



# Demolition Environmental Management Plan

*for*

St Aubyns School, Rottingdean, East Sussex, BN2 7JN

May 2020

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# 1. Introduction

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- 1.1 The site of the proposed development is located to the south of Steyning Road in the coastal town of Rottingdean, on the outskirts of Brighton. The approximate grid reference of the site is TQ 37064 02324.
- 1.2 The site sits in a residential area, with dwellings with gardens located immediately adjacent to the west and south-west. Steyning Road bounds the north of the site, St Aubyns Mead bounds the south and Newlands Road bounds the east.
- 1.3 Fairfax Properties is looking to redevelop the former St Aubyns School in Rottingdean into 93 new residential dwellings consisting of 51 apartments, 42 houses and provision of associated car parking and landscaping.
- 1.4 As agreed with the Local Planning Authority (LPA), a phased approach has been implemented for the development of a Construction Environmental Management Plan (CEMP), initially to deal with and enable the demolition/site clearance by providing a Demolition Environmental Management Plan (DEMP), with a subsequent CEMP to be submitted prior to construction commencing.
- 1.5 The Principal Contractor, named as Dorton Demolition & Excavation Limited, is committed to identifying, eliminating or controlling foreseeable risks so as not to have significant impacts on the local community and the environment. This will be delivered carrying out the developments in an environmentally sustainable manner and this DEMP has been developed to ensure that contractors appointed to carry out work on the development are aware of the Principal Contractor's environmental requirements.
- 1.6 This document defines the range of general and specific measures to which the Principal Contractor and its contractors shall adhere to during the works, to comply with both the Principal Contractor's commitment and requirements and current standards of best practice.

## Aim of the DEMP

- 1.7 The aim of the DEMP is to comply with Schedule 9 of the agreed Deed of Variation, submitted 10<sup>th</sup> May 2019.
- 1.8 Section 1 of Schedule 9 states that '*prior to the Commencement of Development to submit a Construction Environmental Management Plan ("CEMP") relating to the whole of the construction on the Property to the Council for approval (Such approval not to be unreasonably withheld or delayed).*
- 1.9 The full extent of Schedule 9 can be seen at Appendix A.
- 1.10 This DEMP covers Phase 1 of the works - the demolition and site clearance of some of the existing buildings on site, as indicated in Figure 1. A further CEMP will be required to be submitted for approval by the LPA prior to construction commencing on Phase 2 - the construction of the new houses and infrastructure.



## Purpose of the DEMP

- 1.11 The purpose of this DEMP is to set out the environmental criteria under which the works shall be carried out, taking account of relevant environmental legislation, the Principal Contractor's policies and prevailing standards of best practice.
- 1.12 The DEMP establishes a series of objectives and measures to be applied throughout the demolition period to protect the environment and limit disturbance to residents and other sensitive receptors from construction activities.
- 1.13 The DEMP sets out:
- the general principles to be applied during demolition and the context within which mitigation measures will operate and be developed;
  - the general provisions for construction site operations; and
  - the general environmental requirements that need to be considered and adopted throughout the periods of construction.
- 1.14 The DEMP will form part of the environmental management measures to be implemented by the contractors. A review system will be developed to ensure that commitments entered into with the relevant local and statutory authorities are complied with. Where required, regular monitoring of environmental effects will be carried out by the contractors, or their consultants, in accordance with the requirements set out in the DEMP. The results of such monitoring will be audited by the Principal Contractor and performance regularly reviewed with the contractors and the relevant authorities. This process will not remove any enforcement rights of local or statutory authorities but will help ensure potential problems are recognised and dealt with on a proactive basis.
- 1.15 The Client shall be required to periodically review the DEMP in conjunction with the Principal Contractor, on the basis of discussions with the LPA and other relevant statutory bodies.

## Relevant Legislation

- 1.16 The contractors will be required to comply with all relevant environmental legislation and Best Practice guidance during their work, including Highway Act requirements.

## Structure and Responsibility

- 1.17 The Principal Contractor shall need to identify the management structure responsible for implementing the DEMP. The DEMP will provide an overall management structure for ensuring and demonstrating compliance with contractor's environmental commitments, policies and objectives. This may include a programme of monitoring and auditing.
- 1.18 The Principal Contractor shall nominate a suitably experienced manager to take responsibility for all issues associated with the environment as well as demolition activities which are linked to highways. This shall include environmental management and compliance with all appropriate legislation and regulations and the development, implementation, monitoring, auditing and updating of the DEMP, as necessary.

## Training

- 1.19 The Principal Contractor shall be responsible for identifying the training needs of staff, contractors and site workers to ensure that all personnel whose work may cause an impact on the environment receive appropriate environmental training. Training and awareness should include:
- briefing staff on the role of the DEMP;
  - provision of environmental elements in induction talks; and
  - giving Toolbox Talks on specific issues such as noise prevention, spillage prevention, delivery of machinery, traffic management, etc.
- 1.20 All operatives on site will have appropriate Construction Skills Certification Scheme (CSCS) or equivalent cards. All banksmen/traffic marshals will be suitably qualified for that role and appropriate evidence of qualifications will be provided to the satisfaction of BHCC.

## Operation Control

- 1.21 Site works will be checked against the DEMP requirements. Frequent inspections of the site and of the works will be carried out by the Site Manager, or the appointed Environmental Manager, to minimise the risk of accidents and disturbance to the nearby residents and to ensure compliance with the DEMP.
- 1.22 The Site Manager or appointed Environmental Manager will be responsible for all demolition activities including those regarding traffic management and vehicular activities in and out of site.
- 1.23 Any accidents and environmental incidents will be reported immediately to the Site Manager.
- 1.24 A record of all incidents involving external vehicular and highway related activities shall be copied to the Local Highway Authority.

## 2. General and Environmental

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### Objectives

- 2.1 The Principal Contractor shall require the contractors to carry out the works in such a way as to limit, as far as reasonably practicable, any adverse environmental impact associated or arising from the works, as well as any impacts on adjacent highways and on route to the site as identified in Figure 2: Construction Route Plan.

### Timeframe

- 2.2 The demolition phase is expected to take up to 10 weeks from commencement.

### Working Hours

- 2.3 The proposed working hours for the site will be 08:00 to 18:00 hours, Mondays to Fridays and 08:00 to 13:00 hours on Saturdays, with no work on Sundays or Bank Holidays.
- 2.4 External activities on the highway such as deliveries will not be undertaken during peak hours, delivery times with this accounted for are provided in section 3.3.

### Working Outside of Core Hours

- 2.5 Whilst most work is likely to be possible during core working hours for the sites, there are several work areas/activities which may have to occur outside core hours and they are listed below.
- Any special delivery, whether required, should be outside core hours, to ensure a limited impact as possible on the surrounding highways. Any such deliveries will be notified to the Local Highway Authority (LHA);
  - Lighting of the site for security and safety should be of a standard and arrangement acceptable to the LPA, so as to prevent interference with local residents, or local businesses. If night work is required, some impact from lights may be unavoidable. In these instances, lights should be screened, where possible, and directed downwards and away from properties; and
  - Any work outside of approved core hours shall be subject to prior approval by LPA/LHA.
- 2.6 Occupiers of nearby residential properties will be informed in advance of not less than 14 days prior of the works taking place and their duration. In the case of work required in response to an emergency, the local authority and local residents will be advised as soon as is reasonably practicable that the works are taking place and their likely duration.
- 2.7 Public/neighbourhood notification will be in the dual form of liaison with the Parish Council and letters hand-delivered to all properties and businesses immediately adjacent to the site, namely High Street, Steyning Road, St Aubyns Mead and Newlands Road.

## Specification of Demolition Works

- 2.8 The principal contractor shall be responsible for environmental impacts and mitigation during demolition to minimise impacts on groundwater, noise and vibration, as well as damage or disruption to potential underground utilities, infrastructure, services and highways.
- 2.9 A pre-start up condition survey will be undertaken of affected highways including foot ways in the immediate vicinity of the site accesses. Details of this comprehensive survey is to be formally submitted to the LHA for records and any damage resulting from the demolition work after this will be for the contractor to remedy to the approval of the LHA.
- 2.10 Measures shall be taken to limit damage to the highways during the demolition works. Any damages done by the contractor shall be rectified to the satisfaction and approval of the LPA.
- 2.11 The demolition contractor will adhere to environmental regulations and monitor the work to ensure compliance.
- 2.12 The contractors will implement working methods to protect, so far as is reasonably practicable, surface and groundwaters from pollution and other adverse impacts arising from the works, including changes to water levels, flows and quality.
- 2.13 Discharges to controlled waters, whether ground or surface, will only be permitted where levels of contaminants in appropriately treated waste water are demonstrated to be acceptable to the Environment Agency (EA). If water is discharged either to a controlled water source or a sewer then appropriate discharge consent licenses will be obtained.
- 2.14 It is not envisioned that any works will be below the water table, however should that happen, the contractors will inform the EA of the works to be carried out and obtain the appropriate consents and/or licences.
- 2.15 The contractors shall ensure the following:
- the requirements of consents for discharges to controlled waters shall be complied with, including any requirements for monitoring and reporting of results to the appropriate authority. Appropriate measures will be taken to ensure that oil interceptors and sediment settlement or other treatment facilities are regularly inspected and maintained and that a full record is kept of inspections, maintenance works and measures taken to sustain equipment performance; and
  - applications for Trade Effluent Consents shall be made to the relevant water company for any discharge into a sewer.
- 2.16 All water discharge from the wheel washing areas on site during the demolition works will be self-contained.
- 2.17 The contractors will make provisions for the control of hazardous substances, including oil drums/fuel stores or containers on site, in accordance with COSHH regulations. Such items are to be properly banded so that in the event of spillage or leakage, no oil or other contaminants are allowed to reach water courses or groundwater, including aquifers.

## Site Setup and Site Compound

- 2.18 The area of the site is approximately 10,800m<sup>2</sup>. A temporary site layout plan for the demolition phase, produced by Brunton Boobyer Partnership, is at Figure 1.
- 2.19 Access to the site compound will be from the site entrance on Steyning Road.
- 2.20 Due to the size and the layout of the site, the compound, including site welfare units, site office, materials store and contractor parking will be located towards the north-western corner of the plot, near Rumneys and Cottages which aren't to be demolished. The Site Office and Welfare units will not have an inbuilt generator and will be powered by the existing electricity supply on site.
- 2.21 Engineering measures, acoustic screening and the provision of sound insulation for the compound will be implemented where needed by the demolition contractor.
- 2.22 The site office waste and recycling waste will be located in/or next to the site compound.
- 2.23 The general site waste will be stored in dedicated storage areas close to the site compound. This will include dedicated hazardous waste storage containers/areas, if required. Spoil waste will be removed off site as required.

## Hoardings

- 2.24 Where the site is not naturally protected by the existing perimeter wall, fencing, or other barriers, temporary hoardings or fences will be erected to maintain public safety and prevent visual intrusion.
- 2.25 Where hoardings are required for the site, an appropriate hoarding license shall be applied for.
- 2.26 The site is predominantly surrounded by existing walls or fencing which will be retained during the demolishment phase. Site hoardings, including gated entrances, will be erected where existing walls or fences are not present, as can be seen in Figure 1.
- 2.27 Site Hoardings and Security measures will be the responsibility of the Principal Contractor and will be in accordance with HSG 151 (2009).
- 2.28 During the demolition works, the Twitten will be temporarily closed via a Temporary Traffic Regulation Notice (TTRN) as the Twitten is to be closed for no longer than 5 days. At this time, there will be temporary barriers erected at both ends of the Twitten.

## Proposed Developments in the Vicinity of the Site

- 2.29 A search of the Brighton and Hove Planning Application portal identified no applications within the last 2 years for properties where the works will share a boundary to the proposed development of the site.
- 2.30 The areas searched included Steyning Road, St Aubyns Mead, Newlands Road, BN2 7LG, BN2 7JF, BN2 7HQ & BN2 7HF.

## Measures To Prevent Vehicles Idling

- 2.31 A compound will be provided on-site that will be able to accommodate all vehicles associated with the site (contractor vehicles or delivery vehicles). The provision of such a compound will ensure that all vehicles servicing the site will be able to wait off the highway.
- 2.32 In addition, deliveries to the site will be scheduled on a daily basis such that there will be no more than one large vehicle at the site at a time. Contractors will be instructed to shut off their engines on arrival.
- 2.33 The proposed demolition compound is presented on the Brunton Boobyer Partnership's temporary site layout plan (Ref: 1071/714), a copy of which is presented as Figure 1.
- 2.34 A service vehicle route has been set out in section 3.5 and can be seen in Figure 2: Construction Route Plan.

## Dust

- 2.35 It is the responsibility of the Principal Contractor to ensure that all necessary measures are taken to avoid significant environmental effects, or nuisance arising from dust or fumes from road, or contract plant sources or any other air-borne pollutants.
- 2.36 The Air Quality Assessment, by Phlorum dated July 2019, identified nuisance dust in the demolition phase as a Medium Risk, based on the IAQM's dust guidance.
- 2.37 The assessment recommends the following mitigation measures that could be implemented in order to minimise impacts from dusts and fine particles:
- cutting, grinding and sawing should not be conducted on-site and pre-fabricated material and modules should be brought in where possible;
  - where such work must take place, water suppression should be used to reduce the amount of dust generated;
  - skips, chutes and conveyors should be completely covered and, if necessary, enclosed to ensure that dust does not escape;
  - no burning of any materials should be permitted on site;
  - any excess material should be reused or recycled on-site in accordance with appropriate legislation;
  - developers should produce a waste or recycling plan;
  - following earthworks, exposed areas and soil stockpiles should be re-vegetated to stabilise surfaces, or otherwise covered with hessian or mulches;
  - stockpiles should be stored in enclosed or bunded containers or silos and kept damp where necessary;
  - hard surfaces should be used for haul routes where possible; haul routes should be swept/washed regularly;
  - vehicle wheels should be washed on leaving the site;
  - all vehicles carrying dusty materials should be securely covered; and
  - delivery areas, stockpiles and particularly dusty items of construction plant should be kept as far away from neighbouring properties as possible.

- 2.38 In addition, the assessment recommends IAQM mitigation measures for Medium Risk sites are implemented, where possible.
- 2.39 In the event that processes cause, or are likely to cause, the release of significant quantities of dust into the atmosphere, the contractors will undertake appropriate mitigation at source to minimise any emissions.

## Noise and Vibration

- 2.40 The contractors will control and limit noise and vibration levels, so far as is reasonably practicable, so that residential properties and all other sensitive receptors are protected from excessive noise and vibration levels arising from the works. The contractors will be required to demonstrate that Best Practicable Means (BPM) has been applied to all activities and through the design of the developments.
- 2.41 Measures required to implement BPM shall be consistent with the recommendations contained within BS 5228:2009 +A1:2014.
- careful selection, maintenance and location of plant, demolition methods and programming. Only plant conforming with relevant national or international noise emission standards and directives shall be used;
  - design and use of site hoardings and other temporary screens, where practicable and necessary, to provide acoustic screening at the earliest opportunity;
  - where practicable, doors and gates should not be located opposite noise-sensitive buildings and should otherwise be kept closed at all times;
  - appropriate choice of methods, routes and programming for the transport of materials, spoil and personnel by road;
  - noise barriers will be erected if required, and as early as practicable, to provide additional protection against construction noise;
  - monitoring and reporting of demolition noise and vibration at sensitive locations. Details subject to consultation with the LPA; and
  - assessment of potentially significant noise and vibration sources, including a review of potential impacts from alternative techniques and suitable mitigation, to ensure BPM.

## Air Pollution

- 2.42 The contractors shall take all necessary precautions to prevent the occurrence of smoke emissions or fumes from site plant, demolition traffic, stored fuel oils or other substances and prevent any emissions or fumes drifting into nearby residential areas, workplaces or areas of public open space and community uses.
- 2.43 The contractors shall ensure that all plant is in good repair and conforms to the manufacturers' or legislative emission standards. Plant shall not be left running/idling when not in active use.
- 2.44 The contractor shall ensure that no smoke or fume emissions exceed approved occupational exposure limits.
- 2.45 The contractor shall undertake automatic continuous dust and air quality monitoring at sensitive locations, if necessary.

## General Good Housekeeping

- 2.46 The contractors will be required to carry out the works in such a way that, as far as is reasonably practicable, the amount of spoil and waste to be disposed of is minimised and that any waste arising from the sites is properly classified and dealt with in accordance with the appropriate legislation.
- 2.47 The contractors will carry out the works in such a way as to prevent, contain or limit, as far as reasonably practicable, any adverse impacts arising from the presence of contaminated material encountered during the demolition activities.
- 2.48 Under the terms of the contract the contractors will follow a "good housekeeping" policy at all times. This shall include but not necessarily be limited to:
- considerate site behaviour of contractor staff;
  - prohibition of open fires;
  - appropriate provisions for dust control and road cleanliness;
  - the frequent cleansing of wheel washing facilities, if required;
  - frequent inspection of hoardings, their repair and re-painting, as necessary;
  - inspection of traffic management signs and their repair if needed;
  - provision and maintenance of toilet and other welfare facilities;
  - the removal of food waste;
  - removal of rubbish at frequent intervals, leaving the site clean and tidy;
  - the prevention of vermin and other infestations; and
  - site lighting should not cause undue intrusion to residential properties.
- 2.49 The project will be carried out in compliance with principles of the Considerate Constructors Scheme, or similar standard. It will be requested that delivery vehicles to site shall be FORS silver standard where possible.



# 3. Traffic Management

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## Objectives

- 3.1 The contractors will carry out the works in such a way as to maintain, as far as reasonably practicable, existing public access routes and rights of way during demolition. Where this cannot be achieved, the contractors will establish and signpost temporary diversion routes. All diversions shall be reviewed and approved by the LHA prior to implementation.
- 3.2 The contractors shall be required to carry out the works in such a way that inconvenience to the public arising from increases in traffic flows and disruptive effects of construction traffic on local and main roads are kept to the absolute minimum.

## Delivery Times

- 3.3 Deliveries to the site will occur during the following time periods:  
09:00 to 14:00 – Weekdays; and  
09:00 to 13:00 – Saturdays.
- 3.4 This schedule ensures that deliveries will not take place during the network peak hours, or during peak school-drop off periods. This excludes special deliveries, as mentioned in section 2.5, which will be operated outside of core working hours to ensure limited impact.

## Service Vehicle Route to Site

- 3.5 To minimise traffic impact on the High Street and its Air Quality Management Area (AQMA), service vehicles will be expected to arrive at via the following route from the A27:
  - Turn onto A26 at A27 roundabout at Beddingham;
  - Turn onto A259 at Newhaven;
  - Continue west along A259;
  - Turn right onto Newlands Road at the A259 / Newlands Road junction;
  - Continue north along Newlands Road;
  - Turn left onto Steyning Road at the Steyning Road / Newlands Road junction; and
  - Turn left into the site from Steyning Road.
- 3.6 Departing vehicles will also be expected to use the above route (in reverse).
- 3.7 The route avoids High Street and is displayed visually on Figure 2 .
- 3.8 High Street will only be used as a service access if unavoidable – for example to deliver scaffolding for the building frontage. Where using High Street is necessary, smaller vehicles will be used where possible and prior approval will be sought from the LHA.

## Prevention of Access to High Street for Service Vehicles

- 3.9 Drivers of demolition vehicles will be instructed to avoid High Street and follow the route set out above. Wayfinding signage will assist drivers. Reference to the site address will be printed on the signage. An example is displayed visually on Figure 3.
- 3.10 Only a small number of contractor parking spaces (five) will be provided within the parking area accessed from High Street. These will be designated to specific contractors, with other contractors instructed to park at six parking spaces within the main 'compound' and accessed from Steyning Road. The number of parking spaces provided will be adequate to cover all of the contractor staff on site during the demolition works, however staff will be instructed to car share or use public transport where possible.

## Preventing Waiting on the Highway

- 3.11 Deliveries to the site will be planned in advance and staggered such that no more than one large vehicle will be on-site at a time. Vehicles will be loaded / off-loaded within the site.
- 3.12 Drivers will be provided with a route to the site in advance and instructed not to wait in the highway. If the drivers do not adhere to the route then this will be reported back to the company they represent and repeated offences will result in the company no longer being used.
- 3.13 Suitably qualified banksmen/traffic marshals will be available during the demolition phase to assist drivers of large vehicles with manoeuvring into the site by shutting off the footway on the southern side of Steyning Road and instructing passing traffic to wait. The prompt arrival of banksmen will obviate the need for service vehicles to wait in the highway. A system will be used with red Stop and green Go signs, on both the western and eastern side of Steyning Road, to direct the traffic. Where possible, the banksman/traffic marshal will communicate with incoming delivery drivers whilst on the way to inform of any obstructions and delay their arrival.

## Form, Siting and Installation of Wayfinding Signage

- 3.14 Arrowed directional wayfinding signage marked for 'St Aubyns Site Traffic' with the specific name of the road and site will direct traffic into the site in a manner that avoids High Street.
- 3.15 The wayfinding signage will assist contractors driving private vehicles to the site, as well as service vehicles. Wayfinding signage will be provided from all key routes towards the site, not just the marked HGV route from the east. Therefore, signage will be provided at the following locations:
- At the A259 / High Street signals, from the west – a sign directing drivers to continue ahead;
  - At the A259 / Newlands Road junction from the west – a sign directing drivers to turn left;
  - At the A259 / Newlands Road junction from the east – a sign directing drivers to turn right;
  - At Steyning Road / Newlands Road from the south – a sign directing drivers to turn left. At the High Street / Steyning Road junction, from the north, - a sign directing drivers to turn left;
  - At the access, from the east – a sign directing drivers to turn left; and at the access, from the west – a sign directing drivers to turn right.

- 3.16 The signs will be attached to existing signs / lamps as appropriate (the availability of which has been reviewed). The location of the signs is illustrated in Figure 3 .
- 3.17 The wayfinding signage will be inspected periodically and repairs will be undertaken if damaged.

## Location, Design, Construction and Management of Property Access

- 3.18 Vehicular access for construction and contractor vehicles during the demolition stage will be via the existing gated access onto Steyning Road, as indicated on Figure 1.
- 3.19 Vehicle Tracking analysis, demonstrating a 10.2m long 8-wheel 'tipper' can access /egress the site during the demolition phase via the routes set out above, is presented at Figure 4.
- 3.20 As indicated in the vehicle tracking analysis drawings, in order to appropriately accommodate construction vehicles into the site, it will be necessary to temporarily close a small section of on-street car parking within the vicinity of the site access on Steyning Road (circa three spaces – two to the west and one to the east). This will be undertaken via a Temporary Parking Suspension.
- 3.21 The tipper truck will need to reverse into the site initially during the demolition phase. Banksman will be available to assist with this manoeuvre, stop traffic and close the footway briefly as appropriate. As soon as is practical and at the earliest opportunity, sufficient space will be cleared within the site to enable vehicles to enter the site in forward gear, turn within the site and exit in forward gear.

## Mud Control

- 3.22 Wheel washing facilities will be accommodated on-site, adjacent to the site entrance. All construction vehicles will be subject to wheel washing prior to egressing onto the local highway network. This will be the responsibility of the banksman/traffic marshal. All wheel washing water and associated arising will be self-contained.
- 3.23 In addition, the banksman will manage dust and other spoil deposited on the highway by construction vehicles, by regularly inspecting the highway and sweeping / washing the carriageway or footway as appropriate. This will significantly reduce the potential for such material to migrate onto the public highway.

## Temporary Road Closure Orders

- 3.24 The only closure or diversion of the highway will be the temporary closure of the Twitten described in 3.25 below.

### Closure of Footpaths

- 3.25 PROW number *TW B407a* (The Twitten) runs north to south through the middle of the development site. It will therefore require a closure and diversion to be put in place to guide members of the public around The Twitten, because the edge of The Twitten is demarcated by buildings that will be demolished. This will be undertaken via a Temporary Traffic Regulation Notice / Emergency Notice (TTRN), which is being separately applied for. The Twitten will not be required to close for more than 5 days. The closure will be undertaken in accordance with that Notice's procedures.
- 3.26 It should be noted that there is a feasible alternative pedestrian route, which avoids the closed PROW, as follows (from south to north):
- Westbound along the footway on the northern side of the A259;

- Northbound along the footway on the eastern side of High Street; and
- Eastbound along the footway on the southern side of Steyning Road.

## Alterations to Bus Stop Access

- 3.27 There is no intention to impose restrictions or alterations to bus access within the vicinity of the site.
- 3.28 It will not be necessary to close any roads during the demolition phase of the development. The demolition of the development will have no impact upon the provision of bus, taxi and Brighton and Hove Bike Share Scheme services within the vicinity of the site as no delivery or other construction traffic will stop or turn near any associated stops/stations.

## Ensuring Public Safety

- 3.29 To ensure public safety, the existing wall around the site perimeter will prevent public access. Contractors will park on site and servicing will take place within the site. Any scaffolding will not overhang or obstruct the public highway during demolition or construction.
- 3.30 Banksman will ensure large vehicles safely enter and exit the highway, stopping traffic and closing the footway on Steyning Road briefly as appropriate. Banksman will be responsible for wheel cleaning, inspecting the highway and clearing any spoil.

## Mitigating Effects of Development on the Highway

- 3.31 As set out above, banksman will be responsible for wheel cleaning, inspecting the highway and clearing any spoil. Banksman will only control traffic if duly qualified.
- 3.32 Service vehicles will be instructed to access the site from the east (using the route set out above, i.e. A27 / A26 / A259). The route from the A259 to the site has been track tested and is the most suitable route for accommodating large vehicles on a temporary basis.

## Mitigation of General Impacts

- 3.33 Measures to mitigate the general impacts of construction traffic include:
- Service vehicle drivers will be instructed to arrive only within designated delivery periods – these periods are outside of the highway network and school peak hours;
  - Service vehicle drivers will be instructed to only use the route to the site from the east at all times - if the drivers do not adhere to the route then this will be reported back to the company they represent and repeated offences will result in the company no longer being used;
  - Construction workers will be encouraged to lift share or use sustainable forms of transportation to reach the site where possible (noting that the site is exceptionally well served by public transport)– thereby minimising the total number of vehicular trips to the site on a daily basis; and
  - Deliveries will be carefully planned in advance to minimise the numbers of vehicles required; ensure service vehicles are not simultaneously on site; and ensure vehicles only arrive / depart with full loads as much as possible.

## Measures Prior to Road Closure

- 3.34 It will not be necessary to close any roads within the vicinity of the site during the demolition phase of the development.

## Securing Access to Neighbouring Premises

- 3.35 There will be no obstruction to neighbouring properties during the demolition phase.

## Managing Contractor Parking

- 3.36 Car parking will be provided on site for 11 contractor vehicles during the demolition phase, as indicated in Figure 1. This includes five spaces fronting the school and six spaces accessed via the demolition access.
- 3.37 The contractor is satisfied that this will accommodate the expected number of staff on site. Contractors will be encouraged to lift share and use public transport wherever possible. Waiting restrictions will naturally deter parking in the highway. These measures shall be addressed during induction and toolbox talks.

## 4. Communication and Liaison

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### Emergency Contact Details

- 4.1 In the case of an accident or emergency the main contact details are:  
Site Manager: Duke Harvey  
Dorton Demolition & Excavation Limited  
Telephone Number: 01444 253333
- 4.2 In the case of an accident or emergency out of hours or during the Site manager absence the main contact details are:  
James Sweeney  
SDP  
Telephone Numbers: 07890 547987 / 01444 410487
- 4.3 The emergency contacts details, when confirmed by the Principal Contractor, and the emergency procedure produced by the Principal Contractor will be prominently displayed on the site hoarding.

### Local Liaison

- 4.4 Regular meetings are to be scheduled with the Rottingdean Parish Council to ensure they are kept aware of progress to the site and any potential complaints or issues.

### Information Helpline

- 4.5 The Principal Contractor is responsible for developing a procedure to respond to inquiries, concerns or complaints raised by the general public (including local and neighbouring residents) or other affected bodies such as businesses, elected members and public transport operators. All inquiries, concerns or complaints will be logged, together with response given. The concerns/requirements will be actioned in an appropriate manner. Full details of complaint procedures are at Appendix B.

### Publicity and Promotion

- 4.6 Signage is to be erected on the outside of the site, where possible on site hoardings, to be in full view of passing pedestrians. This is to be in place before and during demolition.

## 5. Contaminated Materials

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### Objective

- 5.1 The contractors will carry out the works in such a way as to prevent, contain or limit, as far as reasonably practicable, any adverse impacts arising from the presence of contaminated material encountered during the demolition activities.
- 5.2 The Geoenvironmental Site investigation undertaken by Leap Environmental, dated August 2015, found one sample of topsoil with elevated levels of Lead beyond the screening value for a residential end use with plant uptake. It was considered that the site is suitable for a residential development, assuming further sampling and testing is carried out to assess the elevated lead contamination.

### Control Measures

- 5.3 The remediation and verification should be undertaken in accordance with BS10175:2011+A2:2017 and CLR11.
- 5.4 Should materials suspected of being 'contaminants' or not previously identified be encountered during the course of the works, the activity should be stopped and advice sought immediately by appropriate contamination specialists on their identification and how they should be treated.

## 6. Spoil and Waste

---

### Objective

- 6.1 The contractors will be required to carry out the works in such a way that, as far as is reasonably practicable, the amount of spoil and waste to be disposed of is minimised and that any waste arising from the sites is properly classified and dealt with in accordance with the appropriate legislation.

### Control Measures

- 6.2 The demolition contractors will identify the: waste categories; waste quantities; opportunities for recycling and/ or reuse; disposal routes; and licensing requirements, for all spoil and waste arising from the works. The Principal Contractor will be required to demonstrate that any waste removed is transported by an appropriately licensed haulier and received at an appropriately licensed waste facility.
- 6.3 Wherever possible, subject to technical considerations, spoil arising from the works and which is classified as acceptable fill, will be re-used in the construction works.
- 6.4 The Principal Contractor shall be responsible for the procedure to review the environmental capabilities of sub-contractors, including waste carriers and disposal sites and ensure that they are regularly audited.
- 6.5 The contractors will comply with the appropriate guidance notes and statutory procedures in the identification, handling, storage, recovery and disposal of waste.
- 6.6 Where possible all waste will be reduced, reused and recycled prior to landfilling. All hazardous waste will be segregated. Site office waste would be collected separately to maximise the opportunities of recycling.



## 7. Archaeology

---

### Objective

- 7.1 If archaeological remains or finds are considered likely to be present in any particular areas, the Principal Contractor and sub-contractors will ensure that, where practicable, these areas are subject to extra care to ensure any such remains are not damaged. In the event that any such remains are discovered, the Conservation Officer of the LPA, will be informed immediately.

### Control Measures

- 7.2 The Historic Environment Desk-Based Assessment by Archaeology South-East (ASE), dated June 2017 suggests that the site has a generally moderate-high theoretical potential for archaeological deposits, although it is likely the archaeological potential is located within the open areas of the site rather than around the existing buildings.
- 7.3 A further Written Scheme of Investigation (WSI) was prepared by Archaeology South-East in March 2020, which details an initial archaeological evaluation.
- 7.4 The recommendations of the WSI include three trial trenches to be undertaken within the site area for the demolition phase. Demolition of the buildings in close vicinity to the proposed trenches will be carried out to ground floor slab level only and then recommended trenches 1, 2 & 3 will be dug and inspected by the archaeologists. Once this is complete then the ground floor slabs and foundations of the building will be removed.
- 7.5 If during the remainder of the demolition work, remains or artefacts are discovered then works will stop in this area and the contractors will contact the council, and if necessary consult an archaeological specialist (consultant), for advice.

## 8. Ecology

---

### Objective

- 8.1 The contractors shall comply with the relevant statutory provisions in respect of the protection of areas of nature conservation interest and of protected species and will control and limit, as far as reasonably practicable, any disturbance to such areas and such species.
- 8.2 Where species are protected by specific legislation, the contractors shall follow approved guidance to comply with those requirements and allow sufficient time for any licences or consents to be obtained.
- 8.3 The Phase 1 Habitat Assessment of the site undertaken by The Ecology Co-op, dated February 2017, suggested that no further surveys are needed for badger, dormice or great crested newts.
- 8.4 The Reptile Presence/Absence Survey Report of the site undertaken by The Ecology Co-op, dated June 2017, suggested no further survey effort or mitigation for reptile species is recommended in this instance. Further comments were provided to the LPA during November 2017 recommending that the playing field should be kept mown short as a precautionary measure. During the demolition phase no works are anticipated within the playing fields.

### Control Measures

- 8.5 During the demolition works, recommendations for breeding birds will be taken into account from section 4.1.3 of the Phase 1 Habitat Assessment of the site undertaken by The Ecology Co-op, dated February 2017.
- 8.6 The demolition works are to be undertaken with the recommendations as per chapter 5 of the Bat Emergence Survey undertaken by the Ecology Co-op dated June 2019, including applying for a European Protected Species (EPS) license to remove potential bat roosting locations.
- 8.7 The contractors will, so far as reasonably practicable, avoid undertaking clearance of habitats during the relevant species' nesting, hibernation or rearing seasons, as appropriate. Any ecological clearance works will need to be supervised by a suitably qualified ecologist.
- 8.8 Two trees with low bat roosting potential were identified as tree numbers 7 and 76 in the Tree Bat Scoping Assessment undertaken by The Ecology Co-op, dated December 2019. These trees have been felled and so no further mitigation measures are needed.
- 8.9 If any work to the hedgerow or trees needs to be carried out within the bird nesting season (generally March to August), then a nesting bird survey will be required by experienced personnel immediately prior to work commencing.

## 9. Pollution Incident Control

---

### Objective

- 9.1 The contractors shall provide pollution incident control measures, in conjunction with the Principal Contractor and its consultants and relevant authorities, to provide a rapid response to any uncontrolled releases or pollution incidents arising from the works.
- 9.2 The pollution incident control measures will set out systems to ensure that pollution effects upon people, land, air and water are contained and minimised and clean-up procedures are developed to respond effectively once an incident is discovered. The pollution incident control measures will also contain guidance on the storage and containment of hazardous substances.

### Pollution Incident Control Plan and Emergency Contacts Procedures

- 9.3 The contractors shall prepare, maintain and provide an Emergency Contacts List and Procedures for the site, in consultation with the Principal Contractor and its consultants, the LPA, Fire Brigade, Police, Ambulance Service, relevant Statutory Authorities and affected neighbours. These Procedures shall be followed in any site emergency.
- 9.4 The procedures will contain emergency contact phone numbers and the methods for notifying the LPA and the Emergency Services for action by the contractors and the site staff. The procedures shall be agreed with the LPA, relevant statutory authorities and Emergency Services.

# 10. References

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- 10.1 HSG 151 (2009) Protecting the Public: You're Next Move; Health and Safety Executive
- 10.2 BS 5228:2009 +A1:2014 (2014) Code of Practice for Noise and Vibration Control on Construction and Open Sites; British Standards Institution
- 10.3 BS10175:2011+A2:2017 (2017) Investigation of Potentially Contaminated Sites, Code of Practice; British Standards Institution
- 10.4 CLR11 (2019) Model Procedures for the Management of Land Contamination – Contaminated Land Report; Environment Agency
- 10.5 Highways Act (1980) UK Governmental Legislation
- 10.6 Traffic Signs Manual - Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations

## **APPENDIX A**

### **Signed Deed of Variation**

DATED 10<sup>th</sup> May 2019

**BRIGHTON & HOVE CITY COUNCIL**

and

**FAIRFAX ACQUISITIONS LTD**

**DEED OF VARIATION**

of

**an Agreement under Section 106 of the  
Town and Country Planning Act 1990**

**relating to land at  
St. Aubyns School  
76 High Street Rottingdean  
Brighton BN2 7JN**

**Brighton & Hove City Council  
Hove Town Hall  
Norton Road  
Hove  
BN3 3BQ**



**THIS AGREEMENT** is made the 10<sup>th</sup> day of May 2019  
**BETWEEN:**

- (1) **BRIGHTON & HOVE CITY COUNCIL** of Hove Town Hall, Norton Road, Hove BN3 3BQ (hereinafter called "the Council") of the first part
- (2) **FAIRFAX ACQUISITIONS LTD** (Company registration number 05322193) of/whose registered office is situated at Buncton Barn Buncton Lane, Bolney, Haywards Heath, England, RH17 5RE (hereinafter called "the Owner") of the second part

## **RECITALS**

### **W H E R E A S :**

- (1) The Council is the local planning authority for the purposes of the Town and Country Planning Act 1990 for the area within which the Property is situated and is the local authority for the purposes of the Local Government Act 1972
- (2) The Owner is the registered proprietor of the freehold interest of the Property (as hereinafter defined) that is registered at HM Land Registry under title numbers SX128193, ESX228337 and ESX47192 free from encumbrances which would inhibit the making or implementation of this obligation
- (3) The Council and the Owner entered into the Agreement (as hereinafter defined) to secure various planning obligations in respect of the Property
- (4) All parties are desirous of entering into this Deed for the purposes of varying the Agreement to secure additional planning obligations.
- (5) This Deed is supplemental to and varies the Agreement (as previously amended)

**IT IS HEREBY AGREED** as follows:

### **1. INTERPRETATION**

- 1.1. In this Deed unless the context otherwise requires all expressions shall have the meaning given to them by the Agreement save for the following expressions which shall have the following meaning:

**the Agreement** means the Agreement pursuant to section 106 of the Town and Country Planning Act 1990 dated 8<sup>th</sup> February 2019 between Brighton & Hove City Council (1) and Fairfax Acquisitions Limited (2) and Cothill Trust (3)



## 2. STATUTORY AUTHORITIES

- 2.1 This Deed of Variation is made pursuant to Section 106A of the Town & Country Planning Act 1990 and all other powers enabling with the intention that it binds the Owner's interest in the Property and that the planning obligations contained in the Agreement (as varied herein) be enforceable by the Council as local planning authority

## 3. VARIATION

The parties agree to vary the Agreement in the following manner:

- 3.1 Recital (6) shall be disregarded in its entirety and replaced by the following:

"The Council consider it will be necessary in the interest of the good planning of the area and to secure an acceptable form of the development that (i) a percentage of the Proposed Development should be used as Affordable Housing, (ii) and that there should be financial contributions towards education, Local Employment Scheme, outdoor sports, public recreation, and sustainable transport in the vicinity of the Proposed Development, and (iii) that there should be provision of a Construction Environmental Management Plan, an Employment and Training Strategy, public realm enhancement, a Travel Plan and Residential Travel Pack, a Permissive Path Agreement to provide a pedestrian and cycle route, an agreement under s.278 Highways Act to secure highway works; and (iv) the transfer of land to Rottingdean Parish Council for public use together with a maintenance contribution"

- 3.2 In Clause 1.1 there shall be new definitions added as follows:

**"Considerate  
Constructors Scheme"**

means the national initiative set up by the construction industry to improve its image whereby construction sites and companies that register with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements

**"Highway Works"**

means highway improvements to reinstate the redundant accesses and footway crossovers, for the creation of new accesses and crossovers, a Road Safety Audit and any associated works as reasonably required by the highway authority and specifically in relation to each parcel shown on the Highway Works

Phasing Plan as follows:

**Green Parcel**

Extending and improving the existing crossover giving access to Field House from B2123 Rottingdean High Street, as necessary to accommodate the additional on-site parking demand and to provide adequate pedestrian access along the footway.

**Blue Parcel**

Reinstating the existing crossover on the south side of Steyning Road, beside The Lodge, as footway. To include extending adjoining designated kerbside parking bays across this, subject to traffic regulation orders.

Creating a new vehicle and pedestrian access to the site on the south side of Steyning Road opposite Southdown.

**Red Parcel**

Creating a new vehicle and pedestrian access to the site on the west side of Newlands Road, opposite 20 Newlands Road.

Carrying out minor improvements to St Aubyns Mead to provide access to the development site for pedestrians and cyclists including, inter alia, the introducing dropped kerbs and pedestrian crossings with appropriate tactile paving and parking restrictions.

---

<b>“Highway Works Phasing Plan”</b>	means the plan referenced FD 17-1455-55 Rev: H attached to this Agreement
<b>“Traffic Order”</b>	means a Traffic Regulation Order (TRO) made under the Road Traffic Regulation Act 1984



Rev.	Description	Date
A	Amendments following tracking	28.07.17
B	Amendments following planning consultant comments	02.10.17
C	Mown grass paths removed from public open space	10.10.17
D	Amenity deck landscape layout amended	08.11.17
E	Revision to parking strategy following highways officer's comments	31.01.18
F	Further revisions to layout following highways meeting	22.02.18
G	Minor layout changes following consultant comments	13.03.18
H	Minor layout changes following cycle storage comments.	20.04.18

## Notes

Whitman 85906

**fluid** Design  
Oxford House, Lower Road,  
Forest Row, East Sussex, TN10 5AA  
t: 01424 832272  
e: studio@fluid-design.co.uk  
www.fluid-design.co.uk

Client: FAIRFAX PROPERTIES

**Project:** Former St Aubyns School  
76 High Street, Rottingdean  
Brighton, BN2 7JN

**Title:** Site Layout

**Status:** PLANNING

Scale: 1:500 Date: Jan 2017

Revision: H Sheet: A1

Drq No: FD 17 - 1455 - 55





3.3 In Schedule 1 the following paragraphs 4-10 shall be inserted after paragraph 3 as follows:

4. Not to Commence Development until there has been submitted to the Director for approval a scheme for the Highway Works and such Highway Works scheme has been approved in writing by the Director such approval not to be unreasonably withheld or delayed
5. Not to Commence Development until an agreement under s.278 of the Highways Act 1980 has been entered into with the Council in relation to those Highway Works
6. To implement the approved Highway Works scheme thereafter
7. To fund any Traffic Order or Traffic Orders necessitated by the Highway Works
8. Not to Occupy or cause or permit the Occupation of the units within the area edged red on the Highway Works Phasing Plan until the section of the Highway Works relating to that parcel have been implemented to the reasonable satisfaction of the highway authority
9. Not to Occupy or cause or permit the Occupation of the units within the area edged blue on the Highway Works Phasing Plan until the section of the Highway Works relating to that parcel have been implemented to the reasonable satisfaction of the highway authority
10. Not to Occupy or cause or permit the Occupation of the units within the area edged green on the Highway Works Phasing Plan until the section of the Highway Works relating to that parcel have been implemented to the reasonable satisfaction of the highway authority

3.4 There shall be a new Schedule 9 inserted in the Agreement which shall read as follows:

**SCHEDULE 9**  
**(Construction Environmental Management Plan)**

The Owner covenants as follows:

---

1. Prior to the Commencement of Development to submit a Construction Environmental Management Plan ("CEMP") relating to the whole of the construction on the Property to the Council for approval (such approval not to be unreasonably withheld or delayed).

2. The CEMP shall include (as minimum requirements), the following, with information provided under the sub-section titles stated in parenthesis:

(General and environmental)

- (i) the times during which works may be undertaken;
- (ii) a detailed specification of construction demolition works, within each phase where appropriate, including the relevant environmental impacts and the required mitigation measures. The specification shall include details of the methods of piling so as to minimise groundwater noise and vibration impacts as well as damage or disruption to underground transport utilities infrastructure and services;
- (iii) details of the construction compound including, inter alia, access, engineering measures, acoustic screening, and the provision of sound insulation required to mitigate or eliminate specific environmental impacts;
- (iv) details of the proposed measures on the Property to separate and enclose any proposed demolition or construction works including, inter alia, hoardings;
- (v) the interface between the Proposed Development and any works being carried out at the time to developments in the vicinity of the Property;
- (vi) measures to prevent vehicles accessing the Property from idling both on the Property and on highways in its vicinity;
- (vii) measures to mitigate against the effects of the Proposed Development, including the effects of dust, noise and vibration, on the amenity of occupiers in the vicinity of the Property;
- (viii) measures taken to minimise the impact, within Brighton & Hove, of demolition and traffic on Air Quality Management Areas and areas that are currently or are at risk of experiencing noise exceeding World Health Organisation lower limits.

(Traffic Management)

- (ix) the times during which deliveries may be made to the Property;
- (x) the routes, shown on a plan, which construction traffic shall be directed to use so as to minimise insofar as reasonably practicable impacts of demolition or construction traffic on the transport network and the environment;
- (xi) measures to prevent the use of B2123 High Street in Rottingdean for construction traffic;
- (xii) measures to prevent construction vehicles from waiting on highways, either in the vicinity of the Property or elsewhere, outside of the hours when deliveries may be made to it, including the locations of any alternative waiting facilities for such purposes;
- (xiii) details of the form, siting and installation of temporary wayfinding signage to the

Property;

- (xiv) details, including location, design, construction and management, of the Property access/egress by vehicles, cyclists and pedestrians, including details for any associated temporary traffic restrictions, and supported by computer generated vehicle tracking assessments to prove the effectiveness of the design;
- (xv) details of measures to prevent or control mud, dust and waste being deposited on or affecting the safety and operation of the public highway and public transport;
- (xvi) any necessary temporary road closure orders or diversions on the highway network in the vicinity of the Property;
- (xvii) any necessary temporary means in the closure and diversion of any pedestrian or cycleway routes through or adjacent to the Property;
- (xviii) the timing and detail of any proposal to restrict alter or stop bus access through or in the vicinity of the Property for any period of time;
- (xix) measures necessary to ensure the continued provision of bus, taxi and Brighton & Hove Bike Share Scheme services within the vicinity of the Property; and the provision of bus stops necessary as a result of any road closures;
- (xx) measures to ensure the safety of the public during the period in which works are being carried out at the Property including lighting in the streets surrounding The Property;
- (xxi) measures to mitigate against the effects of the Proposed Development in respect of the Council's assets including the adopted highway (including, inter alia, pavements, signage, drainage, lighting, trees and street furniture), cycle hire docking stations, bus stops and shelters, and real-time public transport information displays located in the area;
- (xxii) measures to mitigate as far as is reasonably practicable construction traffic impacts generally;
- (xxiii) measures to be taken prior to road closures and construction;
- (xxiv) measures to ensure continued access to other premises in the vicinity of the Property during construction;
- (xxv) a scheme to manage contractor parking including, inter alia, assessment and details of anticipated demand, where parking to meet this shall be located, and how this shall be managed. If it is proposed to provide parking to meet anticipated demand partly or wholly on the public highway then a parking stress survey (undertaken in accordance with the Lambeth methodology for a 16 hour period, 06:00-22:00, on two consecutive weekdays, excluding Fridays) shall be provided to demonstrate to the satisfaction of the Council that sufficient parking capacity remains available to meet existing demand from others;

(Communication and liaison)

- (xxvi) a scheme of how the contractors will liaise with local residents; businesses; elected members and public transport operators, including the operators of the Brighton & Hove Bike Share Scheme, to ensure that they are kept aware of progress on the Property and how any complaints will be dealt with reviewed and recorded;
- (xxvii) a scheme of how the contractors will minimise disturbance to neighbours and record and respond to complaints from neighbours regarding issues such as noise and dust management vibration site traffic and deliveries to and from the Property;
- (xxviii) arrangements for publicity and promotion of the scheme before and during construction, including information on temporary closures and diversion of any part of the public highway and private roads, footways and cycle ways.

3. Unless otherwise agreed in writing between the Owner and the Council not to Commence Development on the Property until the CEMP has been approved by the Council.

4. For the purposes of all demolition and construction activities to:

- (i) apply to the Council for prior consent under the Control of Pollution Act 1974 and not to commence demolition or Commence Development until such consent has been obtained (such consent not to be unreasonably withheld or delayed)
- (ii) adopt and implement the Considerate Contractor Scheme (or equivalent at the time of submission);
- (iii) ensure that all non-road mobile machinery used on site during any demolition or construction activities meets Stage IIIB of EU directive 97/68/EC as a minimum;
- (iv) ensure that static generators and non-road mobile machinery used on site during any demolition or construction activities do not use red diesel including class-D red diesel with high sulphur content
- (v) unless working on the road (which shall be avoided wherever reasonably possible), ensure diesel generators and compressors are operated at a minimum of one-hundred meters from Brighton & Hove's Air Quality Management Area (the air quality management area as designated by The Brighton & Hove City Council Air Quality Management Areas Order 2013 which came into effect on 30<sup>th</sup> August 2013);

- (vi) wherever possible construct and/or assemble large sections of construction materials off-site, exploring in advance and in good time opportunities to do so throughout the construction period;
- (vii) ensure that all road hauliers and demolition/construction vehicle operators are accredited to Silver standard of the Freight Operator Recognition Scheme;

5. To comply with and require its contractor and subcontractors (and insofar as relevant their suppliers and hauliers) to comply with the CEMP and the commitments in paragraph 4 when undertaking works for construction forming part of the Proposed Development and shall use all reasonable endeavours to prevent the carrying out of any works on the Property as part of the Proposed Development otherwise than in accordance with the terms of the CEMP PROVIDED ALWAYS that the Owner may from time to time agree with the Council amendments to the CEMP in circumstances where relevant health and safety regulations change or if it is otherwise necessary or reasonably expedient to do so (and references in this paragraph to the CEMP shall mean the CEMP as amended by agreement from time to time).

3.5 Save as hereby varied the Agreement (as previously amended) shall remain in full force and effect

#### **4. MISCELLANEOUS**

4.1 For the avoidance of doubt the provisions of this Deed (other than those contained in this clause) shall not have effect until this document has been dated.

4.2 The headings in this Deed are for ease of reference only and shall not affect the construction of this Deed.

4.3 Reference to the singular includes the plural and references to any gender include all gender.

4.4 The Owner agrees to pay the Council's reasonable legal costs incurred in the preparation and negotiation of this Deed immediately on completion of this Deed

**IN WITNESS** whereof as a Deed the Council and the Owner have executed this Deed or caused their respective Common Seals to be hereto affixed the day and year first before written



Executed as a deed by affixing  
the **COMMON SEAL** of  
**BRIGHTON & HOVE CITY COUNCIL**  
in the presence of:-

)  
)  
)  
)

Authorised Officer



Executed as a deed by  
**FAIRFAX ACQUISITIONS LIMITED**  
acting by a Director  
in the presence of a witness

)  
)  
)  
)

Director: JON BALL

Witness:

Witness name: EUGENE MELFI

Witness address: CHAPEL COTTAGE  
SAYON STREET  
NEWMARKET  
CB8 9RU

## **APPENDIX B**

### **Complaint Procedures**

# Complaint Procedures

All complaints, wherever they arise will be dealt with comprehensively in a timely and efficient manner, with resolution as soon as is practical.

Details of to whom complaints should be made will be displayed on signage at the entrance to the site with the relevant contact details for the Principal Contractor and the Developer. The demolition contractor will be the Principal Contractor for the demolition phase covered by this DEMP.

For complaints that arise in person at site, details of the complaint and the complainant will be logged and passed to the Principal Contractor's Site Manager. The Site Manager will attempt to resolve the complaint immediately with the complainant but if this is not possible then it will be done so at the earliest opportunity and the complainant will be kept regularly informed via their preferred means of communication. Written forms of communication will always be favoured but this will be subject to the preference of the complainant.

If the Principal Contractor cannot resolve the complaint, then they will escalate it to Fairfax (the Developer) and they will take on the complaint to resolve. In all cases, the complainant will be kept regularly updated as to the progress of their complaint and who is dealing with it at that current time.

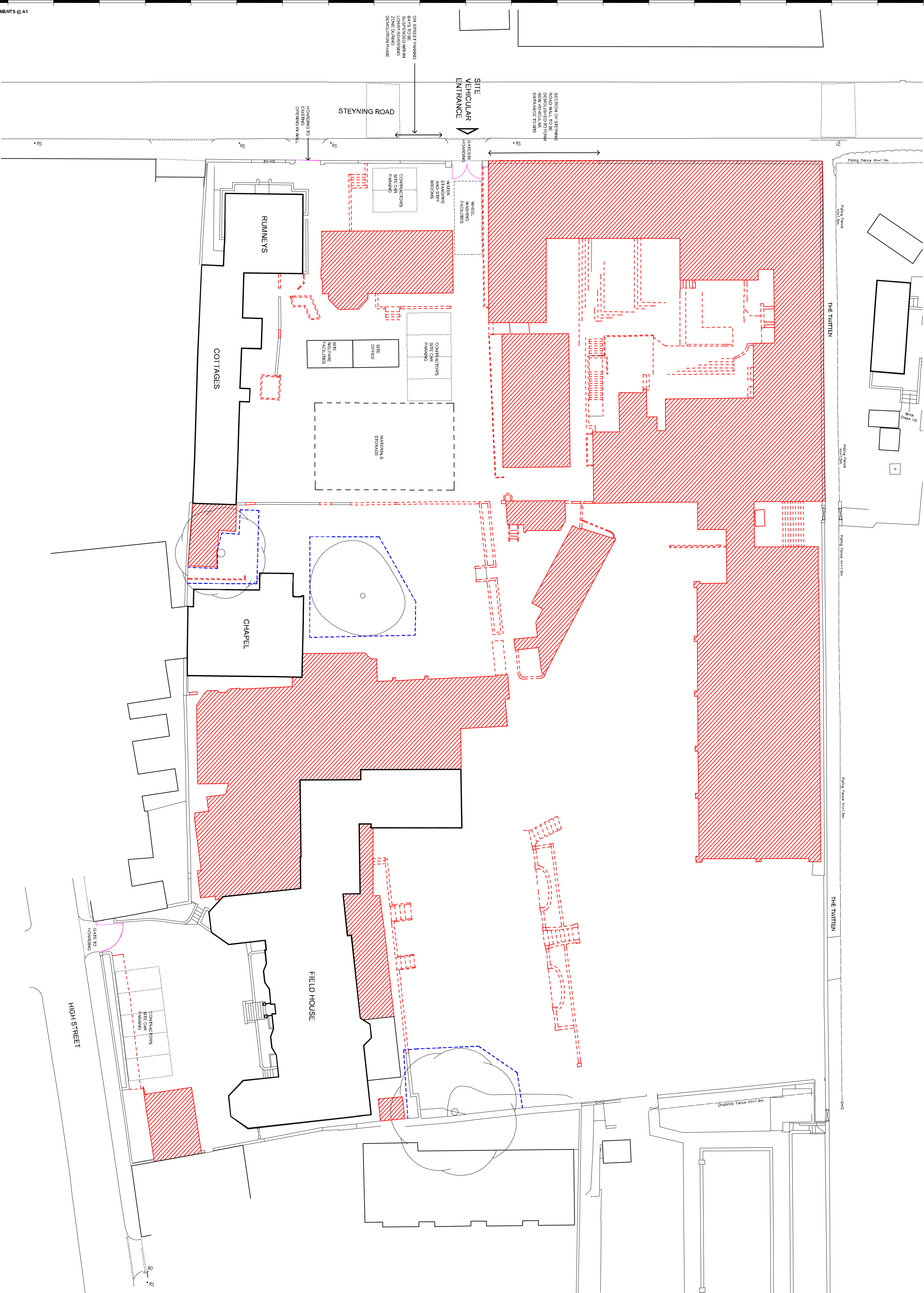
Every complaint will be logged, and its progress recorded, on a system that is shared and regularly updated between the Principal Contractor and the Developer. This record of complaints will be made available to BHCC on a periodic basis, or upon its request.

For complaints made by telephone or email to either the Principal Contractor or Developer, the above procedures will apply. If the complaint is initially received by the Developer but it can only be resolved by the Principal Contractor, then the Developer will record it and pass it on to the Principal Contractor. Again, at all times, the complainant will be kept regularly informed until it is satisfactorily resolved.

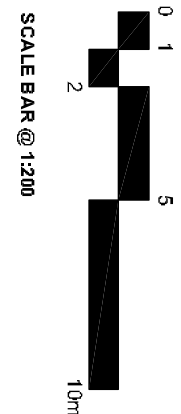
In all instances, either the Principal Contractor or Developer will inform BHCC's nominated contact of complaints as soon as they arise

**FIGURE 1**

**Temporary Site Layout Plan for Demolition Phase**



SCALE BAR DIVIDED INTO 25mm SEGMENTS @ A1



ST AUBYN'S SCHOOL SITE  
ROTINGDEAN, BN2 7JN  
TEMPORARY SITE LAYOUT  
DEMOLITION PHASE

1071/714  
C

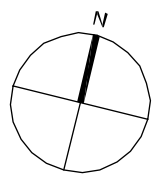
THE BRUNTON BOOBYER  
PARTNERSHIP  
CHARTERED ARCHITECTS

PRELIMINARY

201 GREENWICH HIGH ROAD LONDON SE13 3JB  
T: 020 8836 8788  
F: 020 8805 8410  
bbp@bruntonboobyer.com

REVISIONS

C	11.02.20	Lorry reversing during site removal.
B	10.02.20	Contractor's site use parking added to site and lorry reversing during site work.
A	06.02.20	Contractor's site use parking revised.



KEY

SOLID HOARINGS

TREE PROTECTIVE FENCING

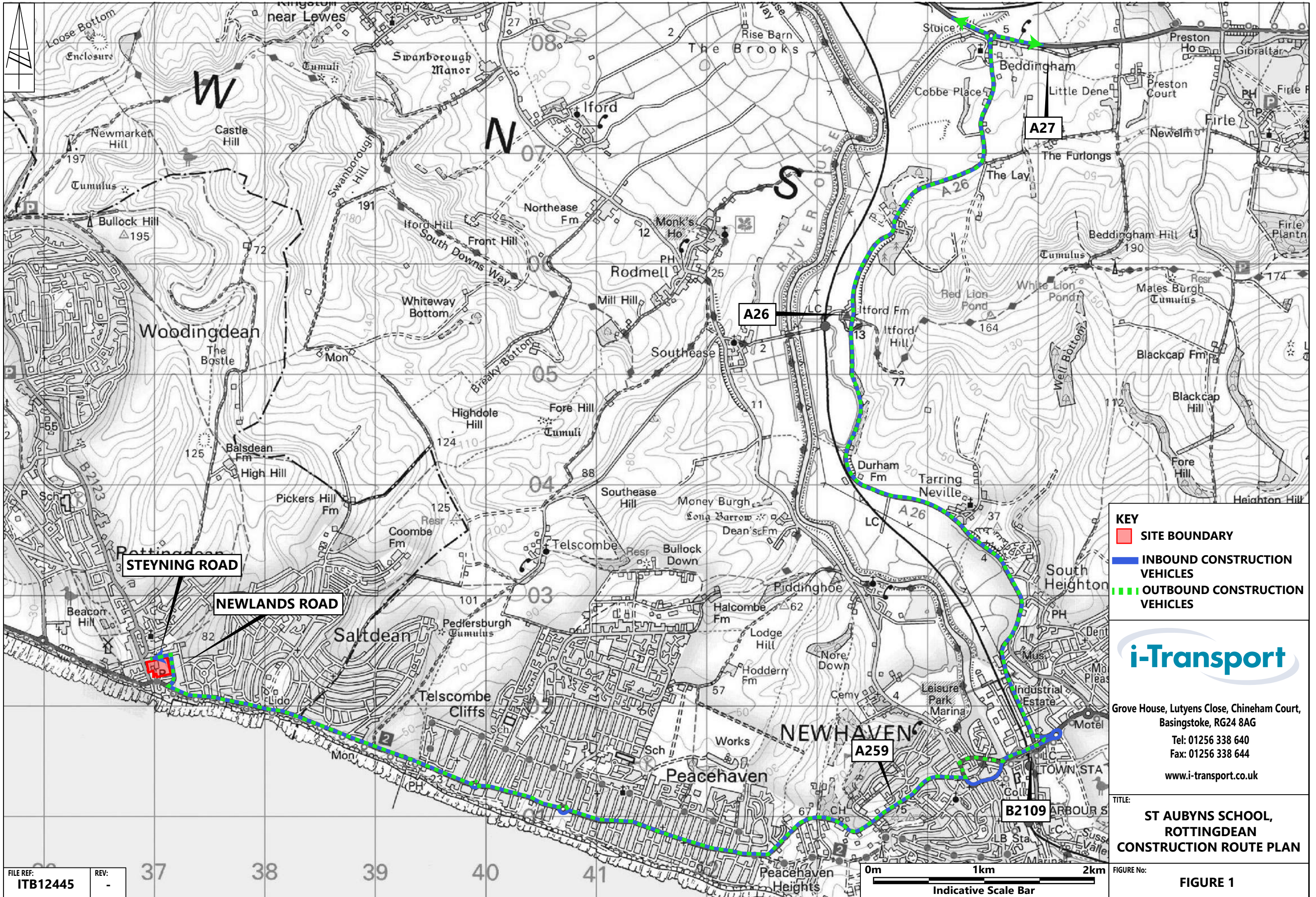
WALLS ETC. TO BE DEMOLISHED

BUILDINGS TO BE DEMOLISHED

**FIGURE 2**

**Construction Route Plan**





**KEY**

- SITE BOUNDARY
- INBOUND CONSTRUCTION VEHICLES
- OUTBOUND CONSTRUCTION VEHICLES

**i-Transport**

Grove House, Lutyens Close, Chineham Court,  
Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
**ST AUBYNS SCHOOL,  
ROTTINGDEAN  
CONSTRUCTION ROUTE PLAN**

FIGURE No: **FIGURE 1**

FILE REF:  
**ITB12445**

REV:  
-

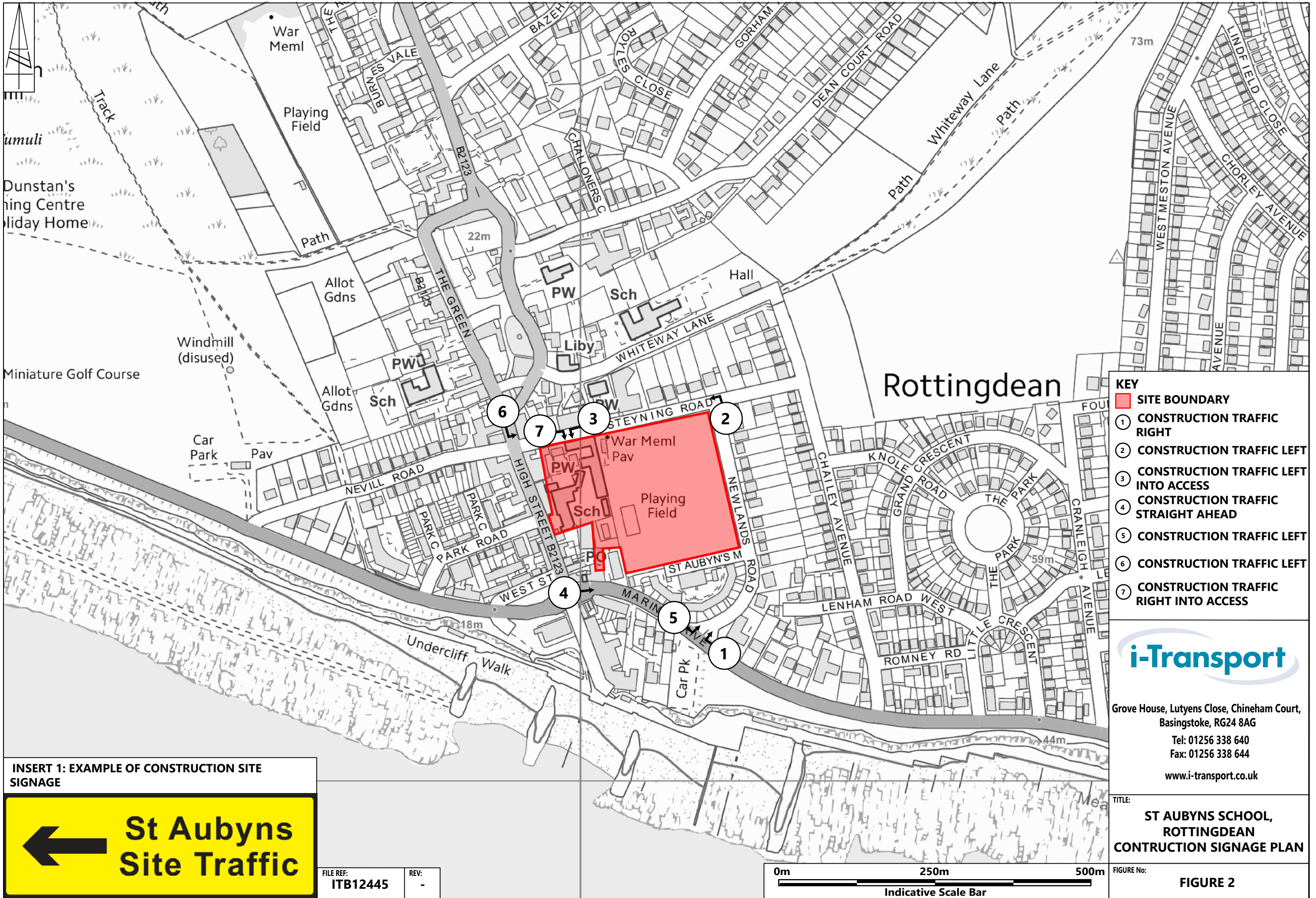




**FIGURE 3**

**Construction Signage Plan**

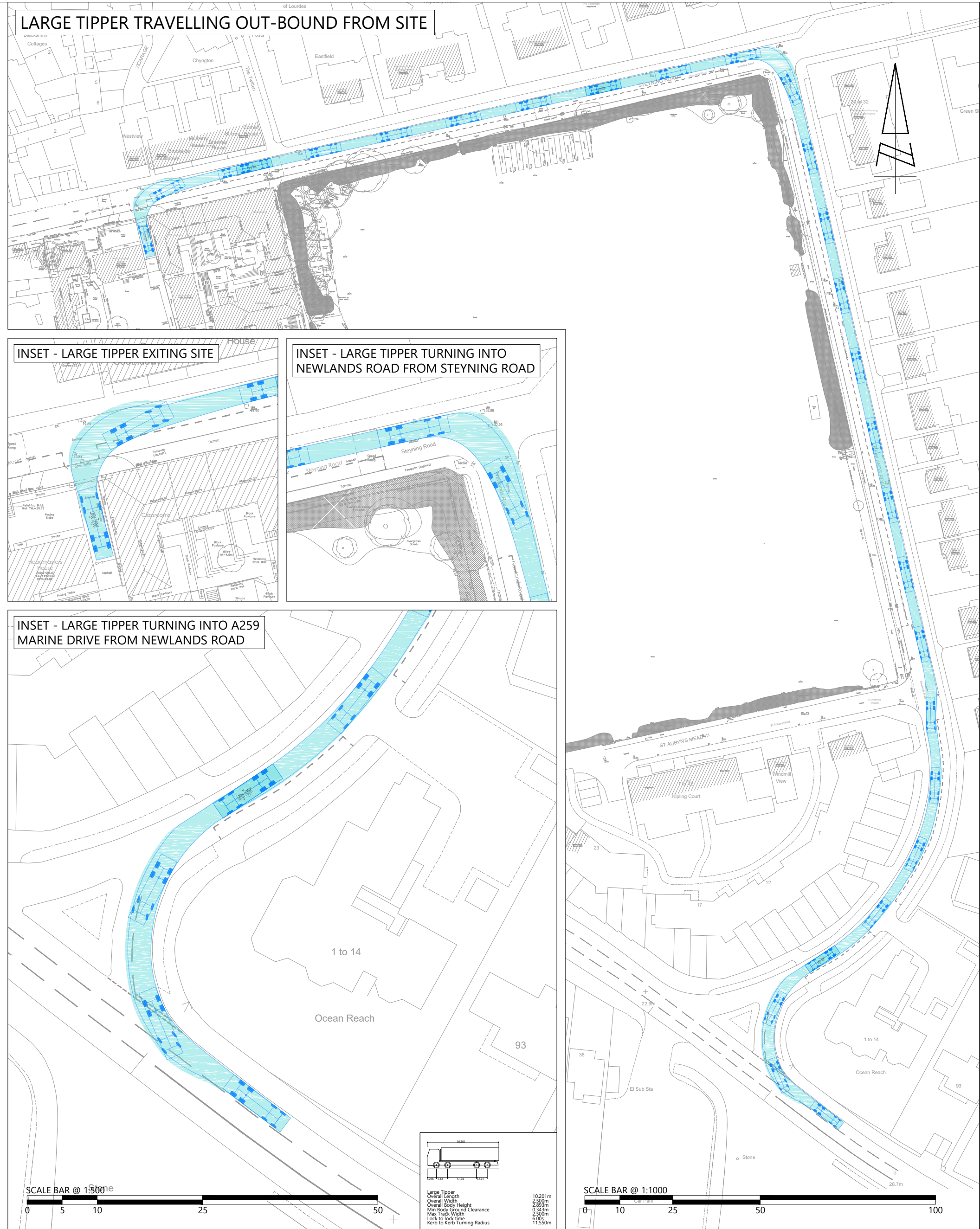
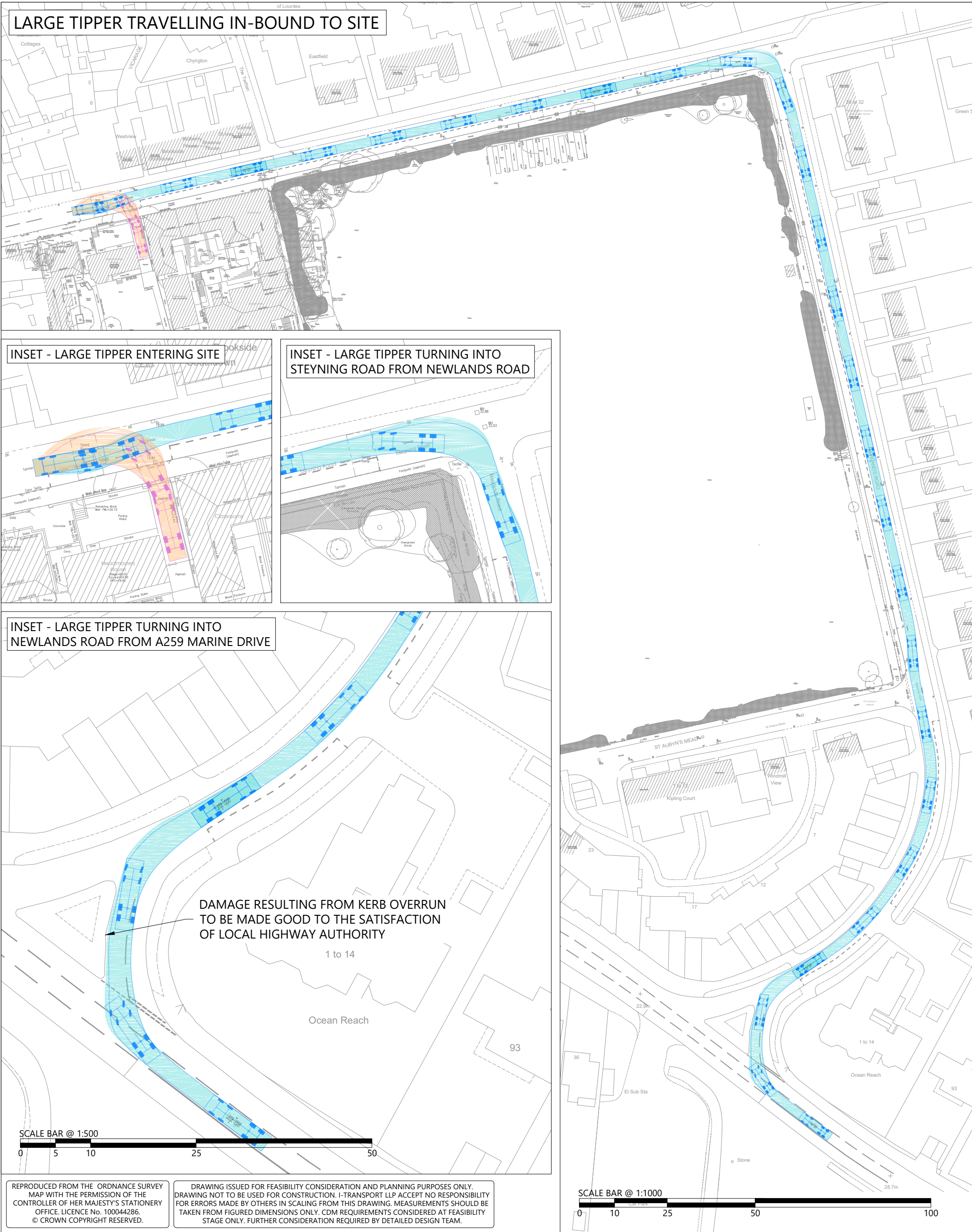





**FIGURE 4**

**Vehicle Tracking Analysis for Access/Egress of the Site**






<div><div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk</div></div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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**FIGURE 5**

**Visibility Splays Plan**

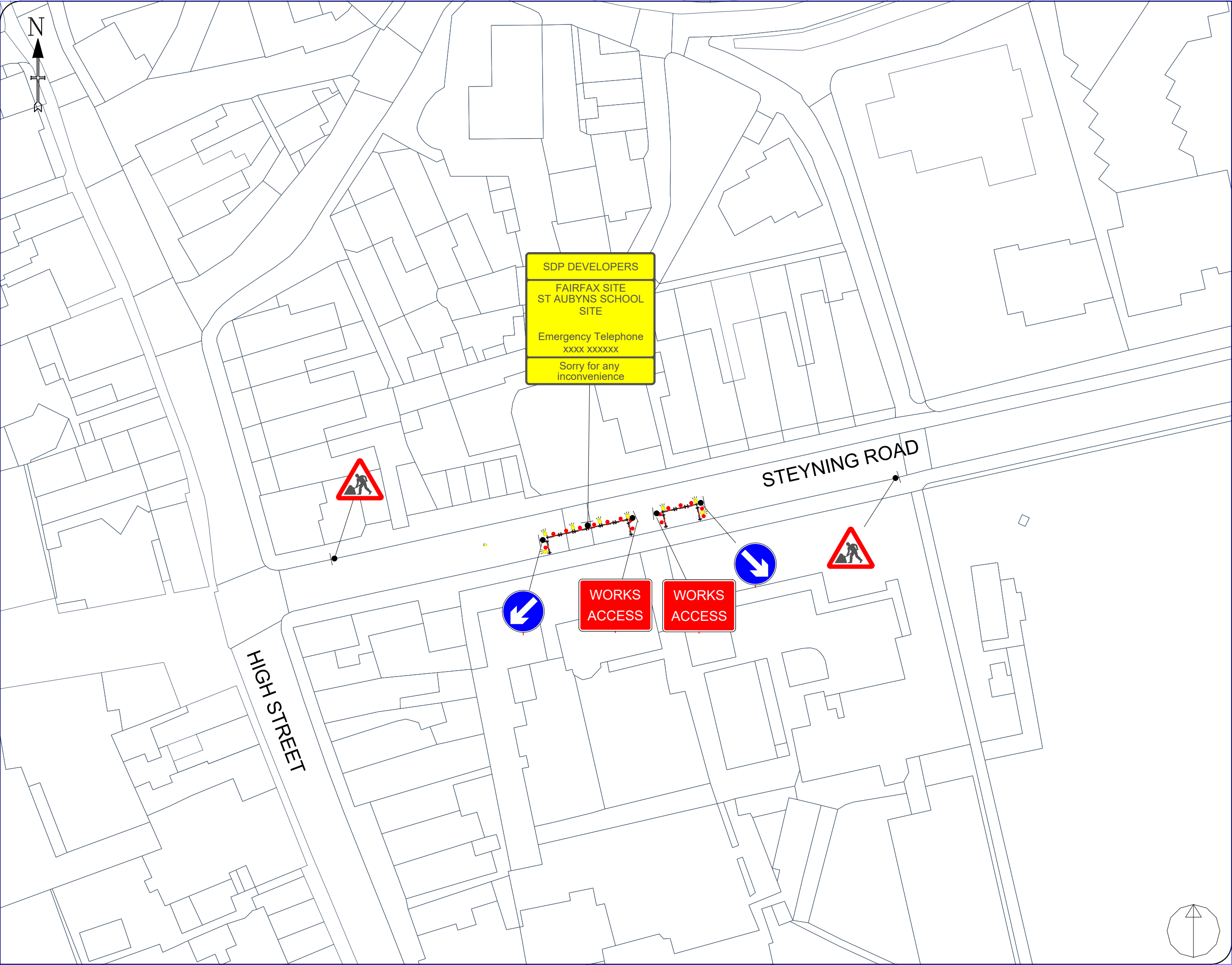


<div><div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk</p></div><div><p>REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286 © CROWN COPYRIGHT RESERVED.</p><p>DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.</p></div></div>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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**FIGURE 6**

**Chapter 8 Signage Plan for Site Access**





- Notes:
1. All TTM to be in accordance with Traffic Signs Regulations and General Directions 2016 - Chapter 8 and placed in accordance with The Safety at Street Works and Road Works A Code of Good Practice.
  2. Working Areas, Clearance and Safety Zones to be deployed as Safety at Street Works and Road Works A A Code of Practice.  
Sideway Safety Zone to be .5m  
Longway Clearance to be .5m
  3. TTM to be installed outside of traffic sensitive times.
  4. TTM to be installed from Highway liveried vehicle in accordance with Safety at Street Works and Road a Code of Practice.
  5. Pedestrian Access to be maintained at all times.

Sign Schedule:

QTY: 1 REF: 7008 Nature of street works courtesy sign	
QTY: 2 REF: 7301 Works access	
QTY: 2 REF: 7001 Road works ahead	
QTY: 1 REF: 610 Keep left	
QTY: 1 REF: 610 Keep right	

Rev	Date	Details Of Issue
ORIGINAL BASE DRAWING PROVIDED BY OTHERS. BTM SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.		



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Project  
SDP Developers & Building Contractor

Proposed Traffic Management

Drawn BTM1	Date: 18/05/2020	Scale (at A3) 1:250
Drg no. SDPSR/AS/2001	Revision No. C	