

Construction Management Plan Felbridge, East Grinstead



DAVID WILSON HOMES
WHERE QUALITY LIVES



Construction Management Plan (CMP)

Site: Crawley Down Road, Felbridge, East Grinstead, RH19 2NT

Client: Barratt David Wilson Homes Southern Counties
(a trading name BDW Trading Ltd)

Planning

Authority: Mid Sussex District Council

Revision Status					
Rev	Date	Issue Description	Prepared by	Checked By:	Ref
G	Sep 2025	CEMP: Issued to Mid Sussex District Updated following client comments	Max Mayo	Dean Pincham IMaPS Tech IOSH	BDWSC/CDRF/CEMPg
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PREAMBLE

This Construction Management Plan has been prepared to discharge Condition 2 of the Planning Conditions specified by Mid Sussex District Council.

The approved CMP will be adhered to by each appointed Principal Contractor throughout the development until completion.

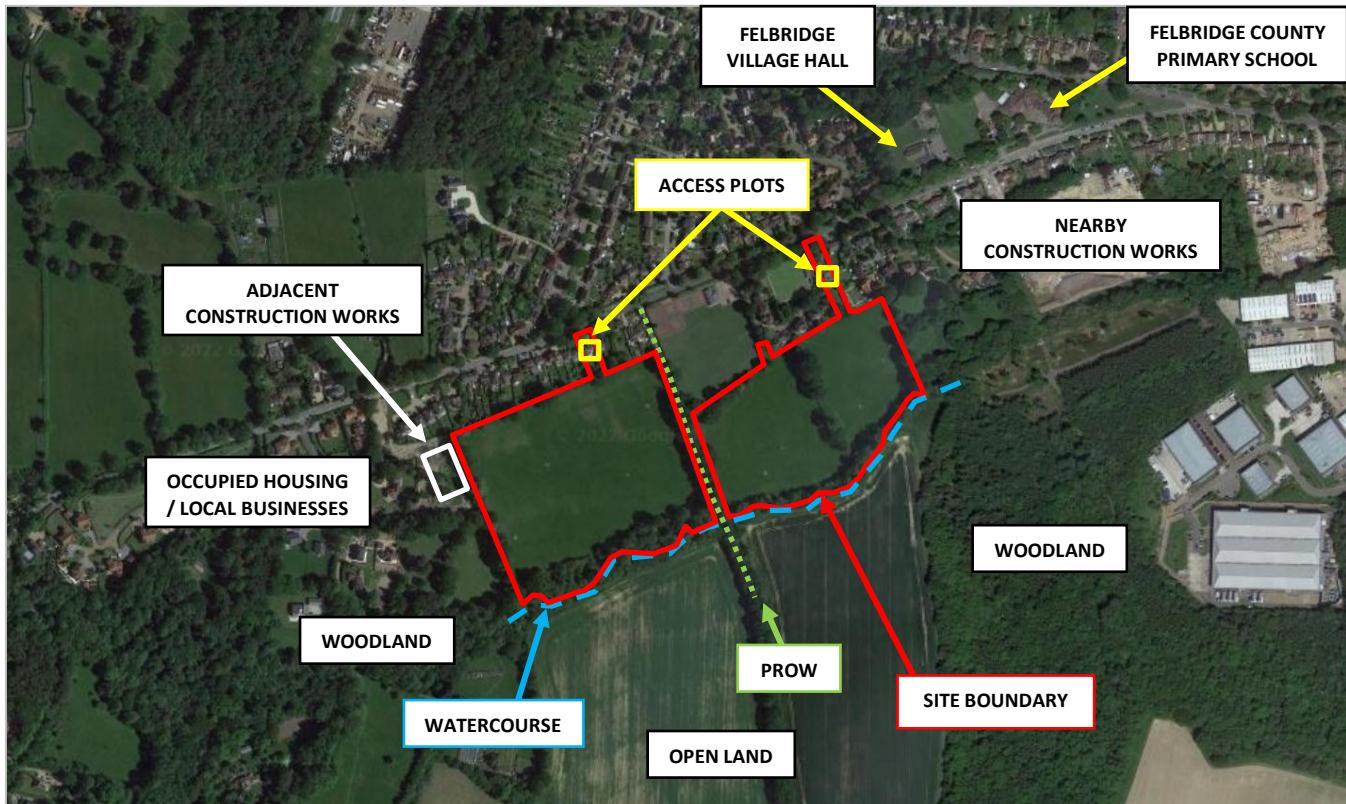
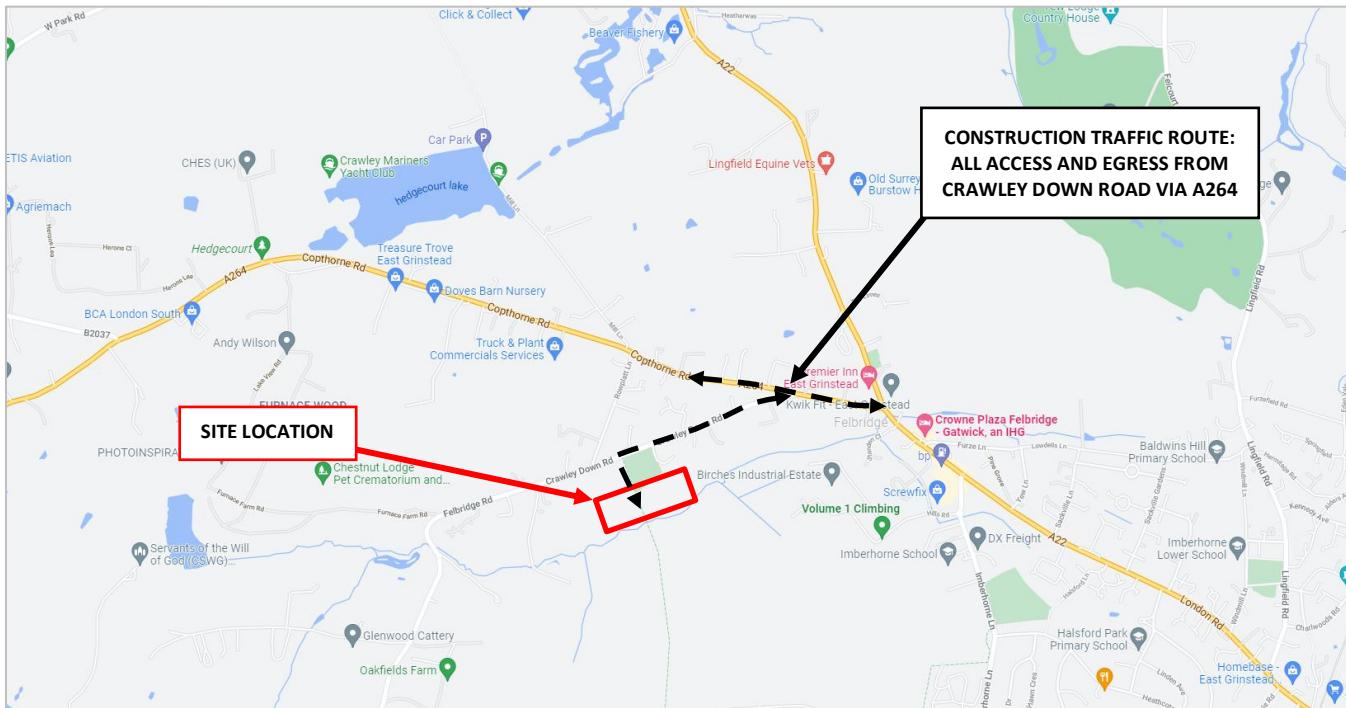
PT18/6360/F PLANNING CONDITION 2	LOCATION IN DOCUMENT
No development shall take place, including any works of site clearance, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall include, and not be restricted to, the following matters;	
a) the anticipated number, frequency and types of vehicles used during construction	Section 2.3
b) the method of access and routing of vehicles during construction	Section 1.1 & 2.3
c) the parking of vehicles by site operatives and visitors	Section 2.2.3
d) the loading and unloading of plant, materials and waste	Section 2.2.1, 2.3 & 2.2.3
e) the storage of plant and materials used in construction of the development	Section 1.2.3 & 2.2.3
f) details of both construction working hours and construction delivery times	Section 2.1
g) the erection and maintenance of security hoarding	Section 2.1
h) the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders)	Section 2.4
i) measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security	Section 3.2 & 3.6
j) measures to control noise or vibration affecting nearby residents	Section 2.2.2
k) any artificial illumination	Section 3.6
l) details of public engagement both prior to and during construction works	Section 2.1.3
m) measures to monitor and control noise and vibration affecting nearby residents	Section 2.2.2
n) pollution incident control and site contact details in case of complaints	Section 3.1, 3.7 & Section 2.1.3

1.0 DESCRIPTION OF PROJECT

1.1 PROJECT TITLE + LOCATION

The proposed development by Barratt David Wilson Homes (BDW), is situated off Crawley Down Road to the north-west of East Grinstead, West Sussex. The site is centred approximately on the National Grid Reference TQ 36876 39629.

This Construction Environmental Management Plan covers all works associated with the development.





1.2 NATURE OF SITE, SCOPE OF WORKS + CONSTRUCTION PROGRAMME

1.2.1 Scope of Works

Barratt David Wilson Homes Southern Counties (BDWSC) will have outline consent to construct up to 200 residential dwellings via application ref: DM/23/0810.

The 200-unit development is bisected by a bridleway and as such, the development is currently split into two areas. The houses will be constructed with gardens, car parking, POS (including play areas) and green space along a flood plain.

The site will be developed in three phases of works, with the initial works package being carried out by an external Principal Contractor to be appointed by BDWSC:

1. **External PC** – Demolition and asbestos removal of existing house.
2. **External PC** – Initial on-site groundworks & S278 works and construction of roads, sewers, swales, services infrastructure and foundations to roughly DPC level.
3. **BDW as PC** – Superstructure Phase: construction of housing superstructure, any remaining groundworks, fit out works and on-site landscaping.



EXTRACT OF PLANNING LAYOUT – PROVIDED FOR REFERENCE ONLY

1.2.2 Site Description & History

The site comprises of two parcels of land occupying a total area of circa 8.5 hectares (4.83 hectares western parcel and 3.66 hectares eastern parcel). The boundary between the two parcels is defined by an existing bridleway oriented north-south.

The majority of the is currently unoccupied grassland. Located to the north is an existing residential plot understood to be an 'access plot' connecting the site to the Crawley Down Road, north.

Mature and semi-mature trees are present along existing field boundaries, broadly located to the southern, western and eastern site boundaries as well as within the centre of the eastern parcel and locally in the northern boundary.

'Felbridge water' (a surface watercourse) abounds the site to the south.

Site History

The historical maps indicate the site has remained largely unoccupied save for the localised development to the north within proposed 'access plots' from the late 1930's. A single detached structure, believed to be a stable type out building is depicted in the western field.

Site Boundaries

- North: The site is bordered by Felbridge Football Club and residential developments to the north with Crawley Down Road beyond.
- East: Open fields/agricultural lands are directly adjacent to the east.
- South: The southern boundary is formed by mature trees / hedgerow and a watercourse.
- West: Open fields/agricultural lands and construction works are directly adjacent to the west.

1.2.3 Build Direction & Site Set-Up Plans

The site will generally be developed from east– west. Plans showing the build route and site set up are located in [Appendix One](#).

1.3 PROJECT DIRECTORY

Duty-holders will carry out their duties as defined by the CDM Regulations 2015 to ensure that all requirements of the CDM Regulations 2015 are met.

The Client will ensure that a suitably competent Principal Designer, Principal Contractor and Design Team are appointed to oversee the project and afford all project members sufficient time to plan and mobilise their activities.

1.3.1 Key CDM Duty Holders Currently Appointed

Client & Principal Contractor (Superstructure)	Company	Barratt David Wilson Homes Southern Counties
	Address	BDW House, Walnut Tree Close, Guildford, Surrey, GU1 4SW
	Tel	01483 505 533
Principal Designer & CDM Advisor	Company	GHPC Group Ltd
	Address	11 Milbanke Court, Milbanke Way, Bracknell, Berkshire, RG12 1RP
	Tel	01344 304 800
Principal Contractor – Demolition	Company	<i>External PC appointment to be awarded following tender process.</i>
	Address	
	Tel	
Principal Contractor – Groundworks	Company	<i>External PC appointment to be awarded following tender process.</i>
	Address	
	Tel	
Designer – Planning Architect	Company	Boyer
	Address	Crowthorne House, Crowthorne, Wokingham, RG40 3GZ
	Tel	01344 753 220
Designer – Civil Engineer	Company	Abley Letchford Partnership Ltd
	Address	3 Tealgate, Charnham Park, Hungerford, RG17 0YT
	Tel	01488 684 390
Designer – Landscape Architect	Company	Terra Firma
	Address	Suite B, Ideal House, Bedford Road, Petersfield, Hampshire, GU32 3QA
	Tel	01730 262 040
Designer – Utilities Consultant	Company	Utilitas
	Address	Unit 12, Oak Trees Business Centre, The Courtyard, Orbital Park, Ashford, TN24 0SQ
	Tel	08448 464 990

1.3.2 Other Currently Appointed Project Team Members

Site Investigation	Company	RSK Environment Limited
	Address	Anerley Court, Half Moon Lane, Hildenborough, Tonbridge, TN11 9HU
	Web	www.rskgroup.com
Ecologist	Company	Aspect Ecology
	Address	West Court, Hardwick Business Park, Noral Way, Banbury, OX16 2AF
	Web	www.aspect-arbor.com
Archaeology	Company	Wessex Archaeology
	Address	Logix House, Wrotham Road, Meopham, Gravesend, Kent, DA13 0QB
	Web	www.wessexarch.co.uk

2.0 DETAILED CONSTRUCTION PROVISIONS

2.1 SITE SECURITY + PROTECTION OF THE GENERAL PUBLIC

2.1.1 Security + Segregation

The Principal Contractor will ensure all boundaries are fenced and the site is fully enclosed with heras fencing (as a minimum) and controlled access gates, so the site is completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site, and fully secured from trespassers / members of the public / children. Site boundaries that are shared with the rear garden of existing residential properties will be fenced with heras fencing and mono-flex (as a minimum and may be replaced by closeboard fencing where required) and the approved boundary treatment will be installed as soon as possible when work commences on the respective plots. In addition, the 2.no access roads into the site will have either closeboard fencing erected or 1.8m screenwalls erected before development within the site commences.

Visitors will be directed (by signage at the entrance gate and by any personnel at the site gates) to the site office accessed via clearly defined pedestrian routes. Visitors will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager, prior to being permitted on-site.

All site boundaries will be monitored daily by the Site Manager to ensure any deficiencies / breaches are dealt with quickly and to ensure when the site is left at the end of each working day, security of the site boundary is robust.

2.1.2 Protection of the Public

BDW are fully committed to protecting members of the public from the construction risks associated with this project. As part of the Construction Phase Plans developed for the project, the Principal Contractors will be vigilant to the possibility of works areas being accessed by unauthorised persons (particularly children and teenagers who may see it as an exciting place to play). The Principal Contractor will ensure a high standard of housekeeping practices are implemented across the site with particular emphasis on any off-site work areas to ensure they reduce the risk of potential injury to trespassers, if they manage to gain access to the site.

All materials, plant and tools will be fully secured/supervised when not in use and particularly at the end of the working day. Material storage/compound areas will be fully secured.

2.1.3 Liaison with Public

Prior to any works commencing, BDW will proactively communicate with Mid Sussex District Council & Tandridge District Council to keep them informed of site planning arrangements. Letters will be posted to properties surrounding the site to notify residents of the proposed works commencing.

BDW will have a member of the site team allocated to liaise with adjacent residents as well as Mid Sussex District Council & Tandridge District Council to inform them of any potentially disruptive works (which may include noise, dust or temporary obstruct access), so that the works can be safely managed around the existing residents.

A notice board will be displayed outside of the site with key information for the public including the contact telephones (inc. out of hours emergency contact) of the Principal Contractor (Site Manager & Office Number), so that the public can contact them in the event of any issues or complaints. As the site is still in planning stage, a named Site Manager has not yet been designated, however name of the Site Manager and contact details will be provided to Mid Sussex District Council & Tandridge District Council upon request, once they have been appointed.

If complaints are received from local residents, these will be documented in a diary or log held on site by the Site Manager.

2.1.4 Signage

Appropriate health and safety signage will be placed around the construction site guiding traffic and pedestrian routes, giving warnings of hazards and potential dangers (such as "Danger: Keep Out" etc.) and instructing conduct within the site boundaries (such as "Do not remove security fencing" / "Appropriate PPE must be worn..." etc.). Public routes and crossings will be fully signed.

2.1.5 Training & Inductions

The Site Manager is responsible for inductions and will ensure each operative receives an induction specific to the site and to the type and place of work. This will take place before the site operative commences work for the first time on site.

The induction will concentrate on the Principal Contractor's management provisions, site rules and safety provisions as well as the particular site risks and the environmental & ecological considerations of the project. Evidence of all induction training carried out and names of personnel, who have undertaken a formal induction together with when they were inducted, will be recorded and filed on-site.

During the induction process, operatives will be informed of housekeeping matters, particularly the need to respect surrounding neighbours to the site and the need to keep noise to a minimum; particularly when entering and leaving the site. Working hours and restrictions on timing/method of deliveries will be clearly explained. They will also be informed of the necessity to ensure all parking is within the site boundary, and will be given clear instructions on how to deal with deliveries of materials etc., to prevent any congestion on the public highway.

Contractors working on-site employed by others (e.g. Utilities), will be inducted as all other site operatives and visitors. Information concerning their works and co-ordination / co-operation with other site operatives will be discussed and agreed with the Project Manager / Site Manager prior to commencement of their works on-site, as appropriate. Tool Box Talks will be held by contractors and the Principal Contractor regularly (as appropriate), and these will be recorded by the Principal Contractor.

2.2 CONTROL OF ON-SITE WORKING CONDITIONS

2.2.1 Site Working Hours & Deliveries

Working hours will be restricted to:

- **08:00 – 18:00 Mondays to Fridays**
- **09:00 – 13:00 Saturdays**

No works permitted on Sundays or Bank Holidays.

No work, audible or otherwise, will be undertaken outside the hours agreed.

The Principal Contractor will ensure that these working hours are communicated to all contractors and site operatives during the Site Induction and are strictly enforced throughout the works.

Deliveries will be coordinated to avoid peak traffic times and school opening/closing times to minimise disruption to the local area. At point of placing orders, suppliers will be informed of this restriction and will be requested to deliver outside of peak hours. In the event that any deliveries arrive at site prior to works commencing at 08:00, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 08:00, and any idling HGVs will be instructed to have their engines switched off. The school day at Felbridge Primary School starts at 8.40am where the gates are open and the gate closes at 8.50am. Afternoon pick up takes place between 3.05pm and 3.20pm. There is congestion around the school at morning and afternoon drop off and pick up times, therefore deliveries will be coordinated to avoid these times.

Where possible, the Site Manager will coordinate deliveries throughout the day to avoid the need for multiple HGVs to access the site at the time. There will be a designated materials storage area provided within the site compound with sufficient space for loading and unloading HGVs deliveries. No HGVs will be permitted to load or unload from public roads at any time.

In the unlikely event that works are required outside of the approved working hours BDW will engage with Mid Sussex District Council in advance of any such works commencing to formally agree a variation, undertake appropriate consultation with local stakeholders and residents and provide a named contact for ongoing liaison which will be prominently displayed on the site including out of hours contact details which will be made available to the Council's Environmental Health Team.

2.2.2 Control of Noise & Vibration

Construction works, by their very nature, can generate significant noise levels which can present a nuisance to the surrounding areas when works are being carried out. In recognising this, BDW expects all Contractors to adhere to (so far as is reasonably practicable) Environmental Health Requirements.

No works will be carried out on the site outside of the approved working hours – specified in [Section 2.2.1](#) above. All activities will be assessed for anticipated noise levels prior to works commencing, taking into account the potential for amplification of noise due to the layout of the site. Further, all plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the [Control of Noise at Work Regulations 2005](#).

BDW recognise that maintaining good relationships with those living and working in the vicinity of the site is important. Identifying noise levels as a risk to the surrounding area (whether nuisance or safety) as early as possible in the process is a priority for BDW, in order to ensure that any issues can be dealt with fairly and expeditiously. Local residents, schools and businesses will be kept regularly informed of progress of works. The Site Manager will be available for contact for any interaction with the public during the works.

Methods for reducing noise levels as far as practicable by the use of attenuation materials or such like, will be specified, and remain in place for the duration of the works. Specifically, the following areas will be required of all work activities;

- Comply generally with the recommendations of BS 5228: Part 1, clause 9.3 for minimising noise levels during the execution of the works.
- Noise levels from the works will be kept to a minimum.
- Fit all compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.
- Do not use or permit employees to use radios or other audio equipment in ways or at times which may cause nuisance. Any radios/entertainment devices will only be used at a level which will not cause undue disturbance to the neighbouring areas
- Every care will be taken to avoid unnecessary noise when carrying out manual operations and when operating plant and equipment.
- All plant will be switched off or reduced to idle when not in use.
- Noise producing plant will be sited as far as possible from dwellings, offices and other noise sensitive premises. Where the latter are particularly noise sensitive e.g. hospitals, schools, etc. then a further reduction in sound emission may be required and will be achieved by the use of barriers or acoustic housings.

BDW will notify the residents of any potentially disruptive works to reduce complaints, copies of the letters will be sent to the council for their records.

2.2.3 Compound Position, Site Car Parking, Visitor Provisions, Plant and Equipment

The site compound, materials storage areas, welfare facilities, parking areas and sales areas will all be located within the site boundary. A plan showing the proposed compound layout (including materials storage, parking etc.) is located in [Appendix One](#).

All visitors will report to the Site Office for an appropriate induction by the Site Manager. Parking facilities will be made available for visitors to site, and clearly signposted. All site vehicles including operative's cars and vans will park within the site. BDW will provide a suitably sized parking area within the site boundary to accommodate the anticipated number of vehicles required for the site works. No parking, loading or unloading, will be permitted to take place on any public road (including Crawley Down Road and surrounding streets) at any time.

All large building materials will be stored within the site, within the vicinity of housing plots as they are being constructed – smaller materials and particularly any which represent a hazard to health, will be stored in the locked compound area. Waste segregation, silos and storage containers will be provided within the compound, to be arranged in line with the provisions set-out in [Section 3.5](#).

2.2.4 Road Cleaning Regime and Wheel Washing Facilities

BDW as Client will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway.

The initial section of site roads will be constructed and tarmacked to base course as early as possible, to provide a suitable hardstanding area for delivery vehicles. This will reduce the likelihood of HGV wheels becoming covered in mud, and will limit the need for wheelwashing.

When required, a wet wheelwash facility in the form of a manned jetwasher will be positioned within the site to allow any muddy water to run off prior to vehicles leaving the site.

BDW, and their appointed Groundworker, will ensure a roadsweeper is available when required to ensure the site roads and Crawley Down Road (in the area adjacent to the site entrance) are kept free of mud throughout the development.

Lorries will be sheeted during the transportation of construction materials to and from the site (waste and otherwise).

The Site Manager will regularly monitor the site roads and Crawley Down Road (in the area adjacent to the site entrance) for dirt and debris, and will arrange for road sweeps when necessary – this is likely to be more frequent during Groundworks (when there are more earthworks being carried out) and during periods of inclement weather. The roadsweeper will sweep the site roads site roads and Crawley Down Road (in the area adjacent to the site entrance) in the event any mud is tracked out of the site.

Road sweepings and debris will be disposed of through the Principal Contractor's own waste management arrangements – road sweepers will either be discharged off-site, or if on-site will be discharged using appropriate methods in compliance with the [Environmental Protection Act 1990](#).

2.2.5 Welfare Provision

The Principal Contractor will provide full welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing on-site and this will be confirmed by the Principal Designer to the Client, following review of the Construction Phase Plan.

All welfare provision will be provided in accordance with BDW's Minimum Requirements for Site Accommodation and Welfare which sets out the minimum requirements for:

- Toilet Facilities	- Temporary Portable WC / Wash-stations	- Facilities for Rest
- Drinking Water	- General Site Accommodation	- Electrical Supplies
- Cleaning of Facilities	- Facilities for Changing Clothes	

2.3 TRAFFIC MANAGEMENT STRATEGY

All construction traffic will access and egress the site from a new permanent entrance to be constructed off Crawley Down Road following the demolition of the existing house within the northern area of the site.

To avoid impact on narrower roads south-west of the development, all construction traffic will access and egress Crawley Down Road from the north-east via the Crawley Down Road / A264 junction, accessed from the west via the M23 & east via the A22.

The site will not be accessed until demolition is complete / access road is built.

In agreement with Mid Sussex District Council and Local Highways Authorities, directional signage will be displayed at key junctions in the area.

During all work phases, there will be sufficient space to turn vehicles on-site, and all vehicles will access and egress the site in forward gear. No vehicles will be permitted to reverse into, or out of, the site.

No construction vehicles, plant, tracked machinery will be permitted to operate until works commencing at 08:00. In the event that any deliveries arrive at site prior to works commencing at 08:00, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 08:00, and any idling HGVs will be instructed to have their engines switched off.

To protect pedestrian operatives from possible contact with vehicles, there will be designated pedestrian walkways which will be physically segregated from the road using traffic barriers. The pedestrian walkways will be clearly signposted, well-lit, and will be free from any debris/materials storage to allow their continued, unobstructed, safe use. Pedestrians will cross the roads at designated pedestrian crossing points only, where pedestrians will have right of way over construction vehicles. The walkways will be regularly checked and maintained as necessary, to ensure they provide safe access and egress at all times.

To minimise vehicular movements through the residential area, and to minimise any disruption to local residents, BDW will encourage all site operatives to share cars and utilise public transport where possible to keep site traffic volumes to a minimum.

There will be an estimated maximum of around 130 workers / visitors on-site at peak construction time, and an estimated maximum number of 80 cars and vans accessing the site each day (at peak construction time), there will be an estimated maximum of 20-30 HGVs accessing the site per day at peak construction time. These numbers will be split across the two parcels (eastern and western). The site car park will be provided within the site boundary and will accommodate the anticipated number of cars and vans. Deliveries will range from vans to lorries – artic lorry will be the biggest size.

All loading and unloading from delivery vehicles and construction traffic (including building materials, finished or unfinished products, parts, crates, packing materials and waste) will take place inside the site compounds only. Deliveries will be coordinated to avoid school opening/closing times to minimise disruption to the local area. At point of placing orders, suppliers will be informed of this restriction, and will be requested to deliver outside of peak hours. In the event that any deliveries arrive at site prior to works commencing at 08:00, delivery vehicles will be permitted entry to the site to avoid any disruption to local roads, however no unloading or loading will be permitted to take place until work commencement at 08:00, and any idling HGVs will be instructed to have their engines switched off.

The roads outside the site will be kept clear at all times with clear access for fire appliances and emergency services.

Soil compaction will be minimised by adhering to routes indicated on the site traffic management and by minimising plant movements across unprepared ground.

2.4 MAINTAINING ACCESS TO PUBLIC RIGHT OF WAYS

There is a notable Public Right of Way (PRoW) bisecting the site:

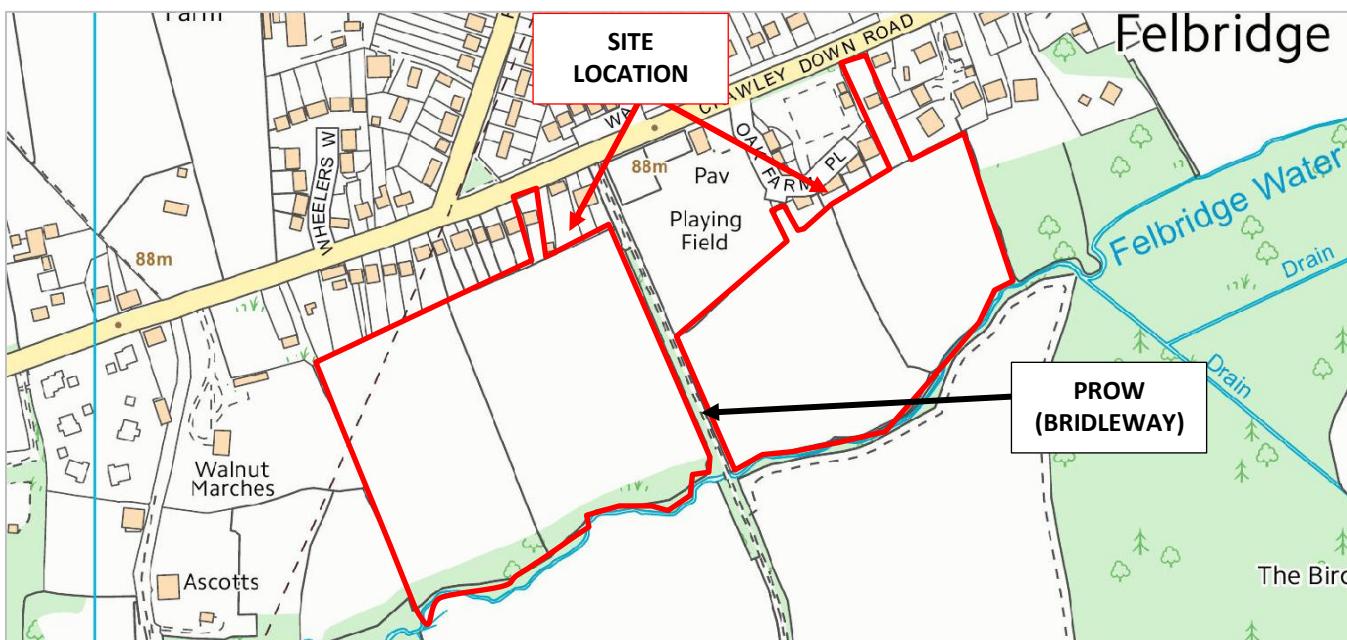
Barratt David Wilson propose to carry out the development with minimal disruption to the footpath and as far as possible will seek to keep it open during the works.

BDW will secure the entire site boundaries of the footpaths with double-clipped heras fencing as a minimum to ensure the site boundaries are fully secure from the surrounding footpath, BDW will install a banksman throughout the works to ensure it remains open and health and safety is ensured.

BDW will liaise with Mid Sussex District Council in regards to any necessary closures of the footpaths and keep them up-to-date with the intended phasing of works.

Appropriate H&S signage will be placed to clearly demarcate construction working areas beyond the fencing, giving warnings of hazards and potential dangers (such as "Danger: Keep Out", "No public access beyond this point" etc.)

The Site Manager (or an operative instructed by the Site Manager) will conduct two visual checks (at the start and end of each working day) of the signage and boundary fencing each day, to ensure signage can be replaced if damaged / vandalised and any breaches in fencing can be dealt with quickly to maintain the security of the site and safety of members of the public.



EXTRACT OF PUBLIC RIGHT OF WAY MAPS FROM MID SUSSEX DISTRICT COUNCIL WEBSITE

3.0 DETAILED ENVIRONMENTAL PROVISIONS

3.1 PROTECTION OF WATER, LAND ENVIRONMENT, AIR QUALITY & POLLUTION PREVENTION

Protection of Existing Stream / Brook

There is currently a stream / brook adjacent to the southern boundary, flowing from west to east. (Pictured). The stream has an existing crossing used for public access.

The watercourse will be potentially vulnerable to adverse effects from construction works, namely:

- Spillage of potential contaminants;
- Silt-laden surface run-off;
- Damage to the banks of the watercourse from heavy plant movements.



A temporary buffer zone secured by fencing will be established on either side of the stream, to prevent workers or construction materials from encroaching on the stream and will ensure the protection of the watercourse.

The buffer zone will be secured with double-clipped heras fencing and will have signage placed on the fencing to clearly indicate the fencing serves as a protective buffer and will not be moved without authorisation.

As an additional protection measure to prevent silt/surface water run-off from the site, a high quality geotextile silt fence will be established next to the heras fencing, where there is a possibility of surface water running towards the stream, to physically trap and prevent silt-contaminated water from leaving the site into the stream. If required, hay bales will also be positioned on the outer side of the silt fence as an additional control measure to trap any residual silt. The silt fences and (where required, hay bales) will be established during the initial enabling/set-up works, to ensure they are effective when excavations and other groundworks commence.

To ensure the silt protection remains robust, the condition of them will be visually checked by a member of the site management team on a daily basis. Additional checks will be made during periods of heavy rainfall. Should there be any build of mud/silt against the silt fence, this will be removed and deposited at a designated area within the site boundary. If any parts of the silt fence or appear to be damaged or becoming worn, these will be replaced on the day of inspection.

If considered necessary a temporary bund may be constructed to prevent any run-off from the construction site entering the watercourse.

A site induction of construction staff and contractors will be undertaken, to communicate the sensitivity and importance of the watercourse and the need to avoid activities which could have a detrimental impact.

There will be no storage of fuels or other chemicals, construction or other materials near the watercourse and no incursion of machinery within the marked protection zone.

Stockpiles of construction materials including sand and soils will be covered or damped down as necessary to prevent dust generation which could impact on the watercourse.

Protection of Water & Drainage Systems

The Client, Principal Contractor(s), and all Contractors on this project will ensure the protection and integrity of all watercourses and drainage systems and associated flora and fauna by preventing any surface water run-off or potential sources of contamination from reaching watercourses / drainage systems, as well as particular consideration given to the protection of the stream running through the site.

All surface water drainage from impermeable areas and roads will pass through trapped gullies prior to being discharged into any watercourse. There will be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water shall be discharged into the live drainage system without having been filtered through a silt interceptor.

All road gullies will be fitted with gully bags or terram to prevent silt run off into existing drainage systems. All gullies will be visually checked on a regular basis by a member of the Site Management Team (minimum weekly, and more frequently as required during periods of wet weather and when significant earth movements are being carried out) and will also be checked during Health, Safety & Environmental Inspections. If the condition of any gully bag or terram has deteriorated by becoming worn, or if the gully bag has filled with mud/silt it will be replaced (or cleared) on the day of inspection.

Any excess sediment or silt slurries on site roads, particularly close to the site entrance/egress points will be regularly removed to reduce the risk of mud/silt entering gullies. This may be several times per day depending on site conditions/stage of construction (likely to be more frequent during groundworks and fill stages).

Sediment and silt slurries will be stored within the site or an agreed storage area, away from gullies, drains and surface water receptors, to prevent being passed into surface water drainage systems and gullies. It may be necessary to construct a temporary bunded area to contain the material, allowing it to dry – regular maintenance and cleaning of the bunded area would be undertaken to ensure continued capacity during wetter conditions. Road sweepings will be discharged safely as outlined in [Section 2.2.4](#).

If silt spillage is identified, it will be treated as a priority to stop the flow and contain the spillage before it enters surface water drains or watercourses/ground.

Please also refer to [Section 3.2](#).

Environmental Incident Response

In the event of an environmental incident the following steps of notification will be taken. This will be included within the initial site induction for all operatives, by each appointed Principal Contractor:

- Any operative witnessing an incident must immediately report the incident to their Supervisor and the Site Manager / Assistant Site Manager
- Following this, the Site Manager / Assistant Site Manager shall notify BDW's internal Safety, Health & Environmental Advisor.
- For a spillage, in addition to the above:
 - If a spill has reached a surface water drain or watercourse, or soaked away in open ground, the Site Manager / Assistant Site Manager will contact the Environment Agency immediately on the 24hr helpline and;
 - If a spill has entered a foul drain, the water provider should be notified as soon as possible through the Site Manager / Assistant Site Manager
- If incidents do not fall into any precise category, and if there is any doubt, the Environment Agency should always be contacted through the Site Manager / Assistant Site Manager.

Near Misses

Where observed, environmental 'near misses' should also be reported, i.e. situations or occurrences that could potentially lead / contribute to an environmental incident in slightly different circumstances - e.g., no drip tray below plant when refuelling, or inappropriately stored oils / chemicals. These will be logged by the Site Manager and reviewed by BDW's internal Safety, Health & Environmental Advisor.



3.2 DUST SUPPRESSION & MONITORING

It is likely that dust will be created during dry and windy conditions on the site, particularly during earthworks. Dust mitigation procedures will be detailed in the Construction Phase Plan, will be strictly enforced on-site throughout the work by the Site Manager. These procedures will include managing loose materials (damping down / covered in windy conditions), monitoring and recording dust levels during the site inspection process.

Dust will be monitored and recorded through the site inspection process and water will be used for damping down when instructed by the Site Manager, including during construction / deliveries / dumping. In addition, mixing and batching will only take place on wet, rather than dry aggregate materials. All work areas will be well ventilated to prevent dust build up. Dust will be minimised during cutting operations of blocks etc. by ensuring use of equipment with on-tool water suppression.

Throughout the construction period, care will be taken to ensure the adequate control of dust from vehicles delivering and removing materials to and from the site.

Drop heights, when loading and unloading materials, will be minimised. All dusty loads will be sheeted appropriately.

In areas of work close to sensitive properties, the Site Manager will undertake regular dust monitoring inspections of boundaries (as part of regular Site Inspections) to ensure that dust levels are monitored and controlled and where necessary will ensure that suitable dust suppression methods are employed to deal with any residual issues in these areas.

To control smoke and noxious fumes, there will be no burning permitted on-site and all plant will be maintained in good working order. Careful consideration will be given to timing, weather conditions and methodology when laying bitumen.

3.3 GROUND CONTAMINATION & REMEDIATION

No visual or olfactory evidence of contamination was identified within any of the exploratory locations.

Results indicate that all contaminants are below the relevant GAC; therefore, it is considered that a relevant contaminant linkage does not exist.

In addition, representative soil samples were submitted for a suite of pesticide, herbicide and fertilizer laboratory analysis.

All results remained below their respective laboratory detection limits; therefore, it is considered that a relevant contaminant linkage does not exist.

Reporting of Unexpected Contamination

All operatives will be instructed on the agreed procedures for dealing with any material encountered during ground works that is either contaminated or suspected to be contaminated.

Should there be any evidence of unrecorded contamination discovered on-site, Mid Sussex District Council will be contacted immediately, with site activities in the area affected temporarily suspended until a method and procedure for addressing the contamination is agreed upon in writing with Mid Sussex District Council and/or other regulating bodies.

An investigation and risk assessment and, where necessary, a remediation strategy and verification plan will be prepared in order to outline how this unsuspected contamination will be dealt with.

3.4 FUEL STORAGE AND USE

Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound shall be at least equivalent to the capacity of the tank plus 10%.

If there is multiple tankage, the compound shall be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%.

All filling points, vents, gauges and sight glasses will be located within the bund. The drainage system of the bund will be sealed with no discharge to any watercourse, land or underground strata. Any pipework will be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets will be detailed to discharge downwards into the bund.

Tanks will be sited in a safe area, away from manholes and surface water gullies. Tanks will be double-bunded, non-gravity diesel tanks. The Fuel tank and hose will be locked secure when not in use and the site will possess a spill control kit. A clearly defined drip control area will be introduced around the tank. Tanks and surrounds will be regularly inspected for damage, spills or leaks as part of weekly inspection.

All measures to control chemical storage, discharge and spillage will cover;

- Oil Storage tanks in excess of 200 litres
- Double Skinned (twin-walled) tanks
- Proprietary Tank Systems
- Mobile Bowsers
- Security
- Dealing with Spills
- Prevention of Contamination of Rivers & Streams
- Storage and use of other chemicals (quantities less than 200L)

3.5 WASTE MANAGEMENT

As Client and as Principal Contractor, BDW will develop a full Site Waste Management Plan for the development, a copy of which will be provided to the Mid Sussex District Council. Each appointed Contractor will be required to work within the requirements of this Plan. **All arrangements will be in line with the BDW specific waste management system.**

All inert material will be retained and re-used on site where possible, all plasterboard waste will be collected and returned and the majority of the remaining waste will be removed in compactable skips.

The management, handling and disposal of waste and classification of materials will be carried out in line with all current Environmental Legislation and requirements.

There will be no burning on-site (including waste, materials, undergrowth or other vegetation or refuse) throughout the course of the development (both during construction and site preparation works). Minimum drop heights will be implemented for waste disposal, along with any other relevant batch drop activities. These restrictions are in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the application site, and site staff.

3.6 DETAILS OF TEMPORARY LIGHTING

It is proposed to limit working hours, as detailed above, to reduce the need for artificial lighting. During winter periods, construction work will be programmed to minimise the need for artificial lighting, and this should be restricted to locations away from existing properties where possible. Temporary lighting will be restricted to the site compound and access roads leading to the site compound. Where temporary lighting is necessary, ensure that light fittings are directional, hooded or equivalent to direct light to where it is required and to minimise light spill towards sensitive residential or ecological receptors or upwards into the night sky. Lighting will be directed at task working areas to reduce potential glare on surrounding properties, roads or sensitive ecological areas.

3.7 COMMUNICATION AND ENGAGEMENT FOR ENVIRONMENTAL CONCERNS

Barratt David Wilson Homes will appoint their Construction Project Manager as the Project Environmental Manager (PEM), this is currently – Cornel Heunis: cornel.heunis@bdwhomes.co.uk

The PEM will be the named representative for contact with the local community; and be responsible for all communication and engagement with the public. Neighbours will be kept informed of the construction process through the following means:

- Newsletters: Newsletters will be produced and distributed as necessary by the PEM on behalf of the contractor to update the local community on construction progress and contain information such as working hours and contact information; and
- Specific Notices: where considered necessary by the PEM, specific notices, emails and/or letters will be sent out explaining one-off construction related activities that might be particularly disruptive, such as wide loads being delivered out of hours or road closures.

Complaints Procedure

All complaints will be raised to the PEM. The PEM and Site Managers take all complaints seriously and positively respond to them within 1 week.

The PEM and Site Manager, with BDW's internal Health, Safety & Environmental Advisor, will review the complaint and consider what measures needs to be incorporated into the working practises to avoid similar complaints in the future. The complaint and any consequences will be reported during site coordination meetings.

If complaints are received from local residents, these will be documented in a diary or log held on site by the PEM or Site Manager.



APPENDIX

1. Western Parcel Site Execution Plan
2. Eastern Parcel Site Execution Plan



LEGEND

- HA Plots
- Compound
- Carpark
- Haul Road

8	01.07.25	Compound & parking revised.	DS	-
7	19.05.25	Compound & parking revised.	KS	CH
6	23.04.25	Compound & parking shifted to miss protected trees.	KS	SH
5	28.02.25	Build Numbers updated.	KS	CB
4	19.02.25	Build Numbers updated.	KS	CB
3	06.02.25	Compound and storage area revised. Tenure amended.	KS	-
2	08.01.25	Compound and storage area revised.	KS	-
1	04.12.24	Compound and storage area revised.	KS	-
v	Date	Detail	Drawn	Chk'd



BARRATT
HOMES

BDW Southern Counties
Compton House, The Guildway,
Old Portsmouth Road,
Guildford, Surrey GU3 1LR

Project Name

Crawley Down Road

Felbridge

Site Execution Plan/Compound Layout

Barratt Southern Counties Drg No								Rev
7490	BAH	20	SIT	DR	ZZ	307	003	
Created	Orig. size	Scale		Drawn by		Checked By		
07.11.24	A1	N.T.S		KS		-		

