

Construction Management Plan (CMP) Moonshine Stables

1. Project Overview

- **Project Name:** Moonshine Stables
- **Site Address:** Moonshine, Southern Green, Rushden, Hertz SG9 0SX
- **Planning Reference Number:** 23/01163/FP
- **Prepared By** (Name / Practice): Nick Mitchell
- **Date of Submission:** 3 july 2025
- **Developer / Contractor:** Claire Turner - Auld
- **Contact Details** (Name, phone, email): claireturnerauld@btinternet.com Tel: 07796 034342
-

2. Site Description & Context

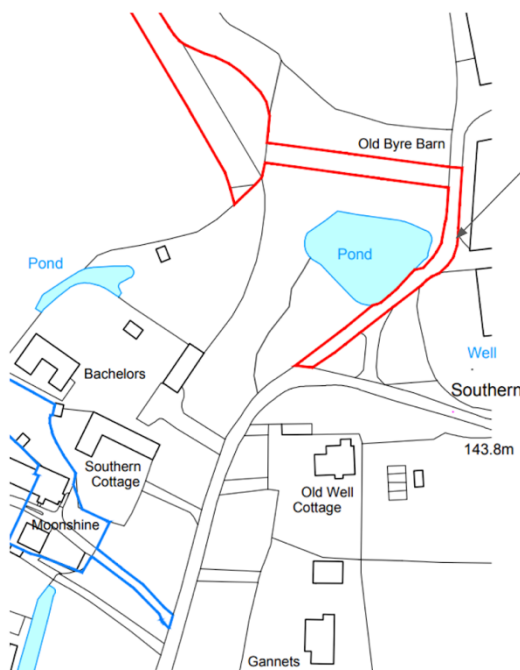
- **Current condition of the site:** currently the site is a field that is laid to grass that has been cut short. The site is dry and clean
 - **Adjoining uses (residential, commercial, roads, schools, etc.) :** The site is at least 100 metres from and residences or buildings. The nearest footpath is 10 metres away in the wood
 - **Existing access points:** Access is via a private road and across parish land that we have permission to cross. A new track has been put onto the parish land so that its easy for the equipment to pass across it with dry and clean wheels.
-

3. Working Hours

- **Standard working hours** : Standard working hours 08:00–18:00 Mon–Fri, 08:00–13:00 Sat
 - No work on Sundays or public holidays (unless otherwise agreed)
-

4. Access & Egress

- **Proposed vehicle access points during works:**



- Access from the main highway will be along the private road naked red next to the pond
- This is a private road and not managed by highways
- There is ample parking at the top of the field where the grass is cut and the land is dry
- The neighbours have been warned of commencement of works

- **Routing plan for deliveries, avoiding narrow/residential streets:** as above
- **Delivery hours (avoiding school pick-up/drop-off if applicable):** Standard working hours 08:00–18:00 Mon–Fri, 08:00–13:00 Sat

5. Site Setup & Security

Site hoarding/fencing plan : not applicable

Site welfare facilities :

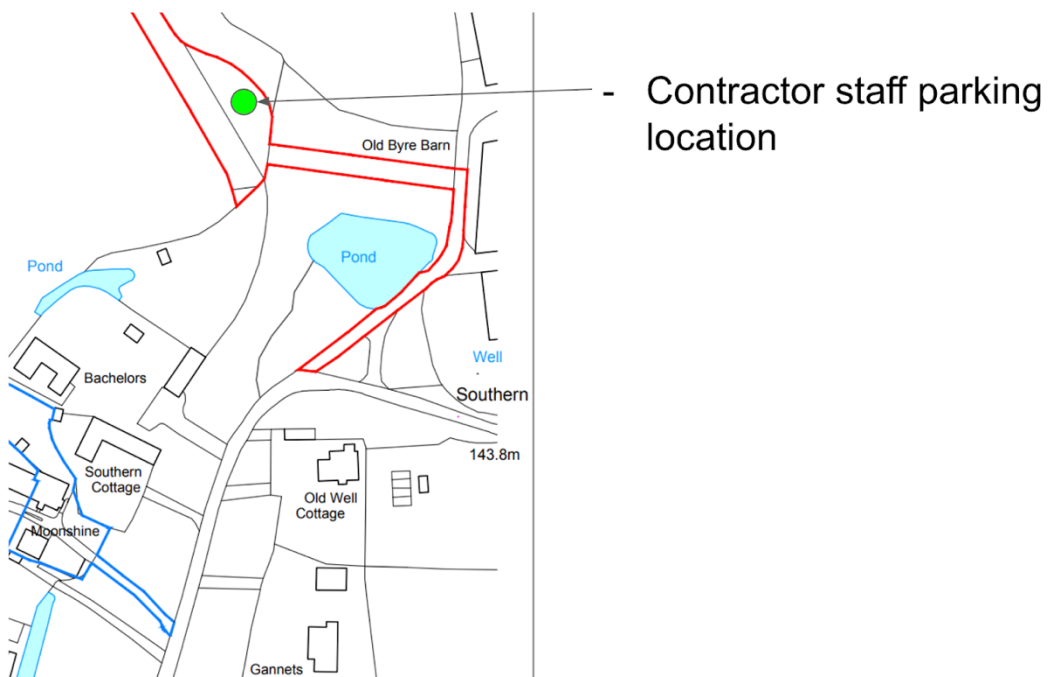
Wheel-wash station location : Any necessary wheel washing will be completed on the private track immediately before entering the public highway.

Security lighting/CCTV arrangements : not applicable

Signage for public safety : not applicable

6. Parking Arrangements

Contractor/staff parking location



- **Avoiding on-street parking where possible** : there is no need for on-street parking the field is over 5 acres in size
- **Any off-site parking & shuttle arrangements:** not applicable, there is ample on-site parking

Highways comments

No temporary car park is to be constructed

The parking area is 5m by 15m and could accommodate up to 5 vehicles

No more than 3 vehicles are expected, required or will be permitted per day in the car park area on any day based on the order of works to be carried out

7. Loading & Unloading

- Areas allocated for deliveries and material storage: delivery and material



- Crane/plant locations (if applicable) : Not applicable
- Banksman arrangements: Not applicable

Highways comments

Section 7 – Loading and Unloading

The CMP must also address how loading and unloading will be managed. No loading or unloading is permitted on the public highway. The applicant is required to:

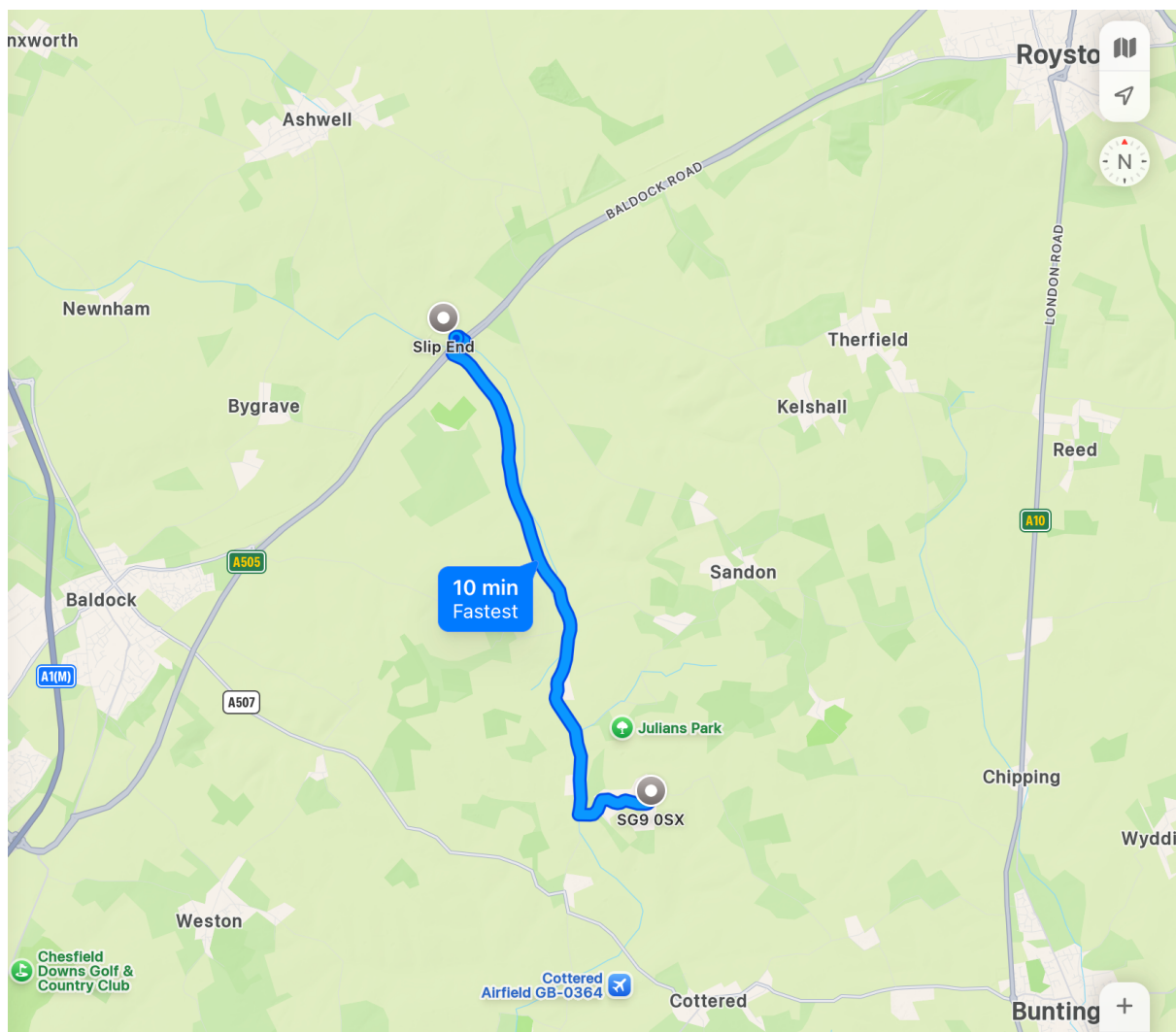
- Submit a haulage route plan showing how construction vehicles will access the site.
- Identify internal turning and unloading areas within the site boundary.

7.a Haulage routing plan

Construction traffic will approach the village of Rushden, Herts from the A505, coming either from Baldock or Royston.

From Baldock traffic WILL NOT travel on the A507 so will not travel along the road that has a low bridge.

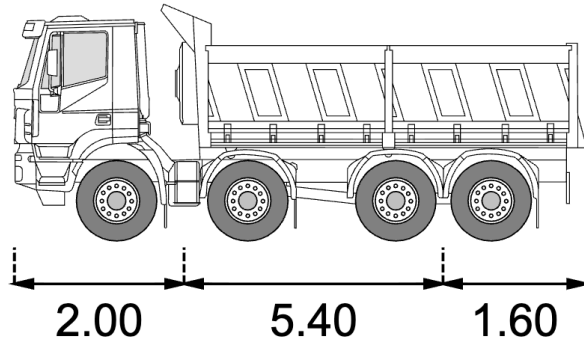
All vehicles will return the exact same way that they have approached.



SWEPT VEHICLE ANALYSIS



Vehicle dimensions



Tipper (4 axled)

Length: 9.00 m

Max width: 2.55 m

Lock to lock time: 6.0 s

Max steering angle: 44.14°

Turn radius (curb to curb): 9.16 m

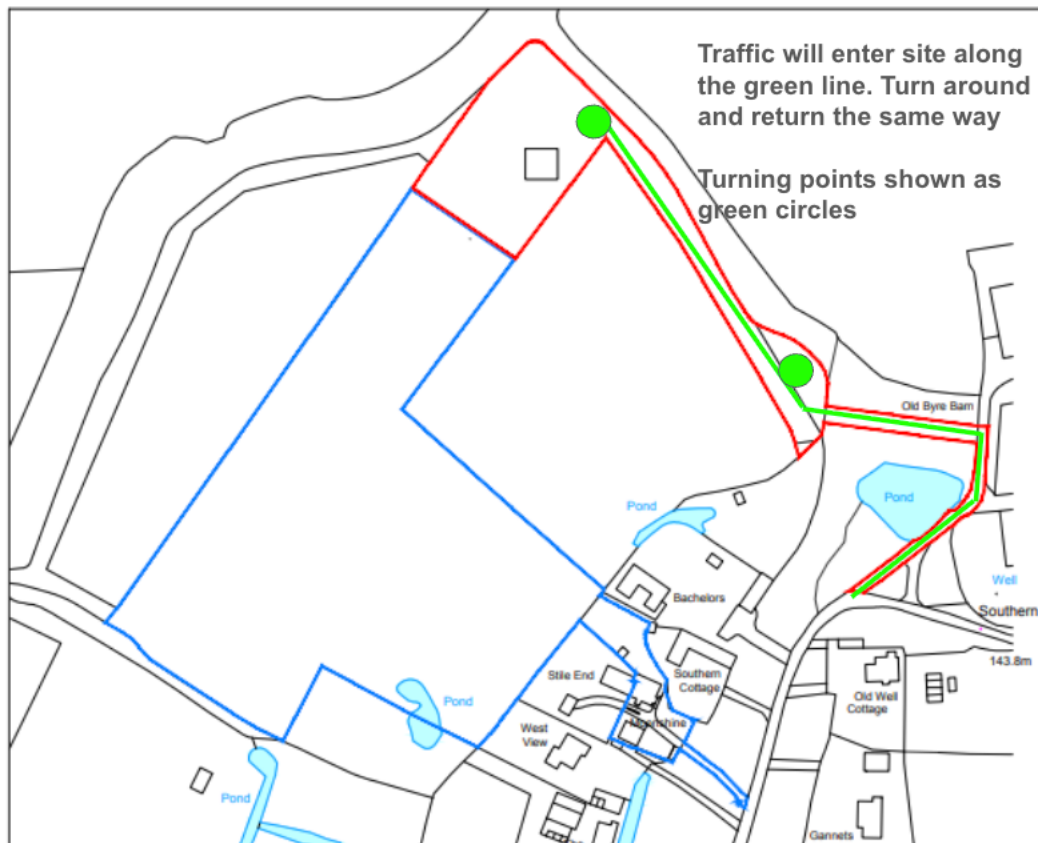
Turn radius (wall to wall): 10.08 m

Aerial view



Traffic will enter site along the green line (see below). Vehicles will turn around and return the same route on which they have come. There will be no requirement to reverse or turn on a public highway.

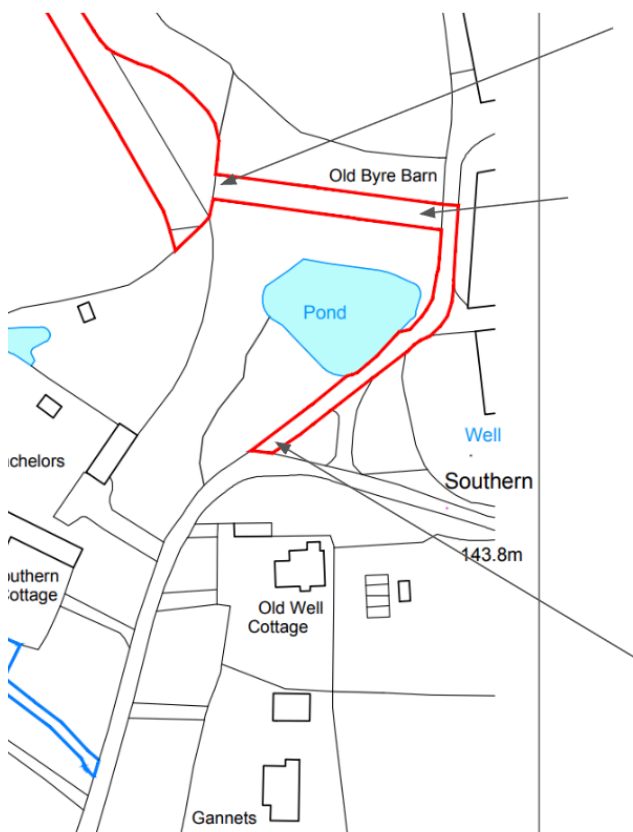
Turning points shown as green circles



THERE WILL BE NO LOADING/ UNLOADING ANYWHERE NEAR THE PUBLIC HIGHWAY.

THERE WILL BE NO TURNING or reversing REQUIRED ON THE PUBLIC HIGHWAY

Vehicles will approach the private road to access the site via the main road through the Southern Green, turning left into the private road

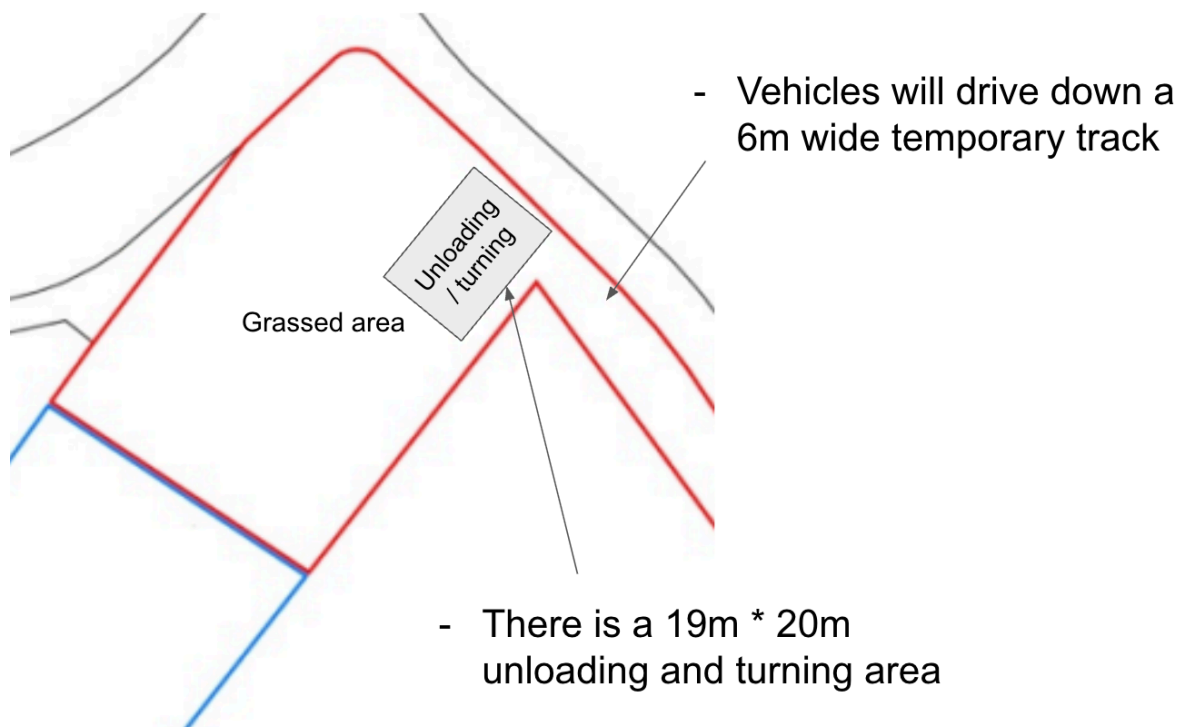


- Turning point here is 6m wide
- There is ample turning space into the field along the private road - the entrance is 8m wide at the turning point
- The original field track has been reinstated to allow dry access to the field (with permission from the trustees of the land)
- Access from the main highway will be along the private road marked red next to the pond
- This is a private road but is a concrete road

Once in the field there is a temporary track that leads to the site – this will keep the site as dry as possible

Additional information : if there is inclement weather every lorry has the room to reverse down the dry track from the private road, this is approximately 80 meters from the public highway. This will help keep the roadways dry

Marshals will direct each vehicle into the field as they arrive and will direct them as they leave



Leaving the Site

Vehicles will leave the site via the track in the field turning right into the private road and then will rejoin the highway in Southern green by turning right.

8. Traffic Management

- **Temporary traffic lights, road closures or diversions (if needed):** Not applicable. Traffic will leave and rejoin the main highway via the junction with the private road there is clear visibility.
- **Traffic marshals to assist with large vehicles:** Construction staff will be onsite to direct large vehicles. Instructions have already been given to the delivery contractors on avoiding grass verges and the full site map has been provided.
- **Measures to protect pedestrian and cyclist safety:** taping will be put up to highlight works along the access way

9. Noise, Vibration & Dust Control

- **Noise:** The site is 100 meters from the nearest residence. All neighbours have been informed of the construction starting. Noise over and above the normal noise will be

from delivery vehicles.

- **Vibration:** The site is 100 meters from the nearest residence. All neighbours have been informed of the construction starting. Vibration over and above the norm will be from delivery vehicles.
 - **Dust:** Excavations & stockpiles will be damped down as necessary to minimise dust.
-

10. Waste Management

- **Site waste segregation and disposal plan :** Waste is expected to be a minimum. The build comes pre-fabricated and so nothing is actually being manufactured onsite just erected. There will likely be one skip or hippo bag required that will be removed at the end of construction.
 - **Licensed waste carriers used:** Any waste away from site will be removed to a licensed tip
 - **Weekly skip removal schedule:** Only one skip likely to be required
-

11. Community Engagement

- **How neighbours will be kept informed (letters, noticeboards):** Neighbours affected will be notified in writing.
 - **Point of contact for complaints or queries:** Claire Turner-Auld 07796 034342
 - **Pre-start consultation (for major projects):** Not applicable
-

12. Programme Timeline

- **Proposed Start date:** Excavation works 28.07.2025
- **Estimated duration:**
 - Excavations 4 weeks,

- o Erect stables 1 day

13. Contacts

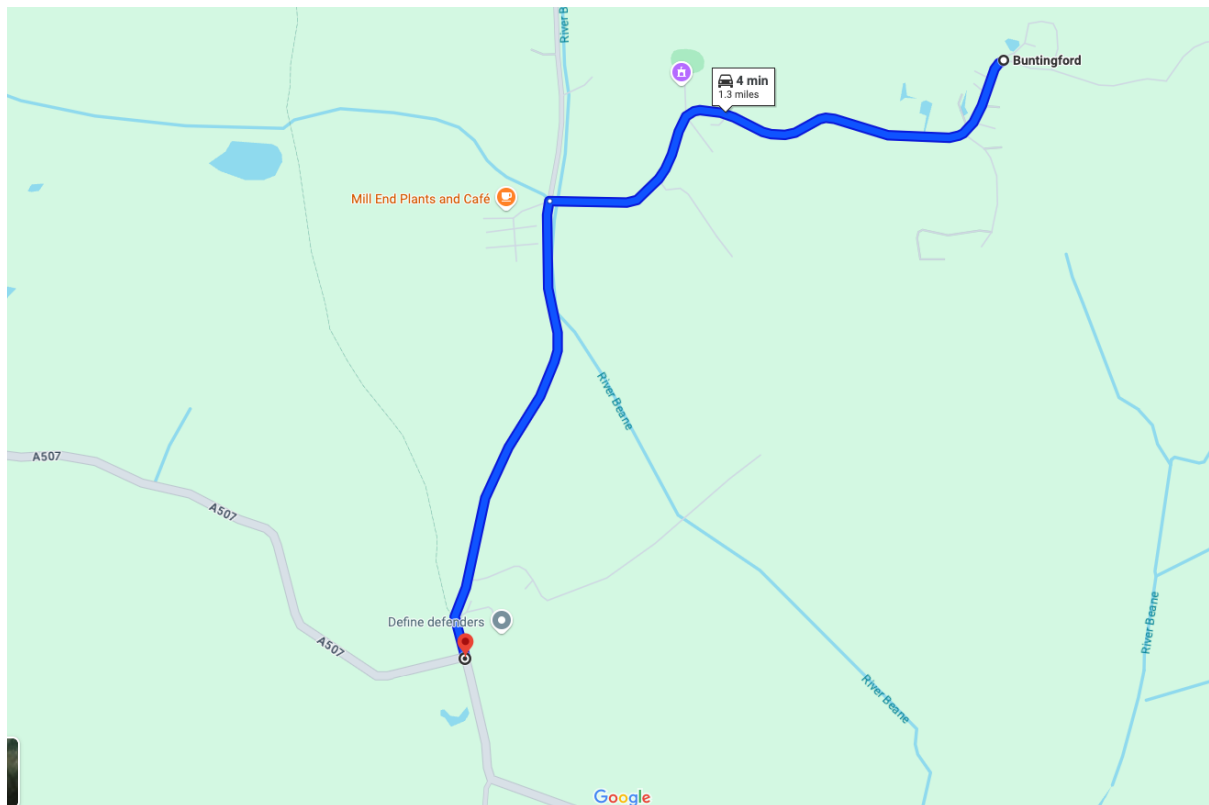
Role	Name	Phone	Email
Site Manager for excavation works only:	Lyndon Brett	07889 018153	
Project Manager:	Claire Turner-Auld	07796 034342	
Traffic Coordinator for excavation works only:	Alex Brett	07927372712	

Section 6 Parking arrangements

14. Haulage Routing plan

Construction traffic will approach the village of Rushden, Herts from the A507, coming either from Baldock or Buntingford.

From Cumberlow Green down to Rushden , where they will turn right up into Rushden and up into Southern Green.



From Southern Green they will exit the highway, turning left into an unmarked private road.

From this point on the road and track are single carriageway with passing places

They will enter the construction site by turning left across a farm track that has a restored track to ensure dry