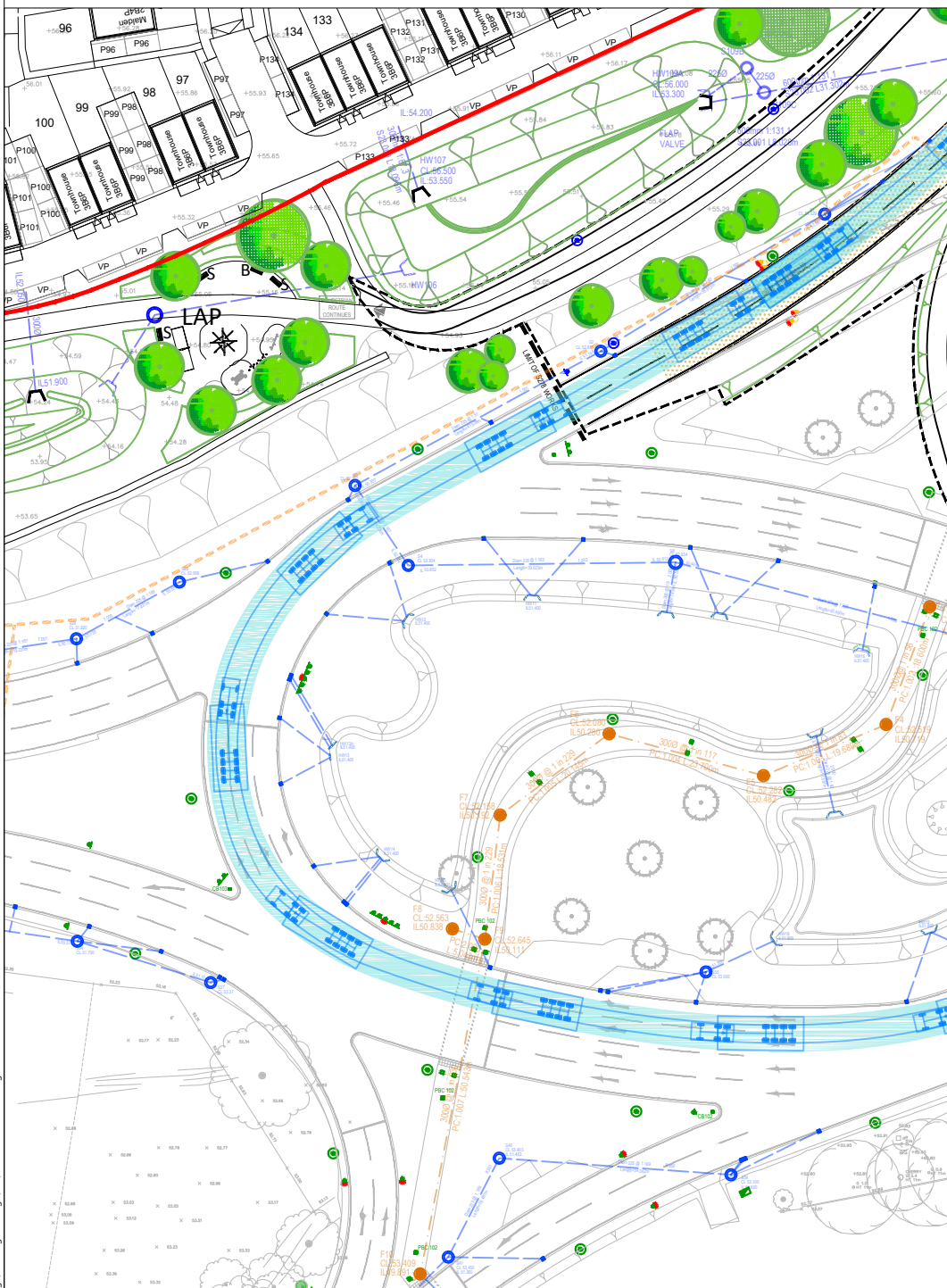
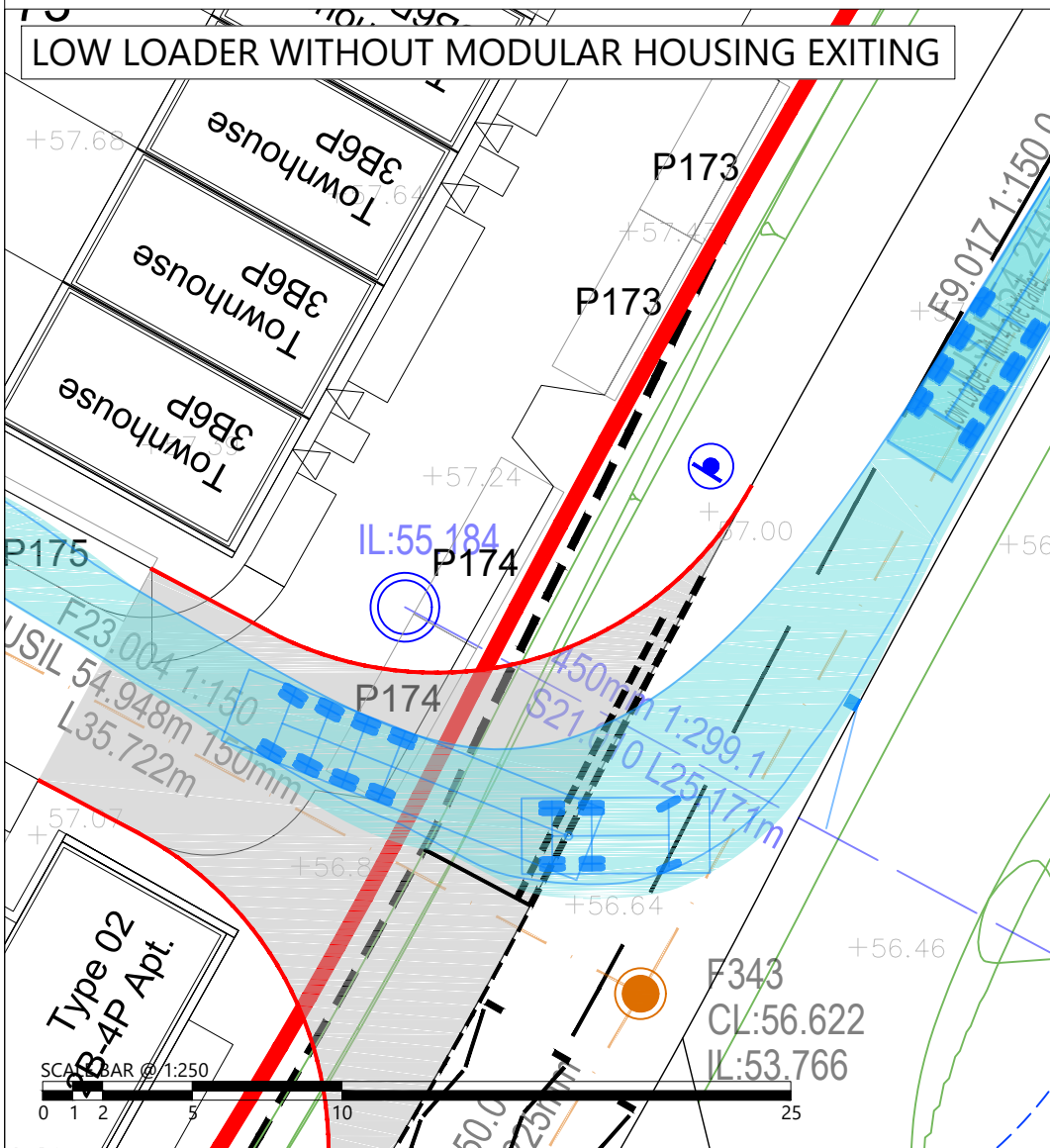
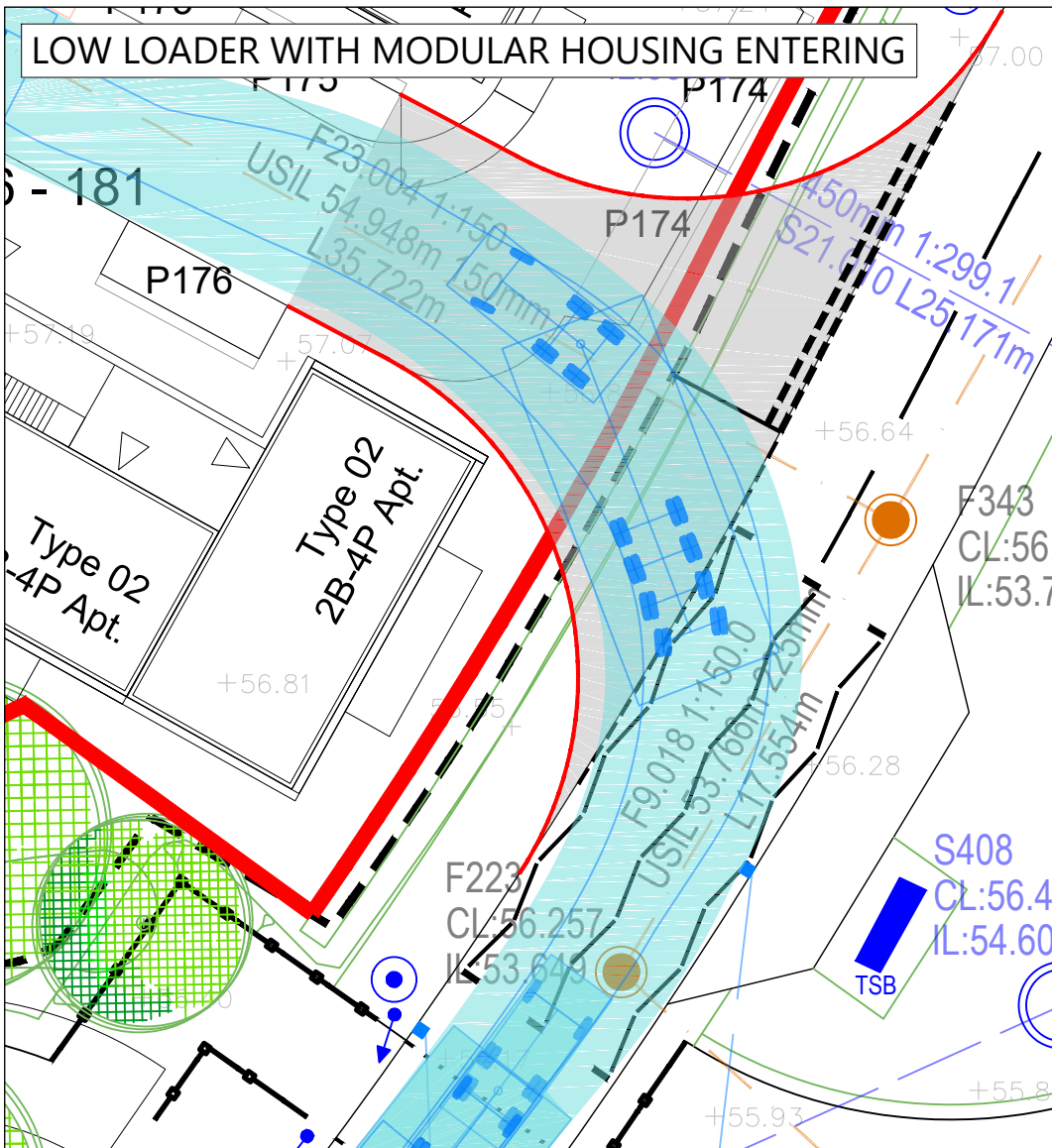
Drawing Issue Status
ISSUED FOR CONSTRUCTION

**LAND NORTH OF HORSHAM
PHASE 1 SOUTHERN BASINS**

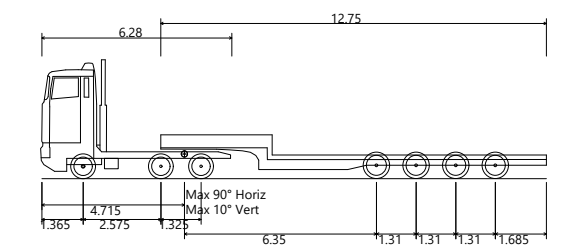
GENERAL ARRANGEMENT

Client								
Date of 1st Issue	02.07.2021	Designed	IJF	Drawn	RMLM	Copyright reserved The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.		
A1 Scale	1:500	Checked	IJF	Approved	PK			
Drawing Number					Revision	READING Tel: 01189 500 761		
25216/2001/SB/010					B			

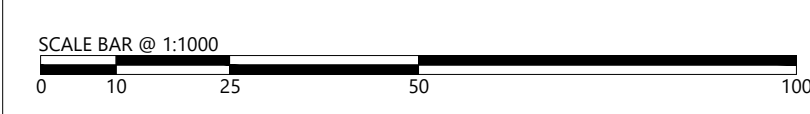
Appendix E



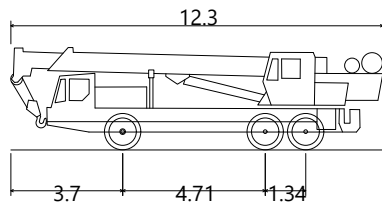
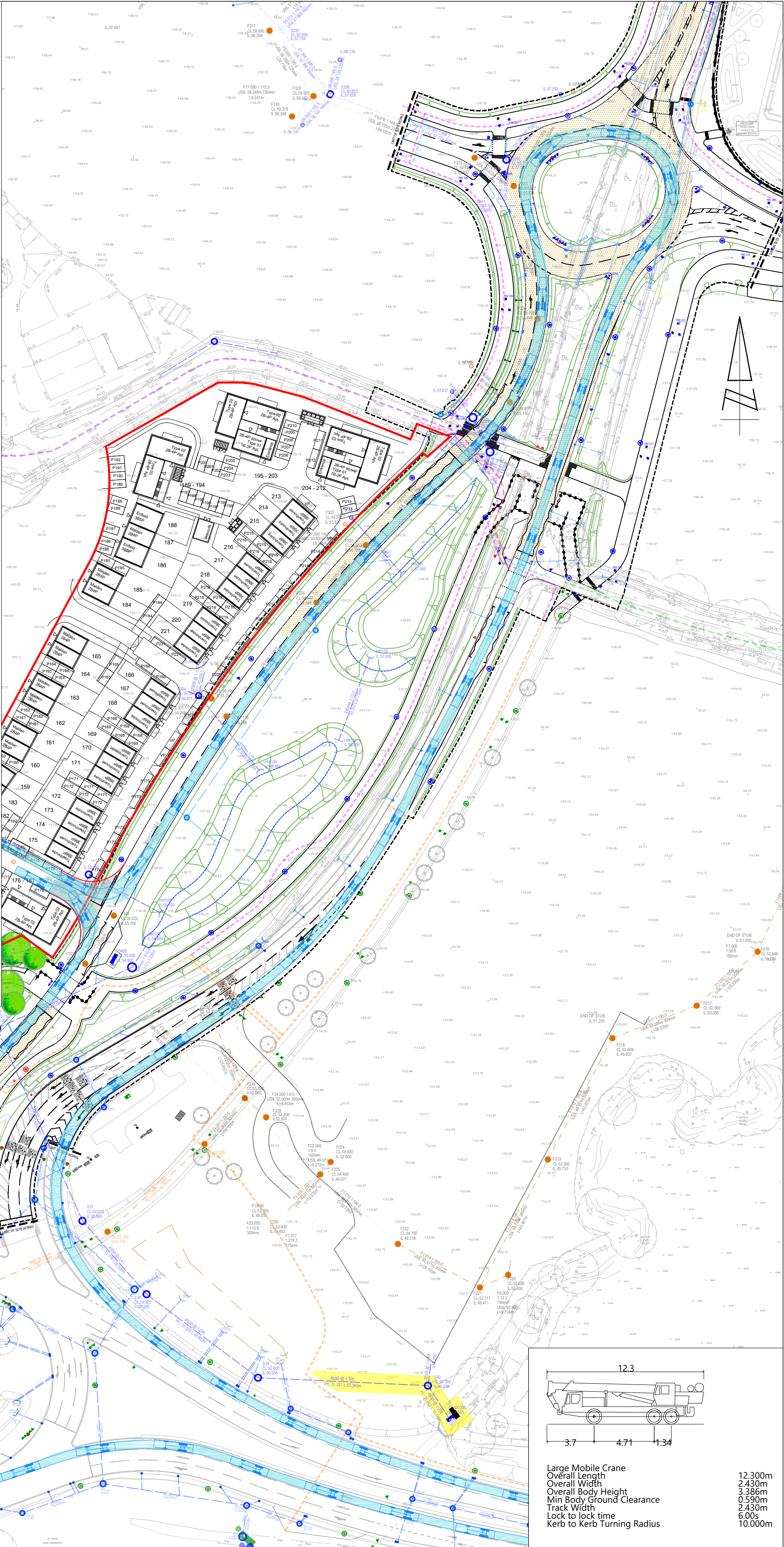
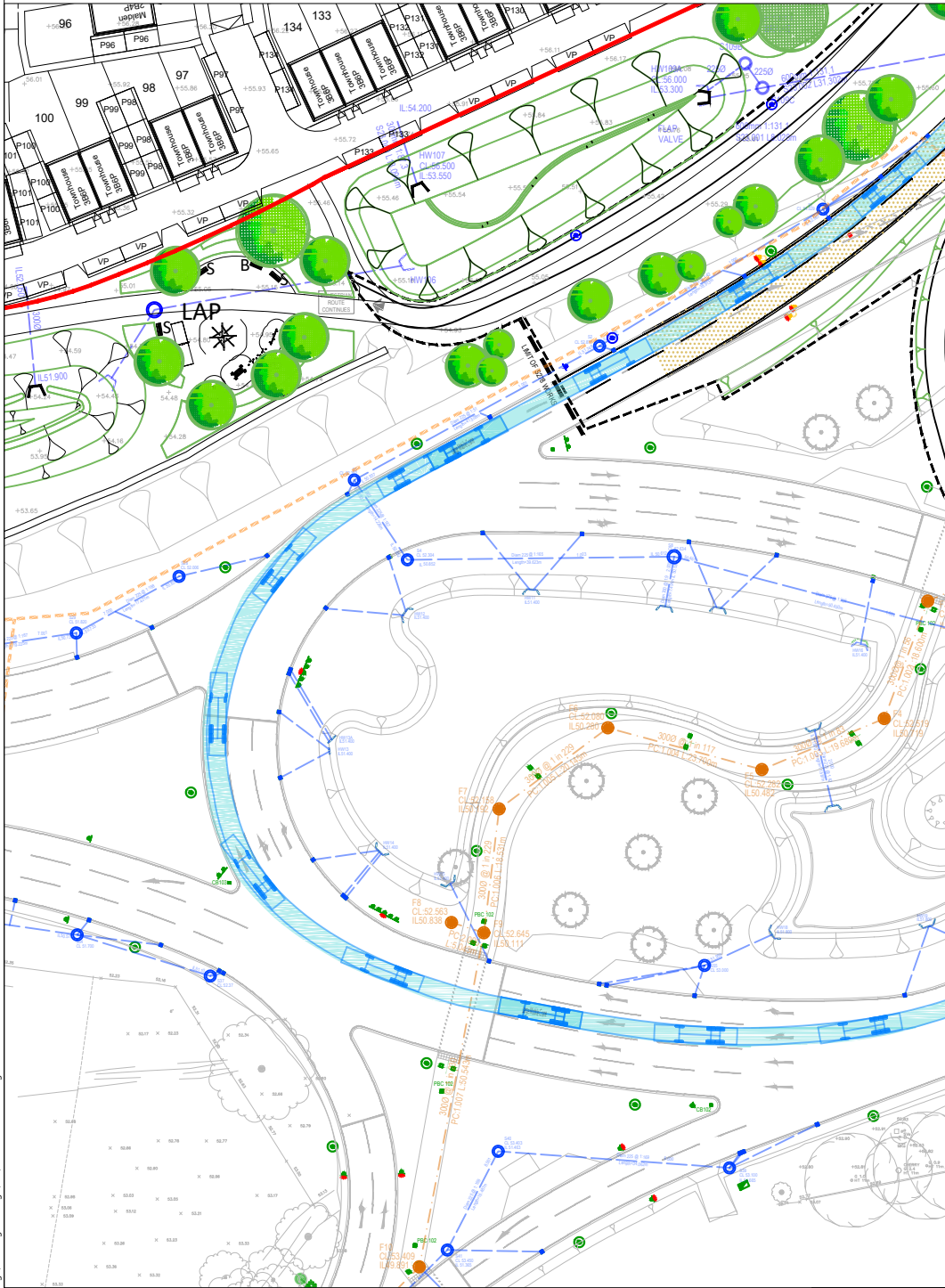
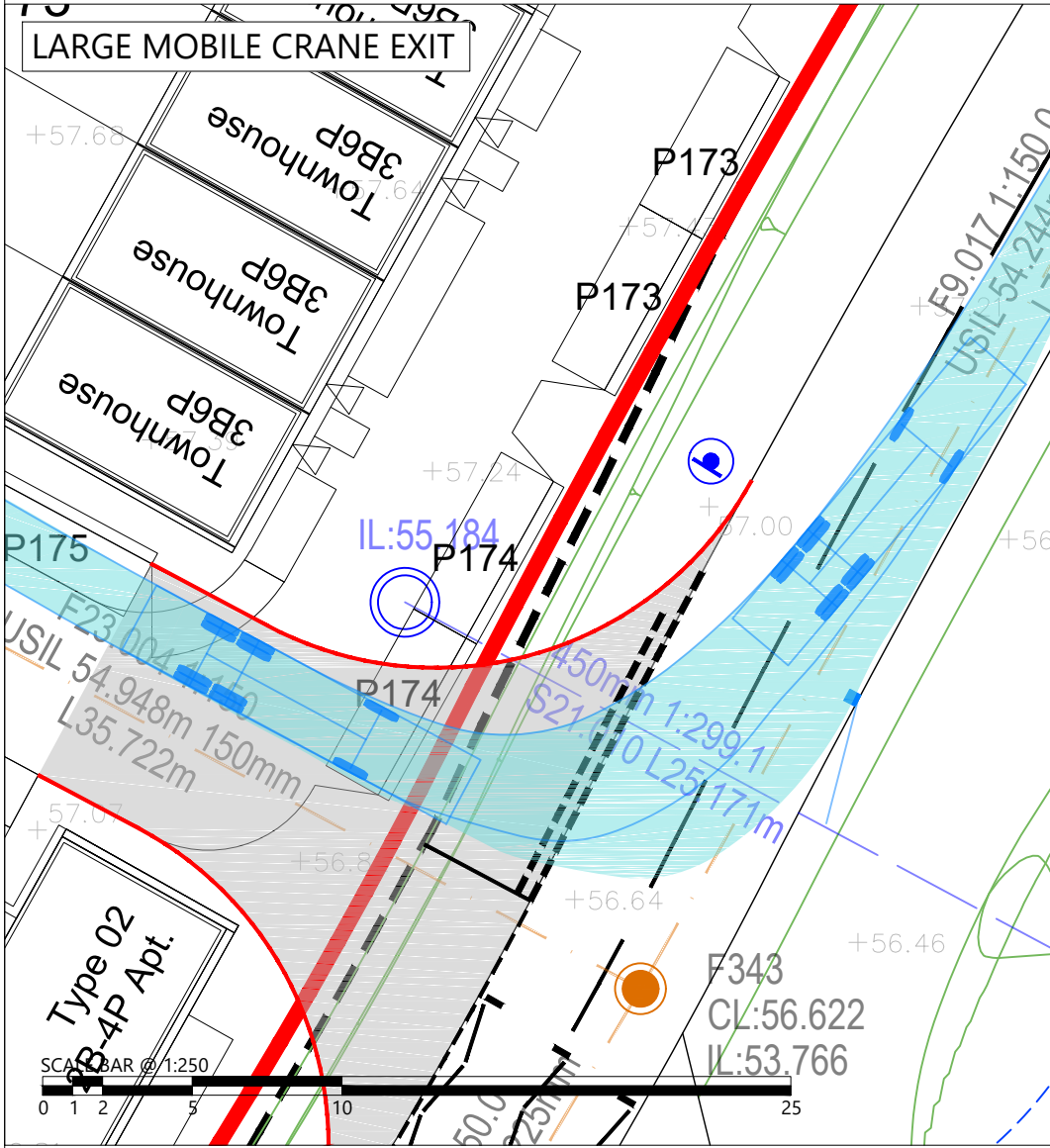
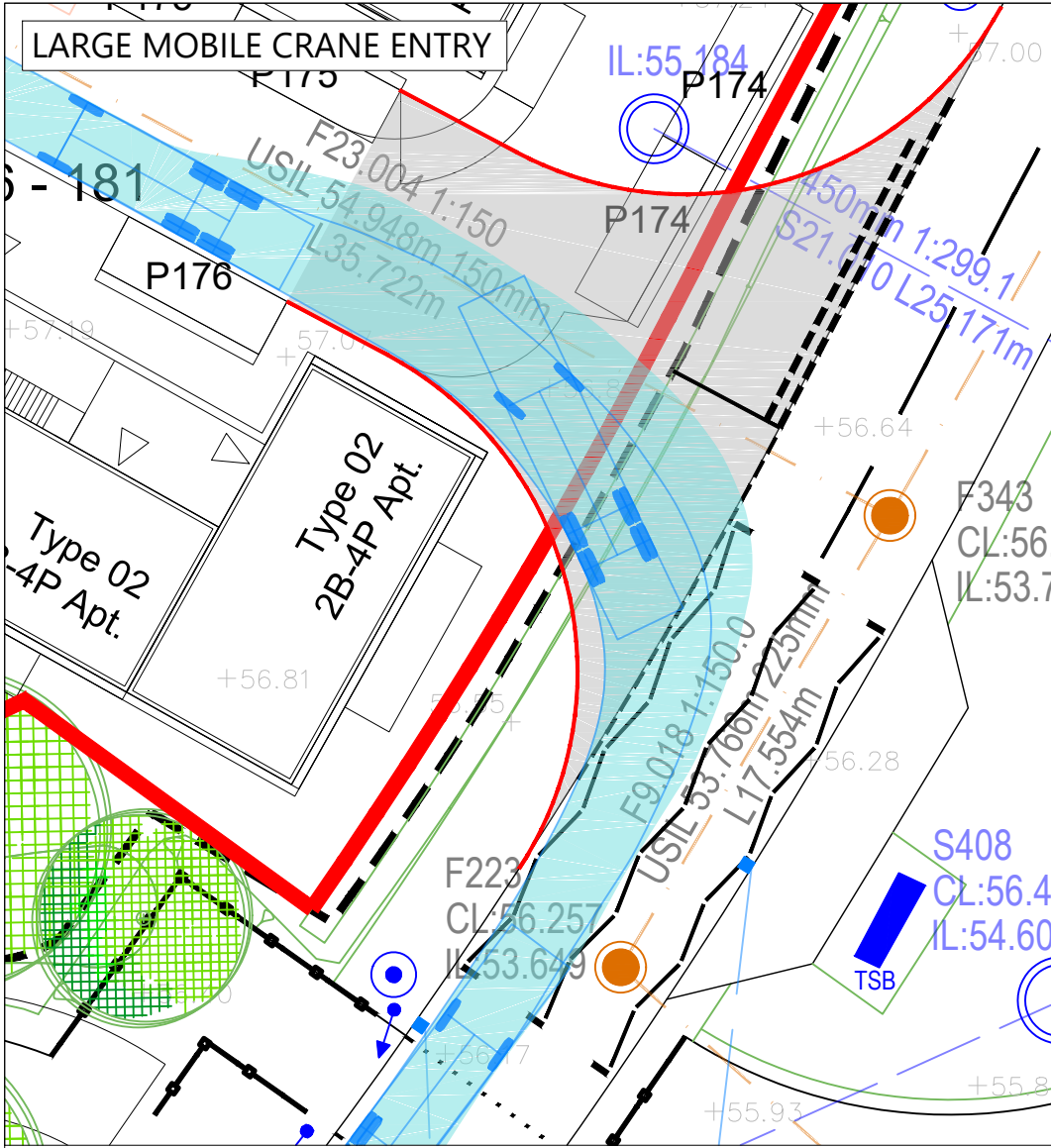
Low Loader - with Modular Housing on trailer
Overall Length 16.680m
Overall Width 5.000m
Overall Body Height 2.932m
Min Body Ground Clearance 0.244m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.200m



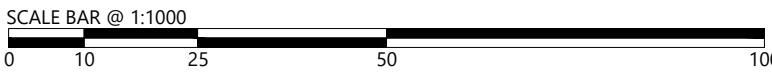
Low Loader - with 4 axle trailer
Overall Length 16.680m
Overall Width 2.500m
Overall Body Height 2.932m
Min Body Ground Clearance 0.244m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.200m



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i-Transport		85 Gresham Street, London, EC2V 7NQ Tel: 020 3705 9215 www.i-transport.co.uk		TITLE:		SWEPT PATH ANALYSIS - LOW LOADER WITH AND WITHOUT MODULAR HOUSING ON TRAILER		DRAWN:		CHECKED:	
PROJECT:		LAND NORTH OF HORSHAM - RM AREA 7		PROJECT No:		ITB16653		SCALE @ A2:		1:1000 / 1:250	
DRAWING No:		ITL16653-GA-011		DATE:		30.04.21		APPROVED:		PH	
REV:		A		REV:		A		REV:		A	



Large Mobile Crane
Overall Length 12.300m
Overall Width 2.430m
Overall Body Height 3.366m
Min Body Ground Clearance 0.590m
Track Width 2.430m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.000m



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CLIENT:

LEGAL AND GENERAL SUBURBAN BUILD
TO RENT AND AFFORDABLE HOMES

TITLE:

SWEPT PATH ANALYSIS - LARGE MOBILE CRANE

PROJECT:

LAND NORTH OF HORSHAM - RM AREA 7

REV	DATE	BY	DESCRIPTION		CHK	APD
STATUS:						
FOR INFORMATION						
DRAWN:			CHECKED:		APPROVED:	
JD			BC		PH	
PROJECT No:			SCALE @ A2:		DATE:	
ITB16653			1:1000 / 1:250		11.10.21	
DRAWING No:					REV:	
ITL16653-GA-013						



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