

Construction Management Plan

For New Units at

Chalcroft Nurseries, Chalcraft Lane, North Bersted.

PO21 5TS

Title	Construction, Environmental, Traffic Management and Logistics
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Prepared by	Patrick Cullen
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Introduction

Planning reference number BE/81/20/OUT relating to condition 7.

Related planning BE/85/23/NMA, BE/13/24/S73, BE/26/24/RES and BE/77/25/NMA.

BE/81/20/OUT Condition 7 Prior to commencement of each phase including any works of demolition, a Demolition and Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters: a. An indicative programme for carrying out of the works; b. Details of the arrangements for public engagement / consultation both prior to and continued liaison during the construction works; c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s); d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination; e. Measures to control the emission of dust and dirt during construction; f. Anticipated number, frequency and types of vehicles used during construction; g. Method of access and routing of vehicles during construction; h. Parking of vehicles by site operatives and visitors; i. Loading and unloading of plant, materials and waste, including permitted times for deliveries; j. Storage of plant and materials used in constructing the development; k. A scheme for recycling / disposing of waste resulting from demolition and construction works i.e. no burning permitted; l. The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulations Orders); m. The erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate; n. Details of an acoustic fence barrier around the eastern and southern boundary of the site to be installed for the duration of demolition/construction works.

Site Location

Address	Land to the West of Chalcroft Nurseries, Chalcroft Lane, North Bersted. PO21 5TS. Accessed from an existing bell mouth located off Daffodil Avenue.
Ordnance Survey	centred on SU 917 005 Easting 491797 Northing 100522

Construction Area Plan



Overview of Site Project

The site is owned by Chalcroft Associates LLP, and the development works area are bordered in red in the plan above. The implementation of consented planning BE/81/20/OUT will create a new access road and footpaths incorporating surface water attenuation. The new commercial development will complement the existing business activities at Chalcroft Nurseries. The works comprise 8 no. new units arranged as 2 blocks of 2 units and a central block of 4 units. The Southerly block will be numbered as Units 1 and 2. The Northerly Block numbered as Units 7 and 8. The centrally located block will provide Units 3,4,5 and 6. The buildings will have a structural steel frame set onto poured concrete foundations. Each unit will have a ground floor area of approx. 56 sqm and be two stories in height. The ground floor will be constructed of cavity walls with brick external façade and insulated cladding sheets to the first floor and roof. Solar panels and air source heat pumps will provide a minimum of 40% renewable energy. The site will be landscaped with bordering hedgerows and borders to cater for continued biodiversity.

CGI Indicative sketch of completed units



Plan of Site



The entrance to the site for construction and deliveries will be via a gated access and egress from Daffodil Avenue. The bell mouth was constructed by BDW Homes as part of the larger construction project to the West and North. Daffodil Avenue leads on to Chalcraft Lane along with pedestrian, bus and bicycle routes.

Daffodil Avenue Access onto site



Junction from Chalcraft Lane to Daffodil Avenue with site access in view



Site Management Personnel

Orchard Enterprises (Southern) Ltd are responsible for the production of the Live Construction Management Plan. The office address is Unit 32a Dorset Road, Bognor Regis, West Sussex. PO21 2DU.

Orchard Enterprises Southern Ltd Contact details are [REDACTED]
mobile.

Email Info@orchardenterprises.net

Patrick Cullen of Orchard Enterprises will have day to day responsibility for the development and the construction management plan compliance.

Community Liaison and Complaints Personnel

Alastair Smyth of Chalcroft Associates LLP will be responsible for Community Liaison and dealing with any complaints from members of public, regulatory bodies and occupiers of other adjacent premises.

The office address for Chalcroft Associates LLP is 5 Culver Road, Bognor Regis, West Sussex. PO22 7EF.

Alastair Smyth Contact details are [REDACTED]

Outline Construction Methods

Enabling Works

Site set up to include hoarding and Heras fencing

Services Detection

Introduction of site welfare facilities, HSE signage, site office and associated parking

Construction of drainage ditch headwall for SUDs connection

Relocation of surface water attenuation tank and pump

Relocation of existing foul water drainage to link to new manhole located on the Northside of the site

Removal of 2 timber sheds and associated hard standings, relocation of storage containers. There will be no other demolition required.

Access Works

Excavation and reinstatement ready for SUDS/porous paving to form access road and turning provision

Bund formation for retained topsoil material

Installation of service ducting below access road ready for all media

Foundations and Oversite

Oversite clearance and preparation

Foul and surface water drainage

Excavation and filling of trench and pad foundations

Superstructure and Roof

Structural Steel Framework

Brick and Blockwork to first floor level

First floor curtain Insulated wall panels

Roof and Solar panels

Insulated reinforced floor slab

Windows and Doors

Installation of windows and doors

Installation of Roller shutters

External Works

Rainwater goods and attenuation planters

External lighting

Bat and Bird boxes

Soft Landscaping and planting

Construction of Bin and Bike stores

Landscape and planting

ASHP external units

Internal Fit Out

Creation of Mezzanines

Fitting of staircases

Internal partition walls

First fix services to include electrics, plumbing, internet and fire precautions.

Plaster walls as required

Fit Internal second fix joinery and internal doors

2nd fix services to include electrics, plumbing, internet and fire precautions.

Decoration

Test and commission services

BE/81/20/OUT Condition 7 a. An indicative program for carrying out of the works;

Key Dates

Anticipated Start on site: 1st December 2026

Estimated Completion date: June 2028

Construction Programming

Winter 2026;	Enabling works, Access Works, Foundations and Oversite units 1 and 2
Late Spring 2027;	Start and Finish Superstructure Units 1 and 2.
Summer 2027;	Complete Units 1 and 2, relocation of welfare, parking and associated storage facilities into completed units and associated areas. Start Superstructure Units 7 and 8. Start Foundations and oversite Units 3,4,5 and 6.
Autumn 2027;	Finish Superstructure Units 7 and 8. Start Superstructure Units 3,4,5 and 6
Winter 2027;	Windows and Doors Units 7 and 8, Start external and internal fit out Units 7 and 8. Finish Superstructure Units 3,4,5 and 6
Spring 2028;	Finish Units 7 and 8, External and Internal Fit Out Units 3,4,5 and 6
June 2028;	Finish Units 3,4,5 and 6. Complete landscaping and handover.

BE/81/20/OUT Condition 7 b. Arrangements for public engagement / consultation both prior to and continued liaison during the construction works;

Community Liaison, Communication and Complaints Procedure

Display boards will be prominently displayed outlining the nature of the work and a contact name, telephone number (including a telephone number for outside normal working hours) and a postal address where enquiries can be sent. These boards will be located to either side of the bell mouth entrance off Daffodil Avenue, at the entrance to the existing commercial site off Chalcraft Lane and an information display Board within the existing commercial site.

Residents and businesses within ¼ mile of the site entrance will be leaflet dropped with an information pamphlet informing them of the nature of the planned works, contact details for any concerns or enquiries and complaints should any arises during the construction phase. Further communications will be distributed should any unavoidable or unexpected disruption become evident.

A complaints register will be held at Chalcraft Associates' registered address and shall include complainants' details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint and the reason for any unresolved complaints.

BE/81/20/OUT Condition 7 c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s);

No construction / demolition activities shall take place, other than between 08:00 to 17:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no activities on Sunday or Bank Holidays. During the winter months no construction/ demolition activities will take place unless within daylight hours.

Plant and machinery noise and vibration will be monitored and managed on site. All plant and tools will be suitably silenced to ensure noise levels are below 80db at the site boundary, and plant start-ups will be restricted to the working site hours. Emission or fumes from the site plant will be monitored and particular attention will be paid to ensure all plant is well maintained and in compliance with the relevant legislation. Plant/machinery will be shut down in the intervening periods between work or throttled down to a minimum to ensure that the machines do not generate hazardous fumes and/or hazardous dust during the working operations. The proposed method of foundations will be trenching foundations and as such no need for piling will be required.

Wherever possible mains electricity or battery powered equipment shall be used instead of diesel or petrol powered generators.

All compressors shall be 'noise reduced' models that are fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussion tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Static plant and machinery shall be sited as far away as possible from inhabited buildings or other noise sensitive locations.

No stereos or similar amplified devices shall not be allowed on site.

See fencing details at **BE/81/20/OUT Condition 7 n.**

BE/81/20/OUT Condition 7 d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;

During the construction phase, it is not anticipated to conduct work out of natural daylight hours. As such no floodlighting will be used on the site. All endeavours will be used to ensure safety and task lighting used during construction will direct light into the site only

BE/81/20/OUT Condition 7 e. Measures to control the emission of dust and dirt during construction;

Dampening down of all vehicle movement routes within the site and adjacent roads shall be maintained and monitored throughout the duration of the construction works

Excavated materials which are to be stored on site will be dampened down when necessary.

Control of dust during material deliveries, will require that all materials are to be delivered by fully sheeted or enclosed vehicles and stored with appropriate dust control measures in place. During extremely windy conditions, the site traffic movements, including external deliveries will be restricted/cancelled depending on the extremity of the conditions.

Water for dust suppression will be always attached to any cutting machinery when in use.

Noise and dust will be monitored at regular intervals during the working day. If further suppression is required, it will be carried out immediately with work stopped until the correct procedures are in place.

Dust and noise suppression will be evaluated on a trade-by-trade basis with methods statements, risk assessments and toolbox talks being the tools to mitigate the possible risks. Site manager will monitor the work daily

BE/81/20/OUT Condition 7 f. Anticipated number, frequency and types of vehicles used during construction;

The number and frequency of construction vehicles will vary according to the construction phase and the nature of the works being undertaken. All vehicle movements will be coordinated by the Site Manager to minimise disruption to the surrounding highway network and neighbouring properties.

The anticipated construction vehicles will include:

Delivery vans and light commercial vehicles for general materials, tools and equipment – typically 5–10 movements per week during normal construction periods.

Rigid HGVs and articulated delivery vehicles for the delivery of structural materials, bricks, blocks, cladding, timber and other bulk materials

Concrete mixer vehicles associated with foundations, floor slabs and other concrete works – concentrated during the relevant construction phases, with deliveries scheduled and staggered to avoid queuing on the public highway.

Plant transporters and low-loaders for the delivery or removal of excavators, telehandlers and other construction plant – generally associated with the commencement and completion of particular construction phases.

Mobile cranes or other specialist lifting vehicles where required for the erection of the structural steelwork and other lifting operations.

Waste collection vehicles and skips/roll-on roll-off vehicles for the removal of construction and demolition waste – frequency dependent upon the volume and type of waste generated.

The anticipated peak period of construction traffic will occur during the enabling, groundworks, foundations, structural steelwork and external works phases. Vehicle movements will be reduced during periods of internal fit-out and finishing works.

The above figures are indicative and may vary according to the detailed construction programme, weather conditions, supplier requirements and the progress of individual trades. The Site Manager will monitor vehicle movements and coordinate deliveries to ensure that unnecessary vehicle movements and waiting on the public highway are avoided.

Construction Traffic Volume Bar Chart can be viewed on page 17

Construction Traffic Volume Numeric Values can be viewed on page 18

Basis of estimate and traffic interpretation can be viewed on page 19

Phased construction programme and traffic basis can be viewed on page 20

BE/81/20/OUT Condition 7 g. Method of access and routing of vehicles during construction;

This section sets out the designated construction traffic routing, access arrangements, and operational controls required to ensure safe, efficient, and compliant vehicle movements to and from the site.

1. Purpose

This routing plan establishes the approved paths for construction vehicles, minimises disruption to the surrounding road network, and ensures that all vehicle movements are managed in accordance with local authority requirements, site constraints, and safety standards.

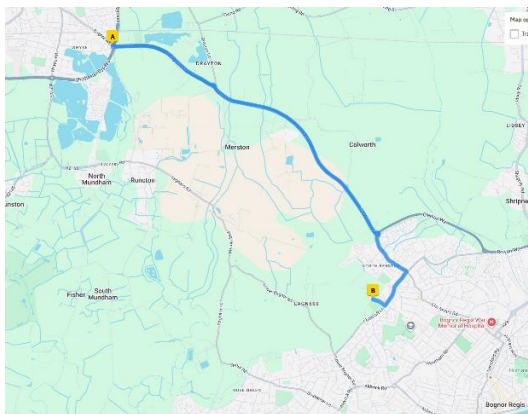
2. Designated Construction Traffic Routes

Wherever possible local suppliers and trades people will be chosen.

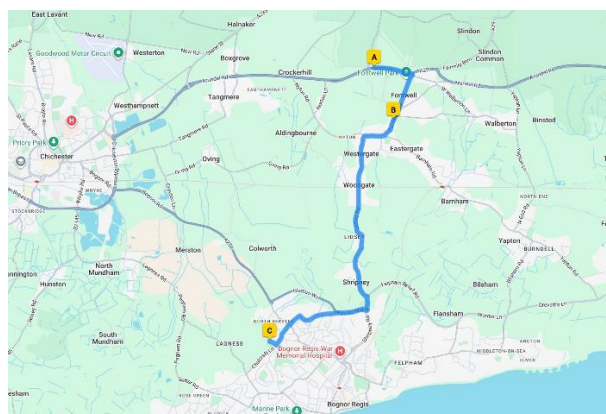
The following routing principles apply, based on the assumption of a typical urban or suburban project location.

Primary Access Route — Construction vehicles will approach the site via the nearest A-class or major distributor road, avoiding residential streets wherever possible.

West Route from A27 Chichester Direction



North and East Route from A27



Secondary Access Route — Where required, vehicles may use designated B-class connector roads to reach the primary access point, ensuring turning movements occur only at junctions suitable for HGV manoeuvring.

Prohibited Routes — Construction traffic will not use narrow residential streets, school zones during peak hours, or any route identified by the local authority as unsuitable for HGVs or construction traffic.

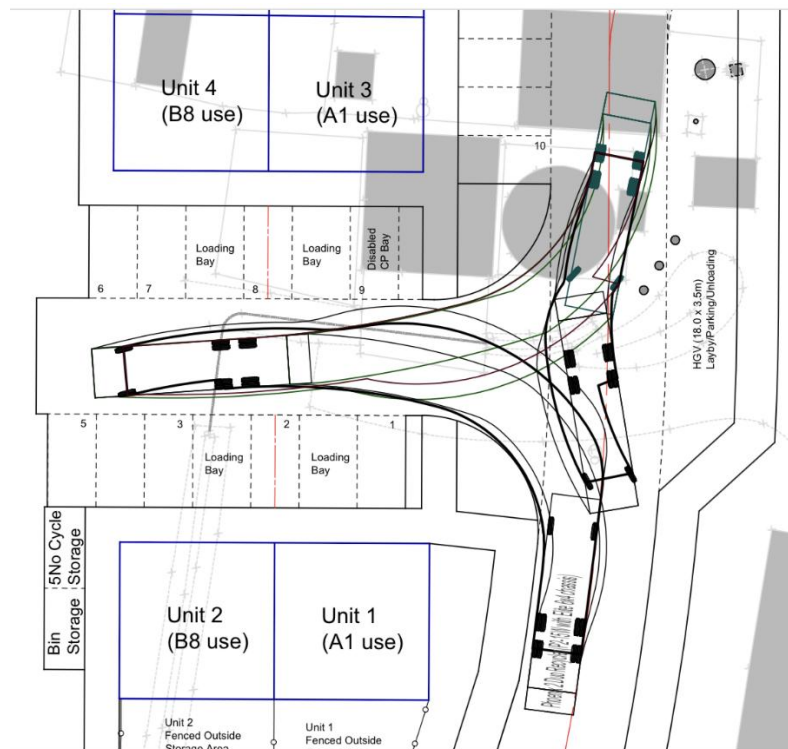
3. Site Access and Egress

Access Point — All construction vehicles will enter the site through the designated main gate in Daffodil Avenue, North Bersted Bognor Regis. The gateway is positioned to maximise visibility and minimise interference with pedestrian flows.

Egress Point — Vehicles will exit through the same gate under controlled conditions, ensuring safe re-entry onto the public highway.

Gate Control — A traffic marshal will manage all vehicle movements, ensuring compliance with routing instructions and preventing queuing on the public highway.

Turning Movements — Vehicles will enter and exit the site in a forward gear; on-site turning areas will be provided to eliminate reversing onto Daffodill Avenue.



4. Vehicle Types and Restrictions

Permitted Vehicles — HGVs, delivery vans, concrete mixers, cranes, and plant transporters as required by the construction programme.

Engine Idling — Idling is prohibited; engines must be switched off during loading/unloading.

5. Timing of Deliveries

Core Delivery Hours — Deliveries will be scheduled between 08:00–17:00 Monday to Friday and 08:00–13:00 Saturday, unless otherwise agreed with the local authority.

Peak-Hour Restrictions — No HGV movements will occur during local school start/finish times or commuter peak periods to minimise congestion and safety risks.

6. Traffic Safety and Mitigation Measures

Traffic Marshal — Positioned at access to guide vehicles and protect pedestrians.

Signage — Advance warning signs will be installed on approach routes indicating “Construction Traffic Turning.”

Wheel Washing — A wheel-wash station will be provided to prevent mud tracking onto public roads.

Monitoring — Regular inspections will ensure compliance with routing and identify any required adjustments.

7. Communication and Compliance

All contractors, suppliers, and drivers will receive a Construction Traffic Routing Map and written instructions before attending site.

The routing plan will be reviewed periodically and updated in consultation with the local authority if traffic conditions or project phases change.

BE/81/20/OUT Condition 7 h. Parking of vehicles by site operatives and visitors;



Parking for site operatives, contractors and visitors will be provided within the construction site boundary. No parking associated with the construction works will be permitted on Daffodil Avenue, Chalcraft Lane, adjoining residential roads, footways or other areas of the public highway.

A designated parking area will be established within the site compound and is identified on the site layout. The position of the parking area may be altered as the various phases of construction progress, provided that adequate parking remains available, and construction, delivery and emergency access routes are maintained

All site operatives and contractors will be instructed during site induction to use the designated on-site parking areas and to comply with the approved construction traffic routing arrangements

Visitor vehicles will also be accommodated within the site wherever practicable. Visitors will report to the site office or nominated Site Manager/Site Supervisor on arrival and will be directed to the designated visitor parking area.

The Site Manager will monitor parking arrangements to ensure that parked vehicles do not obstruct the site entrance, delivery areas, emergency access, pedestrian routes, vehicle turning areas or other active construction operations

Where construction activities temporarily reduce the available parking capacity, the Site Manager will make suitable arrangements to prevent additional vehicles from parking on the surrounding public highway

BE/81/20/OUT Condition 7 I. Loading and unloading of plant, materials and waste, including permitted times for deliveries;

All loading and unloading of plant, materials and waste will take place within the site boundary. No loading or unloading will be permitted on Daffodil Avenue, Chalcraft Lane, adjoining residential roads, footways or other areas of the public highway.

A designated loading and unloading area will be provided within the site compound and will be positioned to allow delivery vehicles to enter, manoeuvre and leave the site safely. The location of the loading area may be altered as the construction phases progress to reflect the changing requirements of the works.

Deliveries will be pre-booked and coordinated by the Site Manager or nominated Site Supervisor wherever practicable. Delivery vehicles will not be permitted to queue on the public highway. Where a vehicle arrives before its allocated delivery time, the driver will be instructed not to obstruct the highway or site access.

A banksman or traffic marshal will supervise the arrival, positioning and departure of HGVs, concrete wagons, plant transporters, cranes and other large vehicles where required. Vehicles will be positioned safely within the site before loading or unloading commences.

Where practicable, delivery vehicles will enter, manoeuvre and leave the site in forward gear. Reversing movements within the site will be kept to the minimum reasonably practicable and will be supervised by a competent banksman where required.

Deliveries and loading/unloading operations will normally be restricted to the following times:

Monday to Friday: 08:00–17:00

Saturday: 08:00–13:00

Sunday and Bank Holidays: No deliveries or loading/unloading

Deliveries outside these hours will only take place where there is an exceptional operational requirement and where prior agreement has been obtained from the Site Manager and, where necessary, the relevant Local Planning Authority or Highway Authority

Where practicable, deliveries will be scheduled to avoid local school start and finish periods and peak traffic periods. Large or potentially disruptive deliveries, including structural steel, concrete, aggregates and construction plant, will be scheduled in advance and staggered where necessary

Concrete deliveries will be coordinated with the works programme to prevent vehicles queuing on the public highway. The Site Manager will ensure that sufficient space is available within the site before delivery vehicles are called forward

Engines will be switched off when vehicles are stationary, and the engine is not required for the immediate operation of the vehicle or loading/unloading equipment. Unnecessary engine idling will not be permitted.

Plant and materials will be unloaded using suitable equipment operated by trained and competent personnel. Materials will be transferred to their designated storage areas as soon as reasonably practicable following delivery.

Waste collections will be pre-booked and coordinated with the Site Manager. Waste collection vehicles will enter the site, be directed to the appropriate waste storage area and leave the site promptly following collection. Waste containers will be positioned so that they can be safely loaded without obstructing the site entrance or public highway.

The Site Manager will monitor delivery and collection arrangements throughout the construction period and will adjust where required to address any issues relating to traffic, safety, neighbouring properties or the public highway.

BE/81/20/OUT Condition 7 j. Storage of plant and materials used in constructing the development;

Plant, equipment and construction materials will be stored within the site boundary during the winter 2026 to Spring 2027 these will be located in the area where units 7 and 8 are to be constructed alongside the site office and welfare facilities. Once units 1 and 2 are sufficiently completed this will become the storage facility. No plant, materials, skips, storage containers or construction equipment will be permitted to encroach onto the public highway, footways or neighbouring land.

Storage areas will be arranged to maintain safe access and adequate circulation for construction vehicles and to ensure that the designated site access, emergency access, pedestrian routes and vehicle turning areas remain unobstructed.

Materials will be stored in an orderly and secure manner and, where necessary, will be protected from adverse weather conditions, damage, theft and unauthorised access. Lightweight materials and items capable of becoming windblown will be suitably secured, particularly during periods of high winds.

Aggregates, soils and other loose materials will be stored in designated areas and managed to minimise dust, mud and surface-water contamination. Where necessary, stockpiles will be dampened down or otherwise controlled in accordance with the dust mitigation measures set out under Condition 7(e).

Plant will be parked in designated areas when not in use. Mobile plant will be secured and immobilised outside working hours where appropriate, with keys removed from unattended machinery.

Fuel, oils, chemicals and other potentially hazardous substances will be stored in suitable secure containers and managed in accordance with the relevant environmental and health and

safety requirements. Appropriate spill kits will be available on site, and any spillages will be dealt with promptly

Storage arrangements will be reviewed as the construction programme progresses. As individual phases of the development are completed, surplus materials, temporary storage facilities and redundant plant will be removed to maintain an orderly and safe construction site.

The Site Manager will undertake regular inspections of storage areas and will ensure that materials and plant do not obstruct drainage, fire access, pedestrian routes, vehicle routes, turning areas or the site entrance.

BE/81/20/OUT Condition 7 k. A scheme for recycling / disposing of waste resulting from demolition and construction works i.e. no burning permitted

SCS Waste Ltd will be nominated as our licenced operator to remove the recycling/ waste from the site. Storage bins will be provided to enable on site sorting of the various materials to minimize waste, promote sustainability and to reduce landfill waste.

SCS Waste Ltd operates a zero-waste-to-landfill policy and actively strives for a 100% recycling and recovery rate across all of the waste they collect.

The company processes over 150,000 tonnes of mixed waste annually at its dedicated treatment and waste transfer facility in West Sussex. They have invested over £1 million into advanced sorting equipment to maximize the volume of materials successfully diverted from landfills

Burning of materials on site will not be permitted.

BE/81/20/OUT Condition 7 l. The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulations Orders);

Wheel washing facilities will be ongoing on site until such time the permanent roads and footpaths have been completed. The washing procedure will be carried by power washers located within the site at the main site entrance prior to the vehicles exiting the site on to Daffodil Avenue. A segregated area for the dirty water will be established next to the washdown area. A road brush will be used as and when required to ensure the external areas are kept clean and free from mud and dust.

BE/81/20/OUT Condition 7 m. The erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;

The existing Northern site boundary is currently enclosed by Heras fencing and impenetrable vegetation and a bordering ditch. A further Heras fence will be provided to the Southern side of the hedgerow and be lined with netting to capture any miscellaneous windblown items. The Southern and Eastern boundaries will be enclosed with 2.4metre Construction Hoarding during the duration of the works to protect for noise attenuation, visual enhancement and security. The Western Boundary will be a permanent 2.5 metre high Jakoustic fence (or similar)

BE/81/20/OUT Condition 7 n. Details of an acoustic fence barrier around the eastern and southern boundary of the site to be installed for the duration of demolition/construction works.

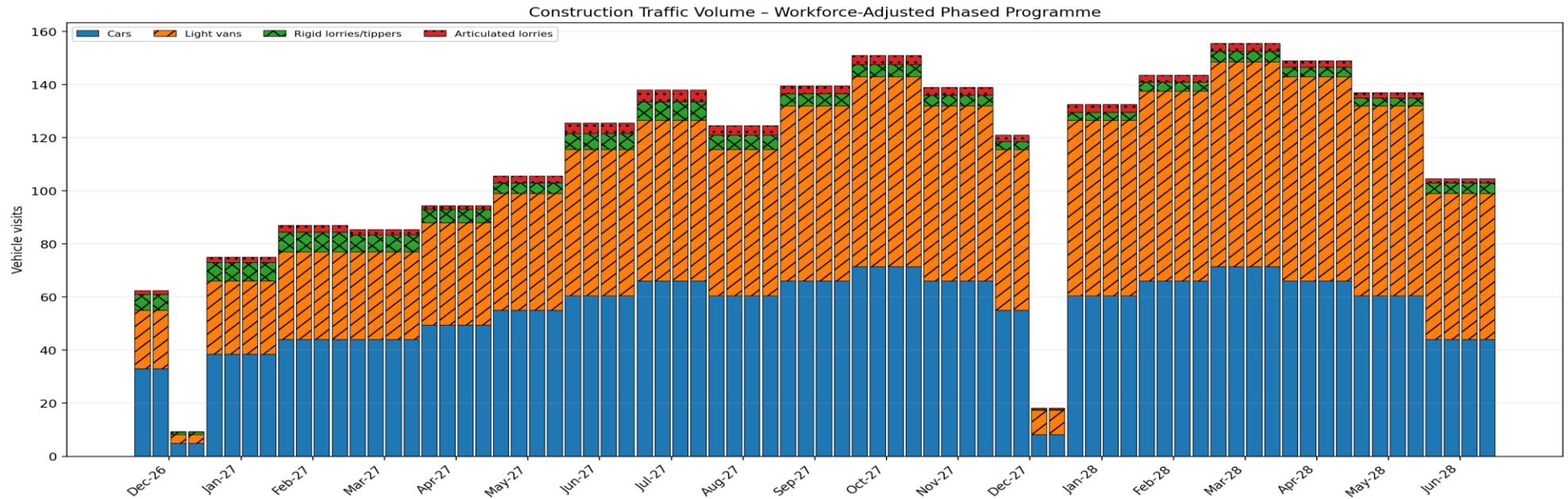
The Southern and Eastern boundaries will be enclosed with 2.4metre Construction Hoarding during the duration of the works to protect for noise attenuation, visual enhancement and security. Below is an example of the barrier. This example is as per the site fencing at the current refurbishment of the Alexander Theatre, Regis Centre, Bognor Regis.



Development Site Layout and Welfare Arrangements Plan



Construction Traffic Volume Bar Chart



Weekly chart basis: each monthly estimate is allocated across four planning weeks. Vehicle classes use different shading/hatching for clear black-and-white printing.

Construction Traffic Volume Numeric Values

	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27	Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28
Cars	76	154	176	176	198	220	242	264	242	264	286	264	126	242	264	286	264	242	176
Light vans	51	110	132	132	154	176	220	242	220	264	286	264	139	264	286	308	308	286	220
Rigid lorries up to 26t	14	28	30	26	20	16	24	28	22	18	18	16	7	12	14	16	14	12	16
Articulated lorries up to 40t	3	8	10	8	6	10	16	18	14	12	14	12	6	12	10	12	10	8	6
Total vehicles	144	300	348	342	378	422	502	552	498	558	604	556	278	530	574	622	596	548	418
Staff members	8	10	12	14	14	14	12	10	8	10	12	12	8	10	12	12	12	10	6
Labour operatives	6	8	10	12	12	12	10	8	6	8	10	10	6	8	10	10	10	8	5

Date range: December 2026 to June 2028. Traffic reflects the phased construction programme.

Basis of estimate and traffic interpretation

Site: 8 two storey Commercial Units with an internal ground floor footprint of 56m² each (≈448m² total and internal heights varying from 6.90 metres to 7.90 metres).

Groundworks assumed to include oversite, structural concrete floor, 750 mm wide × 1,000 mm deep foundations, and approximately 1727 m² of access/loading/parking and 629m² of footpaths with 631 mm excavation and attenuation/sub-base build-up.

Rigid lorries include tipper trucks, skip lorries , concrete wagons and other rigid HGV deliveries.

Articulated lorry deliveries include steel, insulated panels and other loads likely to arrive on 13.6 m or similar articulated vehicles.

Cars are principally site staff/subcontractor vehicles.

Light vans cover trades, small plant and second-fix deliveries.

The figures are planning estimates rather than a weighbridge/delivery booking record. Actual movements can vary with supplier load sizes, off-site fabrication, spoil disposal/reuse, batching of deliveries and programme sequencing.

Vehicle movement convention: the monthly table counts each vehicle/site visit once. If the traffic assessment requires two-way highway movements, use approximately 2 × the table totals (1,647 site visits ≈ 3,294 two-way movements).

Phased construction programme and traffic Characteristic

Phase	Works	Traffic characteristic
Winter 2026	Enabling works, access works, foundations and oversite to Units 1, 2, 7 and 8.	Higher rigid/tipper and concrete traffic.
Late Spring 2027	Start superstructure to Units 1 and 2.	Increasing articulated steel/material deliveries.
Summer 2027	Finish superstructure and windows/doors to Units 1 and 2; start superstructure Units 7 and 8; start foundations and oversite Units 3–6.	One of the busiest HGV periods due to overlapping groundworks and steel/frame deliveries.
Autumn 2027	Start external/internal fit-out Units 1 and 2; finish superstructure Units 7 and 8; start superstructure Units 3–6.	Trade vans increase; articulated/rigid deliveries remain moderate.
Winter 2027	Complete Units 1 and 2; windows/doors Units 7 and 8; start fit-out Units 7 and 8; finish superstructure Units 3–6.	High trade-van activity with continuing structural/material deliveries.
Spring 2028	Finish Units 7 and 8; external/internal fit-out Units 3–6.	Peak second-fix/trade-van activity; lower heavy HGV activity.
June 2028	Finish Units 3–6; landscaping and handover.	Lower overall traffic, with landscaping/material deliveries and final trade visits.

Estimated total site visits: 1,647. Estimated two-way highway movements: approximately 3,294.

Workforce traffic basis: Car and light-van traffic represents personnel travelling to site. The planning allowance assumes approximately 6–10 worker vehicles per working day at the busiest stages, including labourers, skilled trades, foremen/site management and subcontractors, with some sharing of vehicles. HGV/tipper traffic remains linked to material, earthworks, concrete, steel, cladding and landscaping deliveries rather than workforce attendance.

Reduced traffic movements over the festive holiday periods.

This CDM is a live document and refers to a document that is actively updated and revised as the project progresses. This is crucial for maintaining the relevance and accuracy of the information provided to manage health and safety risks effectively. The CDM regulations require that the construction phase plan and health and safety file are live documents, meaning they are continuously updated to reflect new risks, changes in the project environment, and evolving safety requirements. This ensures that all stakeholders are informed and that the project can be executed safely and efficiently