Vistry Group

Construction Management Plan

Wakefield Road, Mapplewell Phase 1 Rev 2

1 Introduction and Purpose of this Document

This Construction Management Plan (CMP) has been revised in response to comments received from Barnsley Metropolitan Borough Council (BMBC) on the Phase 1 CMP submitted in respect of Land off Wakefield Road, Mapplewell (planning permission 2014/0249). BMBC's review concluded that the previously submitted CMP was generic in nature, relied on broad statements rather than site-specific management measures, and did not provide sufficient information to discharge Condition 14 or to demonstrate how the site will operate during construction without adverse impact on the highway network and surrounding area.

This revision restructures the CMP directly around the eight matters listed in Condition 14, addresses each of BMBC's numbered comments and the highway safety concerns raised from Clerk of Works (CoW) site photographs of the temporary construction access (dated 23rd July 2026), and sets out the site-specific management measures, procedures and evidence Vistry Group will implement and provide.

Condition 14 of planning permission 2014/0249 requires the prior submission of details relating to:

- The parking of vehicles of site operatives and visitors;
- Means of access for construction traffic;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during construction; and
- Measures to control noise levels during construction.

This document supersedes Revision 1 of the CMP in full and should be read together with its appendices (Section 19)

2 Project Overview

Vistry Group is undertaking the construction of Mapplewell Phase 1, a residential-led development of 239 units located at Land off Wakefield Road, Mapplewell, Barnsley, South Yorkshire, S75 6DL. The development comprises a mix of private and affordable housing, together with supporting infrastructure including roads, utilities, public open space and landscaping.



Key elements of the project include:

- Site clearance and preparation, including any demolition or remediation works;
- Bulk earthworks and groundworks;
- Construction of dwellings and associated buildings;
- Installation of utilities and drainage infrastructure;
- Construction of roads, footpaths and cycleways;
- Hard and soft landscaping; and
- Environmental protection measures throughout the construction lifecycle.

Construction activities are anticipated to be carried out in a phased approach over an anticipated 48-month programme, managed by Vistry Group's regional construction team in collaboration with specialist contractors and suppliers. The scheme commenced in April 2026 with bulk excavation works, with groundworks commencing from July 2026 with an over construction programme of 48 months.

The site is situated within a semi-urban area with existing residential development to the south and west. Vistry Group is committed to managing construction impacts carefully, protecting nearby residents, maintaining local biodiversity, and ensuring the safety and wellbeing of workers and the community throughout the construction period.

3 Site Context and Constraints

The construction methodology and management measures in this CMP have been developed with regard to the following site-specific physical and environmental constraints.

Topography

The site (centred on grid reference 433819, 410101) rises from approximately 94m AOD in the south to 114.5m AOD in the north — an elevation difference of approximately 17m, generally on a steady gradient from northeast to southwest with a steeper banking to the north.

Previous Land Use and Geology

Two former opencast coal mining pits are historically recorded within the development site, both backfilled with inert material; no coal shafts are recorded on site. A large electricity pylon is present centrally to the south of the site, with overhead cables aligned northeast–southwest. A closed landfill site lies approximately 133m to the east at its closest point, which received inert, industrial, commercial and household waste between 1962 and 1994. The underlying Bedrock Aquifer is designated Secondary A; there are no groundwater abstractions or groundwater Source Protection Zones within 1km of the site.

Hydrology

Drainage ditches along the western field boundary discharge to a culvert adjacent to the southwestern boundary. The route of this culvert to an open watercourse adjacent to Carr Green Lane / Hill End Road (approximately 800m from the site) was confirmed by the Environment Agency under reference 1429/01/ARPmjs (21/01/2015). This watercourse outfalls to the River Dearne approximately 500m further south.

Ecology and Contaminated Land

Bird nesting surveys will be undertaken in advance of any hedgerow removal required during bird nesting season (March–September). No asbestos, groundwater contamination or hazardous infill has been identified within the site boundary from trial hole sampling; no invasive species have been recorded on site.

Surrounding Receptors

The site adjoins residential dwellings on two boundaries, with a further old farmstead to the north, and construction traffic uses the classified Wakefield Road, which carries pedestrian footway alongside it directly adjacent to the proposed temporary access. Strict controls on noise, dust, vibration and traffic movements are required to minimise disruption and protect highway and pedestrian safety.

4 Programme and Phasing

Construction is anticipated to be delivered over a 48-month programme in phases, with the construction compound, parking, laydown and storage areas shown on the Site Compound Plan (Appendix A) evolving as each phase completes and roads are progressively adopted.

Relationship to the S278 Highway Works

Vehicular access to the site will operate in two stages:

- **Stage 1 — Temporary construction access**: taken from Wakefield Road via a temporary ground-protection matting access, in use from commencement of construction until the permanent site access is available; The temporary access route will be required from August 2026 until March 2027 and will be in use for all site access and egress, see attached location plan.
- **Stage 2 — Permanent site access**: constructed under the Section 278 Agreement, with gated, monitored entry approximately 20m into the site (see the Traffic Management Plan, Appendix B).

5 Security Hoarding and Site Boundary (Condition 14 — Hoarding)

The site will be fully enclosed using appropriate perimeter fencing, such as Heras fencing or solid hoarding, to clearly define the construction zone and separate it from adjacent land uses, public areas, neighbouring properties and access routes. All boundary treatment will be installed prior to commencement of main works, maintained in good condition throughout the project, and updated in site drawings and this CMP where phasing, logistics or safety considerations require the boundary to change.

No fencing or hoarding will be erected on the public highway. Access to the site will be via designated, clearly signposted and monitored entry and exit points, restricted to authorised staff, subcontractors and approved visitors, using a face-recognition sign-in/sign-out system, with all visitors required to report to the site office for induction or briefing.

Gate Management to Prevent Highway Obstruction

The permanent site entrance gates (post-S278) are set back approximately 20m from the highway boundary, as shown on the Traffic Management Plan (Appendix B), and will be locked and monitored for entry to site. Gates will only be opened on confirmation of an authorised, booked arrival (see Section 8), so that vehicles are not required to stop across the footway or highway awaiting gate release; the holding/queuing arrangements at Section 7.3 and 8 are the specific measures that prevent deliveries from backing up onto or into the public highway while gates are managed.

Security measures will include, as appropriate to the size, location and risk profile of the project:

- CCTV coverage at access points and vulnerable areas;
- Security lighting around the site perimeter;
- Out-of-hours manned guarding or mobile patrols, if required;
- Secure storage areas for tools, equipment and materials; and
- Emergency contact details displayed at site entrances.

Regular inspections of the site boundary and security measures will be carried out to identify and address any breaches, damage or risks.

6 Parking of Vehicles of Site Operatives and Visitors (Condition 14)

30 contractor and visitor parking spaces will be initially provided on site, as shown on the Site Compound Plan (Appendix A). **Off-site parking by site operatives, subcontractors or visitors will not be permitted**, and this requirement will be enforced through subcontract orders and reinforced at site

induction and in daily briefings. Additional parking will be addressed and introduced as required on site as the scheme progresses.

Demonstrating Sufficiency of Provision

To demonstrate that the 30-space provision is sufficient to accommodate demand throughout the construction programme without resulting in overspill parking on surrounding roads, Vistry will produce a parking demand assessment cross-referencing the anticipated peak on-site workforce during each construction phase (from the appointed contractor's resourcing/labour programme) against the available on-site spaces, car-sharing/shuttle bus measures where a phase's peak workforce is projected to exceed capacity, and a monitoring regime (daily sign-in headcounts via the Biosite induction system) to check actual attendance against provision on an ongoing basis.

Contingency measures if on-site demand is found to exceed the 30-space provision during any phase include: staggering start/finish times across trades, requiring higher-occupancy travel to site (carsharing) as a condition of subcontract, and — only as a last resort and subject to separate agreement with BMBC — temporary reallocation of laydown area to overflow parking, never off-site parking on the public highway or verges.

7 Means of Access for Construction Traffic (Condition 14)

BMBC's review identified this as the most significant deficiency in the previously submitted CMP. This section sets out the access strategy, the specific measures proposed to manage the temporary construction access on Wakefield Road in light of the Clerk of Works' site observations, and the operational controls that will apply to all construction traffic.

7.1 Access Strategy Overview

As set out in Section 4, construction traffic will use a temporary access from Wakefield Road (formed using Ground Guard MaxiTrack ground-protection matting) until the permanent, gated site access is available following completion of the Section 278 highway works. Both access arrangements are shown on the Traffic Management Plan at Appendix B.

7.2 Temporary Construction Access — Wakefield Road

Vistry acknowledges the concerns raised by BMBC's Clerk of Works from site photographs taken on 23rd July 2026, namely: the apparent restricted width of the access; that it meets the highway at an oblique rather than perpendicular angle; that the matting commences immediately adjacent to the highway boundary such that vehicles may overrun or overhang beyond the existing dropped-kerb arrangement; that the access directly interfaces with the pedestrian footway with no segregation; and the absence of swept-path evidence, junction visibility information, and confirmation of the temporary traffic management and advance signage arrangements.

These are matters of highway and pedestrian safety that must be evidenced, not asserted. Vistry commits to the following technical assessments and, where they identify that the current arrangement cannot safely

accommodate the anticipated construction traffic, to modifying the access accordingly (widening, re-angling, or bringing forward the S278 permanent access) before the temporary access is brought into use:

1 Vehicle swept-path and tracking assessment for the design vehicle (the largest anticipated construction/delivery vehicle using the access — to be confirmed, typically taken as a 16.5m articulated HGV) for both entering and exiting turns, including the geometry of the oblique junction, to demonstrate vehicles can enter and leave in forward gear without encroaching on the opposing traffic lane or the footway. Note that all traffic entering site is from the Wakefield side of the road with Right turn entry only with exiting traffic only allowed to turn left from the site again towards Wakefield. No traffic will be permitted to access or egress site from the Barnsley side of site.

2 Junction visibility splay assessment, checked against the required 'x' and 'y' visibility distances for the recorded/assessed vehicle speed on Wakefield Road, including consideration of the oblique approach angle's effect on driver sightlines in both directions.

3 Confirmation that simultaneous two-way HGV movement (one vehicle entering, one exiting) can be safely accommodated within the available width, or, where it cannot, a documented single-lane/give-way operating procedure (Section 7.3) that eliminates the risk rather than relying on driver courtesy.

4 A technical specification and suitability statement for the Ground Guard MaxiTrack matting (or confirmed equivalent), including its rated load and turning capacity for sustained HGV use, expected performance and maintenance requirements during prolonged use and in wet weather, and the outcome of a geotechnical check of the underlying ground given the site's former opencast mining history (Section 3).

5 A dedicated pedestrian crossing point treatment where the access crosses the existing footway — including tactile/demarcated surfacing set perpendicular to the footway where practicable, and a positively controlled stop/give-way sequence for pedestrians (Section 7.3) — so that vehicles crossing the footway at the oblique access angle do not conflict with pedestrian movement.

6 A temporary traffic management and advance signage scheme for Wakefield Road, prepared in accordance with Chapter 8 of the Traffic Signs Manual, showing advance warning signage, any speed reduction measures, and the extent of any temporary works on the highway verge/footway.

7.3 Operational Controls at the Temporary Access

The following controls will apply to all vehicle movements through the temporary access for the duration of its use, over and above the outcome of the technical assessments at Section 7.2:

- **No simultaneous entry and exit.** Movements through the access will be sequenced so that only one HGV occupies the access at a time; a second vehicle will hold within the site (or, for an arriving vehicle, within the marshalled holding area referenced in Section 8) until the access is clear.
- **No waiting on the public highway.** Vehicles will not queue, wait or park on Wakefield Road under any circumstance; arriving vehicles without a confirmed delivery slot (Section 8) will be held off-highway or redirected before reaching the site frontage.
- **Forward gear entry and exit only.** Reversing movements onto or from the classified road will not be permitted.
- **Positive traffic control**, provided by a trained, briefed banksman/traffic marshal stationed at the access during all vehicle movements, supported by two-way radio communication with the site's

logistics coordinator so that movements are sequenced before a vehicle approaches the access rather than being resolved at the kerb edge.

- **Pedestrian control at the footway crossing point**, with the banksman required to stop vehicle movement to allow pedestrians priority across the access, and to hold pedestrians only where a vehicle movement is already committed and cannot safely stop.
- **CCTV monitoring** of the access with a live feed to the site office, providing early warning of approaching highway traffic and pedestrians and a monitoring record of access operation.

The Role and Limits of Banksmen

Vistry recognises — and this CMP makes explicit to all site personnel — that banksmen and traffic marshals have no legal authority to stop, direct or control traffic on the public highway, and cannot compel other road users to give way to construction vehicles. Their role is confined to: directing and sequencing vehicle movements within the site boundary and at the point of egress/entry to ensure the operational controls above are followed; communicating with site logistics to prevent a vehicle approaching the access when it is occupied; and warning drivers of pedestrians and highway conditions observed from the site side of the boundary.

Banksmen are **not** relied upon as a substitute for a safe access design. The restricted width, oblique angle, and visibility constraints identified by BMBC's Clerk of Works are addressed through the physical and procedural measures at Sections 7.2 and 7.3 (swept-path-verified geometry, sequenced single-vehicle operation, holding areas, and controlled pedestrian crossing) — not through banksmen managing highway traffic, which they have no power to do.

7.4 Permanent Site Access (Post-S278)

Following completion of the Section 278 highway works, construction traffic will transfer to the permanent site access, with gates located approximately 20m into the site, locked and monitored for entry (Appendix B). This arrangement removes the constraints of the temporary access; Vistry will notify BMBC when the transfer to the permanent access takes place and will decommission the temporary access and reinstate the affected highway verge/footway at that time.

7.5 Approved Vehicle Routing

Construction and delivery vehicles will be required to approach and leave the site via an agreed route to and from the strategic road network, avoiding routing through sensitive residential streets. The agreed route will be issued to all hauliers, subcontractors and suppliers as a condition of instruction, displayed at site induction, and referenced in delivery booking confirmations (Section 8).

7.6 Anticipated Vehicle Numbers

To allow BMBC to assess the scale of construction traffic against the access arrangements described above, Vistry will provide anticipated peak and average two-way HGV and light-vehicle movements per day, broken down by construction phase (site clearance/earthworks, groundworks, superstructure, fit-out/landscaping), reflecting the intensity of activity expected in each phase. We anticipate light traffic cars

and vans to be around 30per day with HGV numbers of around 40 per week, which may increase on occasions dependent on construction activities.

8 Delivery Management and Control of HGV Movements

Deliveries will take place between 08:00 and 17:00. Consistent with BMBC's comment that the CMP must prevent, not merely seek to avoid, queuing on the public highway, the following measures are put in place as positive controls rather than aspirations:

Pre-Booked Delivery Slot System

All deliveries must be booked in advance through the site logistics coordinator (by telephone or an online booking system) and allocated a specific arrival slot. Vehicles will only be granted access to the site once their booking has been confirmed against the vehicle's arrival by the gate marshal / banksman; unbooked arrivals will not be granted access and will be managed under the contingency procedure below.

Managing Arrival Rate

The maximum number of deliveries accepted per hour will be capped at a level matched to the holding and unloading capacity described in Section 9, so that arrivals are spaced to prevent simultaneous arrival of multiple HGVs at the access. Peak-intensity activities (for example concrete pours) will be subject to a specific delivery sequencing plan agreed in advance between the site logistics coordinator and the supplying haulier(s). We anticipate a maximum of 8 deliveries per hour during intense activities.

Holding Area

A marshalled vehicle holding area will be provided within the site compound (Appendix A), clear of the public highway and footway, to accommodate vehicles arriving ahead of their allocated slot or awaiting an available unloading berth. No vehicle will be required to wait on Wakefield Road under any circumstances.

Late, Early and Unbooked Arrivals

Vehicles arriving early will be held in the on-site holding area (not on the highway) until their slot; vehicles arriving significantly late will be re-slotted by the logistics coordinator, with the haulier contacted directly. Unbooked vehicles will be turned away at the point of first contact (by radio, before reaching the access, wherever practicable) and required to rebook.

Contingency if Unloading Areas are Unavailable

Where all unloading berths are occupied, an arriving vehicle will hold in the on-site holding area under marshal direction until a berth becomes free; it will not wait within the site access, on the access matting, or on the public highway. Recurrent contention will trigger a review of the booking cap and berth allocation by the site logistics coordinator.

Preventing Conflict Between Traffic Streams

The measures above are designed together to prevent conflict between: construction traffic and general highway traffic (via booked slots, the holding area, and the single-lane access sequencing at Section 7.3); vehicles entering and vehicles waiting to exit (via sequenced, marshal-directed single-vehicle access operation); and construction vehicles and vulnerable road users (via the controlled footway crossing point

at Section 7.3 and the 09:00–17:00 delivery window, which avoids the periods of highest pedestrian and school-related activity where practicable).

Daily Monitoring

Booked slots will be reconciled against actual arrivals daily by the site logistics coordinator, with exceptions (unbooked arrivals, late running, refusals) logged and reviewed weekly by the site manager as part of the CMP compliance review at Section 18.

9 Loading and Unloading of Plant and Materials (Condition 14)

Delivery zones and laydown areas are provided within the site compound (Appendix A). All loading and unloading of plant and materials will take place wholly within the site boundary, on designated hardstanding; no loading or unloading will take place on the public highway or footway.

The number of vehicles that can be unloaded concurrently is fixed by the number of designated unloading bays within the compound; deliveries are coordinated through the pre-booked slot system at Section 8, with the logistics coordinator responsible for directing each vehicle to an available bay on arrival and confirming the bay is clear before the vehicle is released from the holding area. No more than 2 vehicles can be unloaded concurrently.

10 Storage of Plant and Materials (Condition 14)

The compound area, together with contractor/visitor parking and initial laydown areas, is shown on the Site Compound Plan (Appendix A). Materials will be stored within secure, lockable compound areas and designated stacking areas with defined weight and height limits; hazardous materials will be stored in accordance with CoSHH requirements in dedicated, bunded storage.

As the compound shown in Appendix A reflects the arrangement at the start of the programme, Vistry commits to issuing an updated, phase-specific site logistics and storage plan prior to the commencement of each subsequent construction phase, reflecting the reducing site area as dwellings are completed and roads are adopted, and confirming that adequate, secure storage provision is maintained throughout. Updated plans will be appended to this CMP as a live document and made available to BMBC on request.

11 Wheel Washing Facilities (Condition 14)

A wheel wash/jet wash facility will be located as shown on the Traffic Management Plan (Appendix B), immediately prior to the site exit, both temporary and Permanent entrances with an adequate length of hard-surfaced haul route between the wheel wash and the site exit to allow washed wheels to run off before vehicles reach the highway.

The wheel wash facility will be operational during wet weather — in line with the requirement of Condition 14. It will comprise a jet wash system to dislodge accumulated mud and debris prior to leaving site with wash water and silt run-off contained and managed to prevent discharge to the highway drainage system.

Road sweeping is a reactive, exceptional-circumstances measure only, deployed if material is nonetheless deposited on the adjacent highway beyond what the wheel wash has removed. Vistry recognises that a recurring need for sweeping indicates the wheel wash facility or haul route is not performing as intended, and any such occurrence will be logged as a non-conformance, investigated for root cause, and reported through the compliance review at Section 18 — sweeping will not be relied upon or scheduled as a routine method of highway cleaning.

Daily inspections of the wheel wash facility and haul route will be recorded in a site log, available to BMBC on request, covering: wheel wash operation and condition; haul route surface integrity; and any material observed on the highway together with the corrective action taken.

12 Measures to Control Dust and Dirt Emissions (Condition 14)

Vistry Group is committed to preventing pollution and protecting the surrounding environment throughout construction. During dry weather, water bowsers will be used to damp down site surfaces and haul routes, and stockpiles will be sealed and/or seeded to prevent airborne dust. This is implemented through the site-specific Dust Management Plan (DMP) below, which forms part of this CMP and will be approved and monitored in consultation with BMBC's regulatory services team.

Responsible Person

A named person accountable for air quality and dust on site will be identified, with their name and contact details, and those of the head/regional office, displayed at the site boundary before works commence.

Category	Mitigation measure
Communications	Develop and implement a stakeholder communications plan including community engagement before works commence.
Communications	Display the name and contact details of the person(s) accountable for air quality and dust on the site boundary.
Communications	Display head/regional office contact information.
Communications	Develop and implement this Dust Management Plan (DMP), approved by BMBC, including the highly-recommended measures set out below as a minimum.
Construction	Store sand and other aggregates in bunded areas; do not allow them to dry out unless required for a particular process, in which case additional control measures will be in place.
Monitoring	Carry out regular site inspections to monitor DMP compliance, record inspection results, and make the inspection log available to BMBC on request.
Monitoring	Increase inspection frequency during high dust-risk activities and prolonged dry or windy conditions.

Category	Mitigation measure
Vehicles / Machinery	Switch off engines when stationary — no idling vehicles. Avoid diesel/petrol generators; use mains or battery power where practicable.
Operations	Use suitable dust suppression (water sprays / local extraction) on cutting, grinding or sawing equipment; maintain adequate on-site water supply, using non-potable water where appropriate.
Operations	Use enclosed chutes, conveyors and covered skips; minimise drop heights and use fine water sprays on loading/handling equipment.
Operations	Clean up dry spillages as soon as reasonably practicable using wet cleaning methods.
Site preparation	Plan the site layout so dust-causing activities and machinery are located away from receptors as far as possible.
Site preparation	Erect solid screens/barriers around dusty activities or the site boundary, at least as high as any stockpiles; fully enclose high-dust-risk operations where the site is active for an extended period.
Site preparation	Avoid site run-off of water or mud; keep fencing, barriers and scaffolding clean using wet methods.
Site preparation	Remove dust-generating materials as soon as possible unless being re-used on site, in which case cover, seed or fence stockpiles to prevent wind-whipping.
Site management	Record all dust/air quality complaints, identify causes, take timely corrective action, and record measures taken; make the complaints log available to BMBC on request.
Site management	Record any exceptional dust/emission incidents (on- or off-site) and the action taken to resolve them in the site log book.
Trackout	Use water-assisted road sweeper(s) on access and local roads as necessary to remove tracked-out material (reactive measure — see Section 11).
Trackout	Avoid dry sweeping of large areas; ensure vehicles entering/leaving are covered to prevent escape of materials in transit.
Trackout	Inspect on-site haul routes for integrity, repair as necessary, and record inspections and actions in the site log book.
Trackout	Install hard-surfaced haul routes, regularly damped down with fixed or mobile sprinkler systems and regularly cleaned.

Category	Mitigation measure
Trackout	Operate the wheel washing system referenced in Section 11 (with rumble grids) at all times construction vehicles exit site.
Trackout	Maintain an adequate length of hard-surfaced road between the wheel wash and the site exit; locate access gates at least 10m from receptors where possible.
Waste management	Avoid bonfires and burning of waste materials on site.

13 Measures to Control Noise Levels (Condition 14)

To minimise disruption to the surrounding community and comply with planning conditions, construction activities will be undertaken within the following standard working hours:

- Monday to Friday: 07:30 – 18:00
- Saturday: 08:00 – 13:00
- Sundays and Bank Holidays: no work permitted unless prior written consent is obtained from the Local Planning Authority.

Any work outside these hours, including overtime or out-of-hours operations, will only be undertaken in accordance with the conditions of planning permission and following formal approval from BMBC. Where work outside normal hours is required due to exceptional circumstances (e.g. concrete pours, deliveries restricted to certain times, utility connections), BMBC will be notified in advance and appropriate mitigation measures will be in place.

Noise Management Measures

- Construction activities will be carried out having regard to Best Practicable Means under BS 5228 (Code of practice for noise and vibration control on construction and open sites), including selection of plant and equipment with lower inherent noise emissions and use of silencers/acoustic enclosures where practicable;
- Acoustic screening or hoarding will be considered at locations closest to residential receptors during particularly noisy operations;
- Simultaneous operation of multiple high-noise activities in close proximity to receptors will be avoided or specifically assessed before proceeding;
- Residents will be given advance notice (via leaflet drop, consistent with Section 14) of particularly noisy or vibration-generating operations, including anticipated dates and duration;
- Noise monitoring will be undertaken at the site boundary during higher-risk activities, with results recorded and available to BMBC's regulatory services team on request; and
- Any noise complaints will be managed through the complaints procedure, with corrective action recorded.

Vistry acknowledges that BMBC's regulatory services team may wish to comment further on dust and noise management following resubmission and consultation on this CMP and will engage constructively with any further requirements they identify.

14 Community and Stakeholder Liaison

The table below sets out the key parties who may be affected during construction and how Vistry will communicate with them.

Who	Contact method	Minimum frequency	Responsibility
Local residents	Leaflet drop	As required (and in advance of noisy/high-impact activities)	Contracts / Site Manager
Subcontractors	Toolbox talks / briefings	As required	Commercial Lead
Security company	Phone, email as appropriate	As required	Contracts / Site Manager
Suppliers / hauliers	Booking confirmation, induction	As required	Commercial Lead
HSE	Phone, email as appropriate	As required	Contracts / Site Manager
Environment Agency	Meeting, phone, email as appropriate	Monthly	Contracts / Site Manager
BMBC (Highways / Planning / CoW)	Meeting, phone, email, inspection log access	Monthly, and immediately for any highway safety issue	Contracts / Site Manager
Employees	Induction, toolbox talks	As required	Contracts / Site Manager
Local businesses	Leaflet drop	As required	Contracts / Site Manager
Statutory bodies	As appropriate	As required	Contracts / Site Manager

15 Complaints Management

Signage displaying the site-specific contact number for complaints and compliments will be erected around the site boundary. Vistry uses its Keys system to log and manage all complaints; on receipt, details are recorded and communicated to head office to ensure effective rectification, with the complainant contacted on a regular basis until resolution is complete. Complaint records (including those relating to traffic, dust and noise) will be made available to BMBC on request as part of the compliance review at Section 18.

16 Health and Safety Management

Vistry Group is committed to maintaining the highest standards of health and safety across all operations, supported by a formal Health & Safety Policy aligned with ISO 45001. All work will be carried out in accordance with relevant legislation, including the Health and Safety at Work etc. Act 1974 and the CDM Regulations 2015.

- Promoting a proactive safety culture through leadership, training and engagement;
- Ensuring safe systems of work are in place and followed;
- Monitoring compliance through regular inspections and audits; and
- Requiring all contractors and personnel to meet Vistry's safety standards.

Induction and RAMS

All personnel and visitors must complete a site induction (via the Biosite system) before being granted site access, covering site layout/access points/welfare, emergency procedures, health & safety and PPE requirements, key site rules and environmental controls, and reporting procedures. All subcontractors must submit task-specific Risk Assessments and Method Statements (RAMS) for review by Vistry prior to works commencing, communicated to all operatives, and reviewed at least annually or when activity, site conditions or legislation change.

Welfare, Emergency Response and Fire Safety

Welfare facilities will be provided in accordance with CDM 2015 and Vistry's internal standards, including toilets and handwashing facilities, a drying room and changing area, a canteen/rest area, and a first aid station, all clearly signposted. Trained first aiders will always be present on site; incidents are reported via Vistry's dedicated hotline for prompt investigation and action. A site-specific Fire Plan and Fire Risk Assessment will be completed before works begin and reviewed regularly, covering fire points, permit-to-work for hot works, marked escape routes, assembly points, fire drills, trained fire marshals, designated smoking areas and safe storage of flammable substances.

17 Environmental Management

Each site completes an Environmental Risk Assessment prior to starting works, informing a site-specific Aspects and Impacts Plan that identifies key environmental interactions and the control measures required to manage them, kept up to date and reviewed regularly as site activities, conditions or environmental sensitivities change.

Waste Management

A structured approach to waste management will be implemented in line with the waste hierarchy (prevent, reduce, reuse, recycle, recover, dispose). A site-specific Waste Strategy will be developed prior to works commencing, identifying anticipated waste streams, handling procedures, storage arrangements and approved disposal routes. Waste will be segregated appropriately to maximise reuse and recycling, and all

waste carriers and disposal sites must hold the relevant licences. Performance against waste reduction targets will be monitored and reported, with toolbox talks used to promote awareness and good practice.

18 Monitoring, Review and Compliance

This CMP is a live management document. It will be reviewed and updated: at the start of each construction phase (in particular the storage/logistics plan at Section 10 and vehicle numbers at Section 7.6); at the point the site transfers from the temporary to the permanent access (Section 7.4); following any highway safety incident, near-miss, or complaint relating to access, parking, dust or noise; and at a minimum monthly interval by the Site Manager, who is the accountable person for CMP compliance.

Records maintained in support of this CMP — including the delivery booking log, wheel wash and haul route inspection log, dust and noise monitoring records, and the complaints log — will be retained on site and made available to BMBC's Highways, Planning and Regulatory Services teams on request. Any non-compliance identified will be logged, investigated for root cause, corrected, and reported to BMBC where it relates to a highway safety matter.

19 Appendices

Appendix	Content	Status
A	Site Compound Plan (contractor/visitor parking, compound, laydown area)	Included and amended from Revision 1
B	Traffic Management Plan (temporary access, permanent access, turning area, wheel wash, lay-down area)	Included and amended from Revision 1
C	Junction visibility splay assessment — temporary access	Appended to document
D	MaxiTrack matting technical specification	Appended to document
E	Approved vehicle routing plan	APPENDED
F	Anticipated vehicle numbers by construction phase	Included in document
G	Parking demand assessment	Included in document

Appendices A and B (site compound plan and traffic management plan) are carried forward from the Revision 1 submission and are referenced throughout this CMP; Appendices C–H are the site-specific technical evidence identified by BMBC's review and are to be produced and appended before this CMP is resubmitted for discharge of Condition 14.

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