CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN FOR THE PROPOSED DEVELOPMENT AT LAND AT PLATTS ROUNDABOUT, NEWBRIDGE ROAD, BILLINGSHURST.

FINAL Version 1.0

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1 Introduction

1.1 Background

This Construction Environmental Management Plan (CEMP) has been prepared to support the planning DC/20/1165 for the erection of a petrol filling station with convenience store and sandwich bar, car wash, jet wash and car parking; motorcycle showroom and workshop with associated car parking; outline planning permission for flexible employment space (B1b/B1c/B2/B8) totalling 4,627sqm with associated car parking and circulation space (scale, landscaping and appearance reserved); new access to the site from A272 and a pedestrian link to a footbridge over the A29.

Approval was granted on the 23 September 2020 with a pre-commencement condition relating to a Construction Environmental Management Plan (CEMP).

The contents of the CEMP Condition is presented below:

No development within Phase 1b of the development hereby permitted, including any ground clearance or site levelling, shall commence until a Construction Environment Management Plan (CEMP) for that phase has been submitted to, and approved in writing by the Local Planning Authority.

The approved CEMP shall be a single document relating to that phase of development, and shall be strictly adhered to throughout the construction period.

The CEMP shall provide for, but not be limited to:

i. An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
ii. A description of management responsibilities;
iii. A description of the construction programme which identifies activities likely to cause high levels of noise or dust;
iv. Site working hours and a named person for residents to contact;
v. Detailed site logistics arrangements;
vi. Details regarding parking, deliveries, and storage;

vii. The anticipated number, frequency and types of vehicles used during construction;
viii. Details of construction traffic routing, including site access;
ix. Details of any construction-related floodlighting, including location, height, type, timing and direction of light sources and intensity of illumination;
x. Details regarding dust and noise (including vibration) mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;
xi. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;
xii. Communication procedures with the local community regarding key construction issues - newsletters, fliers etc.
xiii. Locations and details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
xiv. The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
xv. Details of a scheme for the recycling/disposing of waste resulting from site clearance and construction works.

The CEMP is divided into the following sections:

- General Site Information;
- Environmental & Site-Specific Sensitivities;
- Construction Environmental Management Plan; and
- Monitoring.

The CEMP is a dynamic live document and must be updated when additional site-specific information becomes available.

This report must be kept on site during the development and undergo a review every three months during the project to identify changes.

Table 1 CEMP Review Schedule

Next Review Date	***Review Date Undertaken***	***Comments/Revisions to CEMP***
3 months from project start		

1.2 Project Phasing

There is no schedule to date for the site development, the table below will be updated once this information is available:

Table 2 Programme of Construction Activities

Activity	***Programme***

2 General Site Information

The following section outlines the site location, general overview and relevant contact details.

2.1 Site Setting & Location

The site is located at:

Land at Platts Roundabout
Newbridge Road
West Sussex
Billingshurst

The site is centred on National Grid Reference TQ 07923 25888, (Easting: 507923, Northing: 125888), presented in Figure 1.

2.2 Working Hours

Demolition, construction work and associated activities, other than internal works not audible outside the site boundary, will only to be carried out between 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.

There will be no work on Sundays or public holidays without the prior written permission from the Local Planning Authority (LPA).

If construction activities are required for reasons of engineering practicability, season, weather and/or safety, the associated extended working hours will be agreed with the LPA in advance.

Any works required in an emergency or, if not completed would be considered an environmental risk or unsafe, will be carried out with LPA being informed as soon as feasibly possible with the reasons for the unforeseen activity and anticipated duration of remedial works.

3 Contact Details

The following contact details relevant to the proposed development are shown below:

Contractor: David Pegley, Pegley Groundworks
Address: Jays Barn, Newpound Lane, Wisborough Green, West Sussex, RH14 0EG
Site Supervisor/Foreman: David Pegley
[redacted]

Applicant: Sexton Holdings Ltd

Agent: WYG Planning
Address: 90 Victoria Street Bristol BS1 6DP
Email: bristol.planning@wyg.com
Telephone: 01179 254393

Local Planning Authority: Horsham District Council
Planning Case Officer: TBD
Address: Horsham District Council, Parkside, Horsham, West Sussex RH12 1RL
Telephone: 01403 215100

Environment Agency Incident Hotline: 0800 80 70 60

4 Environmental & Site-Specific Sensitivities

The following section outlines environmental and site-specific sensitivities.

4.1 Geology and Hydrogeology

The site lies on the Weald Clay Bedrock geology consisting of sandstone and mudstone.

The Weald Clay is made up of dark grey thinly-bedded mudstones (shales) and mudstones with subordinate siltstones, fine- to medium-grained sandstones, including calcareous sandstone (e.g. Horsham Stone Member), shelly limestones (the so called "Paludina Limestones") and clay ironstones[1].

The Weald Clay Mudstone is classified as Unproductive Strata and the Sandstone component as Secondary A, the aquifer classifications are presented in Table 2:

Table 3 Aquifer Designations[2]

Designation	***Definition***	***Geology on Site***
Principal Aquifer	Principal aquifers are layers of rock or drift deposits that have high intergranular and/or fracture permeability, meaning they usually provide a high level of water storage and transmission. They may support water supply and/or river base flow on a strategic scale.	NA
Secondary A	Permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers.	Weald Clay Sandstone
Secondary B	secondary B aquifers are mainly lower permeability layers that may store and yield limited amounts of groundwater through characteristics like thin cracks (called fissures) and openings or eroded layers	NA
Secondary Undifferentiated	Secondary undifferentiated are aquifers where it is not possible to apply either a Secondary A or B definition because of the variable characteristics of the rock type.	NA
Unproductive Strata	These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow.	Weald Clay Mudstone

The site is not located in a Source Protection Zone.

4.2 Surface Water Features

Based on a review of the Ordnance Survey mapping there is a drainage ditch along the northern boundary of the site that is likely to drain to the River Arun Main River 1km west of the site.

4.3 Environmental Designations

There is the Upper Arun Site of Specific Scientific Interest (SSSI) located 1km east of the site with the only Statutory Environmental Designation within 500m is the Nitrate Vulnerable Zone that is present in the area.

[1] BGS Lexicon of Named Rock Units - Result Details

[2] http://apps.environment-agency.gov.uk/wiyby/117020.aspx

5 Construction Environmental Management Plan (CEMP)

The following section outlines the proposed approach to construction identifying the mitigation required to reduce and, where possible, remove the environmental impact of the construction and the impact on the amenities for neighbouring residents.

To address points raised in the Planning Condition, this document is divided into the following sections:

- Housekeeping;
- Waste Management;
- Traffic and Vehicular Movements;
- Air Quality and Dust Management;
- Noise & Vibration;
- Lighting;
- Communications; and
- Monitoring.

ALL STAFF WORKING ON SITE MUST BE MADE AWARE OF THE MITIGATION MEASURES IDENTIFIED IN THIS CEMP.

The site will be registered with the Considerate Constructors Scheme[3] and advertised on site hoardings.

5.1 Housekeeping

5.1.1 Tool Box talks

All employees shall be provided with an appropriate induction and ongoing briefings through tool box talks regarding management of environmental issues and mitigation measures outlined in this CEMP.

5.1.2 Materials & Plant Storage

Good housekeeping and environmental management will reduce the risk of pollution incidents in the area.

Bulk storage of chemicals and hydrocarbons (oils) must be carried out on impermeable surfaces in accordance with British Standards. Storage of fuels, oils and any other chemicals on site must be contained within bunded areas capable of holding 110% of the total capacity of fluids.

Bunds must be secure and capable of capturing and holding fugitive emissions in the event of attempted theft and or accidental spills. Regular maintenance of plant and machinery on site will ensure best practices are followed.

Where refuelling of plant and equipment is required on site it must take place using drip trays, with the operator present at all times. Where a secure, hardstanding area is not available then a temporary bunded and lined area must be used i.e. impermeable sheets, drip trays and sandbags.

On completion all fuels must be returned to permanently bunded storage areas. These bunded store areas will be made secure at the end of each working day.

[3] https://www.ccscheme.org.uk/

The proposed site layout is presented in Figure 2.

5.1.3 Pollution Spills and Environmental Incidents

In the event of a fugitive emission the following mitigation is recommended:

- Spill kits must be present on site at all times, including absorbent mats, granules, shovels, gloves and temporary drain seals/covers;
- Refuelling of plant and machinery on site will take place using drip trays or in temporary bunded areas;
- All storage of hazardous liquids, for example hydrocarbons/fuels, will be carried out in a bunded area with an impervious base to present spillage and leaks;
- Maintenance of plant and machinery shall be carried out along with visual inspection to reduce the risk of catastrophic loss of product to the environment; and
- In the event of a significant leak/spill and/or discovery of contamination occurs the following procedure, presented in Chart 1, will be adopted:

Chart 1 Encountering Unexpected Contamination - Spill Response



If safe to do so, the spill kit on site must be used to clean up any spills and/or report to Local Authority.

In the event of unanticipated contamination in the sub-surface contact with the Environment Agency, LPA and a qualified environmental consultant will be made.

5.1.4 Temporary Hoarding & Security

The site will be secured with hoarding along the boundary.

Maintenance of the fencing will take place during the development and the site gates will host a signboard with the details of the Main Contractor and Site Supervisor/Foreman as well as the details of the local authority and progress of the development.

All tools and plant on site will be secured at the end of each working day and weekends with access gates locked to prevent unauthorised access.

5.1.5 Wheel Washing

Wheel washing will be made available using a jet washer near the egress of the site. Runoff will be controlled on site using sand-bags (or similar) to prevent spoiling of public highways and pavements.

Figure 2 presents the location of the proposed wheel-washing facilities.

A street sweeper will be deployed by the Main Contractor in the event that highways are impacted by vehicles leaving the development.

5.2 Waste Management

Waste will be derived during the demolition and development process.

Re-use, reduction and recycling is encouraged to limit the amount of waste produced on site.

5.2.1 Waste Management Mitigation

Where required, waste arising from site will be removed by a licensed contractor and disposed of in line with duty of care.

Waste must be minimised by encouraging the reuse of materials where feasible.

Storage and segregation of waste will prevent harm to human health, amenity and the environment through nuisances such as dust, odour or pests.

Construction waste will be stored in suitable containers and appropriately maintained:

- Recyclable - recycled containers/wheelie bins;
- Reusable – salvage;
- Compactable - visiting compactors/wheelie bins;
- Non-compactable – skips;
- Hazardous – Specialist Licensed removal from site.

The waste storage area is presented in Figure 2.

Prior to collection, waste will be contained and covered using a suitable tarpaulin (or similar) to prevent fugitive emissions (dust) migrating off-site and protect the area from the elements and rodents.

To reduce the potential for pests the waste areas will be kept tidy, clean and well maintained at all times.

Daily inspections shall take place and any requirement for pest removal will be carried out by a professional pest control company who is a member of a recognised trade body.

No fires are permitted on site.

5.3 Traffic and Vehicular Movements

Vehicles will access and exit the site in the north from the A272 presented in Figure 2.

5.3.1 Traffic Mitigation – Parking and Visitors

Contractors are encouraged to car-share where possible.

Parking will be available on site for staff and visitors along the northern and southern boundaries of Phase 1b.

All efforts will be made to maintain unimpeded access to all surrounding roads and keep access clear at all times for road users.

5.3.2 Deliveries

Deliveries will be managed by the Main Contractor. Deliveries will be met by a member of the construction team in suitable PPE who will assist with the offload and control pedestrian and vehicular traffic.

Deliveries will all enter the site and no offloading will take place outside the site on the A272.

Guidelines presented in the Fleet Operator Recognition Scheme (FORS[4]) must be followed for all deliveries, preferably with accredited fleet. Methods of loading and unloading must be covered in the Health and Safety Method Statements.

All lifting on site will be carried out by a competent person, with plant authorisation and a vehicle certificate.

All vehicles will be checked prior to leaving the construction area to confirm loads are secure and wrapped where necessary.

5.3.3 Site Traffic Rules

The anticipated number, frequency and types of vehicles used during construction will fluctuate, dependent on the nature of work on site.

The following key traffic rules must be observed at all times:

I. All vehicles entering site must be regularly maintained and fit for purpose;
II. All nearby Safety and Traffic signage must be obeyed;
III. Beware of pedestrians and site operatives at all times, particularly when entering and exiting the site;
IV. Beware of other vehicles on site;
V. 5mph on site speed limits must be adhered to; and
VI. Be considerate and polite to all road users and pedestrians.

The vehicles visiting the site are listed below:

- Skip lorries;
- Rigid tippers;
- Plant and machine deliveries by artic low loaders; and
- 13 tonne machine for demolition breaking out.

5.4 Air Quality and Dust Management

5.4.1 Dust, Dirt and Emissions

Air quality can be temporarily impacted by extensive dust/exhaust fume inducing processes and Non-Road Mobile Machinery[5] (NRMM).

The provisions of the Air Quality Standards Regulations 2010, the Environment Act 1995, Environmental Protection Act 1990 and all other pertinent legislation will be complied with.

The following mitigation methods on site are based on the following principles:

- Methods and materials will be used to ensure that dust generation is minimised;
- Prefabricated materials will be used wherever possible; and
- Dust generating activities are to be located away from sensitive receptors. An adequate supply of water for damping down dust with sufficient hoses to reach all parts of the site

[4] The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency and environmental protection.

[5] Non-road mobile machinery refers to mobile machines, transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads.

will be present. If possible, water supplies will be conveniently located, for example, near dust generating activities and site exits[6].

5.4.2 Air Quality, Dust, Smoke & Odour Mitigation

Prior to the use of any NRMM on site registration will take place with an inventory being compiled.

The following air quality and dust mitigation measures will be adopted, they have been divided into two work areas:

1. Practices in construction; and
2. Plant mitigation methods:

Table 4 Work Area Mitigation Methods

Work Area	Mitigation Method
Practices in Construction	Use of on-tool extraction units where feasible.
	Wetting down of ground and materials where dust is emitting.
	Scaffold wraps and hoarding at the gates will reduce dust emissions from the site.
	Hoarding to be cleaned using wet methods.
	Hand-cutting materials where feasible.
	No bonfires are permitted on site.
	Consideration of reducing dust emissions in the design and procurement phase through selecting the correct sized materials to reduce cutting on site.
	Where feasible carrying out dust emitting works off-site and getting materials delivered.
	All fuels, oils and other Volatile Organic Compounds (VOC's) will be stored in secure, sealed, labelled containers.
	Consideration will be made to using prefabricated materials where possible to reduce the potential for localised air pollution.
	Stockpiles shall be covered or seeded to prevent wind whipping and loose materials shall be removed as soon as possible.
	The design and layout of work areas will increase separation distances from potential sources of air pollution, i.e. cutting and breaking will not be carried out next to the eastern boundary where feasible.
	Drop heights from chutes and loading should be kept to a minimum and, if possible, enclosed.
	Mains electricity supply will be used in preference to generators and baffle boards to be used around cement mixers.
	Bulk cement and other fine powder materials shall be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of materials and overfilling during delivery. For construction, for smaller supplies of fine powder materials, bags shall be sealed after use and stored appropriately to prevent dust.
Plant Mitigation Methods	Switching off engines when not in use, no idling.
	Where possible plant and machinery exhausts should be directed up rather than down at the ground to prevent the mobilisation of dust particles form the ground.
	Reduce plant movements to a minimum during dry periods before car parking surface is laid and soils are bare.
	Vehicles and plant must not be over-loaded to prevent labouring.
	All potentially dust emitting deliveries and, haulage leaving the site, must be covered and appropriately secured.

There will be no burning of materials or bonfires on site.

5.5 Control of Noise and Vibration

5.5.1 Noise and Vibration

Any works associated with the generation of ground borne vibrations and/or excessive noise are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 on Saturdays.

During construction there is the requirement to ensure that all noise generated during works is

[6] Document 12 - BRE - Control of Dust from Construction & Demolition Activities.pdf (rbkc.gov.uk)

controlled in compliance with British Standard Code of Practice BS 5228:2009.

BS5228 refers to the need for the protection against noise and vibration of persons living and working in the vicinity of and those working on construction and open sites.

5.5.2 Noise & Vibration Mitigation

The effects of noise and vibration will be mitigated by using the following controls:

- No idling machinery, switch off engines when waiting or not in use;
- Hand-cutting materials where feasible, use of noise-reducing saw blades;
- Engineering controls to modify equipment or the work area to make it quieter such as substituting equipment with quieter equipment; retro-fitting equipment with damping materials, mufflers and erecting barriers;
- Noise reducing baffle boards to be erected around machinery such as cement mixer housings. Positioning of machinery away from boundaries;
- Designing less cuts/on-site alterations to materials, having work carried out off-site and delivered where possible;
- Eliminating noise or substituting a process for a less noisy process is the optimum mitigation. Consideration of a less noisy solutions on Saturdays will take place and, if technically feasible, adopted;
- Noise levels from power tools will be considered when procuring equipment. Manufacturer or supplier information will be used to choose the quietest tools that are effective for the job; and
- Consideration of noise and neighbours when communicating on site i.e. use of mobile phones and considerate use of radios during work hours only.

5.6 Lighting

Site lighting may be required if the project occurs during darker Winter months and will use the minimum luminosity required for safe, secure works.

Any lighting on site will comply with the Institution of Lighting Engineers' guidance note for the Reduction of Obtrusive Light 2020 and the provisions made in the Code of Practice for the Design of Road Lighting (BS5489).

All non-safety related lighting will be turned off outside working hours.

5.7 Communications

5.7.1 Reporting & Communication

Communication and engagement is key including the Local Authority, residents and businesses in the area. It is recommended that neighbours in the vicinity of the site (Newbridge Road to the south and south west and those properties between Newbridge Road to the east and the A29) and are informed of activities that could produce excessive noise or dust in advance, keeping them advised of progress.

Appropriate communication and distribution of information to the local community will be achieved by a Site Contact Board positioned on the access site gates outlining the anticipated tasks to be carried out in the forthcoming month.

This should also include a summary of works completed to date and the following information:

- Name of the Main Contractor, address and person to whom correspondence/complaints should be addressed;
- Name of the Site Supervisor/Foreman and contact details; and
- Anticipated completion of phases/works.

5.7.2 Complaints Procedure

In the event of a complaint from the general public, neighbours and/or Local Planning Authority the incident will be recorded.

Following appropriate investigation, the results shall be communicated to the complainant and reported to the Local Authority if deemed necessary. The site manager must be informed of any deviations from this CEMP as soon as possible following identification of such issues.

Deviations will be reported to the LPA within 24 hours.

It is the responsibility of the Contractor to ensure the appropriate mitigating measures have taken place.

5.7.3 Responsible Persons

A table of responsible persons is presented in Section 8.0 and must be completed prior to commencement.

6 Monitoring

Visual monitoring will take place on a daily (Monday to Saturday) and on an ad-hoc basis linked to the activities taking place.

Monitoring will be carried out by the appropriate member of staff and include observations of:

- Vehicle, tool and plant emissions – noise and exhaust;
- Waste management controls such as ensuring containment of waste derived from demolition/construction;
- Notice boards and signs;
- Perimeter fencing, hoarding and security gates; and
- Complaints procedure – review of investigations and outcomes.

Where specific issues are noted the Site Supervisor, or appointed delegate, shall make the necessary arrangements to improve the operation and resolve the issue.

Findings must be reported back to the complainant along with the mitigation measures deployed, if required, and logged on site. In the event of non-compliance with obvious visual impacts and/or complaints, the following measures shall be implemented:

- If on-site sources are identified, the relevant activities shall be rectified and/or suspended where practicable until remedial measures can be implemented;
- Actions shall be recorded in a site logbook;
- The activity shall then be monitored to ensure that the mitigation measures are working and that there is no repeat incident; and
- If the cause of the alert is not related to site operations, the outcome of any investigations shall be recorded in the site logbook.

7 Figures

Figure 1 Site Location

Figure 2 Site Layout

Figure 1 Site Location



Figure 2 Site Layout



8 Responsible Persons

Name	Company	Role	Telephone Number	Email Address