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PHASE-WIDE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

Mowbray, North Horsham, West Sussex
(Phase 2, Sports Hub and Employment Land)



Prepared for: Legal & General (Strategic Land North Horsham) Limited

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Hertfordshire | Oxfordshire | Cambridgeshire | Bristol
postbox@glanvillegroup.com | www.glanvillegroup.com

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1.0 Introduction

1.1 This Construction Environmental Management Plan (CEMP) has been prepared by Glanville on behalf of Legal & General (Strategic Land North Horsham) Ltd (herein referred to as Legal & General (SLNH)) to address the landscape, transport and ecology issues associated with the construction of the proposed Land North of Horsham Development Phase 2 (Phase Wide).

1.2 The Land North of Horsham Strategic Development was granted planning outline planning permission in 2018 (LPA reference DC/16/1677).

1.3 The planning conditions with environmental implications applicable to the Phase 2 of North Horsham development are given below, with wording of Condition 9 as amended under application reference DC/19/0984, however we will be reflecting these as best practices in the general environmental management principles.

Pre-Commencement Condition 9: Prior to commencement of development (other than the accesses hereby permitted) on any Phase of development or part thereof a Construction Environment Management Plan covering that Phase 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 approved 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).

Pre-Commencement Condition 10: Prior to the commencement of each of the accesses hereby permitted, a detailed Construction Environment Management Plan document, specific to that access, shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details including, but not limited to:

a) *the phased programme of demolition and construction works;*

b) *the anticipated number, frequency and types of vehicles used during construction,*

c) *the location of access, including details (location, construction, visibility splays) of any temporary accesses during construction*

d) *the routing of vehicles to and from the site during construction*

e) *the provision made for the parking of vehicles by contractors, site operatives and visitors during construction,*

f) *the loading and unloading of plant, materials and waste associated with construction,*

g) *the storage of plant and materials used in construction of the development,*

h) *the erection and maintenance of security hoarding,*

i) *the location of any site operatives compounds including huts/cabins/offices,*

j) *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),*

k) *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,*

l) *measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan must form part of the CEMP which includes routine dust monitoring at the site boundaries with actions to be taken when conducting dust generating activities if weather conditions are adverse*

m) *measures to control the emission of noise during construction, including hours of noisy works*

n) *details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,*

o) *appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,*

p) *measures to reduce air pollution during construction including turning off vehicle engines when not in use, plant servicing and transport reduction,*

q) *waste management including prohibiting burning of construction waste,*

r) measures to prevent the discharge of water or other substances to ground or surface waters without the prior written approval of the Environment Agency,

s) measures to be taken in the event of emergency spillages.

Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period of the accesses hereby permitted.

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).

1.4 This is an overarching CEMP covering the entire Phase 2 including the Left-In Left-Out access works (herein referred to as the Li-Lo junction), Sports Hub and Employment Land. For simplicity, any reference in this report to "Phase 2" covers all of these works. The Phase 2 boundary is shown in Figure 1 in Section 2. All Reserved Matters applications for any area within the Phase 2 boundary will need to demonstrate compliance with this document pursuant to outline planning permission (DC/16/1677) Condition 48.

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).

1.5 The aim of this CEMP is to set out the responsibilities with regards to compliance with legislation and to implement mitigation measures. A phase-wide CEMP for Phase 1 was prepared to discharge Condition 9 and 10 of the outline permission (DC/16/1677) and was submitted and approved under application DISC/21/0276. This CEMP has been prepared to address the requirements of Condition 9 and 10 for the phase-wide development of Phase 2 which encompasses development described below.

1.6 The main body of this document includes general details that apply to all of the following infrastructure works within Phase 2. Details specific to each individual infrastructure works package are covered in individual appendices as follows:

- Left-In Left-Out (Li-Lo) junction (Appendix B)
- Sport Hub
- Internal development roads and infrastructure:
    - RMA1 (Bailey Road Extension)
    - RMA2 (Employment Land Infrastructure)
    - RMA3 (Phase 2 East Infrastructure)
- Moorhead Roundabout

1.7 The sub-phase plan and plan showing these reserved matters applications are shown in Figures 2 and 3 respectively in Section 2.

1.8 All third-party development within Phase 2 will be covered by their own CEMP, broadly in accordance with this document.

Regulatory Framework

1.9 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 2 boundary, which is shown in Figure 1 in Section 2.

1.10 Further, it provides a framework within which the measures will be implemented throughout the project.

1.11 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.

1.12 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 and new information added as appropriate.

1.13 The site is undeveloped land located in North Horsham. Phase 1 of the Mowbray, North Horsham development is located immediately to the west of Phase 2. The A264 is located to the south of Phase 2, with the A264 (Crawley Road) to the south-east and Wimland Road to the east. Agricultural land is located to the north. Channells Brook and other ordinary watercourses pass through Phase 2. There are residential properties at Owlcastle Farm located within the phase boundary. A bridleway (Bush Lane) passes through Phase 2 along an east-west alignment connecting Phase 1 to the west to Wimland Road to the east. A Public Right of Way (PRoW) runs parallel to the bridleway for some distance before heading south to connect to the A264. Further details are provided in Section 5 and Figure 4.

1.14 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;

1.15 Items I, VI, VII and VIII will be dealt with in the main body of this document. Items II, III, IV and V are specific to each infrastructure works package and therefore will be dealt with within each appendix for each individual works package.

1.16 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.

Roles and responsibilities

1.17 The Principal Contractor will have overall responsibility for the implementation of this CEMP. The appointed Contractor's 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 Principal Contractor 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.

1.18 The Principal Contractor will have overall day-to-day responsibility for Health and Safety, Environmental and Quality performance throughout the construction period. Where known at the time of writing, the Principal Contractor for each infrastructure works package is reported in the appendix relevant to that works package. All subsequent Reserved Matters developers are to confirm Principal Contractor details following Contract Award.

1.19 Legal & General (SLNH) Ltd and the Principal Contractor, and all subsequent Reserved Matters 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 Principal Contractor 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

1.20 The site manager is responsible for the following:

- Ensuring the site and all stored materials and chemicals are safe and secure;
- 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,
- Ensuring adequate welfare facilities are available and maintained in an acceptable condition throughout the works.
- Ensuring all those that work on site:
    - Have Site Induction including briefing on environmental issues pertinent to the project and relevant toolbox talks;
    - Understanding and obeying 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.
- Ensuring 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 Health and Safety Advisor

1.21 The Site Health and Safety 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 Health and Safety 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

1.22 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

1.23 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.
- 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.

2.0 Site Location & Project Description

2.1 This report covers Phase 2 of a wider development. The extents of Phase 2 are shown in Figure 1 below.

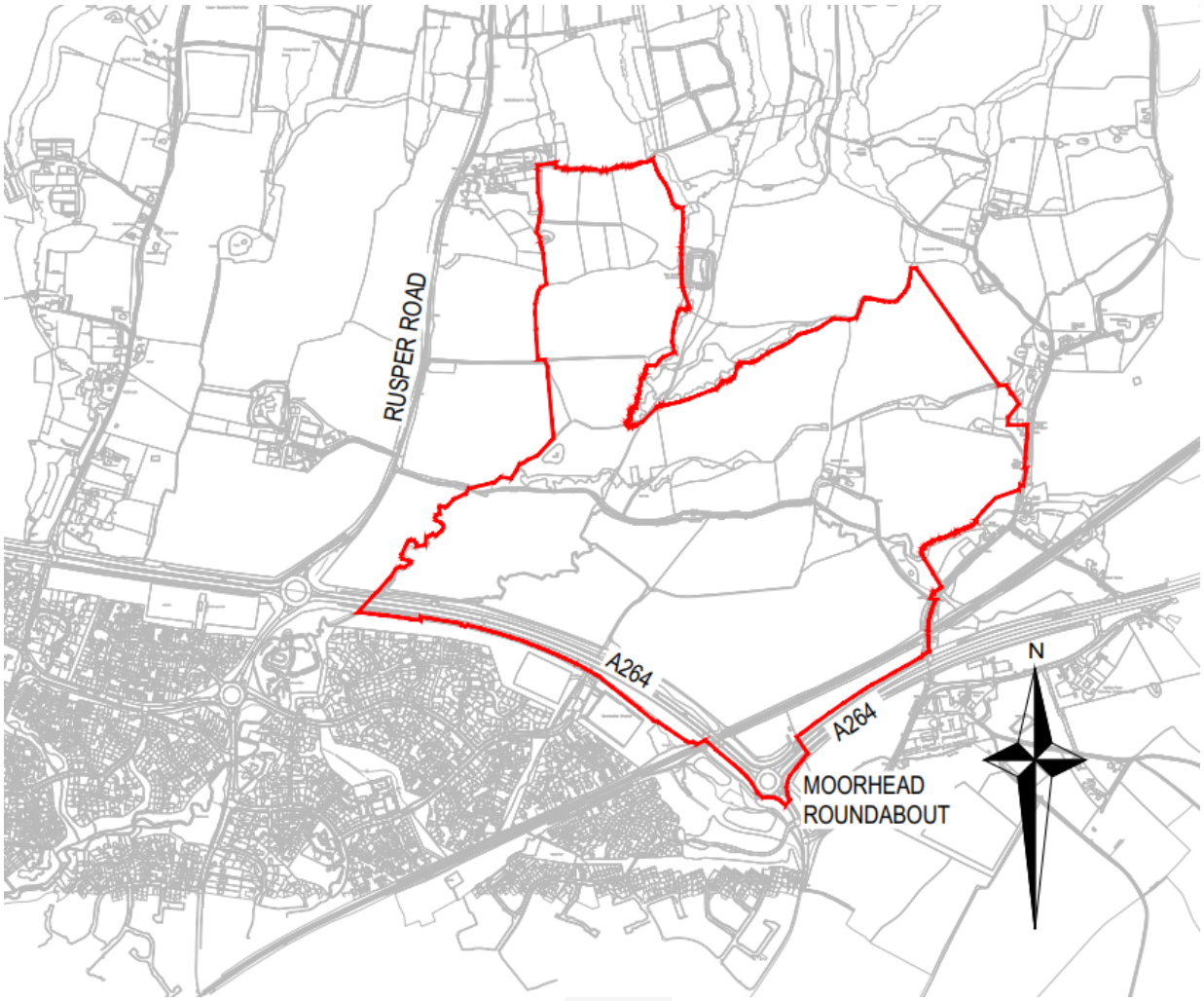


Figure 1: Phase 2 Location and Boundary

2.2 The wider development 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, open space, landscape buffers, commercial leisure facilities and infrastructure improvements.

2.3 The wider development 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.

2.4 The wider development phasing plan for the development is shown in Figure 2.

2.5 Phase 2 of the development is located immediately to the east of Phase 1. A description of the undeveloped site can be found in Section 1. It comprises several sub-phases, Sub-Phase 2A, 2B, 2C and 2D, Sports Hub Sub-Phase and Employment Land Sub-Phase, as shown in Figure 2.

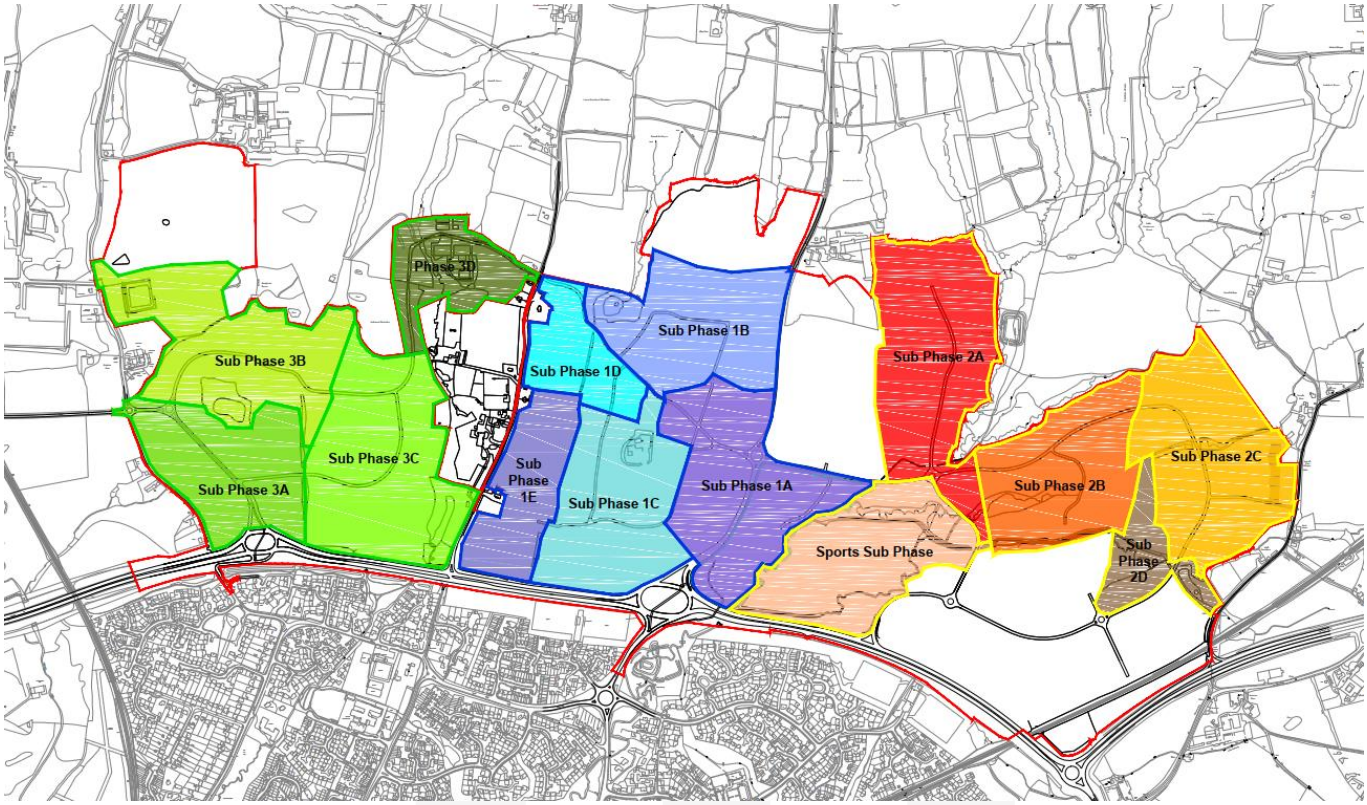


Figure 2: Land North of Horsham - Phasing Plan
(Drawing Reference 2153A-507E – Phasing Plan, as approved under Outline Planning Permission DC/16/1677)

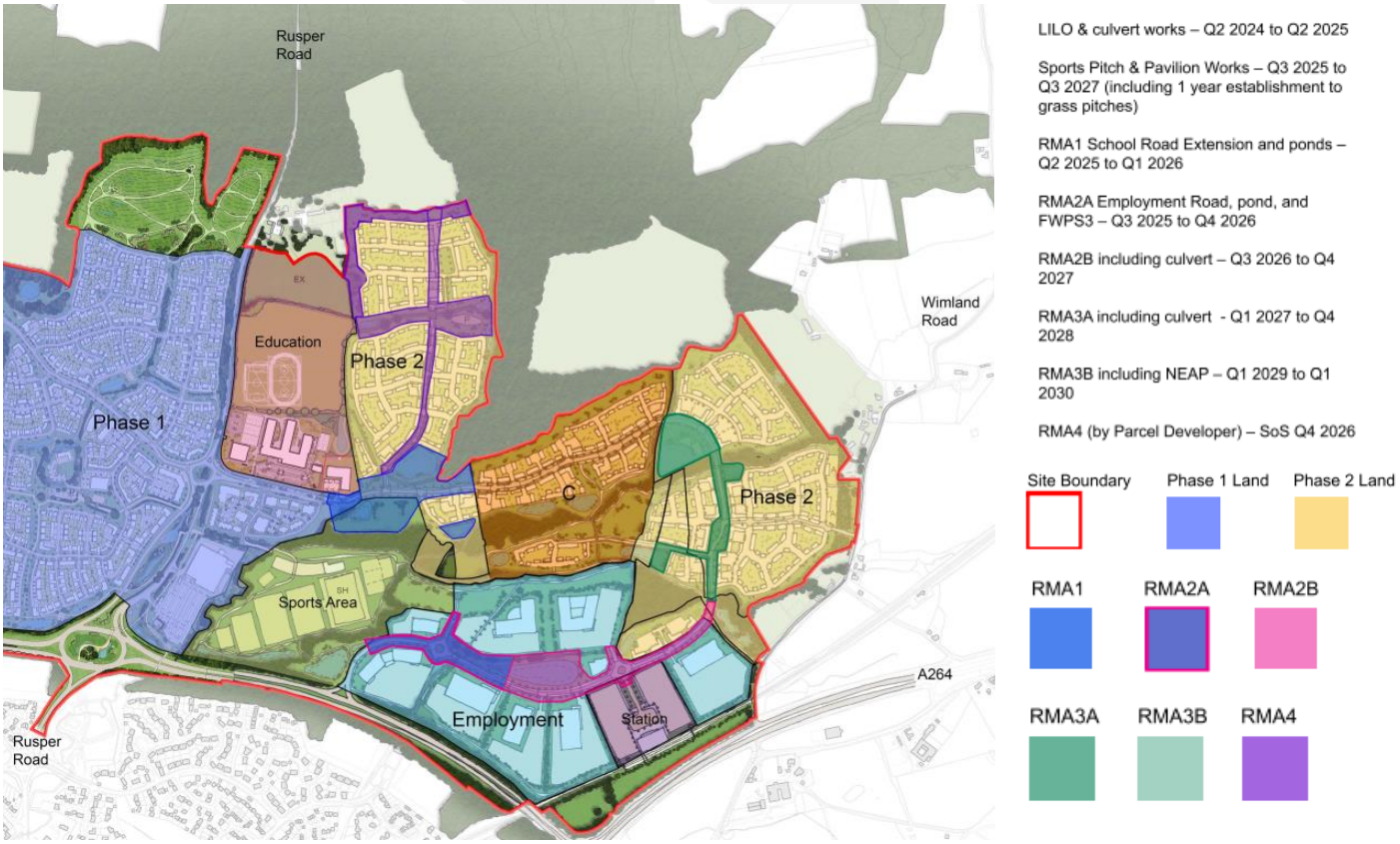


Figure 3: Land North of Horsham – Phase 2 – Reserved Matters Application Plan
(Extract from Broadway Malyan Drawing Reference 34854-313 Rev B – Illustrative Phase 2 and Employment Land Reserved Matters Application)

3.0 Construction Phasing/Programme

3.1 The detailed Construction Programme will be made available for review in the site office.

3.2 The site will be delivered in multiple phases with the enabling infrastructure which will provide access to the site to be constructed first. The phasing layout plan is shown in Figure 2.

3.3 The key dates are outlined in Table 1 below and presented in the outline programme are shown in Appendix A.

Table 1: Key Programme Dates

Infrastructure Works Package	Target Start Date	Target Completion Date On-Site
Left-in Left-Out Junction	May-24	Q1-2025
Sports Hub	Q1-2025	2027
RMA1 (School Road Extension)	Q2-2025	2026
RMA2 (Employment Land Infrastructure)	Q3-2025	2028
RMA3 (Phase 2 East Infrastructure	2027	2029

3.4 A more detailed programme and task specific method statement for each of the infrastructure work packages will be prepared. The programme for each individual infrastructure works package is reported in the appendix relevant to that works package. 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; and
- Internal – Building Fit out.

3.5 The successful Contractor or L&G (SLNH) Ltd may wish to amend the above dates/ phasing sequence set out in Appendix A.

3.6 A full copy of the construction programme (first draft) will be made available from the Site Manager at the commencement of each sub phase.

4.0 Vehicle Routing

Construction Traffic

4.1 Details on construction period and activities for each infrastructure works package is reported in the appendix relevant to that works package.

Construction Vehicle Routes

4.2 Construction traffic routes for each infrastructure works package are reported in the appendix relevant to that works package. During construction, the Contractor will need to comply with any specified vehicle routes, and the time restrictions set out in Section 6.

4.3 All contractors and suppliers will be advised that access from the north on Rusper Road is not permitted.

Management of Deliveries

4.4 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.

5.0 Site Access and Compound

Site Access

5.1 Access to the site for deliveries will only be permitted during the normal working hours of the site as set out in Section 6, unless otherwise noted. Site operatives will typically arrive earlier and leave later than the normal working hours set out in Section 6.

5.2 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.

5.3 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.

5.4 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.

Site Compound

5.5 Details of the site compound for each infrastructure works package is reported in the appendix relevant to that works package.

5.6 A separate compound for any third-party development in this phase will be established and presented in a CEMP for each of the Reserved Matters areas by the that third-party developer.

Re-alignment of the Public Rights of Way and Bridleway

5.7 As discussed in Section 1, there is one Public Right of Way (PRoW) and one Bridleway located within Phase 2. The route of the PRoW may require minor re-alignments within the permanent layout of the development. Temporary diversions may also be required during the construction of the highway works. Any temporary diversions required will be clearly identified and communicated to the Council in a timely manner as necessary by the appointed Contractor. The Principal Contractor for these works will liaise directly with the relevant authority or West Sessex County Council (WSCC) PRoW Officer in order to agree programme and duration of any temporary diversions if required.

5.8 The routes are WS1586 (PRoW) and WS1585 (Bridleway). These are shown in Figure 4 below.

5.9 Temporary closures of the PRoW may be utilised during the construction process and alternative routes will be provided where possible and agreed with the council. These temporary closures and diversions will be planned and suitable notice will be given in advance of submitting an application to the relevant authority.

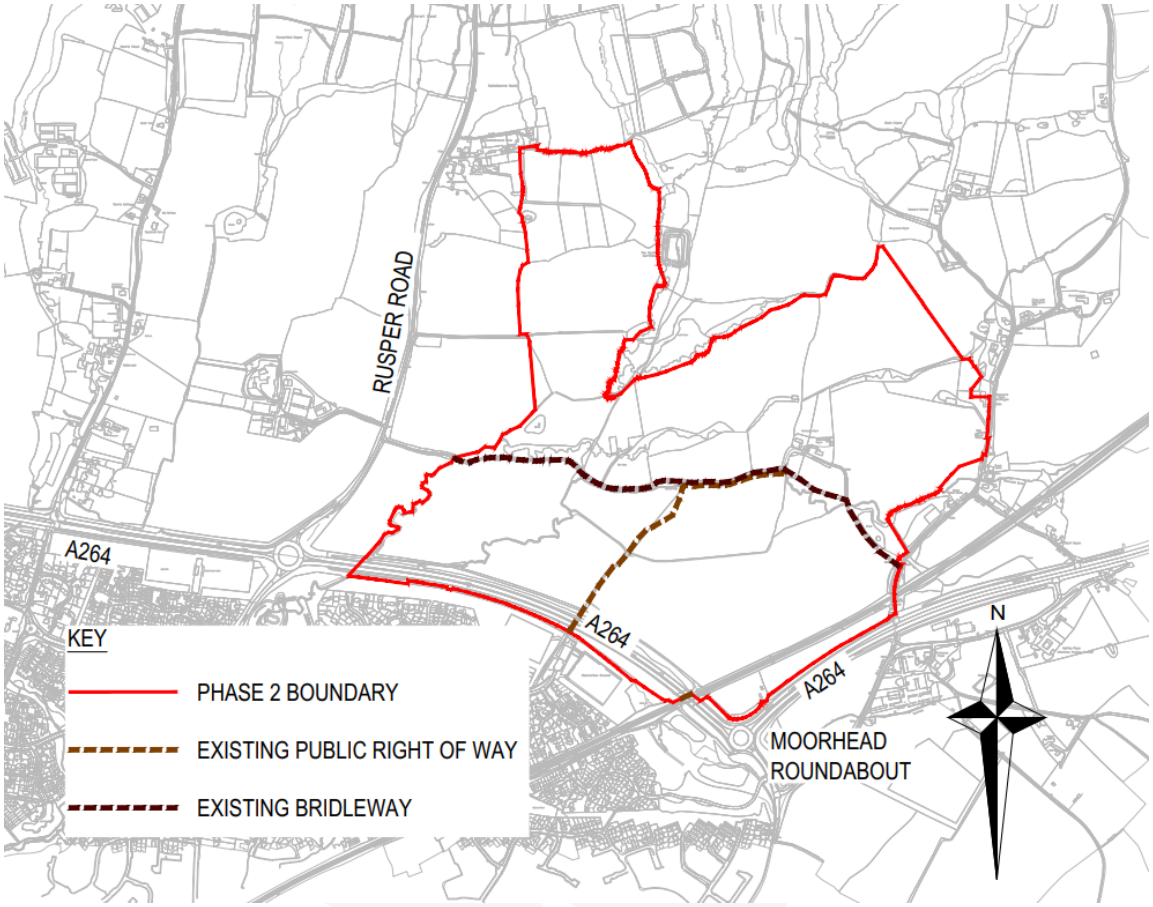


Figure 4: Public Rights of Way and Bridleway Plan

6.0 Hours of Construction

6.1 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.

6.2 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 the Council. A notification of any works to be undertaking outside the prescribed working hours outlined above will be placed on the development website.

6.3 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.

7.0 Mitigation Measures

Overview

7.1 Legal & General (SLNH) 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 and residential properties along construction traffic routes.

Potential Impacts Resulting from Construction Activities

7.2 The following sections detail activities and control methods to be implemented on the project to address the following potential impacts:

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

Mud Pollution

Mud pollution to surface water

7.3 Silt entering the surface water system through new 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

7.4 The main roads serving Phase 2 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.

7.5 During times when groundworks operations are taking place a vacuum sweeping road brush will be deployed as necessary to ensure the surrounding highways are kept clean.

7.6 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 ongoing.

7.7 There will be a regular regime for cleaning the roads.

7.8 A condition survey on the local highway network (immediately adjacent) will be carried out and agreed with highway officers, prior to commencement of construction.

7.9 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.

7.10 The extent of the survey, if required, is to be agreed with the highway authority as necessary.

Dust and Air Quality

7.11 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.

7.12 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.

7.13 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 25 -29). The site shall be assumed to be 'Medium Risk'. For ease of reference, these requirements can be found on https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.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;
- Wheel wash facility to be used (as necessary) for vehicles leaving site; and
- 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; and
- 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 bowsers 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; and
- 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 Environmental Health Officer to be undertaken;
- 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; and
- Increase site inspection frequency during prolonged dry or windy conditions and when activities with high dust potential are being undertaken.

Noise

7.14 Noise has the potential to cause disturbance, given the nearby location of residential housing.

7.15 The 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;
- Lowering materials slowly, whenever practicable, and not dropping them; and
- Restriction of number of plant items in use at any one time.

Vibration

7.16 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.

Segregation of Waste

7.17 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.

7.18 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.

Disposal of Non-Hazardous Waste

7.19 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.

Disposal of Hazardous Waste

7.20 If 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.

Waste Management

7.21 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:
    - Can, bottle, and paper banks;
    - Paint spray cans, (used for surveying).

Fuel Storage

7.22 Notwithstanding any other provision, the Contractor shall provide fuel spill kits on site to deal with fuel spillages.

7.23 Fuel tanks on the site shall be double skinned and will be located within the site compound area.

7.24 The fuel storage area shall be securely fenced with the gates locked when not in use.

7.25 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.

7.26 Only fully trained operatives shall operate the fuel tank filling system.

8.0 On site management

8.1 Site contact names and telephone numbers will be provided for each infrastructure works package in the appendix relevant to that works package.

8.2 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.

9.0 Public Relations

General

9.1 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).

9.2 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 (SLNH) Ltd.

9.3 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 (SLNH) Ltd.

Letter Drops

9.4 If necessary, 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 (SLNH) Ltd, and West Sussex County Council (WSCC) if necessary, before distribution.

9.5 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; and
- Details of the Contractor and WSCC contacts in the event that they wish to speak to them directly.

Public Information/ Communication & development website

9.6 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. This will typically be done by L&G (SLNH) Ltd on the Mowbray development website.

Working in the Public Highway

9.7 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.

9.8 Works on the public highway can only be undertaken once the appropriate Road Space Booking procedures are in place with WSCC Highways team.

9.9 Such signage shall indicate the nature of the work, the start date and the completion date.

9.10 All works undertaken on the public highway shall be properly signed with traffic management in accordance with Chapter 8 of the Traffic Signs Manual.

9.11 All traffic management shall be regularly maintained to ensure that it is correctly positioned and it clearly visible to motorists, pedestrians and cyclists.

10.0 Considerate Contractor Scheme

10.1 The Contractor will register with the Considerate Contractor's Scheme if they are not already a member.

10.2 The Contractor will register the site under the Considerate Contractor's Scheme.

10.3 The Contractor will comply with the Considerate Contractor's Schemes Code of Considerate Practice in Providing the Works.

10.4 The Contractor will provide suitable evidence of this to L&G (SLNH) Ltd.

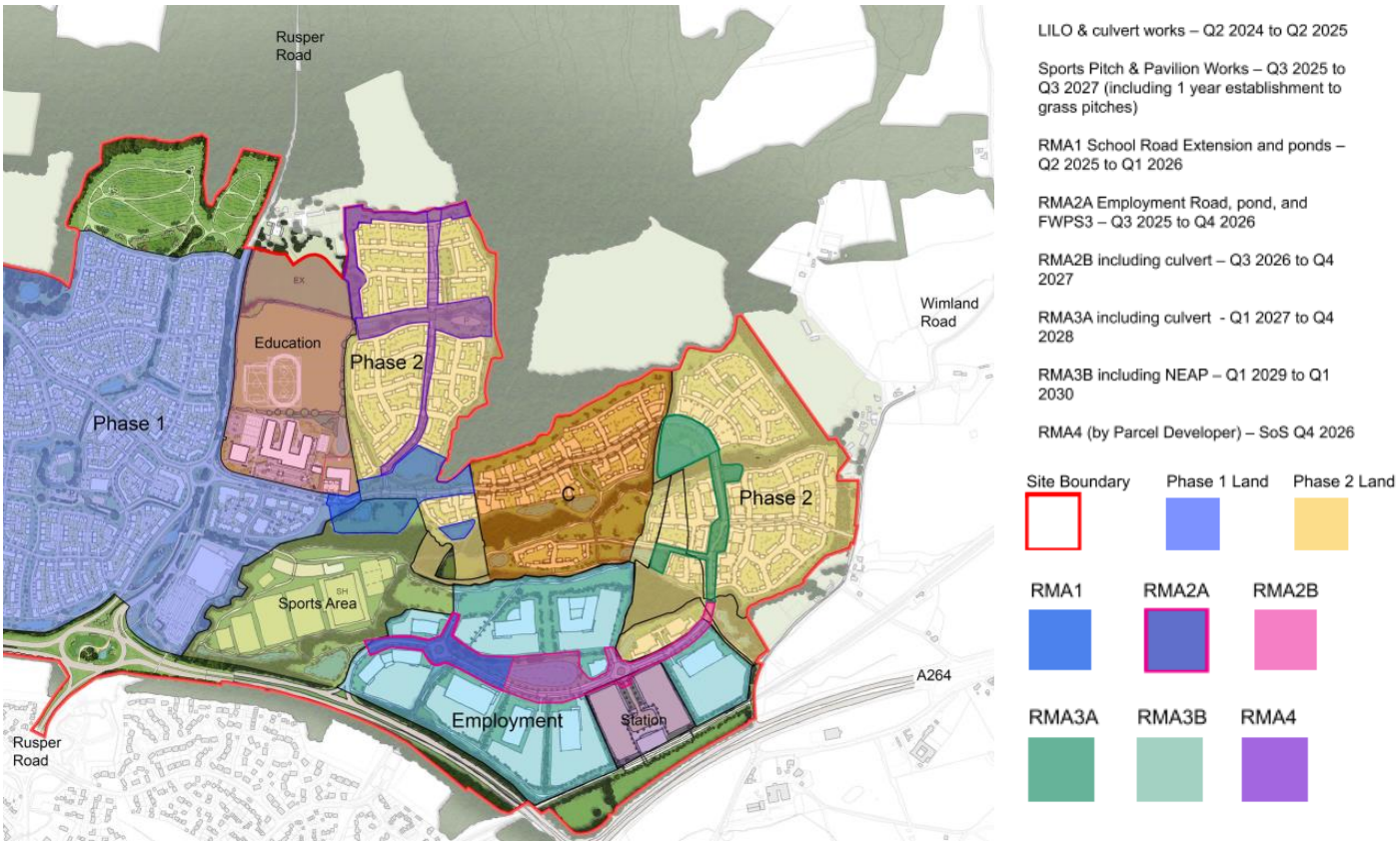
Appendices

Appendix A

Phase 2 Construction Programme

Phase 2 Construction Programme

Infrastructure Works Package	Target Start Date	Target Completion Date On-Site
Left-in Left-Out Junction	May-24	Q1-2025
Sports Hub	Q1-2025	2027
RMA1 (School Road Extension)	Q2-2025	2026
RMA2 (Employment Land Infrastructure)	Q3-2025	2028
RMA3 (Phase 2 East Infrastructure	2027	2029



Land North of Horsham – Phase 2 – Reserved Matters Application Plan
(Extract from Broadway Malyan Drawing Reference 34854-313 Rev B – Illustrative Phase 2 and Employment Land Reserved Matters Application)

Appendix B

Left-In Left-Out (Li-Lo) CEMP Addendum

Mowbray, North Horsham, West Sussex
Left-In Left Out (Li-Lo)
CEMP Addendum

1.0 General

1.1 This appendix seeks to address project specific requirements of Condition 9 and 10 in relation to the Left-In Left-Out (Li-Lo) junction onto the A264. All requirements in the phase-wide Construction Environmental Management Plan (CEMP) (Phase 2) should also be adhered to.

1.2 Management measures to minimise environmental impact from the construction phase of the development have already been discussed in the main body of this document and should be taken into account during the construction of the Li-Lo junction.

1.3 The site is mostly agricultural undeveloped land located to the east of the Principle Access Works 1 (PAW1). It provides accesses from the A264 into Phase 2 of the development.

1.4 The Li-Lo site boundary is shown in Figure 1.

1.5 The works include:

- Construction of the signalised Left-In Left-Out (Li-Lo) junction
- Construction of a section of access road into Phase 2;
- Construction of an attenuation basin and associated drainage infrastructure;
- Construction of an access, including culverting of Channells Brook watercourse, to provide access into the proposed Sports Hub;
- Construction of a sub-station; and
- Provision of services to serve Phase 2 of the development.

1.6 The Principal Contractor will be Landbuild.

2.0 Construction Programme

2.1 The target start date on-site is May 2024. The target completion date on-site is Q1 2025.

3.0 Construction Traffic

3.1 Other than cars and vans used by operatives, construction traffic will consist of a low-loader to deliver plant and typically 8-wheelers for operations associated with earthworks and tarmac. There will be infrequent articulated lorries mostly associated with the delivery and removal of site offices.

3.2 A swept path analysis showing the route of vehicles and exiting the Li-Lo junction is shown in Figure 2.

Construction Vehicle Routes

3.3 Construction traffic will be routed via the A264 to avoid the use of more sensitive roads. During construction, the Contractor will need to comply with this, and the time restrictions set out in Section 6 of the main Phase 2 CEMP. Access to the site compound will be from the A264 using the eastbound lane only.

3.4 During the works a temporary traffic regulation order (TTRO) will be secured from WSCC to lower the speed limit on the A264 during the works.

3.5 Construction traffic associated with the Lilo will not use the more rural roads through Rusper and Wimland Road.

3.6 In order to construct the culvert into the sports pitches, it will be necessary to access the other side of the watercourse with construction plant (excavator and dumper) along the bridleway from Rusper Road. This will be a one-off operation to get plant on and off the field and the bridleway will not be used for materials delivery or contractor personnel.

4.0 Construction Compound

4.1 A compound will be established adjacent to the proposed works. The compound is within the agricultural land adjacent to the A264. The compound layout is shown in Figure 3.

4.2 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.

5.0 On-Site Management

5.1 This section incudes site contact names and telephone number for the Principal Contactor, Landbuild, in Table 1.

Table 1: Principal Contactor Contact Details

Role	Name	Contact Details
Contracts Manager	Dave Jackson	dave@landbuild.co.uk
Site Manager	Robin Pratt	r.pratt@landbuild.co.uk
Health and Safety Manager	Tom Elphick	t.elphick@landbuild.co.uk
Environmental Manager	Tom Elphick	t.elphick@landbuild.co.uk
Emergency Telephone Number	-	01798 872555
Head Office Number	-	01798 872555

Figure 1

Left-In Left-Out (Li-Lo)
Site Location Plan



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

N

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Rev.	Description	Date	Chkd
A	Issued for APPROVAL.	30/11/22 T. Hart	GT

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Legal & General
(Strategic Land North Horsham) Ltd

Project :
Mowbray (Land North of Horsham)

Title :
Junction Ref. C1: Left-in / Left-out
S.278 / S.38 Highway Works
Location Plan

Project Engineer :	G. Turner	Scale :	1:10000
Project Director :	J. Birch	Date :	November 2022
Status :	Approved for Construction		

Drawing No. Mowbray-GLA-LILO-Ph2-D-H-6100 Rev A1

Figure 2

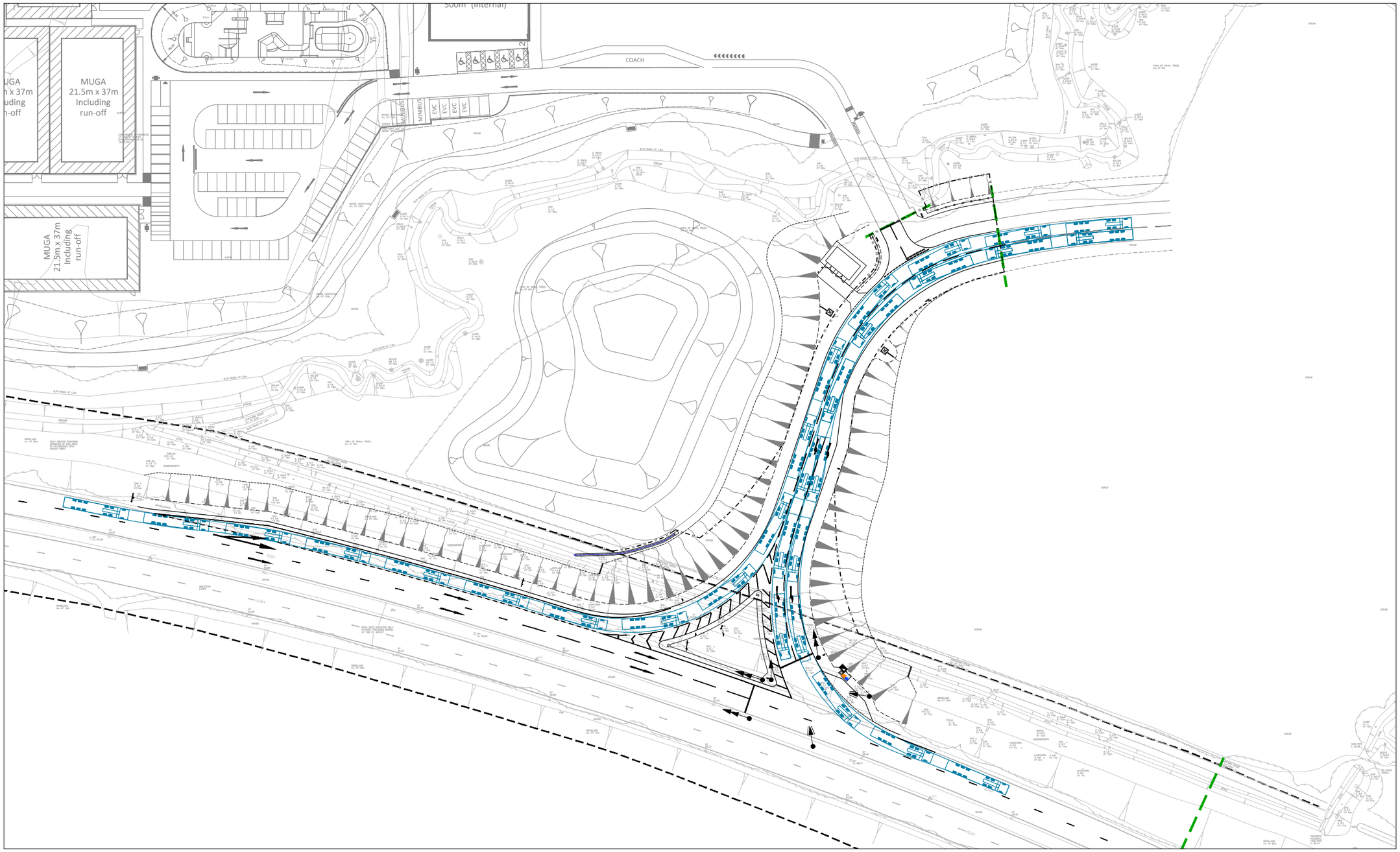
Left-In Left-Out (Li-Lo)
Vehicle Swept Path

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

KEY

16.5m x 2.6m articulated lorry



10.0 0.0 10.0 20.0 30.0 40.0 50.0

Scale = 1:500 @ A1

Rev.	Description	Date	Chkd
A1	Issued for APPROVAL.	30/11/2022 D.Strange	GT

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client :
Legal & General
(Strategic Land North Horsham) Ltd

Project :
Mowbray (Land North of Horsham)

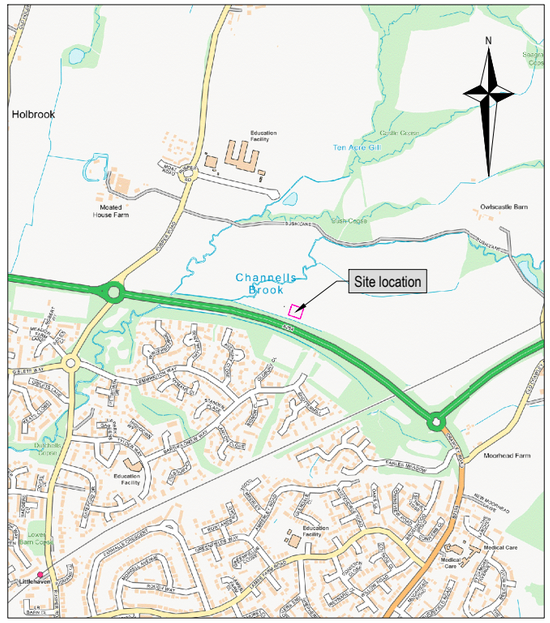
Title :
Junction Ref. C1: Left-in / Left-out
S.278 Highway Works
Vehicle Swept Paths (16.5m Max.Legal Artic)

Project Engineer :	G Turner	Scale :	As Shown @ A1
Project Director :	J. Birch	Date :	November 2022
Status :	Approved for Construction		

Drawing No. Mowbray-GLA-LILO-Ph2-D-H-6200 Rev A1

Figure 3

Left-In Left-Out (Li-Lo)
Site Compound Layout



SCALE 1:10000

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions to be scaled for planning purposes only.

Source: MK Surveys drawing no. 33349 Sheets 1 - 4

KEY

- Existing highway boundary interpreted from WSCC records
- New highway boundary
- Extent of S.278 / S.38 works - Note: New traffic signs and street lighting columns are located beyond the extent of the main S.278 works, refer to drawing no. Mowbray-GLA-LILO-Ph2-D-H-6305 for further details.
- Secure heras fencing

Stage 2 Haul Road

Approximate area of site compound - to include:
- Site parking
- Store
- Office welfare facilities
- Material storage; and
- Fuel storage

Stage 1 Haul Road

A264

N

10.0 0.0 10.0 20.0 30.0 40.0 50.0

Scale = 1:500 @ A1

Rev.	Description	Date	By	Chkd
P2	Haul roads identified and site compound extents amended.	01/03/2024	DS	CS
P1	First issue.	23/02/2024	DS	CS

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Civil Engineering | Highways Engineering
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Transport Planning | Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Legal & General (Strategic Land North Horsham) Ltd

Project : Mowbray (Land North of Horsham)

Title : Junction Ref. C1: Left-in/Left-out S.278/S.38 Highway Works CEMP - Proposed Site Compound

Engineer : C. Salt | Date : February 2024

Director : J. Birch | Scale : 1:500 @ A1

Status : PLANNING

Drawing No. Mowbray-GLA-LILO-Ph2-SK-H-Fig 3 | Rev P2

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postbox@glanvillegroup.com | www.glanvillegroup.com

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Glanville Consultants Ltd, Registered office: 3 Grovelands Business Centre, Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7TE