



Barratt David Wilson Southern Counties

New Place Farm, Pulborough

Construction Environmental Management Plan (CEMP)

December 2024

Originated by: Andrew Shepley
Reviewed by: Graham Box

Currie & Brown

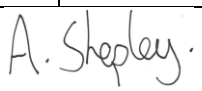
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Originated by:	Andrew Shepley
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Signature: 	

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1. Introduction

1.1 Report Purpose

This report has been prepared by Currie & Brown Ltd (C&B) on behalf of Barratt David Wilson Homes (BDW) to meet the requirements of Planning Condition 3 for the requirement of a Construction Management Plan for Land at New Place Farm, Pulborough, West Sussex.

This report has been prepared by C&B to the instructions and requirements of BDW.

The aim of the Construction Environmental Management Plan (CEMP) is to set out the responsibilities with regards to compliance with legislation and to implement any mitigation measures. This CEMP details management measures to minimise environmental impact from the construction phase of the development.

1.2 Project Background

Outline planning permission is granted (with all matters reserved except for means of access from Glebelands) for the demotion of existing structures and the redevelopment of the site with a residential development scheme of up to 170 dwellings, a countryside park and associated earthworks. To be carried out in accordance with Application No. DC/21/2321 submitted to the Council on 12/10/2021 and subject to compliance with the plans/documents and conditions specified.

1.3 Site Location

Land at New Place Farm, Pulborough covers an area of 16.29 hectares located on the northern edge of Pulborough, within the land ownership of New Place Farm. Most of the site consists of land previously used as a commercial nursery with areas of woodland to the north.

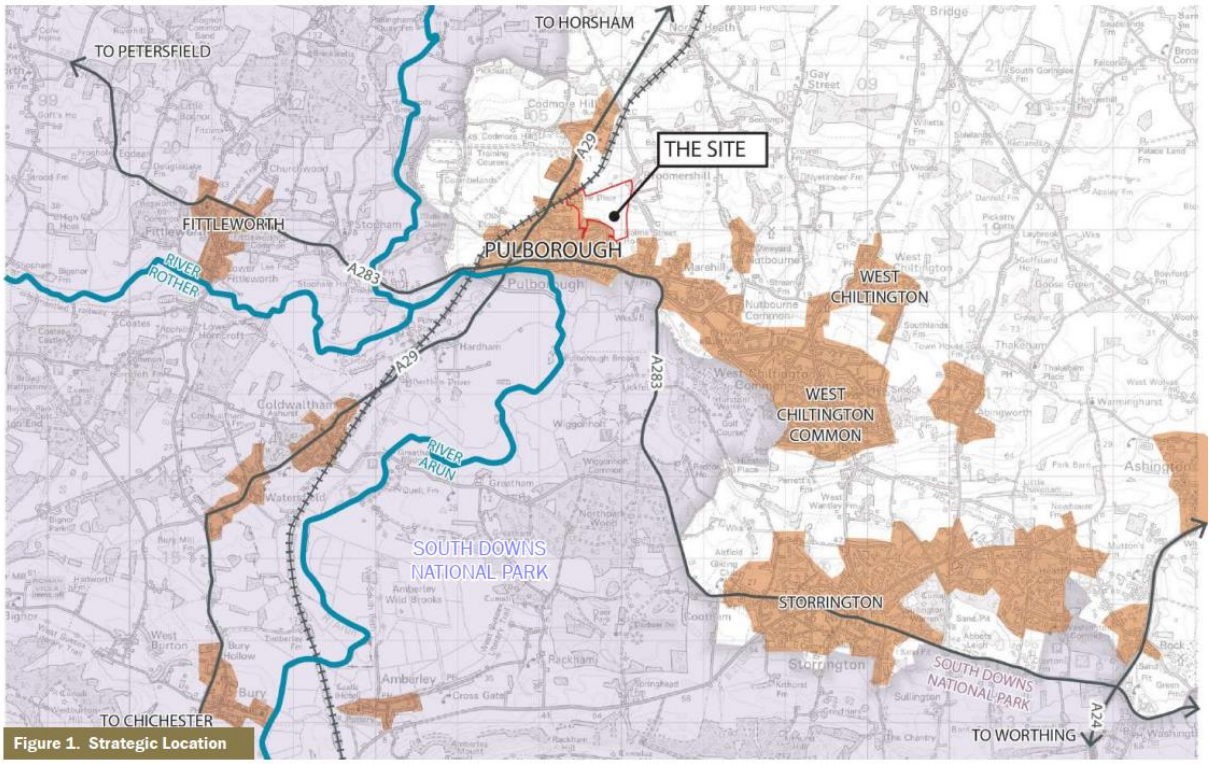


Figure 1. Strategic Location

The Site extends to the Arun Valley Railway Line to the north, with a band of well-established woodland running along this boundary falling northwards to the railway line from a local ridgeline that runs parallel to it.

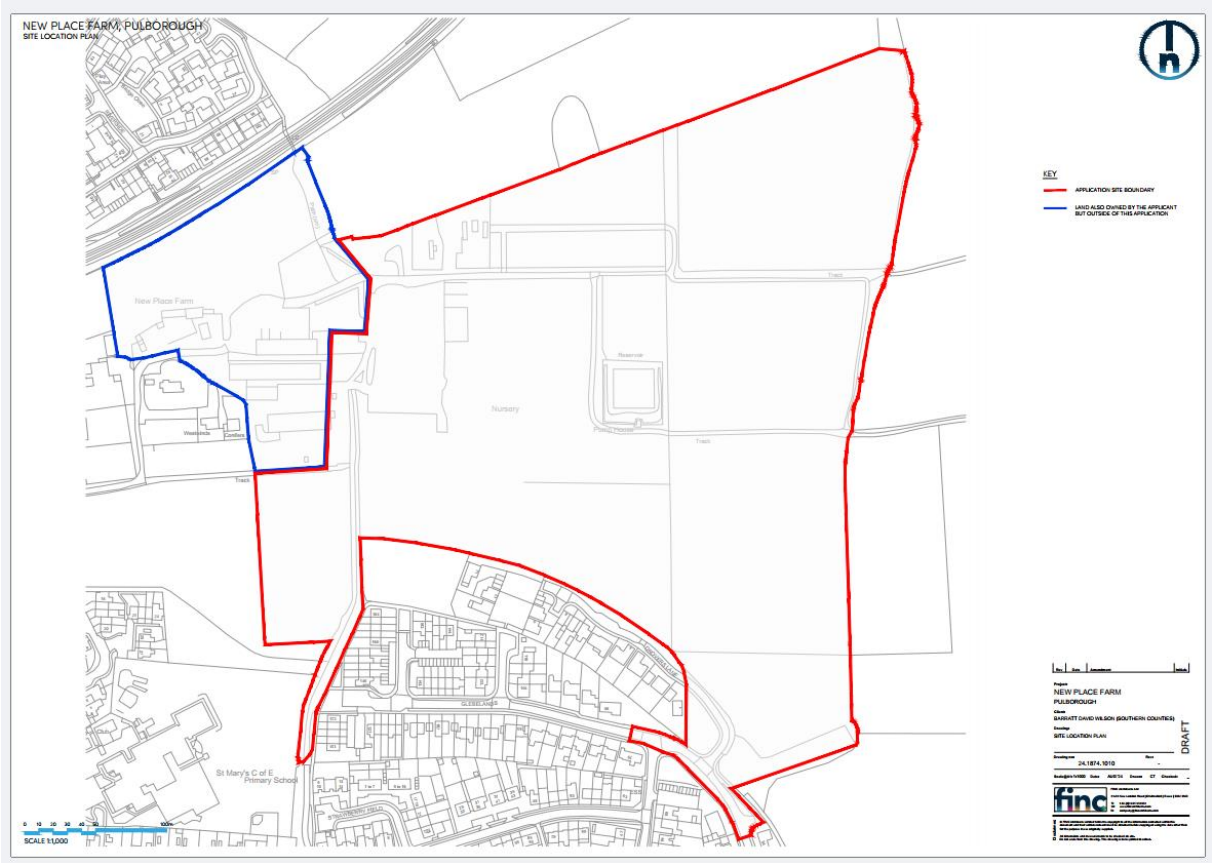
To the west, the red line abuts the curtilage of New Place Manor house and gardens and the curtilage of three existing dwellings lying to the south-east of the manor house.

A bridleway runs north-south through the westerly portion of the Site within a mature band of trees, either side of which are low level buildings and polytunnels, consistent with the site's previous usage.

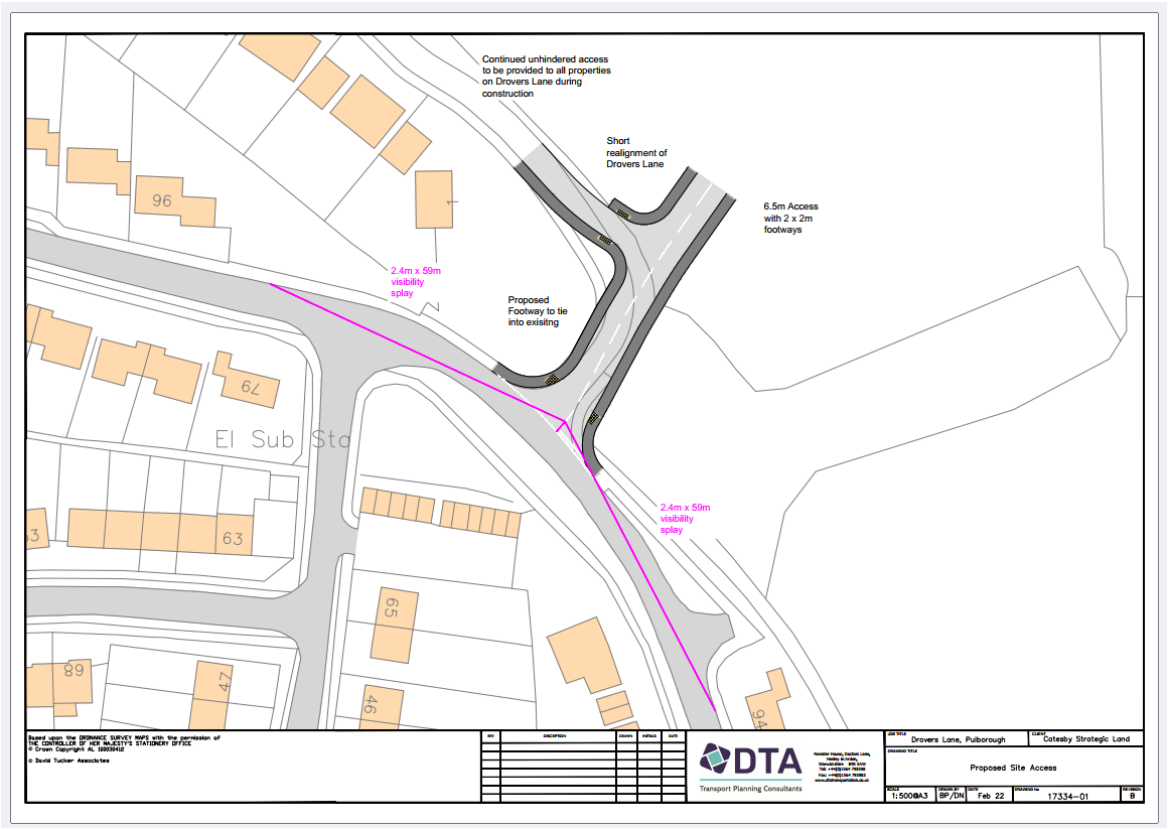
Further east, a band of poplars runs north-south forming a key landscape feature. The Site's eastern boundary abuts the open countryside, a line of trees defines this boundary and screens views into and out of the Site.

The more recent development by Croudace Homes runs along Drover's Lane and overlooks the site, separated by a small, good-quality hedgerow.

(see below)



The main construction access into the site will be from the southern boundary at Glebelands that will be subject to road improvements. (see below)



2. Preliminary Works

2.1 Archaeological Investigations

Prior to commencement of construction works the site is to be subject to phased archaeological investigations which consist of stripping the surface topsoil and investigating and recording archaeological features of interest. The further archaeological investigations can be found in appendix A.

2.2 Offsite Highway Improvements

Primary vehicle access will be off Glebelands via a realignment of Drovers Lane to form a new junction with the site access road and localised amendments to the existing Drovers Lane/Glebelands junction.

The vehicle access will take the form of a standard T-junction and can be found in appendix C.

3. Site Layout

3.1 Sequence of Work

The site is to be developed with works starting in the south of the site and working westwards and eastwards progressively to the north.



Broadly the sequence of work will comprise: -

- Site fencing.
- Establishment of a site compound and secure materials storage area in the northwest of the site.
- External Demolition contractor as Principal Contractor. The site preparation requires demolition of several structures from the site, including removal of old polytunnel slabs/foundations and site clearance.
- Ground works and S278 contractor to be appointed Principal Contractor. On site ground works involving formation of new permanent access into the development, construction of the site roads, sewers and new services infrastructure (as well as making connections to the existing services network), general site earthworks, landscaping and construction of housing foundations to roughly DPC. Construction of the on-site roads will proceed northwards wards and westwards in advance of house construction.
- Superstructure phase, BDW as Principal Contractor. Following handover from the groundworker, BDW will take over the site as Principal Contractor for the Superstructure phase, with works to include all remaining groundworks as necessary, construction of the housing super structure involving brick and blockwork, fit out and landscaping.

- A further overhead power-line diversion will be required in the northwest of the site prior to completion of earthworks, ground works and house construction.

3.2 Construction Access

Hours for delivery will be generally planned to avoid school hours.

The anticipated number, frequency and types of vehicles used during construction, and the method of access and routing of vehicles during construction is unknown until the program is in place and subject to change due to any acceleration / deceleration of the site. General rule will be the provision of a 100-space car park.

BDW will produce a Traffic Management Plan which will be in place as part of the site set up. To ensure that the targets set out in the plan are met, BDW will have a trained traffic marshal/banksman/signaller on site to direct and monitor delivery to site. It is expected that the following plant shown below will be used on site;

- Telescopic forklift truck
- Bunded diesel tank
- Tipping skips and accessories
- Dumpers
- Excavators
- Piling Rig

The following traffic and plant management checks will also be implemented.

- Delivery vehicles whenever practical will avoid ‘peak public traffic hours’ to reduce traffic congestion and nuisance to the existing road and highway network.
- To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of traffic routes.
- Site entrances will be maintained and kept clean and clear. There will be a road sweeper in operation when required and in line with the works activities to ensure no mud is left on the public path and access roads.
- All materials will be loaded within the site compound as shown on the site set up plan to minimise congestion.
- For environmental and road safety all material containers leaving site will be appropriately covered to avoid soiling of the roads and public path.

3.3 Site Compound

See Appendix F – Proposed Site Compound Location Exploratory Note.

The site compound together with contractors parking and materials storage areas will be constructed at commencement of siteworks in the northwest of the site in an area that will become public open space; it is intended that the site compound will remain here for the duration of the development.

BDW standard details and can be found in appendix B.

The location of the site compound is designed to minimise disturbance to local residents from delivery of materials and materials handling on site and the potential for theft. It is located away from sensitive receptors such as existing residents, watercourses and areas of vegetation/trees.

The compound will be suitably arranged to separate workers (and visitors) from vehicles and materials handling operations.

The site compound will include: -

- Secure offices for site management and visitors.
- Identification and display of details for key site management and site rules and safe procedures.
- Meeting rooms.
- Welfare including toilets, washing and drying facilities and eating/rest rooms.
- Designated smoking areas.
- First aid centres.
- Emergency fire-fighting equipment and oil/fuel spill containment equipment.
- Emergency contact details and telephone numbers.
- Designated emergency assembly point.
- Display of all relevant HSE notices and requirements

3.4 Vehicle Parking

Contractors and visitors will be confined to a designated area adjacent to the site compound. As areas of the site are developed and become occupied contractors will not be allowed to park in these areas except where vehicle access is essential for undertaking repairs or maintenance.

The designated vehicle parking area will be suitably surfaced to provide safe all-weather parking and to minimise mud or soils collecting on vehicles.

Suitable on-site signage will be in place to direct all vehicles to designated areas for loading/unloading and parking. Parking will be in designated spaces only.

Contractors and site construction visitors will not be allowed to park on Glebelands or Drovers Lane or on the completed parts of the development. Signs directing contractors to the designated parking area will be in place together with signs forbidding parking elsewhere.

3.5 Materials Unloading/Loading

Materials will be delivered daily to the site throughout the duration of the development by maximum 40-tonne lorries.

Unloading of manufactured items (door and window units, roof trusses etc) together with bricks, blocks, plasterboard and smaller drainage items will generally take place adjacent to the materials storage area by use of all-terrain forklifts and lorry-mounted cranes.

Unloading and storage will be undertaken away from parking areas and pedestrian routes as far as practicable.

Large drainage products (large pipes and manhole rings) will generally be unloaded on the site in the vicinity of their intended use in order to avoid double handling and the increased risks of damage. Similarly, bulk aggregates for immediate use in roads and drainage construction will be end-tipped in the near vicinity of the place of intended use to avoid double handling and waste.

Unloading in the materials storage area will only be undertaken by qualified fork-lift drivers.

Tipping of aggregates will be supervised by a foreman or similarly responsible person on behalf of the groundworker.

Cement mortars will be delivered by tankers and stored in silos. The silos are located in the storage area and will have bunds around them.

Concrete for foundations, kerbs and drains will be delivered to site in ready-mix lorries; the concrete will be discharged directly to excavations or adjacent to them for placement by the groundworker.

No loading or unloading of materials will be allowed on the public highway including Glebelands, Drovers Way or occupied parts of the development. No loading or unloading will be allowed in areas that would block entry or exit of vehicles to designated parking areas and occupied parts of the site.

Waste materials will generally be collected at a number of points around the site in steel skips. These will periodically be collected by fork-lift and placed in main waste skips in the materials storage area for collection and disposal or recycling.

3.6 Storage of Materials

In general construction materials will only be stored in designated areas of the site compound that can be found in appendix B.

Liquid fuels will be contained in bunded containers only. These will be subject to regular inspection and record keeping ensuring there are no losses or spillages. Refuelling of plant and vehicles will only be permitted in designated areas and by suitably qualified personnel. Suitable fuel/oil spill containment equipment will be provided.

Other hazardous materials will be stored in secure container units or purpose-made containers.

Cement mortars will be stored in silos.

Aggregates and topsoil imported and not for immediate use will be stored in bunded areas with covers as necessary to minimise generation or dust or of loss from run-off.

Bricks, timber trusses and precast concrete units will be suitably stored off the ground by use of spreaders or pallets to minimise risk of damage or deterioration.

Damaged or defective materials will be removed from site or segregated for appropriate recycling where possible.

The site is to be subject to a cut and fill earthworks exercise. Temporary stockpiles of soils will be formed away from existing housing. If these are to be in place for longer than say 2-3 months (perhaps because of unsuitable weather for filling) then they will be sealed or seeded or otherwise covered to minimise dust generation and silt run-off.

3.7 Hoarding

The entire site perimeter will be secured against illegal entry by Heras type fencing erected to manufacturers specifications and secured to prevent displacement in high winds. The site fencing plan can be found in appendix E.

The site perimeter will be regularly inspected to ensure security and that it remains in clean and tidy order. The priorities are to prevent entry for theft or vandalism but also by children seeking to play on site.

Signs will be displayed on the hoarding/fencing warning of the dangers of illegal site entry.

3.8 Site Access Road

The approved bellmouth will be constructed using the access point on London Road where a temporary compound will be located. On completion, workers will relocate to the proposed site compound and use the existing network of routes to construct the hall road.

Deliveries will mainly via the constructed bellmouth and transferred to site areas, progressing through the hall road or transferred to the materials store through the existing onsite network. Larger and more infrequent deliveries may be required to use the London Road access on occasion until the hall road is completed. This is expected to take approximately 2 months.

On completion of the hall road, larger deliveries will be delivered through the constructed route and the build process will begin, with the sales arena directing customers through the newly constructed access. Hoarding will be erected to protect visitors and future customers from the construction site, with regular adjustments following the completion of units.

4. Construction Works

4.1 Hours of Working Onsite

No works or activities relating to the implementation of the development hereby permitted (including deliveries of materials and equipment) shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays

To maintain these working hours, contractor(s) will require a period of 30 minutes before and at the end of the working shift to start up and close down the works activities.

4.2 Hours for Delivery of Materials

- Hours for delivery to generally avoid school hours.
- No site deliveries between 08.30 to 09.00 hrs on weekdays.
- No site deliveries after 15.00 hrs on weekdays.
- No site deliveries at weekends.

4.3 Programme

The site will be developed over 3 years in a single phase across two separate RM applications (one for 160 plots and one for 10 plots). The following dates are proposed for the development, however construction dates will ultimately be agreed with Horsham District Council prior to works commencing.

- S278 works Start: March ‘25
- Groundworks Date (external PC contract commences) May ‘25
- Superstructures Works Start (BDW takeover site as PC) July ‘25
- Project Completion December ‘28

4.4 Method of Construction

The proposed buildings will be built using traditional construction methods and facilitated by a telescopic forklift and the use of a mobile crane as required.

Construction phase works will include.

- Hoarding and security of the site
- The establishment of the welfare compound for the construction phase of the project
- Soft strip and enabling works
- Removal of material and underground obstructions (if encountered)
- Foundations
- Construction of the dwellings in a progressive manner
- Internal works
- Pre completion testing
- Landscaping and final works
- Programmed handovers and occupation

A CDM Construction Phase Health and Safety and Environmental plan will be prepared for this which will include the following details.

- Organisational chart and responsibilities
- Health and Safety and Environmental monitoring
- Generic Risk Assessment
- Method Statement checking process
- Site specific plans i.e. lifting plans, temporary works, pollution prevention

- Accident and incident investigation
- Emergency arrangement

The information in the above-mentioned document will highlight the safety checks and procedures that should be in place during the construction of this development. All Personnel will be inducted into this document.

4.5 Waste Management

In April 2008 it became mandatory for any construction project of value over £300,000 to manage their site waste under the Site Waste Management Regulations 2008. This legislation has subsequently been repealed, but it remains good practice for site work management plans to be developed during the construction works. BDW will take all reasonable steps to ensure that:

- All waste from the site is dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991; and materials will be handled efficiently and waste managed appropriately.

The waste hierarchy which will be implemented on site is as follows;

- Prevention/Reduction: Good planning will reduce the amount of waste generated
- Re-use: Products and material can sometimes be used again, for the same or a different purpose.
- Recycling and composting- resources can often be recovered from waste.
- Disposal- Only if none of the above options offer an appropriate solution should waste be disposed of.

Wherever possible, different types of waste should be segregated as they are produced to allow for correct disposal. The site team will review the logistics and check to prevent pollution and cross contamination of waste on site.

4.6 Piling

This information will be updated following completion of field investigation works.

4.7 General Security and Safety

All works undertaken on site are to be subject to appropriate risk assessment and the preparation of method statements in accordance with BDW requirements. All workers on site and visitors will be required to sign in. The records, method statement and risk assessments for all hazardous materials and activities will be kept on site by the site management.

The site will be secured at the end of each day. There will be no presence overnight unless some form of security proves necessary – this is not intended however at this stage.

All plant and vehicles left on site will be parked or left in the secure compound and immobilised where possible.

Power tools and hazardous materials left on site will be securely placed in locked vehicles or storage units.

4.8 Monitoring

The CEMP is a live document and the project team on site will ensure that controls outlined in the CEMP are properly implemented and regularly monitored to ensure their effectiveness. Changes to the controls will be instigated if they are not achieving their objectives. The CEMP will be revised once new changes have been implemented to address the environmental controls set

out. The aim is to ensure control set out remains consistent with environmental regulatory requirements and meet conditions of planning approval.

4.8.1 Environmental monitoring

BDW scheduled monitoring of environmental performance will be conducted during the course of the development. This will enable the overall effectiveness of established environmental measures and compliance procedures to be assessed and allow areas of underperformance to be identified so corrective actions can be taken to strengthen environmental safeguards or improve outcomes.

4.8.2 Safety Inspections

Regular inspections will be carried out on all construction activities and work areas in order to check compliance with this CEMP and regulatory conditions. The results of these inspections shall be recorded as part of the health and safety auditing procedure.

4.8.3 Event Based Inspections

Event based checks shall be conducted by the Project Manager following any significant event such as rainfall of sufficient quantity to generate run off, high winds, the receipt of an environmental complaint, issue of a non-compliance report or any exceedance in monitoring results. Event based checks will be recorded on a separate inspection form detailing the reasons, observations, findings and outcomes of the inspection which should then be recorded and actions closed out.

4.8.4 Performance and Progress meeting

A regular progress meeting will be held with the stakeholders and the subcontractors to discuss the construction updates and check that controls are effective.

5. Environmental Impact Controls

5.1 Air Quality - Dust, Odours and Exhaust Emissions

Contamination and remediation works are subject to other reports which have not yet concluded. Contamination and remediation will be subject to planning condition 8 against the Outline Planning Consent.

There are demolition of buildings and possible concrete crushing works that are liable to cause dust. The generation of exceptional quantities of dust is not anticipated.

There are asbestos-containing materials in out buildings. These buildings will be subject to Demolition Asbestos Surveys prior to demolition works commencing onsite at site.

The following control and mitigation measures are to be undertaken:-

- All dust and air quality complaints are to be recorded, the cause or source is to be identified, and appropriate measures will be taken to reduce emissions in a timely manner and record the measures taken.
- Make a complaint log book available to the Local Authority.
- Record any exceptional incidents that cause dust and/or air emissions either on- or off-site and actions taken to resolve the situation in the logbook.
- Undertake daily on-site and off-site site inspections to monitor dust, record inspection results, and make the log available to the LA upon request.
- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Machinery and dust causing activities will be located away from receptors as far as possible – for example the site compound and materials storage areas are located away from existing housing.
- Dust causing activities will be suspended or relocated to another part of the site where the prevailing wind would direct dust towards existing housing.
- The earthworks and groundworks activities will be controlled to prevent as far as possible the runoff of silt or mud to neighbouring properties, the highway, ditches or surface drainage features.
- Keep site fencing, barriers, and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible unless to be reused.
- Cover, seed or otherwise seal or fence stockpiles to prevent generation of dust in windy conditions or of dust-producing silty run-off.
- All vehicles to switch off engines when stationary – no idling vehicles.
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery-powered equipment where practicable.
- Impose maximum speed limit of 15mph on surfaced areas and 10mph on unsurfaced haul routes and work areas.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques.
- Ensure an adequate water supply on site for effective dust suppression, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights and use fine water sprays where appropriate.
- Ensure equipment is available to clean any dry spillages and clean up spillages as soon as reasonably practicable using wet cleaning methods.
- There will be no bonfires or burning of waste materials.

- Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surface as soon as practicable.
- Use hessian or mulches where it is not possible to re-vegetate surfaces as soon as possible.
- Ensure sand and other aggregates are storied in bunded areas and are not allowed to dry out.
- Ensure that bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos.
- Use water-assisted road sweeper on access and local roads as necessary.
- Avoid dry sweeping of large areas.
- Maintain the integrity of haul roads, hardstandings and storage areas surfaces and instigate necessary repairs as soon as reasonably practicable.
- Implement a wheel washing system if necessary.

5.2 Noise and Vibrations

The development has been designed to provide a buffer between new properties and existing houses to minimise the potential for nuisance from vibration and/or noise.

In order to minimise noise and vibration on site the following measures will be put in place:-

- All activities with the potential to cause noise and/or vibration that could cause a nuisance to neighbouring properties will be subject to a suitable risk assessment. Where alternative techniques, plant or methods of working would reduce the risk or magnitude of noise/vibration or its duration then these will be preferred.
- Where possible drilling or sawing is to be undertaken away from sensitive areas of the site near to existing residents (and new residents on site) for example by pre-drilling etc in the site compound.
- All plant, tools and equipment are to be maintained in good efficient working order in accordance with the manufacturers recommendations to ensure efficient working.
- All plant, tools and equipment shall only be used for its intended purpose.
- Plant and vehicles not in use are to be switched off and not left idling. Vehicles are not to be unnecessarily revved and are to be operated in a way that minimises noise and disturbance – this is to protect workers on site as well as neighbours and residents.
- Use chutes for disposal of wastes; minimise the drop height of wastes.
- Restrict the use of vehicle horns to essential warnings only.
- Compaction of materials is to be carried out by the lightest plant suitable for the task. In proximity to existing houses use light plant and machinery to reduce noise and vibration if necessary.
- Noisy plant and equipment are not to be used before 08.00 hrs.

5.3 Light Nuisance

The proposed site compound has been located away from existing properties to reduce the potential to cause nuisance including from intrusive light.

In general, the proposed works on site will not involve the use of light emitting plant or equipment likely to cause a nuisance in normal operation. If welding or cutting is proposed that could emit potentially harmful light this will be undertaken, if at all possible, in the site compound area or other safe location away from residents. Where this is not possible then the work will be suitably screened or surrounded to eliminate direct visibility.

Where temporary lighting may be required to undertake essential work in the dark this shall be arranged so as not to be directed at nearby properties or to cause nuisance. In general, no lighting to be used outside of the designated site working hours

5.4 Highway Cleanliness

The temporary site access haul road will be of asphalt surface to minimise generation of mud and dust and to assist with cleaning.

BDW will hire a road sweeper to undertake cleaning of the roads on site, Glebeland and Dovers Lane as necessary. It is anticipated that during wet weather months for much of the period of development the road sweeper will be engaged full time during working hours constantly cleaning road surfaces. If site conditions require it, a wheel-wash or jet-wash facility (manned if necessary) will be established on site for cleaning of vehicles (contractors vehicles and residents vehicles) before they leave site or go onto the highway.

Dumpers, excavators and lorries engaged in groundworks will not be allowed onto Glebelands and Drovers Lane without first being fully washed of all mud, soils and debris. In general, there should be no requirement for these items of plant to go on the main highway at any time.

Measures to be adopted to control dust are described above in Section 5.1.

6. Construction Traffic

6.1 Construction Temporary Access

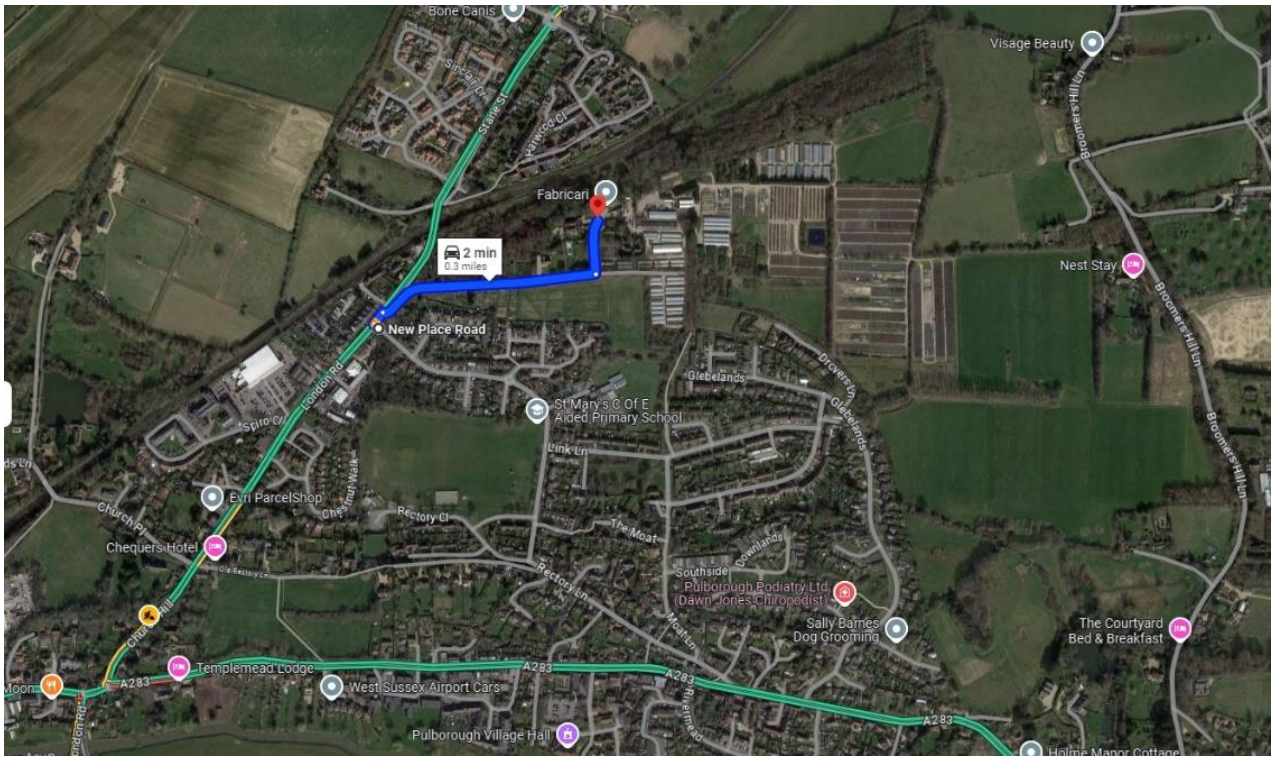
The initial access onto site is via an unadopted single track road from the A29 (see below). This road is the original access route used by the nursery. This route is not to be confused with New Place Road which is only a few metres away. Signage will be clearly displayed to ensure construction does not use New Place Road.

This track road needs to be accessed from the north bound A29 and egressed onto the south bound A29 due its location at the junction with the A29.

Left turning access into the site from the south bound A29 will not be permitted. Suitable signage will be displayed.

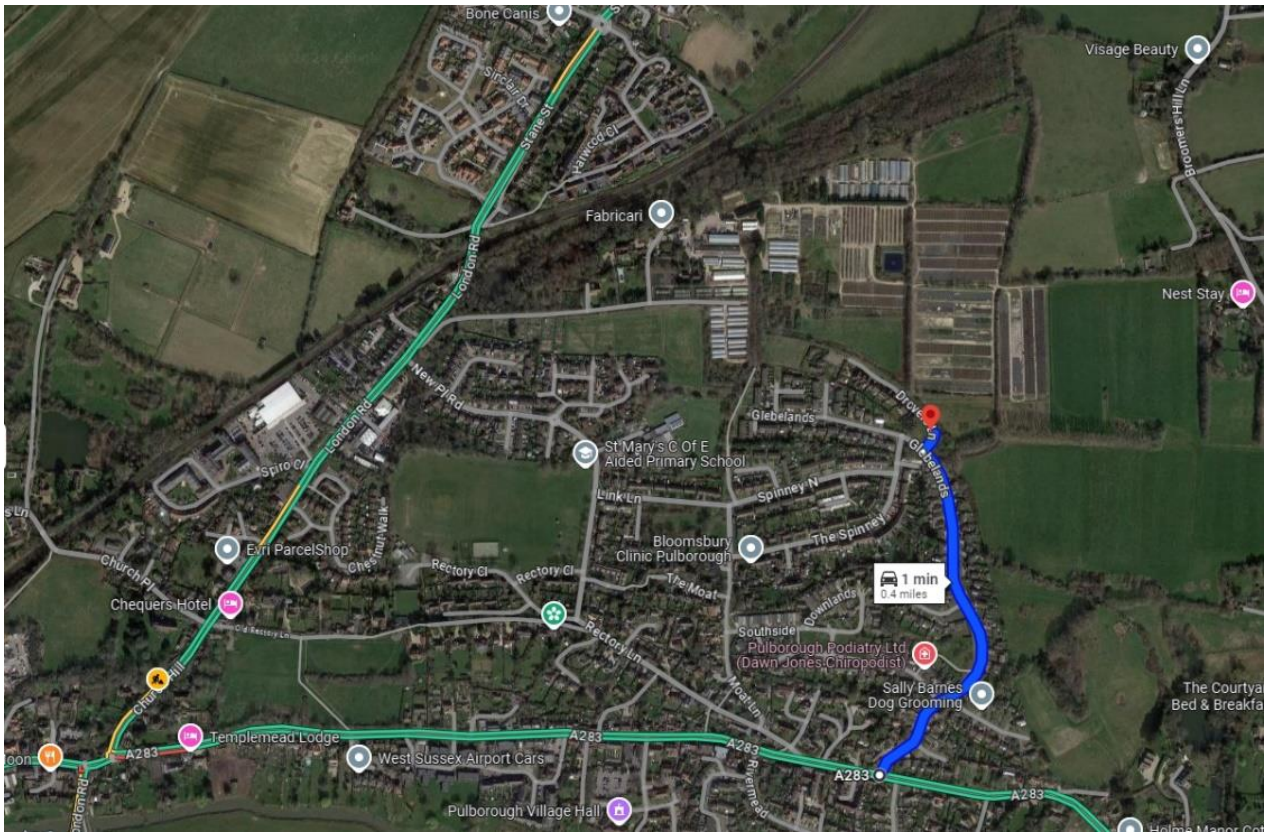
Right turning egress from the site onto north bound A29 will not be permitted, Suitable signage will be displayed.

Signage will be displayed to inform that the Church Hill roundabout RH20 1AA shall be used to turn vehicles.



6.2 Construction Traffic Off-Site

Once the site entrance is formed at Drovers Lane, vehicles will come from the A283 via Glebelands. This route does not have 6'6" restrictions and / or 'Not Suitable for HGV' signage displayed.



6.3 Internal Vehicle Circulation

Construction traffic on site will be strictly controlled to ensure safe circulation around the site that does not conflict with the designated pedestrian routes or occupied areas. Crossover points and designated loading areas will be defined.

Contractor's plant and vehicles will generally be kept separate from publicly accessible areas.

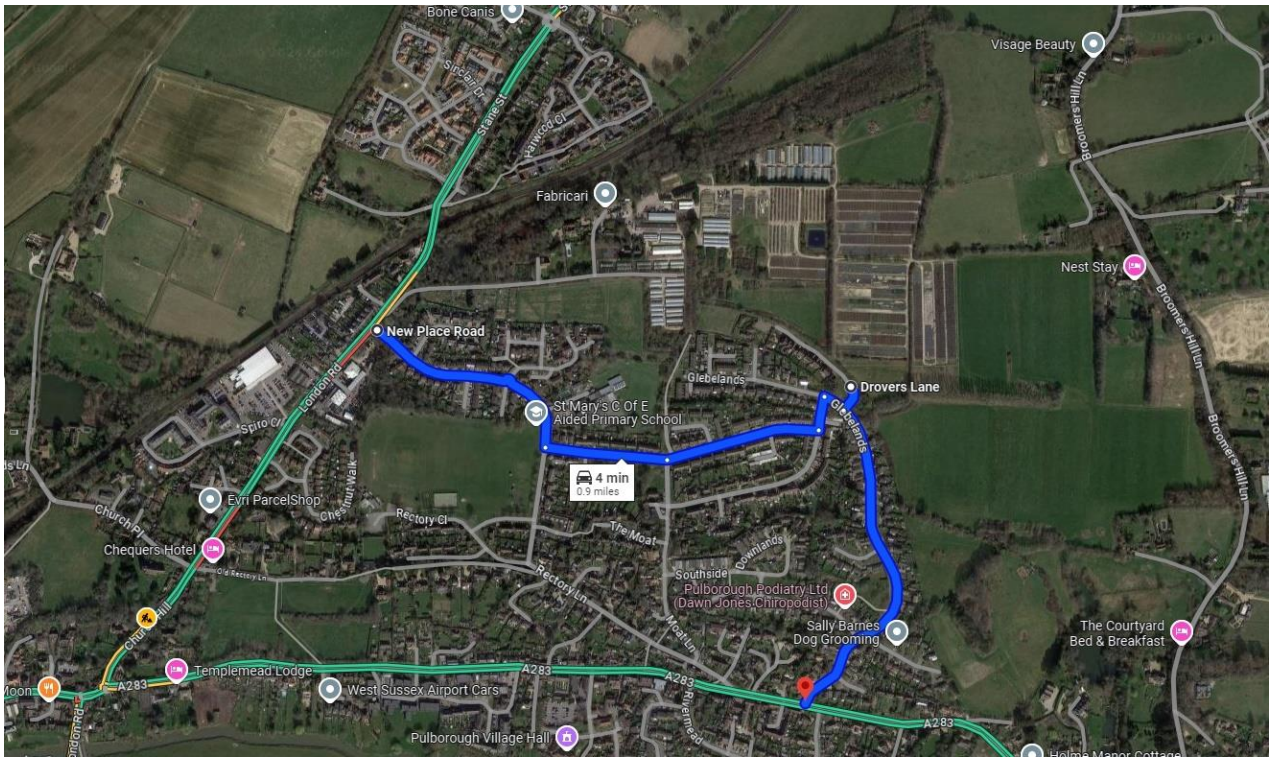
At peak times (in the morning from 08.00 to 09.00 and in the afternoon from 15.00 to 17.00 and at such other times as considered necessary) where contractors vehicles will share the site access roads with the public, banksmen will be stationed at critical junctions to control traffic and minimise risks of conflict or inconvenience to residents and the public. Residents and public traffic will be given priority.

The on-site speed limit for construction traffic will be 15mph.

6.4 Sales Office Route

There are two options regarding customer routes (i.e. AA signage). From the A29, turning into New Place Road and following through Link Road, Spinney North, Glebelands and then into Drovers Lane. Alternatively, via the A283 using Glebelands the same as the Construction route.

Sales signage will be specific as to not confuse drivers with the construction signage.



7. Public Communications and Liaisons

7.1 Neighbourhood Liaison

BDW employ permanent staff dedicated to public relations and customer care. The main and most obviously visible point for local residents to make contact with BDW will be via the sales office. Close liaison will be maintained between the Sales personnel and site management. Site management details and contact names and phone number will be on display at the site entrance.

Residents on site will normally be introduced to the site management so that complaints or comments about contractors, vehicles, nuisance or unsuitable site conditions etc can be made directly to them for action.

Press releases and the BDW website will be used to inform local residents and interested parties about progress of the construction works. The website will give details of contacts for sales and general enquiries for the local area BDW office.

7.2 Considerate Constructors

BDW do subscribe to the NHBC and rank their 'Pride in the Job' awards.

Whilst the site will not be registered with the Considerate Constructors Scheme, BDW will work to achieve the best practice measures under the

Enhancing the Appearance: Constructors should ensure sites appear professional and well managed.

- Ensuring that the external appearance of the sites enhances the image of the industry
- Being organised, clean and tidy
- Enhancing the appearance of facilities
- Raising the image of the workforce by their appearance

Respecting the Community: Constructors should give utmost consideration to their impact on neighbours and the public.

- Informing, respecting and showing courtesy to those affected to the work
- Minimising the impact of deliveries, parking and work on the public highway
- Contributing to and supporting the local community and economy
- Working to create a positive and enduring impression and promoting the Code Protecting the Environment Constructors should protect and enhance the environment.
- Identifying, managing and promoting environmental issues
- Seeking sustainable solutions, and minimising waste, the carbon footprint and resources
- Minimising the impact of vibration, and air, light and noise pollution
- Protecting the ecology, the landscape, wildlife, vegetation and water courses

Securing everyone's Safety: Constructors should contain the highest level of safety performance.

- Having systems that care for the safety of the public, visitors and the workforce
- Minimising security risks to neighbours
- Having initiatives for continuous safety improvement
- Embedding attitudes and behaviours that enhance safety performance
- Caring for the Workplace

Constructors should provide a supportive and caring working environment.

- Providing a workplace where everyone is respected, treated fairly, encouraged and supported
- Identify personal development needs and promoting training
- Caring for health and wellbeing of the workforce
- Providing and maintaining high standards of welfare

The Code of Considerate Practice outlines the Schemes expectations of all registered sites and companies, describing those areas that are considered fundamental by the Scheme in helping improve the image of construction.

7.3 Communications

Effective communication of the environmental controls set out and construction safe practices is deemed a requirement for the successful management of this project. To ensure the above is achieved, the CEMP will be distributed to the project team, including sub-contractors, to ensure that the environmental requirements are communicated effectively. Key activities and environmentally sensitive operations will also be briefed to staff and Contractors.

The Contractor will define procedures for internal and external communication. BDW may require that any communication with external parties such as environmental regulators or the public is undertaken through a nominated BDW representative.

During the construction phase, internal communication will include regular progress meetings, which should cover:

- Training undertaken
- Progress reports
- Inspections, audits and non-conformance
- Complaints received
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance.
- External communication may include letter drops or meetings, and liaison with statutory authorities

7.4 Complaints and Non-Conformances

A formal complaints procedure will be developed, and the procedure will include the following;

- Date of the complaint
- Time
- Nature of the complaint

All complaints are put into one of the following categories:

- Noise, Dirt and Dust
- Parking, Safety
- Inconsiderate Behaviour
- Road Conditions and Vehicle Movements
- Environmental Concerns
- Pedestrian Access Obstruction
- Property Damage
- Site Lighting
- Working Hours and Other.
- Actions or investigation carried out with updates

- Communication updates with the complainant

The project manager and site management will be the first point of contact with respect to any complaint and will carry out all investigations and respond to external complaints.

8. Public Rights of Way

There are rights of way across the site, refer to the constraints map in appendix D.

The proposed development will not unduly impact any nearby rights of way.

It is noted that public rights of ways cannot be blocked, restricted, obstructed by vehicles, plant, scaffolding, the storage of materials, be made difficult to pass over or along or be unavailable at any stage during the development to lawful path users without a temporary closure order being applied for and approved by the local authority. Whilst BDWSC does not currently have an intention to close the PROW, should there be a requirement to do so temporarily, an application for temporary closure or diversion will be submitted and subject to approval.

The existing PROW route within the site will be secured through heras fencing either side of the path. Where Bridleway 2332 crosses the proposed hall road/ spine road, there will be an identified crossing point which will be monitored by staff onsite. As this route has been shared with the vehicles used for the nursery onsite, the risk to pedestrians is no higher than previously, but heras fencing will be required for site security.

The routes will ultimately be resurfaced to align with proposals within both the approved Outline scheme and that proposed within the Reserved Matters. The vehicular routes will be monitored for damage and repaired on an ad hoc basis.

9. Conclusions

BDW is committed to undertaking development of this site in a manner that causes the least disruption or inconvenience to the local community as possible.

It is acknowledged that the site location and access present challenges and it is recognised that development will be best undertaken with the maximum degree of cooperation with the local community and Local Authority rather than in an atmosphere of confrontation or without consultation.

BDW has the resources and expertise to develop the site as described above in a way that serves the needs of the local community and is committed to putting these to use for the full duration of this substantial and important development.

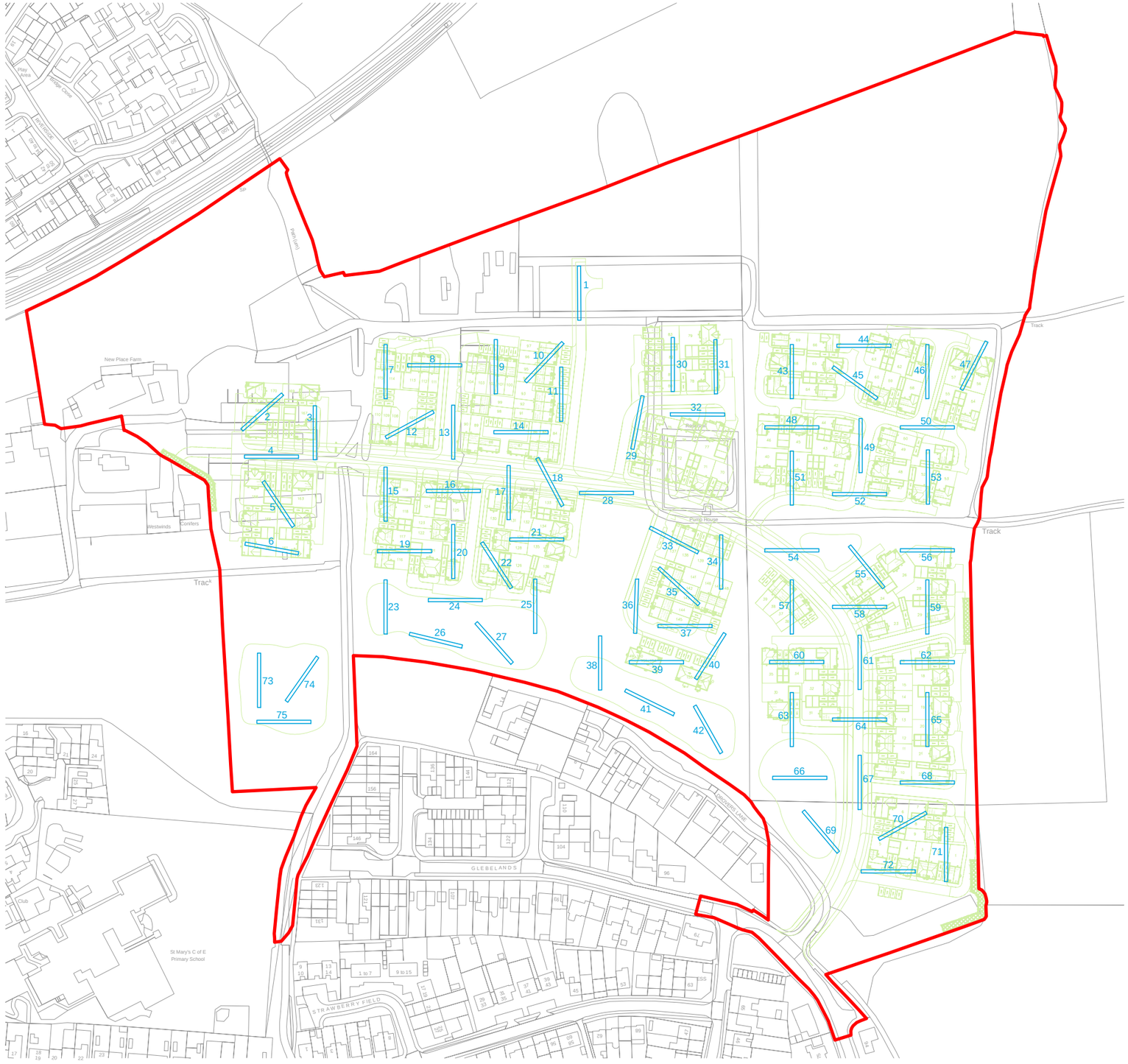
This report is intended to demonstrate that sufficient planning and resources are to be employed, and that works have been planned to be undertaken in such a way as to facilitate safe development of the site and specifically meeting the requirements of Planning Condition 3.

Appendix A - Proposed Further Archaeological Investigations

ecus
part of CuraTerrae

KEY
proposed trial trench
proposed development
site boundary

N



0 100m
scale 1:250 @ A3

Based on survey data supplied by:
Barratt David Wilson (Southern Counties)
ref:24.1874.1001 date: August 2024
É Copyright originator

É ECUS 2024 É Crown copyright 2024 OS AC0000846328

New Place Farm, Pulborough: proposed trial trenches overlain on development plan

Figure 2

Appendix B - Site Compound

Appendix C - Illustrated layouts

Appendix D - Constraints Map

Appendix E – Site Fencing Plan

Appendix F – Proposed Site Compound Location Exploratory Note

Proposed Site Compound Location

The proposed site compound area was identified through site visits due to its existing qualities. During the site's previous use as a nursery, the area identified has similar use patterns such as HGV deliveries, site office and site facilities. The existing areas of hardstanding and road network would also provide a reuse benefit suitable for a site compound.

The area identified in red is proposed as a materials storage area which will be where BDW intend to locate skips and silo containers. The nursery use the area for a similar use, with walls surrounding and concealing the materials kept within. BDW intend to retain a large proportion of the existing walls to offer shelter and concealment to the materials stored here onsite. Image 1 provides a view from south west corner of the area identified in red.



Image 1

The areas identified in blue represent the existing Poly tunnel which is to be retained, the existing storage shelter which is to be retained and converted to the meeting rooms, site manager office, drying room, canteens and toilets. A series of stores will be added to the area of hardstanding. The other, longer storage area is intended to be demolished prior to the set up of the compound. Image 2 shows the storage shelter to be maintained and converted into onsite facilities with the rear of the blue HGV identifying where the proposed stores will be located.



Image 2

Similarly, the existing green houses and grow tunnels will be removed to enable site staff and visitors to park personal vehicles on site.

Whilst there will be adjustments to the uses and views towards the site compound, they will remain similar to what is currently onsite.



Alternative locations

Public Open Space

Locating the Site Compound within the proposed areas of public space would result in an impact on the existing planting, a delay to the additional planting and the topography of the site lends this to be a highly visible location.

Planting the public open spaces early results in a more established green space for when our customers and future residents move into their homes, ready for use.

Pump Track

Similar to the open spaces, locating the Site Compound away from this area would allow the workers onsite to deliver this space ahead of the site being fully occupied and would be in an area that is highly visible at the highest point on site.

SuDS Basins

Locating the Site Compound within the proposed SuDS basins would restrict the construction of the blue infrastructure and could have an impact on resident occupations and the existing dwellings on Drovers Lane by creating an increased risk of flooding. It would also have an impact on the proposed planting and the timeframes to enable species establishment.

Within the proposed dwellings

The location of the Site Compound within the proposed parcels of development would require frequent relocation, with areas of hardstanding constructed which will not match the proposed final levels strategy resulting in the regular demolition and construction of hardstanding to facilitate use. Furthermore, there is a risk that the dwellings constructed in close proximity to the Site Compound would have limited protection and may be required to share secondary and tertiary access's which will not be able to be constructed to the proposed specification for residential use.

Build route

It is intended that workers will use the London Road access point to access a temporary compound at the mouth of the site to construct the approved bellmouth. Following this, the workers will relocate to the proposed site compound and use the existing network of routes within the site that have historically been used by similar vehicles to construct the hall road. Deliveries will mainly be directed to the constructed bellmouth and transferred to the workers progressing through the hall road or transferred to the materials store through the existing onsite network. Larger and more infrequent deliveries may be required to use the London Road access on occasion until the hall road is completed. This is expected to take approximately 2 months.

Following the construction of the hall road, larger deliveries will be delivered through the constructed route and the build process will begin, with the sales arena directing customers through the newly constructed access. Hoarding will be erected to protect visitors and future customers from the construction site, with regular adjustments following the completion of units.

Why are trees that could be retained being impacted by the compound?

As the strategy was designed to work with the existing landscape, no trees are proposed for removal to enable the compound to be made available for use. The proposed tree removal strategy proposed at Reserved Matters is acknowledged as still subject to approval and as a result, there will be no further tree removal past that approved at the Outline stage for the compound

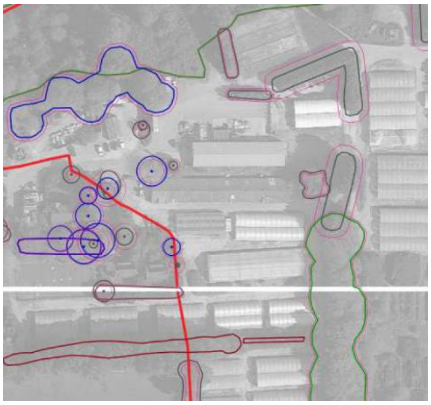


Image 3 Overlay of compound area with approved AIA tree removals map



Currie & Brown UK Limited
Jellicoe House, Botleigh Grange Office Campus, Grange Drive, Hedge End, Southampton
SO30 2AF
T | +44(0)23 8021 3500 E | enquiries@curriebrown.com
www.curriebrown.com