9 SHARPS LANE, RUISLIP, HA4 7JG

CONSTRUCTION MANAGEMENT PLAN

PROJECT NO. 25/250 DOC NO. D003

DATE: NOVEMBER 2025

VERSION: 1.0

CLIENT: MR MCGLYNN

Velocity Transport Planning Ltd

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VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

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Notes

The document reference number, revision number and date are given on the footer of each page

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Construction Management Plan (CMP) has been prepared by Velocity Transport Planning in relation to the proposed redevelopment at 9 Sharps Lane, Ruislip, HA4 7JG. The site falls within the administrative boundary of The London Borough of Hillingdon (LBH), which is the Local Planning Authority and Highway Authority for the purposes of this application.

1.1.2 The planning description is as follows:

"Proposed re-development of the site from small HMO (Class C4) to Care Home (Class C2) with 18 bedrooms, associated internal and external communal areas and other spaces required to serve a care home (kitchen, store, nurse stations, office etc)."

1.1.3 This document provides an outline of the management procedures during the construction period and a strategy to minimise the potential for disruption to the environment, local residents, businesses and other users of the adjacent highway network. This CMP has been prepared in accordance with Transport for London best practice guidance.

1.1.4 A detailed document would be secured by planning condition and prepared following appointment of a contractor. The contents will be complied with unless otherwise agreed with the Council. It is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the document will be submitted to the Council for approval.

1.1.5 The contractor for the site will be responsible for the ownership and implementation of this document. Their contact details are provided below and will be posted on the site.

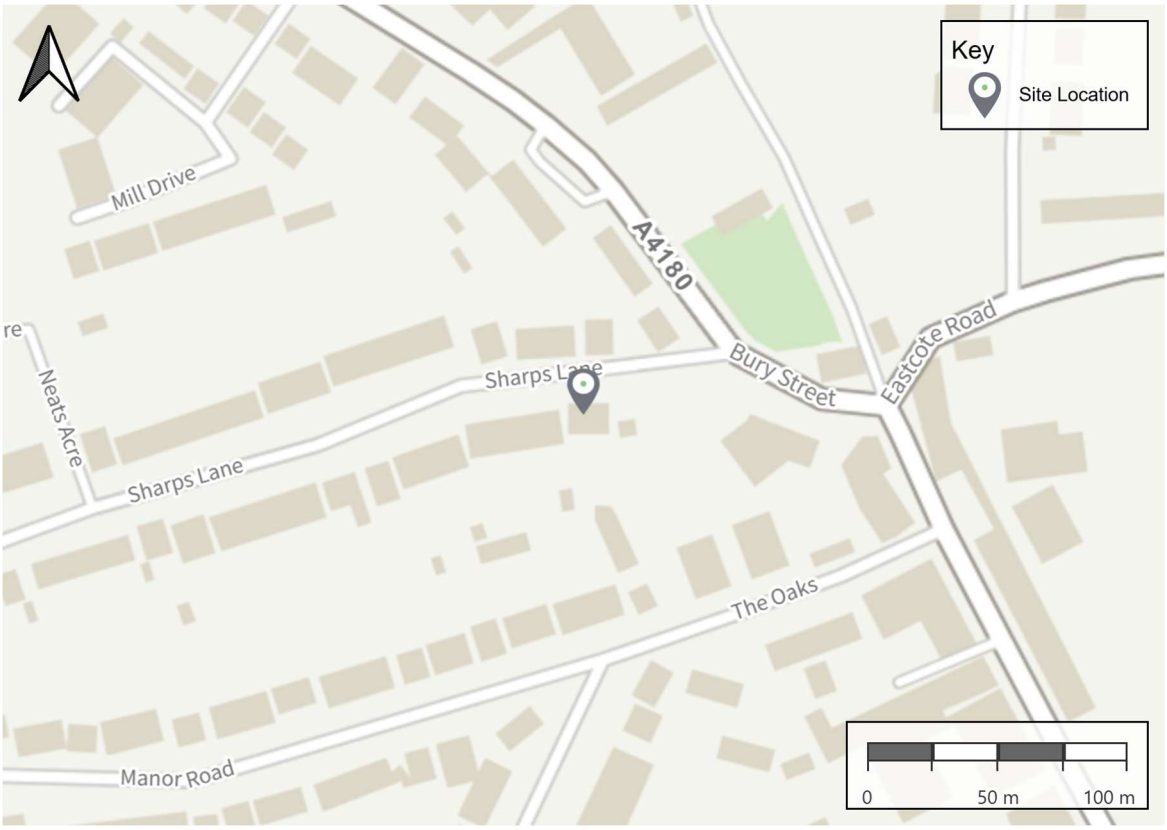
1.1.6 This site will be registered with the Considerate Constructors Scheme and follow the site code seeking to improve the image of the construction industry by striving to promote and achieve best practice under the Code.

1.2 SITE LOCATION

1.2.1 The site is located along Sharps Lane accessed via the A4180 Bury Street, approximately 125m west as the crow flies from Ruislip High Street. Ruislip London Underground station is located a five minute cycle or a 13 minute walk south east of the site, whilst several bus routes are in operation in the local vicinity. As such, the site is located within convenient access to public transport

1.2.2 The location of the site is presented in **Figure 1–1.**

Figure 1–1: Site Location Plan



1.3 EXISTING SITE USE

1.3.1 The application site comprises of a two storey detached dwelling house on the southern side of Sharps Lane. The existing land use falls under a House of Multiple Occupation (HMO), Class C4. An existing dropped kerb is located on Sharps Lane that serves a driveway and garage associated with the dwelling. All associated servicing activity is currently undertaken on-street on the surrounding road network.

1.4 DEVELOPMENT PROPOSALS

1.4.1 The proposed redevelopment seeks to provide alterations and additions to the existing building in order to provide an 18 bedroom care home for adults.

SUMMARY OF WORKS

1.4.2 Works consist of:

- Enabling, demolition and strip out works
- Any sub-structure works
- Superstructure works including new extensions
- Fit out
- External works

1.5 OBJECTIVES

1.5.1 The CMP aims to ensure that construction traffic and the movements of goods are well planned and minimise the impact of construction logistics on the strategic road network.

1.5.2 The overall objectives of this CMP are to carry out the work in accordance with current best industry practices in order to minimise, as far as reasonably practicable, any adverse environmental impact of their construction activities including:

- Reduce noise generated by construction vehicles;
- Reduce emissions generated by construction vehicles;
- Reduce congestion to reduce trips overall; and
- Enhance safety to optimise vehicle and road user safety.

1.5.3 The following sub-objectives of this CMP will support the realisation of these objectives:

- Encouraging construction workers to travel by non-car modes;
- Promote smarter operations that reduce the need for construction travel, 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.

1.6 CMP STRUCTURE

1.6.1 The remainder of this CMP is structured as follows:

- **Section 2** – provides context, considerations and challenges associated with the construction activities;
- **Section 3** – outlines the construction programme and methodology;
- **Section 4** – describes the vehicle routing and access;
- **Section 5** – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of the construction activities;
- **Section 6 –** sets out the estimated vehicle movements;
- **Section 7** – describes the implementation, monitoring and updating of the CMP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

THE LONDON PLAN

2.1.1 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling and making better use of the Thames.

2.1.2 The London Plan states that Construction Logistics Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

2.1.3 Construction Logistics should be developed in line with TfL guidance and adopt the latest standards around the safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction and operational phases of the development.

2.1.4 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

2.1.5 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys; and
- Reduced reputational risk.

2.1.6 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

FLEET OPERATOR RECOGNITION SCHEME (FORS)

2.1.7 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

2.2 LOCAL CONTEXT INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING AND WALKING

HIGHWAY LAYOUT

2.2.1 Sharps Lane is subject to a 30mph zone, it operates as an two way single carriageway road with lit footways on both sides. There are a number of on-street parking bays, with the southern edge marked with double yellow lines. The surrounding streets form part of a Controlled Parking Zone, 'R2' which operates restrictions between 08:00 and 22:00 daily, whilst the double yellow lines permit loading activity.

2.2.2 A4180 Bury Street which transitions to High Street at the roundabout with B466 Eastcote Road is a two-way single carriageway road with lit footways on either side. It is subject to a 30-mph posted speed limit.

2.2.3 The A40 Westway is the closest road in TfL's Strategic Road Network (SRN) located 3 kms to the south of the Site as the crow flies.

PEDESTRIAN AND CYCLE NETWORK

2.2.4 Sharps Lane has a footway along both sides, these are lit and have dropped kerbs where vehicle crossovers exist. At the junction with the A4180 there are dropped kerbs and tactile paving, and a lit refuge island provided between the Sharps Lane arm. Towards the High Street, approximately 75m to the east of the site, there is a further crossing facility including a zebra crossing with dropped kerbs and tactile paving. A further zebra crossing facility is located along the High Street, to the south of the Bury Street/ High Street/ Eastcote Road Roundabout.

2.2.5 There are no designated cycle routes in the vicinity of the site.

PUBLIC TRANSPORT

2.2.6 The TfL Webcat tool indicates that the site is situated in a location with a PTAL rating of 2. Ruislip LU station is located approximately 900m away in Zone 6 providing Metropolitan and Piccadilly services between Uxbridge and Central London

2.2.7 The closest bus stop 'Neats Acre' is located within circa 150m as per the PTAL report which is served by the U10 bus providing access between Ruislip and Uxbridge. Further bus services are found at 'The Oaks', where more regular buses are available.

2.3 CONSIDERATIONS AND CHALLENGES

2.3.1 The key challenges associated with the construction of this site are in relation to accommodating vehicular access, traffic flow and surrounding pedestrian activity.

2.3.2 Vehicle activity will need to be strictly managed with traffic management measures and banksmen utilised to assist with any potential conflict between pedestrians, cyclists, other road users and construction vehicles when arriving at or departing from the site. It is also considered that good neighbourly engagement will help to provide notification of any key activities or special arrangements that may require changes to the proposed strategy.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1.1 The construction programme for the site is expected to last for approximately 14 months, with works anticipated to begin in January 2027, subject to planning permission and discharge of relevant conditions. A summary of the construction programme is provided at **Table 3-1**.

Table 3-1: Indicative Construction Programme

CONSTRUCTION STAGE	DURATION
Site setup and demolition	January 2027 – March 2027
Sub-structure	April 2027 – May 2027
Super-structure	June 2027 – August-2027
Cladding	September 2027 – October 2027
Fit-out, testing and commissioning	November 2027 – April 2028

3.2 SITE ARRANGEMENT

3.2.1 An indicative construction arrangement drawing is shown in **Appendix A**. A hoarding will be provided at the front of the site around the front garden. This will secure the site and provide a pedestrian access. The front garden will also accommodate storage spaces for materials.

3.2.2 The hoarding will be 2.4m in height and provided with lighting. It will also be regularly inspected and cleaned to ensure it is kept in good condition.

3.2.3 Larger construction and delivery vehicles will be accommodated on-street along Sharps Lane, immediately outside the site. The vehicle loading area would be accommodated by suspending on-street parking bays opposite the site. The contractor will apply for all relevant licences and parking suspensions.

3.2.4 Sufficient space will be retained along Sharps Lane past the loading area for other vehicles, cyclists and pedestrians. In the event there are any access difficulties the construction vehicle will move if required.

3.2.5 The driveway will also be utilised for Light Goods Vehicles where space permits.

3.2.6 All construction vehicle movements into and out of the loading areas will be managed by banksmen. Swept path analysis is provided in **Appendix B**, which shows the largest construction vehicle that would access/egress the site.

3.2.7 All vehicles would be scheduled and booked in advance. In addition, all arrivals and departures would be managed under banksmen control. They would also oversee any surrounding pedestrian, cyclist or vehicle activity when vehicles are in position to avoid any potential conflict. When materials are being transferred between the site and the construction vehicle, pedestrians would be given priority and construction activity temporarily halted.

3.2.8 Waste material will be removed manually into a waiting vehicle within the loading area.

3.2.9 Concrete will be mixed on-site and large pours will be accommodated within the proposed loading area. No liquid concrete will be allowed to flow into any adjacent street drainage gullies.

3.2.10 All material delivered to the site will be off-loaded manually or via vehicle machinery from the loading area into the storage area behind the hoarding. Material being delivered or collected to/from the site will be via a mix of vehicles including Light Goods Vehicles, hi-ab and flatbed lorries,

3.2.11 All vehicles will be inspected prior to leaving to ensure that vehicles are free from loose debris.

3.2.12 All welfare facilities and storage areas for plant and materials will be provided within the confines of the site compound.

3.3 SITE SETUP AND DEMOLITION

3.3.1 This phase will involve establishing the site compound and hoarding arrangement. Strip out of material will be undertaken within the site manually and by mechanical plant. Material would be removed from the site manually into a waiting vehicle located within the proposed loading area. Materials will be re-used on site where possible.

3.4 SUB-STRUCTURE

3.4.1 This will include any foundation works and works below ground. Any requirements for concrete which can't be mixed on-site will be pumped from a concrete mixer which will stop within the proposed loading area.

3.4.2 Any support material will be delivered to the proposed loading area and offloaded into the site.

3.5 SUPER-STRUCTURE AND CLADDING

3.5.1 This phase will relate to the implementation of steel, windows and brickwork. All materials will be delivered to the site using a range of delivery vehicles which will stop in the loading area. Material will be off-loaded either manually or via vehicle machinery.

3.6 FIT-OUT, TESTING AND COMMISSIONING

3.6.1 This phase will be undertaken by various tradesmen utilising smaller vehicles such as Transit vans. Tradesmen will stop within the proposed loading area.

4 VEHICLE ROUTES AND ACCESS

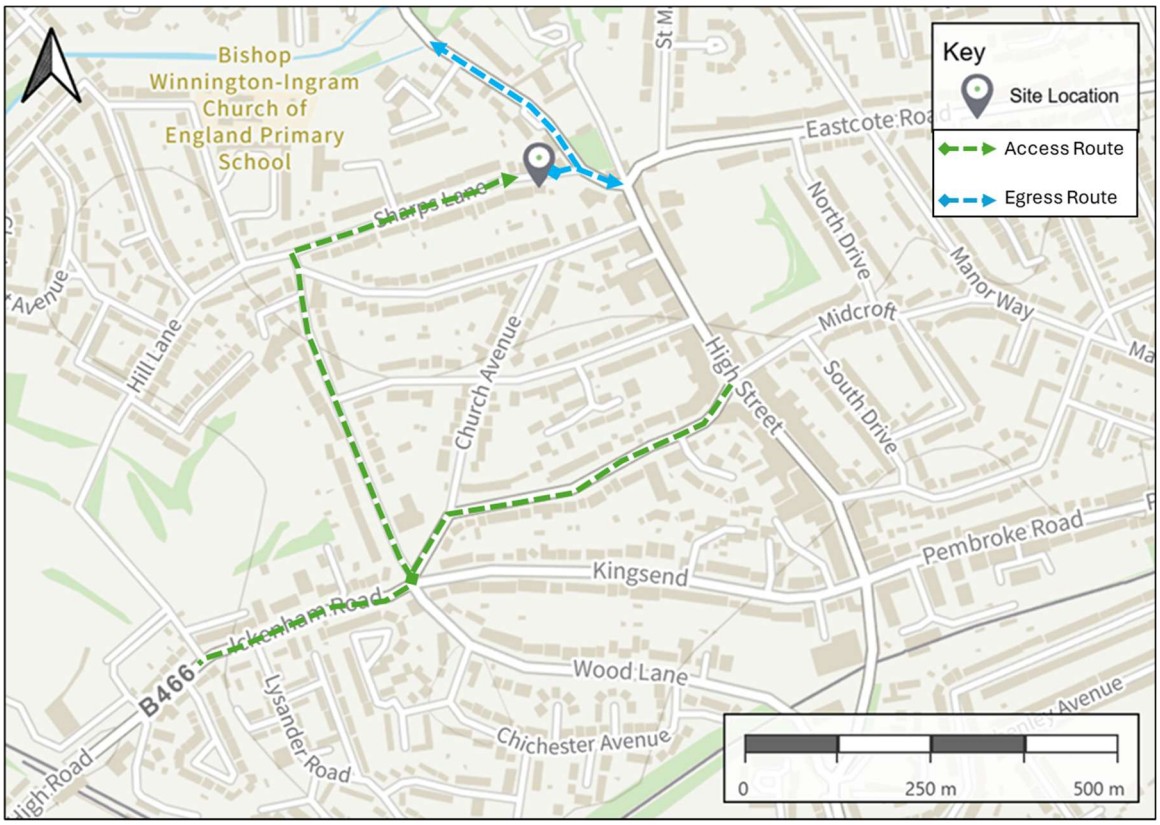
4.1 PROPOSED VEHICLE ROUTES

4.1.1 A plan highlighting the proposed vehicle routes to and from the Strategic Road Network (SRN) is shown in **Figure 4-1**.

4.1.2 Vehicles will approach the site via the B466 Ickenham Road to the southwest. They would then travel north along Sharps Lane, continuing east towards the site.

4.1.3 To exit, vehicles would travel east along Sharps Lane onto the A4180 Bury Street. This allows for travel to and from the wider strategic road network.

Figure 4-1: Proposed Vehicle Route from the SRN



4.1.4 All personnel responsible for delivering material to and from the site will be advised on the proposed vehicular access route. In addition, a booking system will be implemented whereby all vehicles can be scheduled.

4.1.5 Vehicle arrivals/departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed to avoid congestion at the site. Vehicles will be scheduled to avoid peak hours where possible.

4.1.6 Suppliers will be given instructions asking the vehicle driver to call ahead (at least 30 minutes before their scheduled arrival time) to ensure that the site is ready to receive a vehicle. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

4.2 SITE ACCESS

4.2.1 All construction vehicles will stop within the proposed loading area at the front of the site, or on the driveway. All vehicle arrivals and departures will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to.

4.2.2 Swept path analysis is included in **Appendix B**.

4.3 PARKING SUSPENSIONS

4.3.1 Parking bay suspensions are required opposite the site. This is to ensure sufficient passing space can be achieved past the proposed vehicle loc in order to facilitate a vehicle loading area.

4.4 ABNORMAL LOADS / ROAD CLOSURES

4.4.1 There are no planned abnormal loads or road closures at any point of the construction programme.

4.5 LICENCES

4.5.1 The Contractor will be the main point of contact in terms of site operations, and they will be responsible for compliance with this document and for obtaining and abiding by the conditions and obligations contained within relevant licences.

4.6 DIVERSIONS

4.6.1 There are no proposed diversions to vehicle, cycle or pedestrian routes during the construction programme. All access will be maintained past the site. Banksmen will be in place to manage pedestrian movements when delivery vehicles arrive/depart the site. Pedestrians will be given priority.

4.7 STAFF TRAVEL

4.7.1 All site operatives and visitors will be encouraged to travel to and from the site by public transport. There will be no dedicated on-site car park for workers.

5 STRATEGIES TO REDUCE IMPACT

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- **Committed –** Measures that will be implemented as part of the CMP.
- **Proposed –** Measures that are feasible and likely to be implemented.
- **Considered –** Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** summarises the planned measures for construction based on the checklist provided in TfL's CLP guidance.

Figure 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
Measures influencing construction vehicles and deliveries			
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
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by water			X
Freight by rail			X
Material procurement measures			
Design for Manufacture and Assembly and off-site manufacture			X
Re-use of material on-site	X		
Smart procurement			X
Other measures			
Collaboration with other sites in the area			X
Implement a staff travel plan			X

5.2 COMMITMENTS

5.2.1 The contractor will commit to:

- Running the site and surrounding hoardings to a high safety & environmental standard.
- Ensuring all deliveries comply with the agreed routes.
- Utilising appropriately sized vehicles for the highway network.
- Deliveries being scheduled to avoid peak periods where possible.

- Ensure the safety of all parties either involved in the construction or the general public and surrounding neighbourhood.
- All deliveries conforming to the following procedures:
    - A booking system is to be employed to prevent excessive build-up of materials on site waiting to be incorporated into the building construction.
    - All vehicles will be required to adhere to relevant speed restrictions and follow planned route in and out.
    - A traffic marshal will be available on-site to coordinate deliveries and to ensure that the safety of pedestrians, cyclists and other vehicles is always ensured.

CLOCS AND FORS

5.2.2 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well as suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

5.2.3 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured.

5.2.4 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership. FORS Silver accreditation will be required for all construction vehicles.

DELIVERY SCHEDULING

5.2.5 A delivery scheduling system is planned to allow for the control and management of the timings of deliveries. Booking availability will be determined by unloading space available, and activities on site and managed carefully to minimise impacts on the local transport network. A daily logistics schedule will be maintained.

5.2.6 There will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid on-site and off-site congestion by spreading the resulting traffic over a longer period. Whenever possible, there will be no major vehicle movement during “rush hours”.

ABNORMAL LOADS

5.2.7 It is not expected that abnormal loads will be required as part of the proposals, however, if this changes the contractor will plan the arrival of abnormal loads in advance and agree with the highway’s authority.

MATERIAL PROCUREMENT

5.2.8 The contractor will re-use materials on-site where possible to reduce the amount of material to be transported from the site.

5.2.9 Where required, vehicles will be fully loaded thereby minimising the number of vehicle trips made by construction vehicles.

5.2.10 No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. It is recognised that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance.

MATERIALS AND STORAGE

5.2.11 The contractor will ensure that the site layout will not impact the on-site pedestrian movement requirements. On-site tool storage will be provided within the site. As much waste as possible will be recycled. To help reduce trips, vehicles delivering materials to the site will leave with waste.

5.3 CONSIDERED

5.3.1 The following measures have been considered:

- Lorry holding due to the scale of development and management of construction vehicles, it is not expected that a dedicated lorry holding will be required.
- Co-ordinator with other construction sites: the appointed contractor will investigate the opportunity to collaborate with other construction sites in the area.
- Out-of-hours deliveries: given the residential nature of the area, out-of-hour deliveries would not be considered appropriate.
- Sustainability: off-site manufacture and re-use of material will be investigated and proposed if practical where smart procurement will be used where practical.
- Rail and water freight: the use of water and rail modes to transport freight is not appropriate given the location.

5.4 OPERATIONAL / MANAGEMENT MEASURES

PROJECT MANAGER

5.4.1 A Project Manager within the contractor team will be appointed and assume all responsibility for implementing the measures proposed. They will also seek to comply with all relevant legislation.

5.4.2 The Project Manager will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

5.4.3 The Project Manager will liaise with local residents and the Project Managers for other construction activity in the local area when and where it is relevant to do so. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

5.4.4 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly. The Council will be informed of any complaints and will be notified with 2 working days of the complaint and any corrective action.

5.4.5 The Project Manager will be responsible for monitoring and reviewing this document on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

5.5 HOURS OF OPERATION

5.5.1 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 13:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

5.6 CONTROL OF NOISE, DUST AND VIBRATIONS

5.6.1 A number of noise, dust and vibration measures will be implemented at the site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.

5.6.2 Efforts will also be made to minimise impact noise when unloading materials. Materials will not be stored on public footways or roads.

5.6.3 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the site.

5.6.4 The Contractor will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. In addition to manual sweeping a mechanised road sweeper that can attend site will be available on call.

5.6.5 The site hoarding will help to contain dust and construction noise. Water spray techniques will also be used to control dust associated with the construction process.

5.6.6 The Contractor will aim to keep noise levels to a minimum. This will be carried out by:

- Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling;
- Wherever possible, the usage of EV construction and delivery vehicles will be prioritised.
- Undertaking works in a considerate and sensitive manner;
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
- Changing where possible methods, equipment and processes to keep noise levels low;
- Position plant as far away from residential property as reasonably possible;
- Barriers will be used to act as noise shielding;
- Limit the hours worked on noisy operations; and
- Restricted hours of work for noisy operations.

5.6.7 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, the following dust mitigation measures will be implemented:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- Carry out regular site inspections to monitor compliance, record inspection results;

- Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

5.7 WASTE MANAGEMENT / RECYCLING

5.7.1 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.

5.7.2 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.

5.7.3 Rubbish will be removed from site regularly to minimise fire risks and help maintain a clear site. A copy of all waste transfer carrier licences will be held and displayed on the site health & safety notice board. Waste recycling reports will then be issued to us on a regular basis confirming the percentage of material removed from site that is to be recycled.

5.7.4 Any waste classified as special or hazardous will be removed by specialist contractors to a correctly licensed premise.

5.8 LIGHTING

5.8.1 Lighting will be used primarily for reasons of health and safety and security.

5.8.2 The Contractor will have regard to the impact site lighting could have on nearby neighbours to ensure that they are not adversely affected by light pollution. This will be managed by correct positioning and alignment. Consideration will also be given to ensure road hazards are not caused.

5.8.3 Lighting will be provided to the site boundaries with illumination sufficient to ensure safety of the public. Lighting will be positioned to reduce impacts to neighbouring properties and will not cause a statutory nuisance.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 CONSTRUCTION TRAFFIC MOVEMENTS

6.1.1 The TfL toolkit has been used to detail the expected number of vehicle movements during each phase of construction, as well as the numbers on a monthly and daily basis.

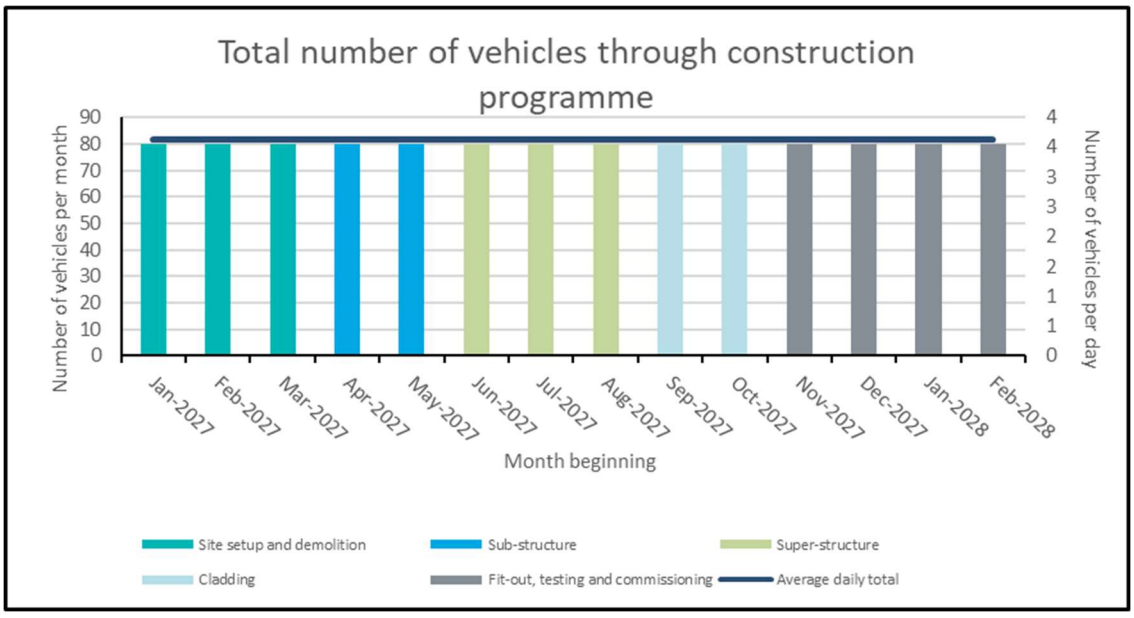
6.1.2 **Table 6-1** summarises the expected number of vehicle movements during each phase of construction.

Table 6-1: Estimated Construction Vehicles

CONSTRUCTION PHASE	PERIOD OF STAGE	NO. OF TRIPS (MONTHLY)	PEAK NO. OF TRIPS (DAILY)
Site setup and demolition	Q1 2027 - Q1 2027	80	4
Sub-structure	Q2 2027 - Q2 2027	80	4
Super-structure	Q2 2027 - Q3 2027	80	4
Cladding	Q3 2027 - Q4 2027	80	4
Fit-out, testing and commissioning	Q4 2027 - Q2 2028	80	4
The peak period of construction	Q1 2027 - Q2 2028	80	4

6.1.3 The total number of vehicles throughout the construction period is shown in **Figure 6-1**.

Figure 6-1: Total Number of Vehicles Throughout Construction



6.2 VEHICLE TYPES

6.2.1 The construction process will involve a range of vehicles which will include the following.

- 10m in length 2 axle flat-bed lorry;
- 9.7m in length 4 axle concrete mixer;
- 9.1m in length 4 axle Hi-ab/grab lorry;
- 8m in length 2 axle box van;
- 7.4m in length 2 axle skip lorry; and
- Light Goods Vehicles including transit vans.

6.2.2 The anticipated number of vehicles by type is shown in **Figure 6-2**.

Figure 6-2: Number of Vehicles by Type

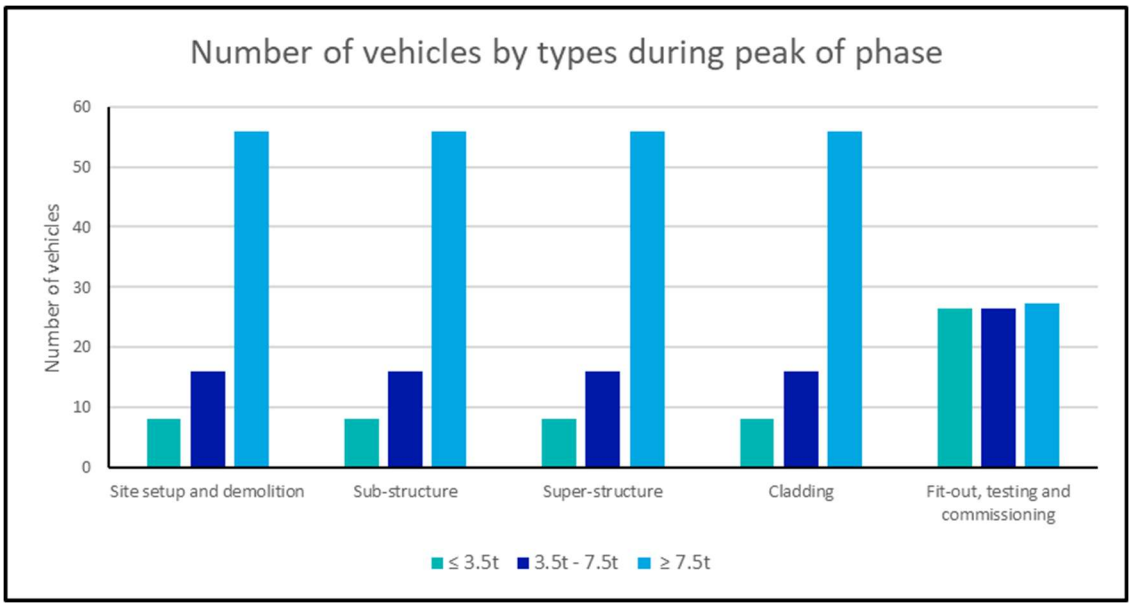
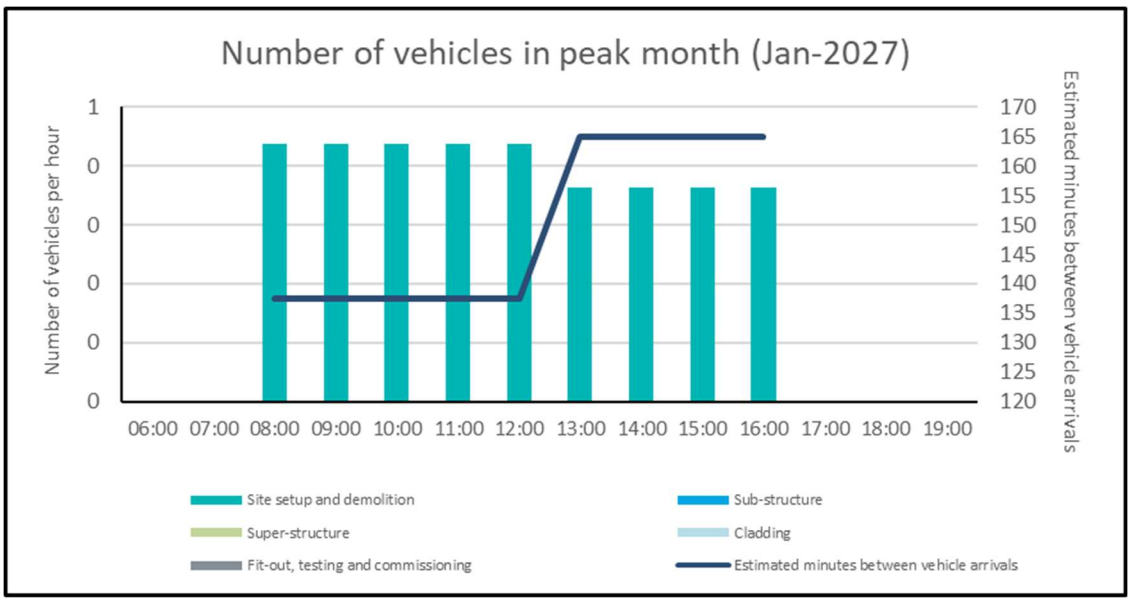


Figure 6-3: Peak Period Vehicle Trips



6.2.3 As set out previously, Table 6.1 provides details of the number of vehicles expected to attend the site each day. The average dwell time for each vehicle is likely to be in the order of 30-60 minutes.

6.2.4 The peak demand can be accommodated on the transport network with minimal impact. Vehicles will route directly to/from SRN.

6.2.5 No construction staff car parking will be provided on site, and no construction workers are expected to travel by car.

7 IMPLEMENTATION, MONITORING AND UPDATING

7.1 IMPLEMENTING

7.1.1 In the first instance, this outline document will be issued for review as part of the planning application.

7.1.2 A detailed CLP will be secured by way of condition and prepared by the principal contractor using this document as the template.

7.1.3 Once there is planning approval for the scheme and certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites as necessary.

7.1.4 The Principal Contractor will be responsible for implementing the CLP. It is expected that a Contractor would distribute information which makes sure that all personnel are aware of their obligations.

7.2 MONITORING

7.2.1 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:

- Compliance
  - CLOCS compliance – suppliers to provide pre-qualification evidence
  - FORS compliance – suppliers to provide pre-qualification evidence
  - Routing compliance – to be monitored through resident feedback
  - No staff car parking
- Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
  - Vehicle type and size
  - Duration on site
- Safety issues including any injuries or near misses recorded in the site logbook
- Breaches and complaints

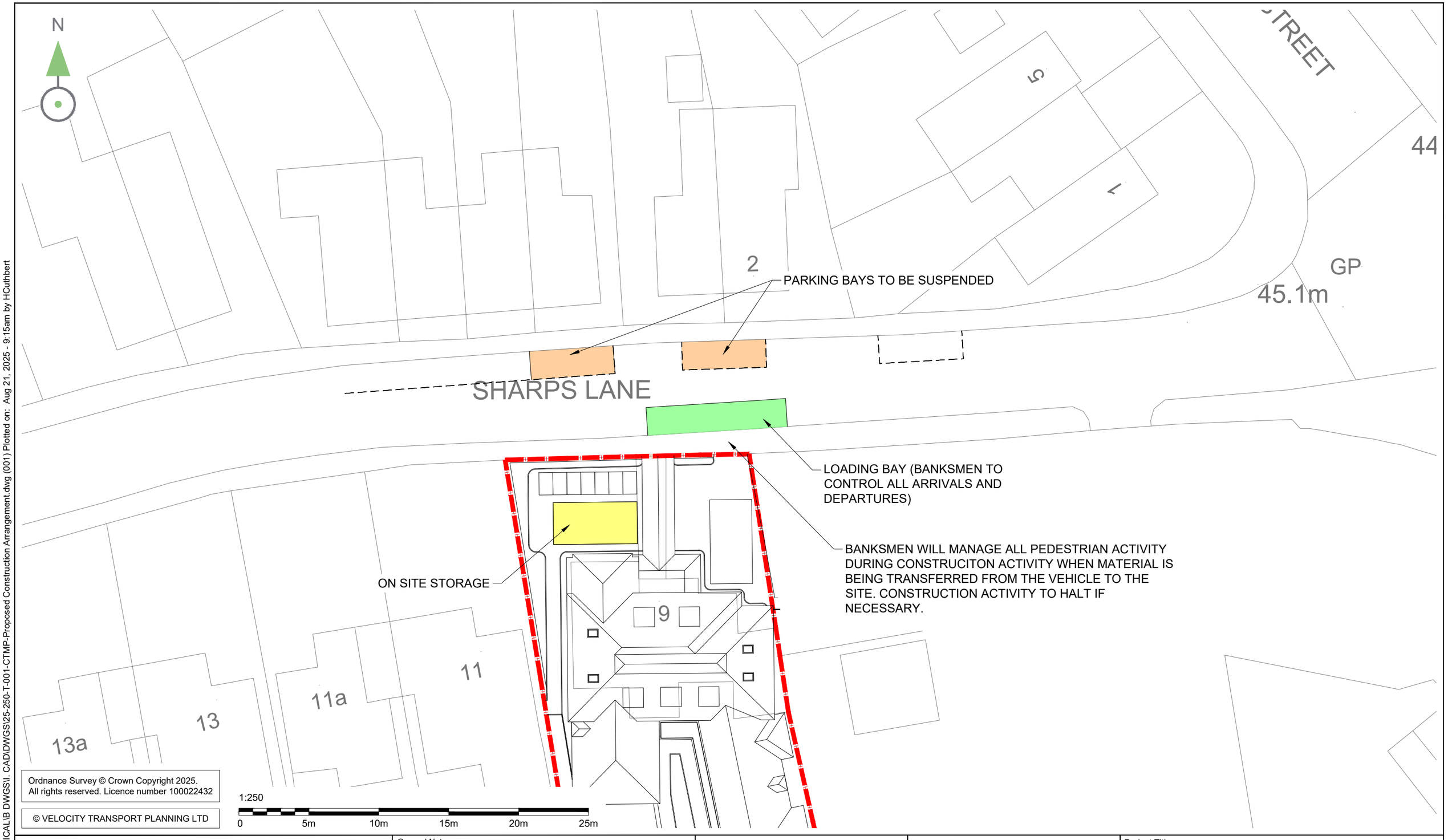
7.3 UPDATING

7.3.1 The procedures shall be reviewed through the different phases of the programme. If anything is not working well, or there are improvements that can be made, these shall be documented, agreed with highways (if necessary) and put into action and monitored accordingly.

7.3.2 The CMP will be kept on site and updated by the Principal Contractor in consultation with the highway's authority.

APPENDIX A

INDICATIVE CONSTRUCTION ARRANGEMENT



Rev	Date	Description	Drn	Chk	App
A	20/08/25	FIRST ISSUE	HMC	DF	DF

General Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS AND LEVELS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THIS DRAWING IS BASED ON JUTTLA ARCHITECTS DRAWING NO 1959-P301 REV A DATED JANUARY 2025 AND IS SUBJECT TO REVIEW AND FURTHER DESIGN DEVELOPMENT DURING EACH PHASE OF THE HIGHWAY WORKS.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

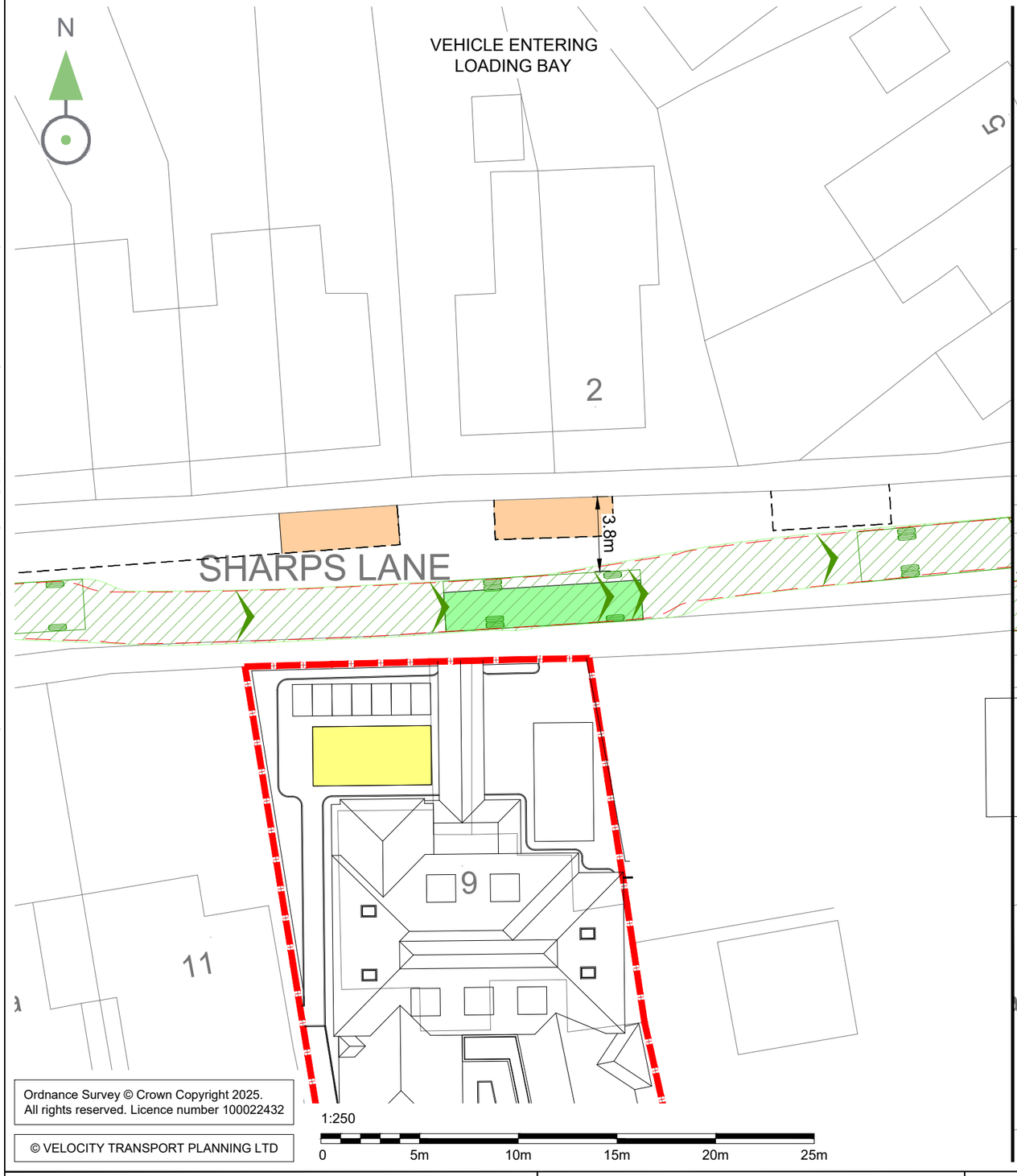
VELOCITY

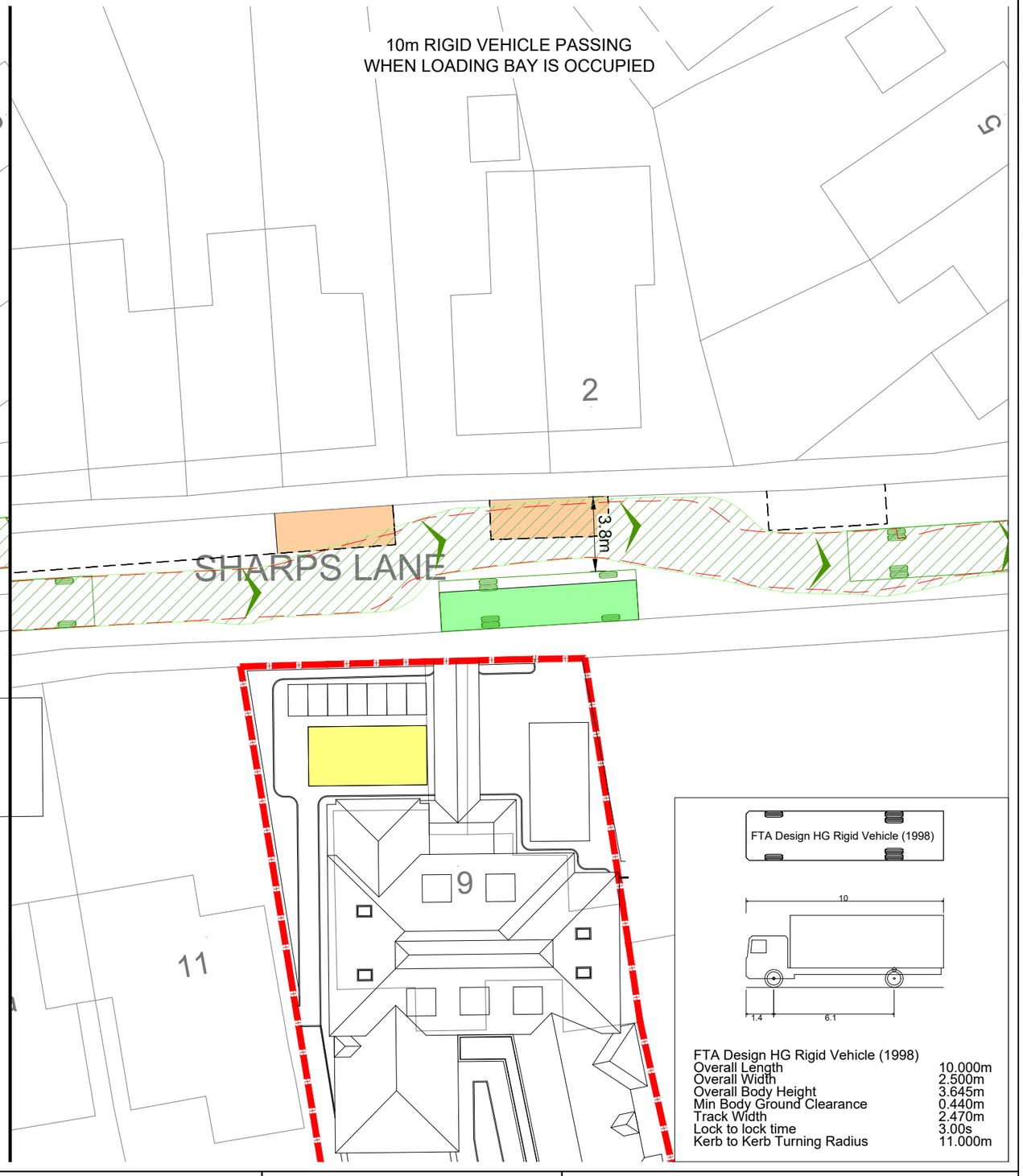
Drawing Status: S2 - FOR INFORMATION	Project Title: 9 SHARPS LANE
Client: MR PAUL MCGLYNN	Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT PLAN PROPOSED ARRANGEMENT
Architect: JUTTLA ARCHITECTS	Scale @ A3: 1:250 · Date: 20/08/25 · Designed/Drawn: HMC · Checked: DF · Approved: DF
	Project Ref: 25-250 · Drawing Number: 25-250-T-001 · Rev: A

P:\0-25\25-250 9 Sharps Lane\02 TECHNICAL\B DWGS\I_CAD\DWGS\25-250-T-001-CTMP-Proposed Construction Arrangement.dwg (001) Plotted on: Aug 21, 2025 - 9:15am by HCuthbert

APPENDIX B

SWEPT PATH ANALYSIS





1:250

0 5m 10m 15m 20m 25m

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Date	Description	Drn	Chk	App
A	20/08/25	FIRST ISSUE	HMC	DF	DF

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Project Title: 9 SHARPS LANE

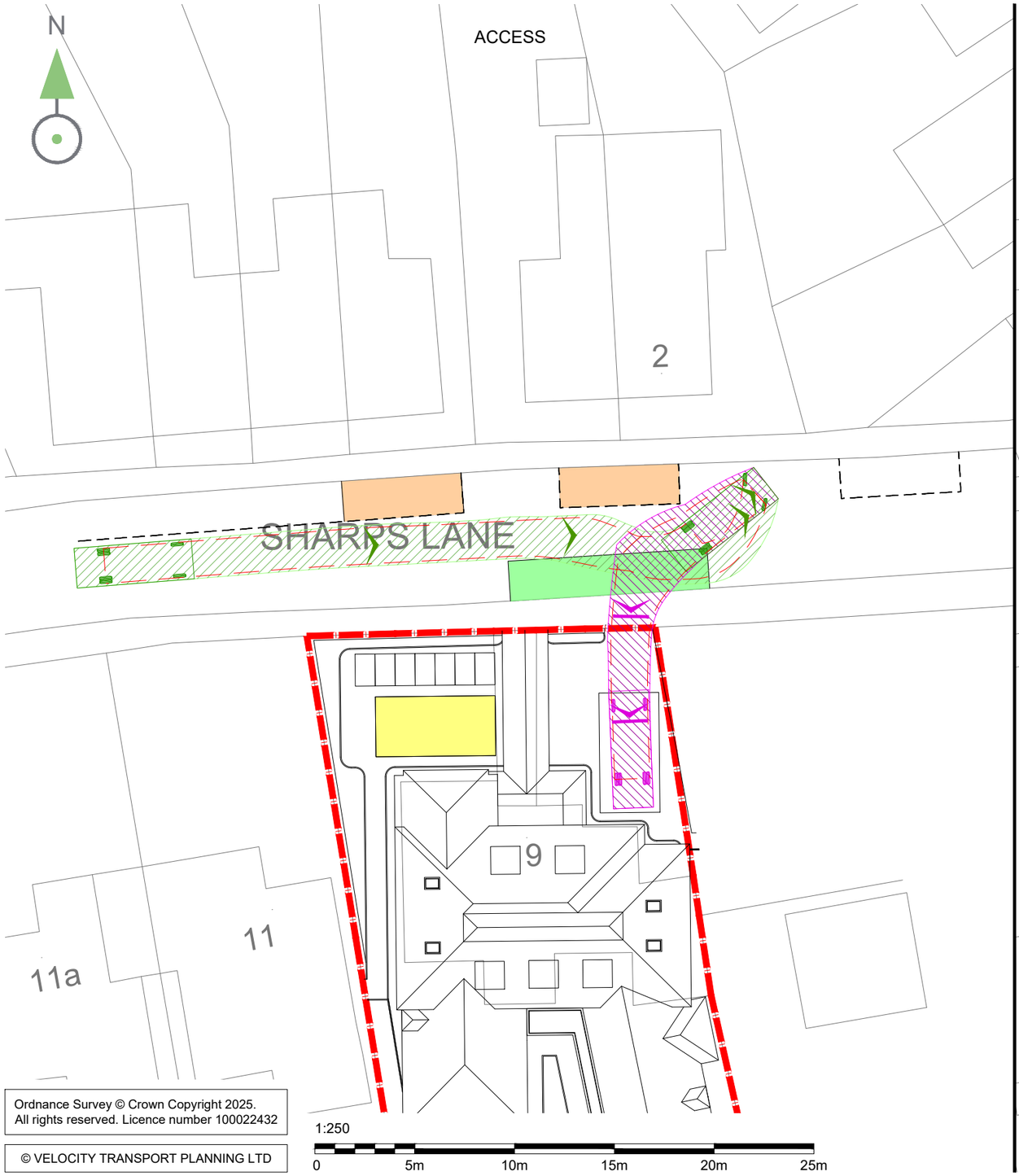
Client: MR PAUL MCGLYNN

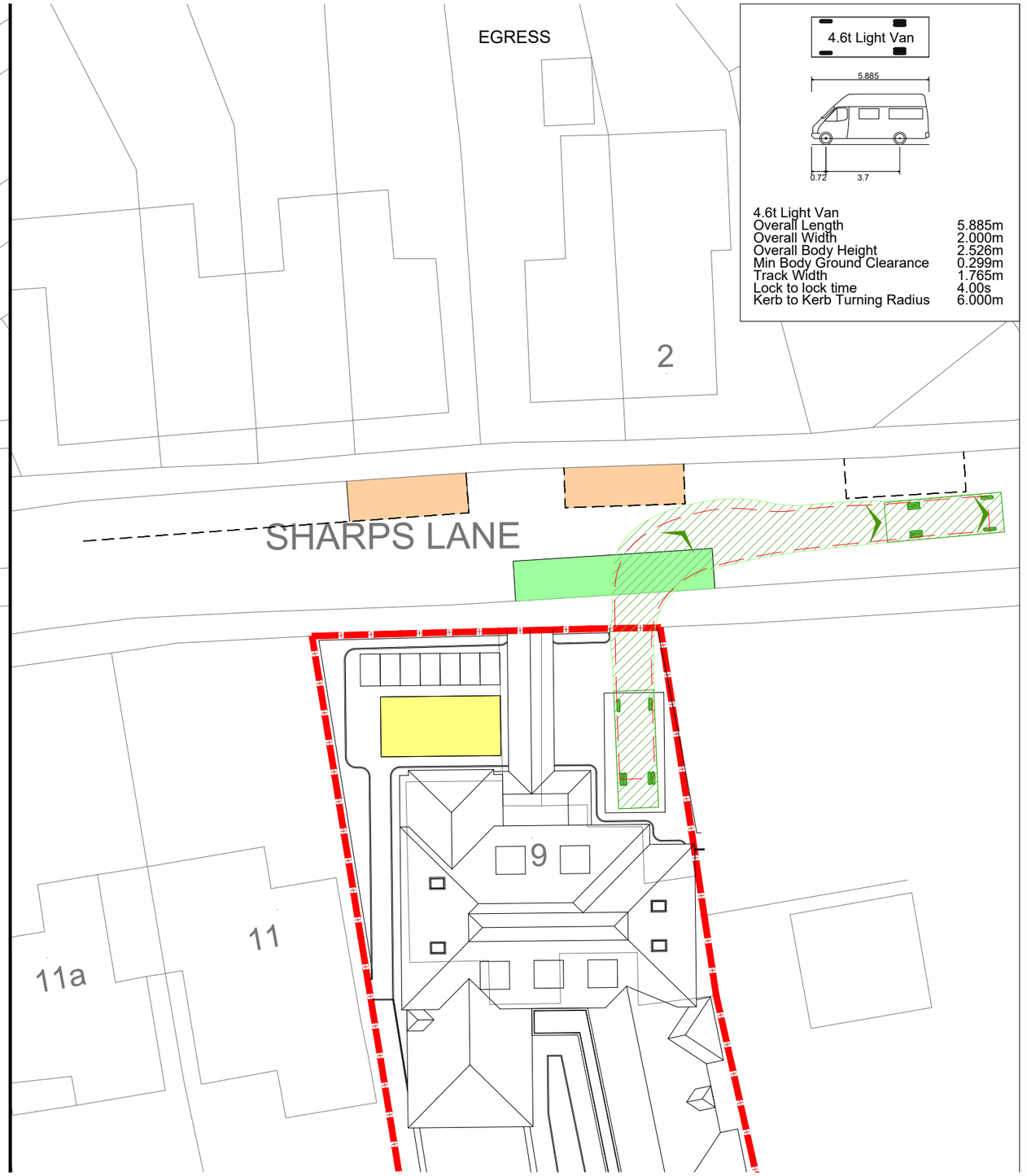
Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT PLAN
PROPOSED ARRANGEMENT
SWEPT PATH ANALYSIS - 10m RIGID

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	20/08/25	HMC	DF	DF

Architect: JUTTLA ARCHITECTS

Project Ref	Drawing Number	Rev
25-250	25-250-T-002	A





4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

1:250

0 5m 10m 15m 20m 25m

Rev	Date	Description	Drn	Chk	App
A	20/08/25	FIRST ISSUE	HMC	DF	DF

General Notes:

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: MR PAUL MCGLYNN

Architect: JUTTLA ARCHITECTS

Project Title: 9 SHARPS LANE

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT PLAN
PROPOSED ARRANGEMENT
SWEPT PATH ANALYSIS - 4.6t LIGHT VAN

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	20/08/25	HMC	DF	DF

Project Ref	Drawing Number	Rev
25-250	25-250-T-003	A