



Construction Management Plan

Land at Bolney Grange Industrial Park, Jobs Lane, Hickstead,
West Sussex

London Town Property Holdings Ltd.

14 August 2026

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Contact Details

Development name:	Land at Bolney Grange Industrial Park, Jobs Lane, Hickstead, West Sussex
Landowner:	London Town Property Holdings Ltd.
Site address:	Land at Bolney Grange Industrial Park, Jobs Lane, Hickstead, West Sussex
Site postcode:	-
Existing site use:	The property is currently vacant land.
Summary of works:	The proposal is for the erection of 10x Class E(g), B2 and B8 Flexible Use Commercial Units.

Construction Logistics Manager:	TBC
Phone number:	TBC
Email:	TBC
Logistics contact name:	TBC
Phone number:	TBC
Email:	TBC

CMP Produced by:

Name	Signature	Date
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CMP Accreditation date:		

CMP reviewed by:

Name	Signature	Date
Louise Smith and Sayan Chakravartty (Aval Consulting Group Limited)	Louise Smith	11 August 2026
CMP Accreditation date:		

1 Introduction

1.1 Overview

AVAL Consulting Group Limited (ACGL) has been commissioned by London Town Property Holdings Ltd (the 'Client') to provide the Construction Management Plan for the industrial development at Land at Bolney Grange Industrial Park, Jobs Lane, Hickstead, West Sussex. This is to accompany/support Condition 7 of the Planning Approval Decision Notice from Mid Sussex District Council (MSDC).

1.2 CLP Objectives

This Construction Management Plan (CMP) sets out the management of traffic during the construction period for the development, which is anticipated to start on 15/01/2027 and end on 15/01/2028. It also encourages modal shifts and seeks to reduce overall vehicle numbers. A full assessment of all phases of construction should be included. The CMP will also include:

- The amount of construction traffic generated.
- The routes the construction vehicles will use.
- The impact on relevant Community Considerations, such as local schools.
- Any traffic management that will be in place.
- Any policies which encourage modal shift.

It also seeks to provide a robust construction strategy that will minimise the potential for disruption to residents, businesses, members of the public and visitors to the site, as well as other users of Jobs Lane and Stairbridge Lane.

The key objectives are:

- Lower emissions;
- Enhance safety – improved vehicle and road user safety; and
- Reduce congestion – reduced trips overall, especially in peak periods. Particular focus will be to the south and west of this location where Jobs Lane lies as well as Stairbridge Lane.
- To support the realisation of these objectives, several sub-objectives have been agreed and include:
 - Encouraging construction workers to travel to the site by public transport/non-car modes of transport;
 - Promote smarter operations that reduce the need for construction traffic or that reduce or eliminate trips in peak periods;
 - Encouraging greater use of sustainable freight modes;
 - Encouraging the use of greener vehicles;

- Managing the ongoing development and delivery of the CMP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

The contents of the CMP will be complied with unless otherwise agreed with the Local Authority (WSCC & MSDC). The CMP is a live document that will be updated as necessary to include relevant information and address issues that may be identified through consultation with local stakeholders as the project progresses and with the main contractor. If the document is updated, it shall be approved by the Local Authority.

1.3 Site Context

The application site is located at Parcel 24, Bolney Grange Industrial Park, Bolney, within the administrative area of Mid Sussex District Council, West Sussex.

Bolney Grange Industrial Park is an established mixed-use commercial estate situated approximately 600m north of the Stairbridge Lane junction with the A2300. The surrounding area is predominantly characterised by industrial and commercial land uses, including business units, offices and ancillary facilities such as a café. As such, there are no immediately adjacent sensitive receptors such as residential properties or schools that would typically require enhanced mitigation during the construction phase.

Vehicular access to the site is taken from Stairbridge Lane, via an existing 'Y'-junction arrangement which separates inbound and outbound movements. Stairbridge Lane is a rural route, generally between 5.0m and 5.5m wide, with no continuous footway provision across much of its length. Connectivity to the wider highway network is primarily provided by the A2300, which links to the A23 trunk road, forming the main strategic route for construction traffic.

The local highway network is subject to some constraints, including a vehicle width restriction (1.98m) on parts of Stairbridge Lane, although suitable access routes are available via the A2300 and A23 for construction vehicles. The internal roads within the industrial park are of sufficient width (approximately 6.0m to 7.5m) to accommodate servicing and delivery activity associated with the development.

In terms of accessibility by sustainable modes, the site is located approximately 900m from the nearest bus stops, which are served by local routes connecting to nearby settlements including Horsham, Burgess Hill, Brighton and Crawley. However, pedestrian infrastructure in the vicinity is limited, which is typical of the rural context.

Overall, the site's location within an established industrial park, with direct access to the strategic road network, makes it well suited to accommodate construction traffic, subject to appropriate routing and management measure.

The Site Location Plan is provided in Appendix A. A regional site plan, local context plan and site boundary plan are provided in Section 2.2.

1.4 Development Proposal

The proposed development comprises the construction of approximately 20,000 sqm of commercial business space at Parcel 24, Bolney Grange Industrial Park, including the erection of industrial/business units with ancillary office accommodation, together with associated infrastructure such as car and cycle parking, servicing areas, and a new access/junction arrangement, with the scheme expected to generate temporary construction-related vehicle movements associated with the delivery of materials, waste removal, and workforce travel.

1.5 Hours of Operation

It is proposed that the hours of operation will be between:

- Weekdays: [08:00–17:00];
- Saturday: [08:00 – 13:00]; and
- Sunday: [No noisy activities on-site]

1.6 CMP Structure

A table of contents and figures are provided at the front of this CMP report.

It follows the following structure:

1. Introduction
2. Context, considerations, and challenges
3. Construction programme and methodology
4. Vehicle routing and site access
5. Strategies to reduce impacts
6. Estimated vehicle movements
7. Implementing, monitoring and updating

2 Context, Considerations and Challenges

2.1 Policy Context

2.1.1 National Planning Policy Framework (2025)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published in February 2025 and replaces the December 2024 version. It was published by the Department for Levelling Up, Housing and Communities (DLUHC). This guidance sets out the Government's planning policies for England and how they are expected to be applied. Three dimensions of sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF (Department for Communities and Local Government, 2024), which has replaced the original NPPF document of December 2024 and the subsequent updates/revised versions.

The NPPF outlines the Government's planning policies for England and how they are expected to be applied. This has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development on locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

The policy document also recommends that facilities such as shops should be within a short walking distance of most properties, which is the case with this development.

2.1.2 Traffic Management Act (2004)

The act makes 'provision about the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street.' It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

2.2 Local Level

2.2.1 Mid Sussex District Plan 2014 – 2018 (Adopted March 2018)

The Mid Sussex District Plan 2014 - 2018, adopted in March 2018, sets out a vision for how Mid Sussex wants to evolve and a delivery strategy for how that will be achieved. The Plan highlights a few policies regarding transport, which are stated below.

Policy DP21: Transport states that:

“Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Evidence Base: Mid Sussex Transport Study; West Sussex Transport Plan 2011-2026.

Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:

- A high quality transport network that promotes a competitive and prosperous economy;*
- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- Access to services, employment and housing; and*
- A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*

- *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*
- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

2.3 Site Plans

The regional site plan in Figure 2.1 shows the local area around the site and the site in the context of main roads and key infrastructure. It also identifies the local community considerations i.e. churches, leisure centres etc.

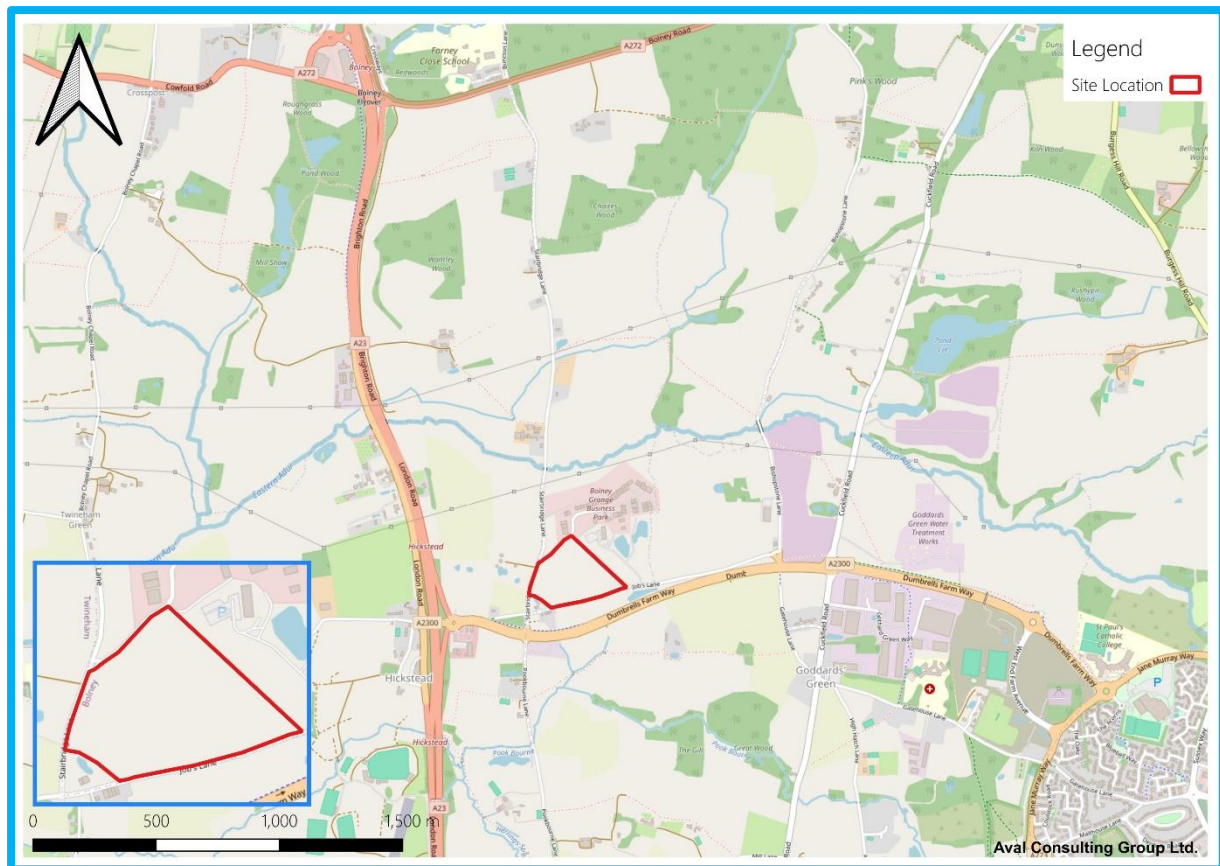


Figure 2.1: Regional Site Plan

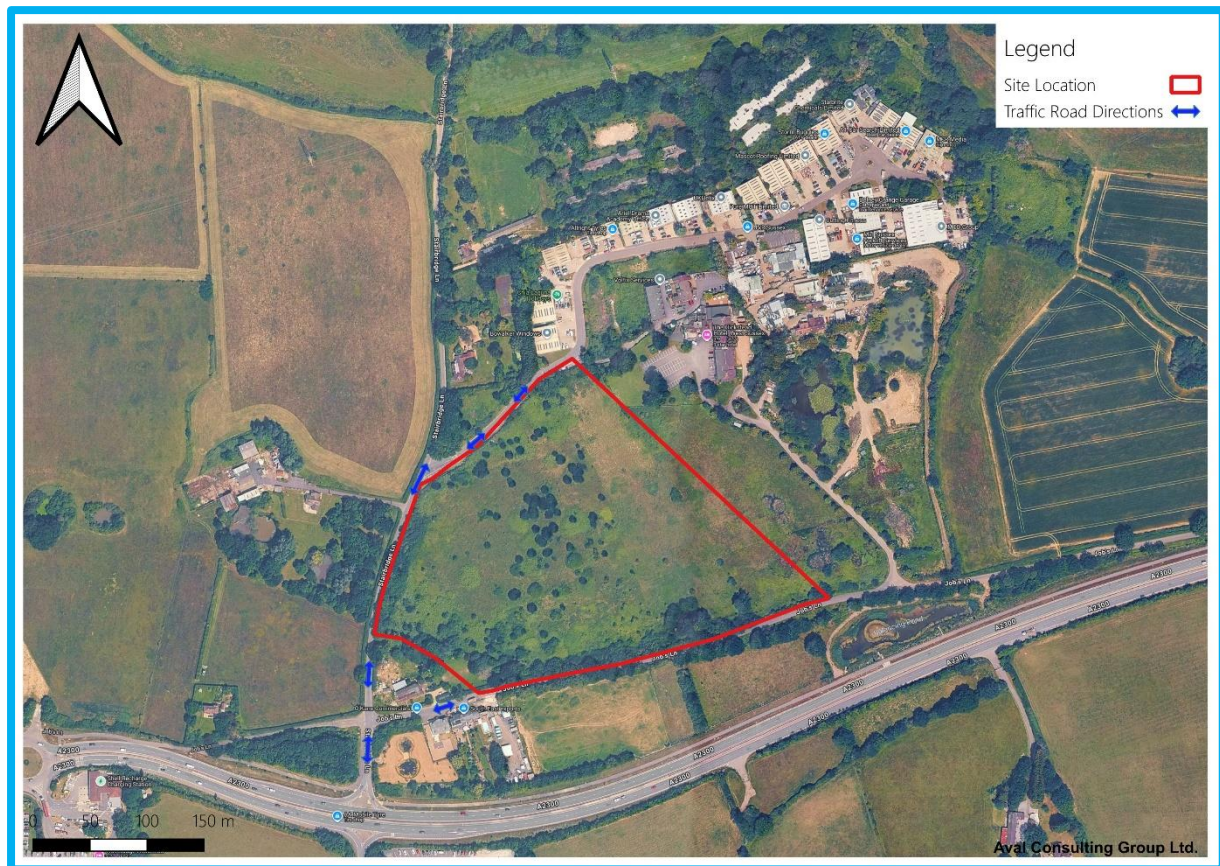


Figure 2.2: Local Context Plan

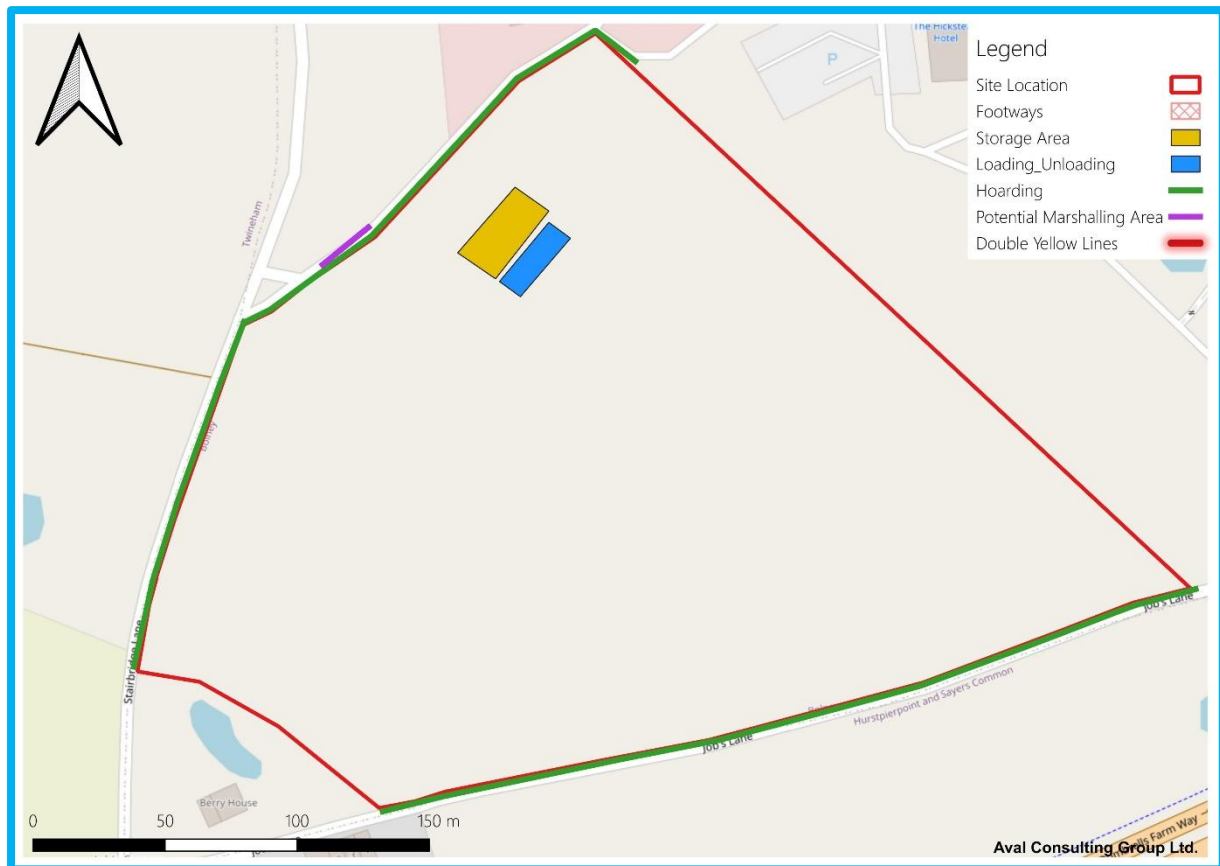


Figure 2.3: Site Boundary Plan

Figure 2.3 shows the local context of the area with a fine level of detail (OS data) highlighting the extent of footways, other buildings and road markings. There are no cycle lanes or bus lanes on the surrounding roads.

2.4 Local Access Including Highway, Public Transport, Cycling And Walking

2.4.1 Local Road Network

The site is located at Parcel 24, Bolney Grange Industrial Park and is served by the local highway network via Stairbridge Lane, which connects southwards to Jobs Lane and subsequently the A2300 (Dumbrells Farm Way). The A2300 provides strategic connectivity to the wider road network, including direct access to the A23 trunk road, which facilitates movements towards Brighton to the south and Crawley and Gatwick to the north.

Stairbridge Lane is a rural road of variable width (approximately 5.0–5.5m) and is characterised by limited formal highway infrastructure, including the absence of continuous kerbing and footways. From the site access, construction vehicles will be directed southbound along Stairbridge Lane to the A2300, avoiding movements through narrower and constrained sections to the north. The A2300 junctions, including the roundabouts at the A23 and Cuckfield Road, provide suitable geometry for HGV turning movements and form the primary route for construction traffic.

2.4.2 Local Public Transport

The site has limited accessibility by public transport, which is typical of its rural location. The nearest bus stops are located approximately 900m from the site, providing access to services connecting nearby settlements such as Horsham, Burgess Hill, Brighton, and Crawley. These services generally operate at an hourly frequency during daytime periods.

While public transport provision exists within a reasonable distance, pedestrian connectivity to these stops is constrained due to the lack of dedicated footway infrastructure along parts of the local highway network. As such, the use of public transport by construction staff may be limited, although it will be encouraged where feasible.

2.4.3 Local Walking

Pedestrian infrastructure in the vicinity of the site is limited. There are no formal footways along Stairbridge Lane or Jobs Lane adjacent to the site boundary, reflecting the rural character of the area. Pedestrian movements are therefore expected to be minimal and typically restricted to occasional use by local residents or workers within the wider industrial estate.

Given the absence of footways, there is limited direct pedestrian interaction with the site frontage. As a result, the risk to pedestrians from construction activity is considered low. Nonetheless, appropriate safety measures, including clear signage and controlled access arrangements, will be implemented to ensure safe operation where the site interfaces with the highway.

2.4.4 Local Cycling

The surrounding road network can accommodate cycling activity; however, there is no dedicated cycling infrastructure such as segregated cycle lanes in the immediate vicinity of the site. Cyclists are expected to share the carriageway with general traffic along Stairbridge Lane and Jobs Lane.

Given the rural nature of the area and relatively low traffic flows on local roads, cycling is possible but may be less attractive due to the absence of dedicated facilities and the presence of HGV movements. Construction traffic management measures will ensure that vehicle movements are controlled and that appropriate driver awareness is maintained to minimise potential conflicts with cyclists.

2.4.5 Community Considerations

Whilst the site is located within an established industrial estate, several sensitive receptors are located in relatively close proximity to the site including The Lodge, Berry House, Little Gables and Hickstead Hotel. Construction activities will therefore be managed to minimise potential impacts associated with noise, dust, vibration, lighting and general disturbance.

The appointed Construction Manager will act as the primary point of contact throughout the construction period. Contact details will be displayed on site notice boards. Any concerns or complaints raised by local residents, businesses or stakeholders will be

recorded within a complaints register, investigated promptly and appropriate mitigation measures implemented where required

3 Construction Programme and Methodology

3.1 Programme / Phasing

Construction is anticipated to start on 15/01/2027 and end on 15/01/2028. A construction programme/schedule has been prepared by London Town Property Holdings Ltd and is provided in Figures 3.1 and 3.2 below.

The stage 1 site set-up/demolition stage is expected to take 2 months, the stage 2 excavation and piling stage will last 2 months, the stage 3 sub-structure stage will last 3 months, the stage 4 super-structure stage will take 3 months, stage 5 cladding will take 2 months and Stage 6 the fit-out, testing and commissioning stage will last for up to 2 months. There will be some overlap between the stages.

These are month durations above are rough estimates, and there may be variations, with some stages of the demolition and construction process being shorter or longer than anticipated.

Figure 3.1: Construction Programme Overview

CONSTRUCTION PROGRAMME OVERVIEW		
Construction phase	Start	End
Site setup	Jan-2027	Feb-2027
Excavation & Piling	Mar-2027	Apr-2027
Sub-structure	May-2027	Jul-2027
Super-structure	Aug-2027	Oct-2027
Cladding	Nov-2027	Dec-2027
Fit-out, testing and commissioning	Dec-2027	Jan-2028

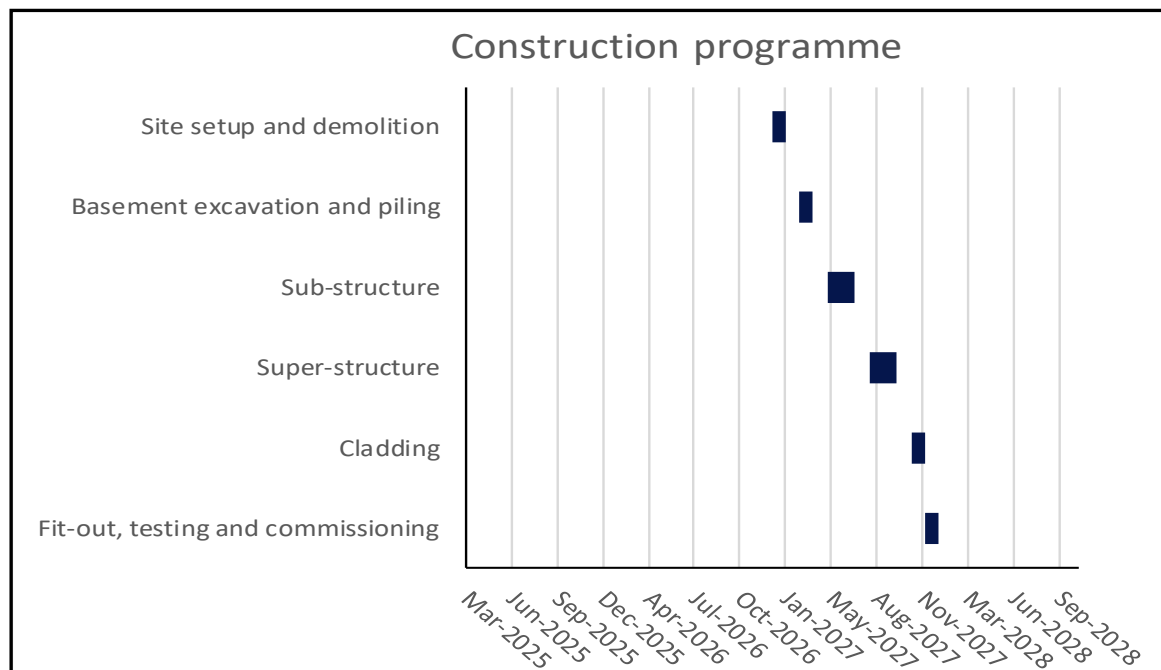


Figure 3.2: Construction Programme

3.2 Construction Programme Phases

3.2.1 Site Set-Up and Demolition

There will be no demolition, but site set-up is expected to take 2 months. A generator might be required, as the site does not benefit from having an electricity supply.

The site will be secured using a temporary 2.4m hoarding on the northern, western and southern boundaries of the development site to protect the neighbouring properties. The gate at the side will allow for pedestrian and materials/goods access. Security measures and the required safety regulations will be fully displayed.

Other factors to consider are:

- Check the site for any utilities running through the site and liaise with utility companies if required;
- The contractor will ensure that the footpath/adjoining highway is clean at all times;
- The use of a traffic marshal will be in place during all periods of operation at the site to ensure safe interaction between construction vehicles and other road users on the carriageway.

3.2.2 Excavation and Pilling

Once the site setup and drainage phase is completed the dig and piling will commence. This will use 360 excavators and dumper trucks and the piling mat will be laid. The proposed piling solution will be a combination of CFA/CHD piling depending on further site investigations and to reduce muckaway where possible.

Concrete delivery vehicles and muck away lorries are expected mostly.

The mini piling rig required for the proposed piling works will be delivered to site using a vehicle no larger than 7.5 tonnes, in accordance with the vehicle size restrictions set out within this CMP.

3.2.3 Sub-Structure

Stage 3 sub-structure stage will last 3 months. Vehicle movements to and from the site will only operate during certain times to minimise their impact on the local highway network and residents. To avoid adding to local congestion, all construction vehicle activity will take place between 09.30 am and 3.30 pm (outside of network peak hours).

Concrete will be supplied to the site via a small delivery vehicle (no larger than a 7.5t Panel Van).

Once the strip foundations have been dug to the required depth, drainage pipes will be installed before the concrete is poured. Metal reinforcement will be added as specified by the structural engineer, and then concrete will be mixed and poured. The concrete will be watered and left to fully dry.

3.2.4 Super-Structure

Stage 4 super-structure stage will take 3 months.

The structure will be brick and block, and scaffolding will be erected. The structure will be block work, with cavity wall construction with a brick skin. The floors and roof will be constructed using timber joists, as specified by the structural engineer. The roof will be constructed using a GRP (glass-reinforced plastic). All windows will be of a size that can be lifted into place and will not require any machinery to assist with this phase. If a crane is required during the construction process, a lifting plan will be prepared by the appointed Contractor and appropriate exclusion zones, traffic management and safety controls implemented.

During the superstructure phase, vehicles no larger than a 7.5-tonne panel van will need to access the site.

The arrival of vans will be organised during the middle of the day outside of peak traffic periods and when residents are likely to not be at home.

Measures will be incorporated to protect the access road and surrounding roads using hoarding/signage and statutory services equipment as appropriate.

A trained traffic marshal would be employed to ensure that all vehicle and pedestrian activity in the vicinity of the site is safe and satisfactory.

3.2.5 Cladding

Stage 5 cladding stage will take 2 months.

During the cladding phase of the development, the structure's brick and block construction will incorporate cavity walls with a brick skin, supported by scaffolding for access. Timber joists will be used for floors and roofs, with a GRP (glass-reinforced plastic) roof providing weather resistance. Windows and standard steel lintels will be installed without heavy machinery. Vehicle access, limited to vans up to 7.5 tonnes,

will be scheduled during midday to minimise disruption to residents. Safety measures, including hoarding and a traffic marshal, will ensure safe operations on Jobs Lane and Stairbridge Lane.

3.2.6 Fit-Out, Testing and Commissioning

The fit-out, testing and commissioning stage will last for up to 2 months. There will be some overlap between the above stages. Once the building is watertight, first fix services will happen, including gas, water and electricity.

A small number of additional contractors will need access to the site during fit-out and testing.

Contractors will arrive in smaller (less than 3.5t) vehicles to service the site.

3.3 Hoarding

The construction work on-site will need to ensure that the use of neighbouring buildings is not affected.

Hoarding is required along the front/northern as well as the western and southern boundaries of the development to protect the construction part of the site from the public and the public from the construction activity.

3.4 Recycling

The removal of material is expected to be undertaken outside the site. Material will be transferred directly into vehicles.

Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.

Initially, all waste materials will be deposited into containers held on site. All site waste will be collected by a licensed waste carrier, who will enter the site briefly to collect. The waste will be taken to a registered waste transfer station for sorting recycling, and re-use.

A Site Waste Management Plan (SWMP) will be implemented if necessary to detail the disposal and management procedures relevant to the demolition and construction phases. The SWMP will seek to minimise and reduce waste production.

Plants and materials will be stored on-site, there is not expected to be a requirement to make use of the public highway for storage purposes.

4 Vehicle Routing and Site Access

4.1 Access Arrangements for Vehicles

All personnel responsible for delivering material to and/or transporting material away from the site will be advised in writing of the proposed and agreed vehicular access route(s).

Vehicle arrivals and departures will be scheduled and staggered to reduce the potential for unnecessary delay and congestion at the site and to avoid conflict on the access road.

The scheduling of materials, deliveries and waste collection will be managed by the Construction Manager / Contractor 'TBC'. Deliveries and collections are expected to be arranged on a 'just in time' basis to avoid more than one construction vehicle arriving at the site at any time. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors before they undertake a journey.

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process are expected to be undertaken on-site within the site boundary. All materials will be stored onsite behind the hoarding barrier.

4.2 Proposed Vehicle Routes

The Contractor will liaise with WSCC & MSDC to agree on vehicular routes to and from the site for vehicles during the construction stages. Details of the agreed routes will be provided to drivers, which will need to be adhered to at all times unless otherwise instructed by the Council. The objective of agreeing on approach/exit routes is to minimise the impact on residential streets and sensitive locations which are nearby, with reliance on the strategic road network as much as it is possible. The vehicle routes proposed during construction are shown in Figure 4.1.

The designated vehicle route to the proposed development involves vehicles entering the access road when heading towards the development site:

4.2.1 Ingress

Construction vehicles will access the site via the A2300 (Dumbrells Farm Way), travelling northbound along Stairbridge Lane. Vehicles will then turn into the existing access road serving Bolney Grange Industrial Park before proceeding to the site and entering via the dedicated construction access point located off this internal access road.

All vehicles will be required to follow this designated route, ensuring that construction traffic is directed via appropriate roads capable of accommodating HGV movements.

4.2.2 Egress

Construction vehicles will exit the site via the same access point onto the internal estate access road before rejoining Stairbridge Lane and travelling southbound toward the A2300.

This routing ensures that all construction traffic is directed onto the strategic highway network at the earliest opportunity and avoids the use of unsuitable local roads. Vehicles will not travel northbound from the site access, and appropriate signage and driver briefings will be implemented to ensure compliance.



Figure 4.1: Proposed Arrival / Departure Routes

4.3 Site Arrangement

The site will be secured with hoarding on the northern, western and southern boundaries. Instead, appropriate temporary security and safety measures will be implemented to protect exposed boundaries, including those along the eastern boundary of the site. Measures such as signage, controlled access, and good site management practices will be used to ensure the safety of pedestrians, the public, and neighbouring properties, in accordance with WSCC & MSDC regulations where applicable.

Plant and materials will be stored within the front area of the site. Vehicles will briefly stop within the designated loading and unloading area at the front of the development for deliveries and collections. Access to the site will be controlled via a secure gate or door, with all activities managed to minimise disruption to the public and surrounding properties.

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process are expected to be undertaken on-site, close to the site entrance.

There are local parking facilities for visitors using cars and vans that are within walking distance of the development.

The scheduling of materials, deliveries and waste collection will be managed by a competent management team who will be appointed by the lead contractor.

All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to the site, operatives will be expected to unload any materials or equipment directly on the site.

There will be security provisions set in place for the safety of the materials at the site.

A banksman will be employed to assist with the delivery of materials to the site.

In the absence of a confirmed contractor, the precise location and extent of construction staff parking cannot be confirmed at this stage. Where practicable, contractor and visitor parking will be accommodated within the site boundary. If this is not achievable during particular phases of construction, alternative parking arrangements will be agreed by the Contractor. Under no circumstances shall construction-related parking obstruct Stairbridge Lane, the internal estate road, or surrounding highway network.

4.4 Loading Arrangements

Loading and unloading of material exported or imported to the site and rubbish removal during the construction process are expected to be undertaken on-site, close to the site front.

All materials will be kept in the front of the site but still within the site. Construction vehicles will arrive at the site, park in the loading/unloading bays, and transfer materials into the designated storage area at the front of the site. This section will serve for unloading and storage purposes. A temporary loading bay will be set up here if needed. The footway will be clear at all times.

The scheduling of materials, deliveries and waste collection will be managed by the Contractor.

All site operatives and visitors will be encouraged to travel to and from the site by public transport, however, in the event operatives are required to bring vehicles to the site, operatives will be expected to unload any materials or equipment at the front of the site. There will be security provisions set in place for the safety of the materials at the site.

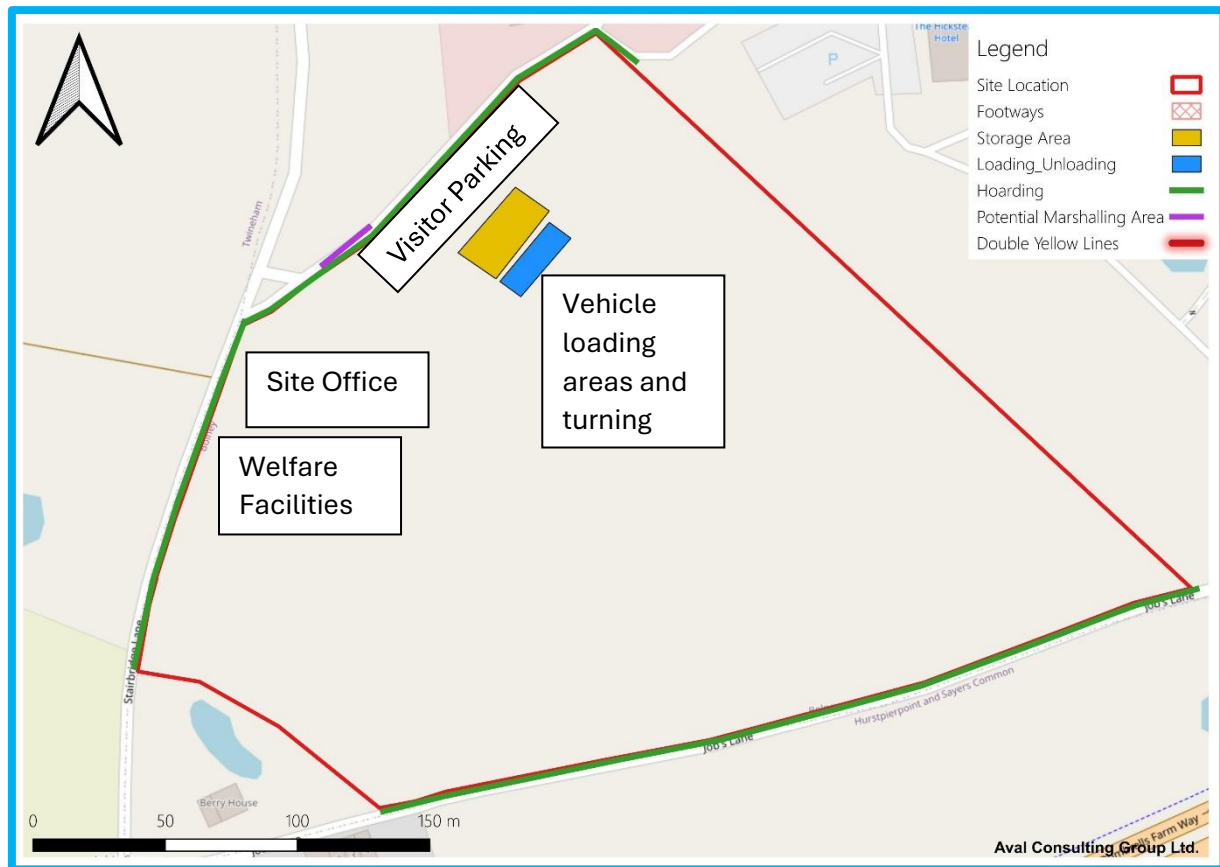


Figure 4.2: Site Set-Up Plan

A condition survey will be undertaken of the adjoining carriageway and footway on the surrounding roads. The condition survey will cover the frontage of the site including any area on the public highway identified for loading/offloading. The condition survey must include a site plan showing the location of where the photos were taken on the public highway. This will be required, to ensure, that if the public highway is damaged as a result of the construction works this would be reinstated by the Council and funded by the developer.

4.4.1 Wheel Washing and Highway Cleanliness

In the absence of a confirmed contractor, the exact wheel-cleaning arrangements cannot be confirmed at this stage. However, if construction activities generate mud or debris capable of being transferred onto the public highway, wheel washing facilities, wheel cleaning equipment or a road sweeping regime will be implemented as appropriate.

All vehicles will be inspected prior to leaving the site. Any mud, dust or debris deposited on the surrounding highway network will be removed promptly. The Contractor will be responsible for maintaining the cleanliness of the adjacent highway throughout the construction period.

4.4.2 Storage of Plant and Materials

Plant, equipment and construction materials will be stored within designated compound and storage areas located within the site boundary. Storage areas will be secured, organised and managed to ensure that materials do not obstruct access routes, visibility splays, drainage features or emergency access arrangements.

4.4.3 Site Compound Arrangements

In the absence of a confirmed contractor the final compound arrangement cannot be confirmed at this stage. However, the Contractor will provide within the site:

- Site office;
- Welfare facilities;
- First aid facilities;
- Designated material storage areas;
- Waste storage areas;
- Secure plant storage; and
- On-site parking for site operatives and visitors.

The final arrangement will be approved by the appointed Contractor and maintained within the site boundary.

4.4.4 Monitoring and Housekeeping

The Contractor will undertake regular inspections to monitor:

- Highway cleanliness;
- Dust suppression measures;
- Storage compound management;
- Site security;
- Vehicle routing compliance;
- Noise and disturbance issues.

Findings will be recorded and corrective actions implemented where required

4.5 Road Safety

A dedicated banksman will be responsible for the safe movement of plant and vehicles and will be present on site.

All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Management: Managing Work Related Road Risk).

4.6 Pedestrian and Cyclist Safety

The banksman will serve as the connection between the public road and the construction area. This is especially significant because materials will be transported from the road to the construction site.

Ensuring the safety of pedestrians, cyclists, and public vehicles is of utmost importance. Priority will be given to pedestrians during the transfer of materials to and from the site, as well as in the movement of construction vehicles.

Safety at the access will be considered, as vehicles will park in the loading/unloading bays. The construction vehicle drivers and other HGV drivers on this site will need to be aware of other vehicles and cyclists on the surrounding roads.

5 Strategies to Reduce Impacts

5.1 Overview

This section describes measures that can be implemented to ensure this CMP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost.

Planned measures are specific techniques that are agreed upon through the planning process. Planned measures need to be SMART (Specific, Measurable, Agreed, Realistic, Timely), easily interpreted, implemented and monitored. The detail of them is defined before starting construction activities.

The measures are categorised as follows:

- **Committed** - indicates a measure that shall be implemented as part of the CMP, secured by planning condition or, where applicable, through the Section 106 agreement. These measures shall be included in any tendering documents for the contract to build the development. If the developer's (London Town Property Holdings Ltd.'s) contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site. It is the developer's responsibility to ensure their requirements are part of the main contractor and subcontractor contracts. The main contractor is responsible for ensuring that all sub-contractors conform to these contractual requirements.
- **Proposed** – indicates a measure that is feasible and shall be studied further to determine its practicality. If a measure is not feasible, the CMP must contain justification and evidence as to why it has been rejected. Proposed measures should be discussed with potential contractors during the procurement stage to include them in the contract and agree to them in the CMP.
- **Considered** – indicates a measure that is not currently relevant but may be in the future. These measures should be proposed if suitable.

5.2 Planned Measures

The measures considered suitable for this site are shown in Table 5.1. This development is considered to be a small-sized site and therefore low/medium impact site.

Table 5.1: Measures Checklist

Measures	Committed	Proposed	Considered
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery Scheduling	X		
Re-timing for out-of-peak deliveries	X		
Re-timing for out-of-hours deliveries		X	
Use of holding areas and vehicle call-off areas		X	
Re-use of material on-site		X	
Smart procurement		X	
Collaboration with other sites in the area	X		
Vehicle Choice			X
Use of Management and Consolidation Centres		X	
Freight by Water			X
Freight by Rail			X
DfMA and off-site manufacture		X	
Prepare a Staff Travel Plan			X

The measures shown in Table 5.1 are what the Contractor is prepared to commit to during the construction period.

Collaboration will take place with other sites wherever possible. But this depends on what building works of similar size are being carried out at a similar time.

Where practicable, workers will be encouraged to use sustainable modes of transport. However, due to the rural nature of the site, some travel by private vehicle is expected.

5.3 Measures influencing construction vehicles and deliveries

5.3.1 Safety and Environmental Standards and Programmes

The contractor is committed to the safety and environmental standards and programmes.

5.3.2 Vehicle Call-Up Procedure, Scheduling and Designated Routes

The following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive, between Mon – Fri 09:30 – 14:30 only;
- Delivery instructions will be sent to all suppliers and contractors;
- Trained site staff will assist when delivery vehicles are visiting the site;
- The site telephone number will be given to suppliers who must confirm site arrival at least 20 minutes before arrival and only approach the site once confirmation that the site is clear is received; and
- Vehicles will arrive just in time and must not stop and wait on the surrounding roads.
- No deliveries will be accepted out of site operational hours. Permitted delivery hours for the site are Mon – Fri 09:30 – 14:30 only.

5.3.3 Measures Influencing Construction Vehicles and Deliveries

- All vehicles proposed to be used in the construction including sub-contractors will be FORS Silver accredited from the start of construction.
- The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to/from the site.
- Coordination of transport/deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area on site is clear of vehicles and materials before any subsequent lorry arrives.
- Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

5.3.4 Other Material Considerations

To ensure the effective and safe management of construction-related vehicles throughout the building programme, the contractor will have a trained traffic marshal on site. Disruption to free-flowing traffic on Stairbridge Lane and the internal estate access road and close surrounding roads have been minimised as much as possible, therefore any safety implications for adjacent highway users will be minimal.

The traffic marshal will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.

The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be silver members of the Fleet Operator Recognition Scheme (FORS). This scheme and the Considerate Constructors Scheme are discussed in Chapter 7.

5.3.5 Delivery Plan and Timing of Deliveries / Out-of-Hours

Deliveries will only occur between Mon – Fri 9.30 am-2.30 pm. Vehicle activity will take place outside of peak periods to minimise disruption to the local road network.

Out-of-hours deliveries are not appropriate due to the neighbouring residential properties, however, in certain circumstances, it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation about out-of-hour vehicle activity will require prior agreement with the local authority.

There will be no working on Sundays unless there is a requirement for emergency work or abnormal deliveries. These would be agreed in advance with the highway authority.

All vehicle activity will be scheduled and undertaken by WSCC & MSDC guidelines.

5.3.6 Use of Holding and Vehicle Call-Off Areas

This is not appropriate due to the small number of deliveries taking place.

5.3.7 Use Of Logistics and Consolidation Centres

This is not appropriate due to the small number of deliveries taking place.

5.4 Measures to Encourage Sustainable Freight

Not applicable (site, consolidation centre or holding areas are not within 100m of the foreshore of the navigational waterway).

Freight by Rail – not feasible due to location.

5.5 Material Procurement Measures

Demolition and construction waste (although minimal) will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off-site recycling.

Demolition rubble will be stored for re-use where possible.

5.6 Other Measures

5.6.1 Collaboration with Other Sites

Collaboration will take place with other sites wherever possible. But this depends on what building works of similar size are being carried out at a similar time.

5.6.2 Staff Travel Plan

Site workers will be advised that they should not travel to the site by car, as they should only use more sustainable methods of transport like cycling and public transport options, of which there are many to choose from.

6 Estimated Vehicle Movements

6.1 Vehicle Types and Number of Movements

There are no anticipated restrictions to the size of heavy goods vehicles servicing the site, although, given the nature of the work, only vehicles between 3.5t and 7.5t are expected to be required. In the absence of a confirmed contractor, vehicle movements have been estimated on a reasonable worst-case basis. Vehicle sizes may vary depending on the construction methodology, although traffic will be managed in accordance with this CMP. There may be some vehicles lighter than 3.5t on occasion.

It is expected that the online Freight Journey Planner will be able to be utilised by drivers.

The main vehicle types and their typical height are shown below:

- Skip Lorry: 6.3m (L), 2.5m (W), 3.65m (H) - 10 minutes maximum dwell time/per visit.
- Delivery vans/lorries: 3.5t - 7.5t - 10 minutes maximum dwell time/per visit.

The roads are wide enough for cars/vans to turn around and the larger vehicles would be safe enough to reverse as the angles of the roads and junctions to other roads are not tight.

The movement of demolition and construction-related traffic will be managed to cause as minimal disruption as possible to free-flowing traffic on the surrounding roads.

As the proposed development is modest, it is anticipated that construction works will be completed within 12 months. Construction is anticipated to start on 15/01/2027 and end 15/01/2028.

London Town Property Holdings Ltd. anticipates there to be up to 60-20 traffic movements per month (deliveries) during each stage.

See the construction programme figures overleaf.

Figure 6.1: Construction Programme Overview

CONSTRUCTION PROGRAMME OVERVIEW		
Construction phase	Start	End
Site setup	Jan-2027	Feb-2027
Excavation & Piling	Mar-2027	Apr-2027
Sub-structure	May-2027	Jul-2027
Super-structure	Aug-2027	Oct-2027
Cladding	Nov-2027	Dec-2027
Fit-out, testing and commissioning	Dec-2027	Jan-2028

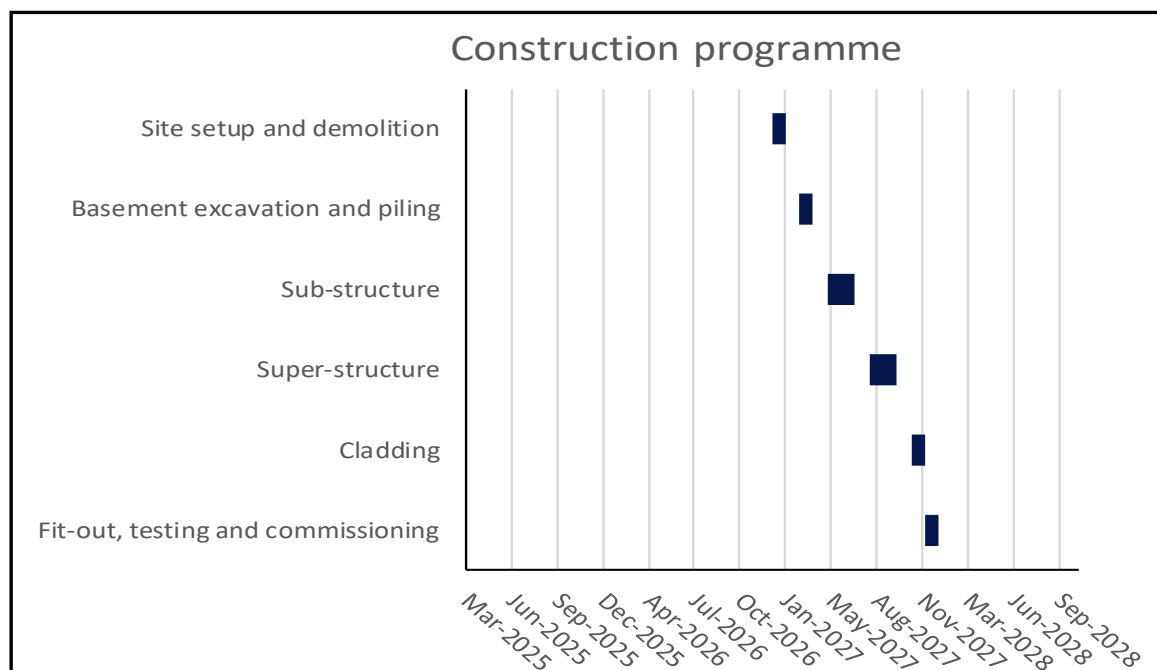


Figure 6.2: Construction Programme

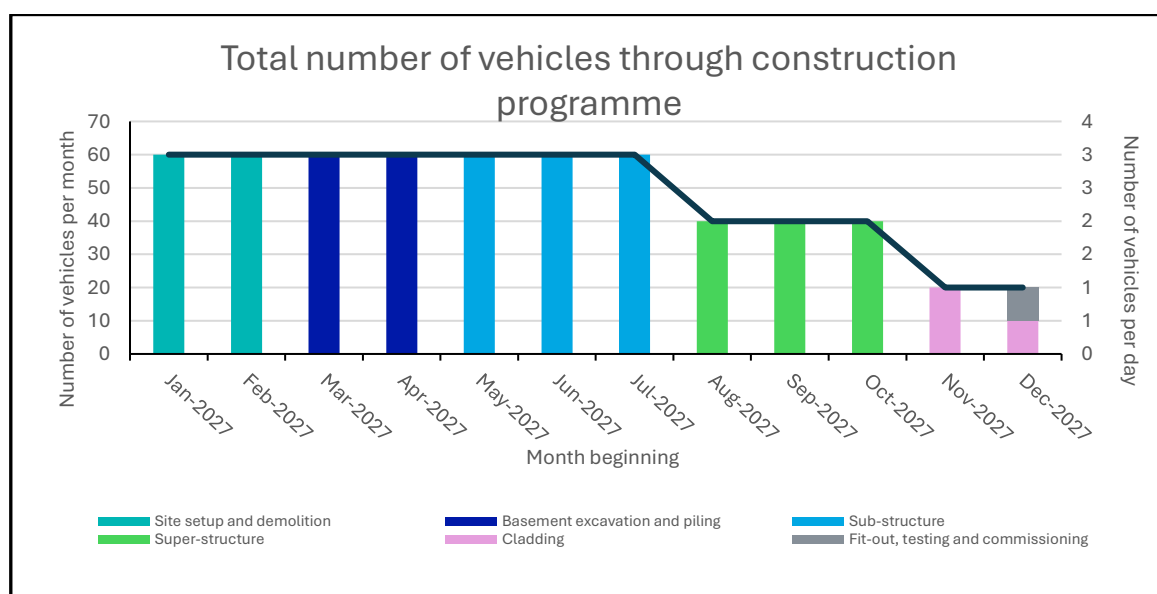


Figure 6.3: Total Number of Construction Vehicles

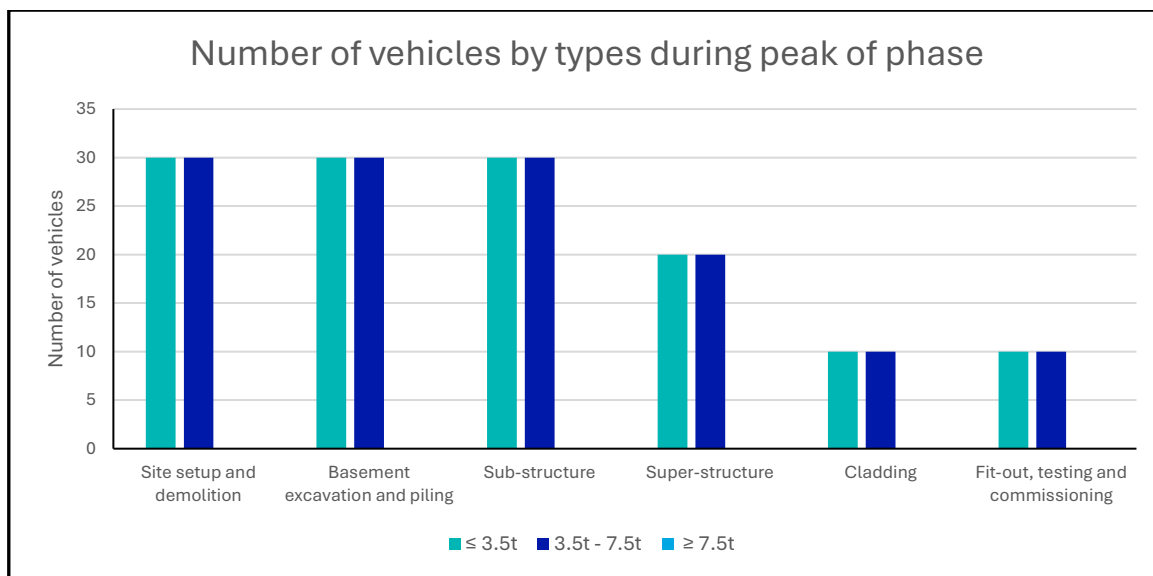


Figure 6.4: Number of Construction Vehicles by Type

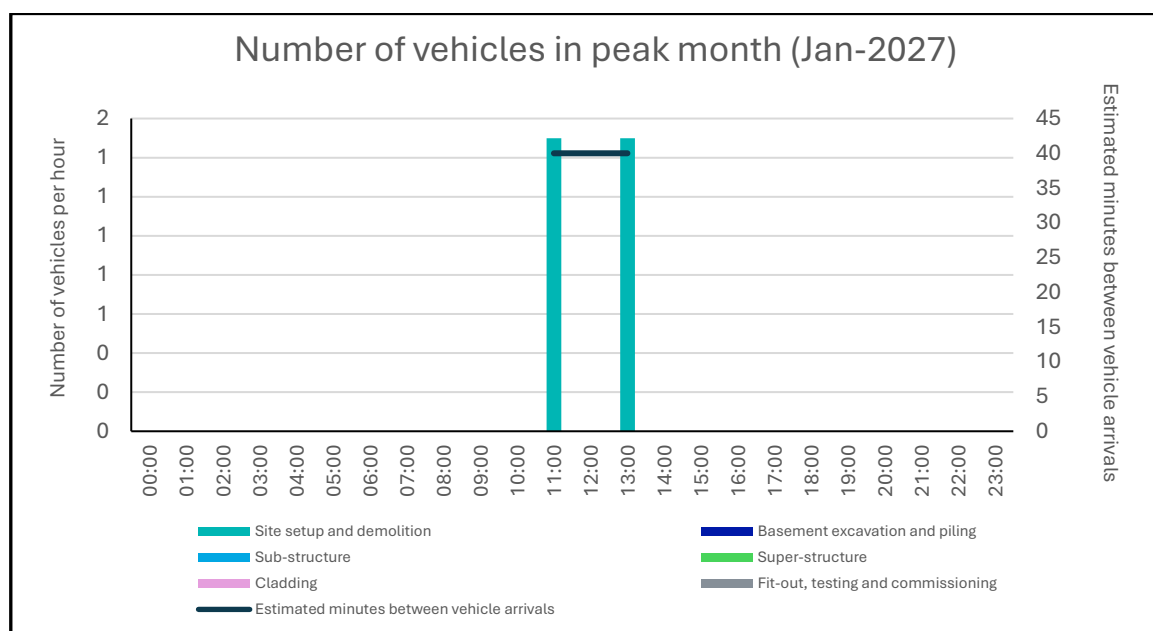


Figure 6.5: Peak Month

Figure 6.6: Daily and Monthly No. of Vehicles Expected on Site

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup	Q1 2027 - Q1 2027	60	3
Piling	Q1 2027 - Q2 2027	60	3
Sub-structure	Q2 2027 - Q3 2027	60	3
Super-structure	Q3 2027 - Q4 2027	40	2
Cladding	Q4 2027 - Q4 2027	20	1
Fit-out, testing and commissioning	Q4 2027 - Q1 2028	20	1
Peak period of construction	Q1 2027 - Q3 2027	60	3

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup	Q1 2027 - Q1 2027	60	3
Piling	Q1 2027 - Q2 2027	60	3
Sub-structure	Q2 2027 - Q3 2027	60	3
Super-structure	Q3 2027 - Q4 2027	40	2
Cladding	Q4 2027 - Q4 2027	20	1
Fit-out, testing and commissioning	Q4 2027 - Q1 2028	20	1

7 Implementing, Monitoring and Updating

7.1 Role of Project Manager

The Contractor/Construction Manager is 'TBC' and they will assume all responsibility for implementing the measures within the CMP. Their contact details will be displayed at the site and published on any temporary licenses granted by WSCC & MSDC as the Highway Authority (such as for hoarding).

They will liaise with local stakeholders and the project managers for other construction activities in the local area when and where it is relevant to do so. They will also commit to liaising with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

The Contractor/Construction Manager is 'TBC' will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

The Contractor/Construction Manager is 'TBC' will act as a point of contact between local stakeholders/businesses/residents so that in the event of issues/concerns arising during the construction process, action can be taken as quickly as possible.

Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

Local businesses and residents will be able to call the site office to raise any concerns and the Contractor/Construction Manager is 'TBC' will personally deal with any comments or complaints and will ensure that they are resolved quickly. A record will be kept of any / all comments and complaints.

7.2 Monitoring and Updating

This CMP is expected to be a 'living document' and so should be updated during construction if any significant changes to the scope or programme of construction occur.

Although the CMP can be reviewed at any time, CMPs are typically reviewed before the start of a new phase of construction.

Where there is a concentration of construction activity, it is good practice to set up a construction working group, with representatives from all interested parties. The working group should share the results of the CMPs, broken down so that people can see the impact for each development phase and the numbers and types of vehicles in use. There is an expectation that the contractor will participate and work together with others in the area to minimise impacts.

Online delivery booking and tracking systems also provide detailed evidence about the number and type of delivery vehicles and the efficiency and accuracy of the deliveries made. All this information will help highlight the actual impacts of deliveries against predictions and help set targets for future impact assessments.

7.3 Safety

Ensuring the safety of all individuals involved in the proposed development project is paramount. Strict adherence to safety protocols and guidelines is essential throughout the construction process. All personnel, including construction workers and contractors, are required to wear appropriate personal protective equipment (PPE) at all times. Regular safety briefings and training sessions will be conducted to promote awareness of potential hazards and the proper use of safety equipment. The construction site will be adequately fenced and secured to prevent unauthorised access, minimising the risk to both workers and the public. Emergency evacuation plans and first aid stations will be strategically located, with personnel trained to respond promptly in case of any unforeseen incidents. Regular inspections will be carried out to identify and mitigate potential safety risks, ensuring a secure environment for everyone involved in the house development project.

7.4 Breaches and Complaints

Addressing breaches and complaints is a critical aspect of our commitment to maintaining a safe environment during the house development project. An accessible and transparent system will be in place for reporting any safety concerns or violations. All reported breaches and complaints will be promptly investigated, and appropriate corrective measures will be implemented to rectify the issues. Regular communication channels will be established to encourage open dialogue between project stakeholders, ensuring that any concerns are addressed promptly. Additionally, a designated point of contact will be available to receive and address complaints, fostering a collaborative approach to resolving issues and maintaining a positive and secure working environment throughout the house development process.

7.5 Contractors' Handbook

A Contractor and Driver Handbook can be used to distribute information to those responsible for abiding by this CMP. A handbook is recommended to aid in implementing the CMP.

Producing a handbook is an effective way to ensure that all contractors are aware of their obligations.

This should include the following:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to the contractor of the routing and delivery system in use. The vehicle routes to take are discussed earlier in this CMP in Section 4.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.

- Safety and environmental standards.

7.6 Contract Compliance

The Contractor must report on any requirements that are part of the planning condition and/or this CMP. This must happen at a pre-agreed time, such as daily, weekly or monthly.

7.7 Drivers' Handbook

Owing to the subcontracted nature of the construction industry, all drivers must be aware of their obligations. Therefore, a driver's handbook should include essentials relating to environment and safety. It should be concise, specific to the individual construction programme, and should include:

- Authorised routes to and from the site
- Site opening times
- Booking and scheduling information
- Site entry and exit points, and other information relating to access
- Anti-idling
- Vulnerable road user safety

7.8 Considerate Constructors Scheme

The construction project will be registered with the Considerate Constructors Scheme to minimise the negative impacts that construction activity may have on the local area.

It is hoped that the construction drivers (who will be sub-contractors) participate in this scheme. Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance.

Membership of the scheme requires compliance with a code of practice and seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours.
- Eradicate offensive behaviour and language.
- Result in an improved understanding and respect from residents and others in the community, and fewer complaints.

8 Environmental Protection Measures

8.1 Dust Mitigation Measures

To minimise airborne dust during construction, the following best practice control measures will be implemented in line with guidance from the Institute of Air Quality Management (IAQM) and Lewisham Council's environmental standards:

- Dust suppression systems such as water sprays/misting will be used during demolition and groundworks to prevent dust uplift.
- Hoarding and screening will be erected around the site perimeter to limit dust dispersion to nearby residential and commercial properties.
- Hard surfaces will be regularly cleaned and damped down using water to prevent the build-up of loose material.
- Vehicle wheel washing facilities will be available on-site to prevent mud and debris tracking onto the public highway.
- Covering of loads: All vehicles carrying loose materials (e.g. sand, rubble, aggregates) will be covered during transportation.
- Limiting drop heights when loading and unloading materials to reduce dust generation.
- Regular site inspections will be carried out to assess dust levels, and immediate action will be taken if excessive dust is detected.
- All contractors will be required to comply with the Control of Dust and Emissions During Construction and Demolition SPG and guidance set out by the GLA and DEFRA.

The CMP Manager, Mr Liam Eaton, will be responsible for overseeing implementation and monitoring of all dust control measures.

8.2 Noise and Vibration Mitigation Measures

Construction activities will be undertaken in accordance with best practice guidance, including the principles of BS 5228 where appropriate. Measures to minimise noise and vibration impacts on nearby receptors will include:

- Restricting construction activities to approved working hours.
- Ensuring all plant and machinery is regularly maintained and fitted with effective silencers where appropriate.
- Switching off vehicle engines and plant when not in use to minimise unnecessary noise and emissions.
- Locating fixed plant and generators away from sensitive receptors wherever reasonably practicable.

- Avoiding unnecessary revving of engines, shouting, radios, or other avoidable noise sources.
- Programming particularly noisy activities to minimise their duration and impact.
- Investigating any complaints relating to noise or vibration promptly and implementing corrective actions where required.
- Registering the development with the Considerate Constructors Scheme and adhering to its Code of Considerate Practice.

8.3 Artificial Illumination

Temporary construction lighting will only be provided where necessary for safety, security and operational purposes.

The Contractor will ensure that:

- Lighting is directed towards the working area and away from neighbouring properties where practicable.
- Light spill, glare and sky glow are minimised through appropriate positioning and shielding of lighting equipment.
- Lighting is switched off when not required.
- Temporary lighting installations are regularly inspected and maintained.
- Any lighting used on site complies with relevant health and safety requirements and does not create a hazard for highway users.

Appendix A : Location Plan

