Site Address

Wychwood Turners Hill Rd Crawley Down RH10 4HG

LOCAL AUTHORITY

Mid Sussex District Council	01444 477517	
Planning Ref	DM/15/3614	
Case Officer	r Mr Stephen Ashdown	
Building Control	ТВС	
Inspector	ТВС	
REF	ТВС	

Highways Authority

West Sussex County Council lan Gledhill Tel:- 033022 25725 E:-

Client & Site owner

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 E: info@crossconstruciton.co.uk

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Structural Engineers

TBC

Geotechnical and Environmental Engineers

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Landscape Architect

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MAIN CONTRACTOR

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Contracts manager

Robin Cross

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E:- <u>Robin@Crossgroup.org.uk</u>

PROJECT DESCRIPTION

- New Build Construction of 37 Houses and 7 Flats
- Landscaping and car parking

PROJECT FEATURS

- The New properties will all be built to accord with The Code for Sustainable Design Level 3 or equivalent latest Building Regulations.
- Each block will have installed on the roof Photovoltaic solar panels for self-electricity generation. The electricity generated will be used within the property and the surplus sold back to UK Power Network.
- The property's will be sold as follows:
 - o 30 Open Market Properties.
 - \circ 14 Affordable units.
- Access to the site is via an existing road created in a previous development and an existing Highways adopted entrance.
- No new or temporary traffic management or highways alterations will be necessary to facilitate the development.
- Highways crossing to be installed on Turners hill Road in accordance with the signed 106 obligation.

1.00 SITE SET UP

- 1.10 Initial diversion work is to be carried out to re-rout the overhead power cable running through the site. This work is being done in conjunction with UK Power Network.
- 1.20 While the work is being carried out to divert the overhead cable, UKPN will install the temporary builders supply. This will give the site a 3phase electrical supply. This will be adopted by the management company for street lighting at a later date.
- 1.30 The temporary builders water supply will be tapped onto the existing main just outside the entrance to the site (old Cala site). During the construction phase the water main located within the old Cala site will be extended and laid within the foot path to the new site layout. New individual main supplies to each new property will then be taped onto.
- 1.40 During the construction phase the gas main will be extended from the Cala and laid within the foot path to the new site layout. New individual main supplies to each new property will then be taped onto.
- 1.50 During the construction phase the electricity supply will be take form the newly diverted cable and newly installed pole. The new power supply will be laid within the foot path to the new site layout. New individual main supplies to each new property will then be connected.
- 1.40 The site entrance will be secured by metal gates. Other open areas will be secured with the use of Heras fencing.
- 1.50 An area has been identified for a jet washer to be set up and used as a wheel wash area should the need necessitate. This will be employed for all lorries, plant and machinery leaving the site. (see drawing 1184-P-018 rev F in appendix) The area will be laid with clean broken hardcore to allow for easy drainage of the wash down area. This will also prevent run off onto the Cala site.

2.00 CONSTRUCITON SITE SET UP

- 2.10 Upon Completion of the initial site setup, Site office, toilets and general welfare facilities will be positioned as noted on drawing 1184-P-018 rev F in appendix to the left of the site entrance. The ancient wood land area is to be fenced off for protection.
- 2.30 Areas have been identified for parking to facilitate contractor's van's and cars upon the site. (see drawing 1184-P-018 rev F in appendix). Fencing to this area is to have green netting affixed to reduce possible light glare into the adjacent houses from parked vehicles.
- 2.40 An area has been identified for a jet washer to be set up and used as a wheel wash area should the need necessitate. This will be employed for all lorries, plant and machinery leaving the site. (see drawing 1184-P-018 rev F in appendix) The area will be laid with clean broken hardcore to allow for easy drainage of the wash down area. This will also prevent run off onto the Cala site.
- 2.50 The areas identified for loading of muck away are noted on drawing (see drawing 1184-P-018 rev F in appendix) These areas are adjacent for spoil heap areas. Lorries will be loaded for muck away arising from excavation. Spoil heap arising from the excavation will be stored and loaded adjacent to these areas. Muck away can be either loaded by grab and tip lorries or loaded by the excavator or site.
- 2.4.1 The site agent will ensure these areas and regime are employed to reduce the traffic movement on site and reduce the damage to the temporary site surface. This will also reduce the amount of washing down necessary.

3.00 DELIVERY AND STORGAE OF MATERIALS

- 3.10 Delivery lorry's entering and leaving the site will do so via the existing entrance.
- 3.20 The site is large enough to accommodate delivery lorries operated by builders' merchants and suppliers to enter the site, turn and drive out facing forward. Although banks man will be on site and available for assistance in turning.
- 3.30 Any delivery lorry that requires a wheel wash prior to leaving the site will do so using the jet wash facility as identified in 1.50.
- 3.40. Areas identified for storage of materials are noted on the attached (see drawing 1184-P-018 rev F in appendix). The site is large to accommodate sufficient storage space. It is also worth noting that the form of construction will also allow for materials to be delivered and distributed directly to the point of use. Delivery lorries will be able to unload directly onto these areas.
- 3.50 Peak traffic will be during excavation and concreting of foundation and formation of road layout. This would equate to 30 lorries per day for a 45day period.
 The remaining deliveries for the construction period will average at four deliveries per day.
- 3.60 Due to the entrance road being a shared access with existing residence protection of pedestrians using the road will be set up. Signage in the form of "Warning Construction Traffic" will be positioned at either end of the road.

All delivery lorries will turn within the site and leave driving forward. If for any reason a lorry needs to reverse from the site a banksman will assist and direct.

Signage inside the site will warn drivers to leave the site with "Extreme Caution Children and Pedestrians"

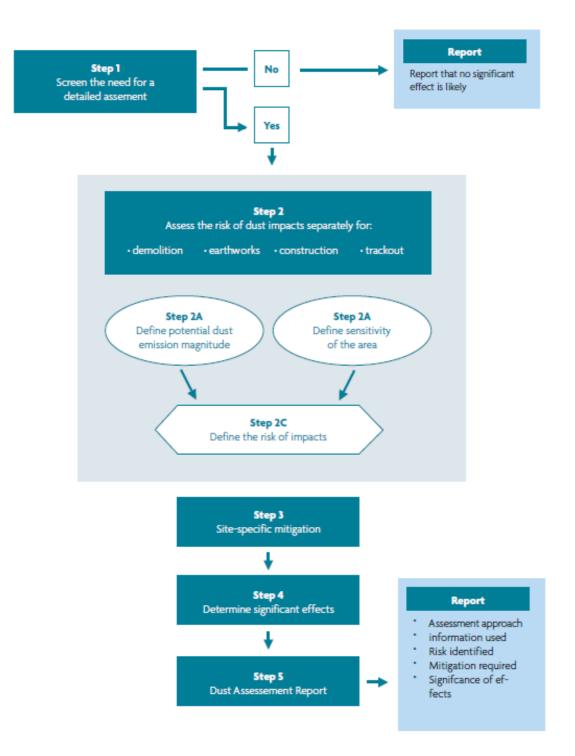
4.00 CONSTRUCITON & SITE LIAISON

- 4.10 Before construction is started on site (including site set up.) All properties that could be affected by the work on the site (using the same access road) will be contacted in writing. Information about start date, program and details of who to be contacted in an emergency and details for correspondents regarding public liaison will be given.
- 4.11 Contact details of the allocated site agent will be posted on the site gates as soon this as information become available.
- 4.12 Updated newsletter will be hand delivered to properties using the same access road. These will be done on an 8 weeks cycle basis or when a major events are to take place.
- 4.20 As this is a new build site the dust generated will be minimal. listed below are the main material being used, and how any dust generated will be dealt with. Additional dust mitigation measures are dealt with under section 5.0

1.	Roof covering is slate and single ply membrane: -	Cutting is done using snips on the slate and a Stanley knife. Therefore, no dust is generated.
2.	Brick and block walls: -	Any cutting of bricks and blocks is done using either a bolster which does not generate dust or if necessary, a petrol cutter with water tank attached for dust suppression.
3.	New Tarmac Road: -	No dust is generated
4.	Excavation: -	If during excavation the moister content of the spoil is low and dust is generated, light spray dust suppressant will be employed.
5.	Paths, Patio and Parking	Brick paving. Cutting is usual done using a block splitter, so no dust is generated. Any slabs, kerbs or paving slabs that need to be cut are done so using petrol cutter with water tank attached for dust suppression
6.	General: -	Should anything be cut that does generate dust this is always done using a petrol cutter with water tank attached for dust suppression.

5.0 Dust and Noise Management

DUST MANAGEMENT				
Objective(s)	1. To ensure the impacts of dust on adjacent areas and the community are minimised.			
Management Strategy	t Dust issues managed principally by emission controls at source, and administrative controls during works.			
		Responsibility	Timing	
Control(s)	Area to be disturbed minimised.	Project Manager		
	Where dust is identified as an issue, dust control measures will be implemented. These will primarily be the use of hosing down, but may include covering of spoil as noted under section 2.5.	Project Manager		
	Vehicle movements controlled (Traffic Management Plan) and kept to established tracks and haul roads.	Project Manager Project Manager		
	Dust awareness issues in environmental induction process	i roject Manager		
Performance Indicator(s)	No complaints from adjacent property owner.	Project Manager		
Monitoring	 Daily inspection of works sites to occur, including: Visual check for dust crossing the site boundaries Visual check of high potential dust areas, such as haul roads, stockpiles, and operational areas. 	Project Manager Project Manager		
Reporting	Any complaints or incidents to be reported	Project Manager		
Corrective Action(s)	Investigate cause of excessive dust Implement controls immediately Implement corrective measures prior to the recommencement of site works Implement administrative controls if required, such as rescheduling of dust generating activities to more favorable weather conditions.	Project Manager		



- 5.1 During the Construction phase of works, steps will be taken to reduce dust as per section 4.2. As noted under section 6.0 additional measures will be made to deal with dust. The measures to be taken with regards to both dust and noise will be in accordance with: -
 - Cross Constructions (Sussex) Ltd Construction Phase Health and Safety Plan
 - Trade specific risk assessments and method statements. RAMS
 - Trade specific Risk and Method statements

This will include: -

- Adherence to site working hours.
- Water suppression of dust during material cutting, road sweeping vehicle loading and unloading.
- Burning is strictly not permitted
- Installation of site fencing to boundaries and including temporary site hoarding to reduce noise nuisance.
- Radios not permitted for use externally.
- Liaison with site neighbours to monitor areas of concern.

Dust, dirt mitigation measures.

Due to the nature of the site ground conditions and as there are no demolition works to be completed it is expected that the potential for production of dust will be greatly reduced. However dust control measures will be used as required under H&S Approved Codes of Practice ACOP, these will form measures as detailed below:-

- Water dust suppression will be used on roadways during dry periods and should large vehicle numbers be required.
- Water based dust suppression will be used for all cutting processes.
- If spoil heaps become dry and start to generate dust these will be damped down.
- Fencing will be installed to boundaries with adjoining residential properties and netting affixed.

All of the above will be monitored as part of the on-going site management duties and during our in-house H&S inspections.

Cross Constructions (Sussex) Ltd will appoint contractors to complete all aspects of works. Prior to any works commencing detailed Risk Assessments and Method Statements will be requested from all contractors and no works will proceed without H&S department approval.

6.0 General items

- 6.1 Working hours will be in accordance with the decision notice.
 8am~5pm Monday to Friday
 9am~1pm Saturday
 No working Sundays or bank holidays
- 6.2 Radios are not permitted for use externally.
- 6.3 The site layout shows the proposed houses with enough distance from the boundaries and the existing housing to negate the need for sound reduction fencing to be employed during construction.
- 6.3 Machinery and plant will be turned off when not in use. Engine idling is not permitted.
- 6.4 The site will be developed in two phases

Phase 1 will include all drainage, services and temporary road for phase 2 Phase 2 Will complete the project to include Play area and final landscaping.

See Drawing (dwg no. 1884-P-017 Rev A) for phase layout





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Rev	Revision Description	Issued By	Issue Date







File Location: /Volumes/MCP_PROJECTS/ PROJECTS_2018/1884_WYCHWOOD_CRAWLEY_DOWN/1884_CAD-PLANNING/1884_P_PLN/ 1884_PLANNING_FULL_LEVELS_REVISED_NO PARAPETS_PLANNING SUB 4.pln					
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