

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
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2. Site Description & Context

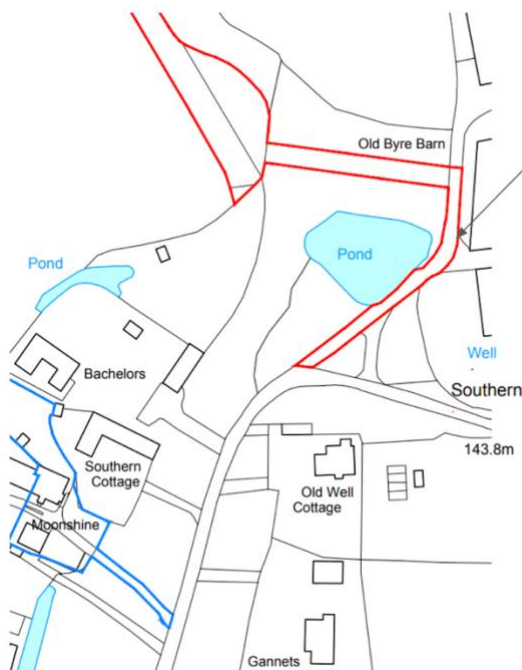
- **Current condition of the site:** currently the site is a field that is laid to grass that has been cut short. The site is dry and clean
 - **Adjoining uses (residential, commercial, roads, schools, etc.) :** The site is at least 100 metres from and residences or buildings. The nearest footpath is 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.
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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):**

Site will be open standard working hours 08:00–18:00 Mon–Fri, 08:00–13:00 Sat

Deliveries will only be after 09:00 and none will occur after 15:00 Monday to Friday only

5. Site Setup & Security

Site hoarding/fencing plan : not applicable

Wheel-wash station location :

The facility will be positioned immediately adjacent to the site access/egress point to ensure all vehicles leaving the site pass through the wheel wash before entering the highway.

All construction vehicles will be required to use the wheel wash prior to leaving the site. The system will be regularly monitored and maintained to ensure it remains fully operational and effective at all times.

A designated member of the site team will inspect the wheel wash and surrounding access road daily, and additional road sweeping will be undertaken if required to ensure the public highway remains clean and safe.

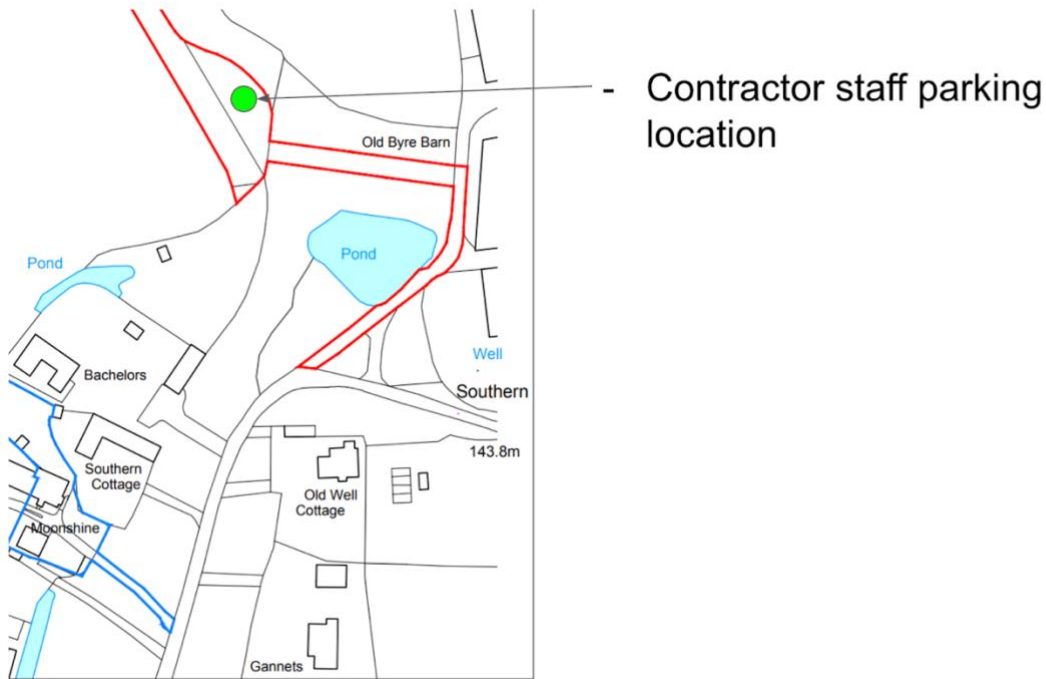
In periods of heavy use or adverse weather conditions, additional cleaning measures will be implemented, including manual jet washing and road sweeping where necessary.

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 contractor 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

7.a Haulage routing plan

Full breakdown of delivery and servicing vehicle volumes by vehicle type.

Vehicle type	Volume
Articulated vehicles	No articulate vehicles will be used at all and are not required for this construction
Rigid HGVs	There will be no more than 5 vehicles per day over an 8 week period. No more than 40 visits to site.
7.5 tonne vehicles	1x 7.5 tonne vehicle to deliver prefabricated panels for the stables 1x 7.5 tonne vehicle to deliver fencing for the manege 1x 7.5 tonne vehicle to deliver solar panels
Light commercial vehicles	No more than 3 contractor vehicles per day will be on site.

Any specialist vehicles	No specialist vehicles are required for this construction
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Construction traffic will approach the village of Rushden, along the A507 coming from Buntingford ONLY.

An application has been put in for temporary weight restriction lifting: TTRO application (reference: FRM305296). This application has been approved.

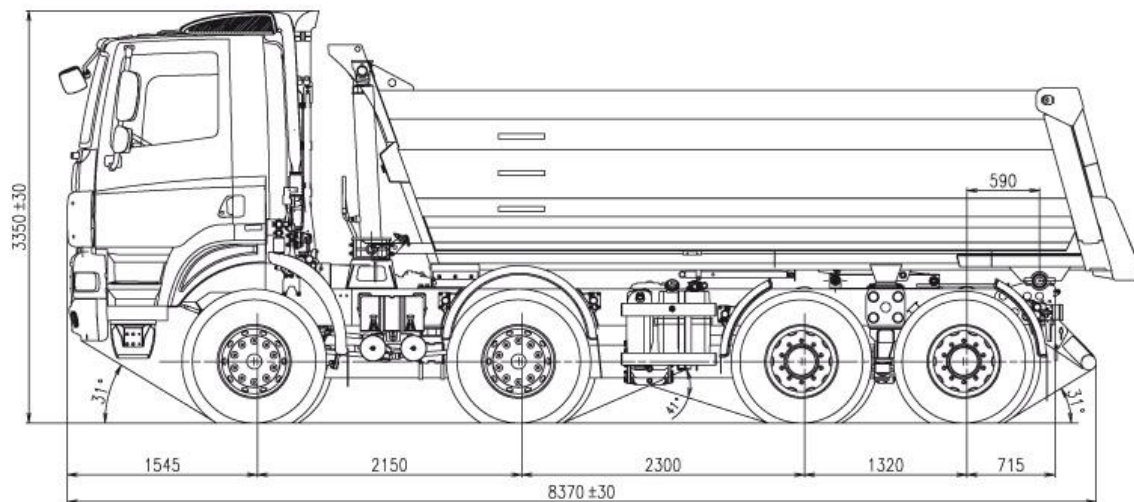
Construction traffic will not approach from baldock on the A507 nor the A505

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

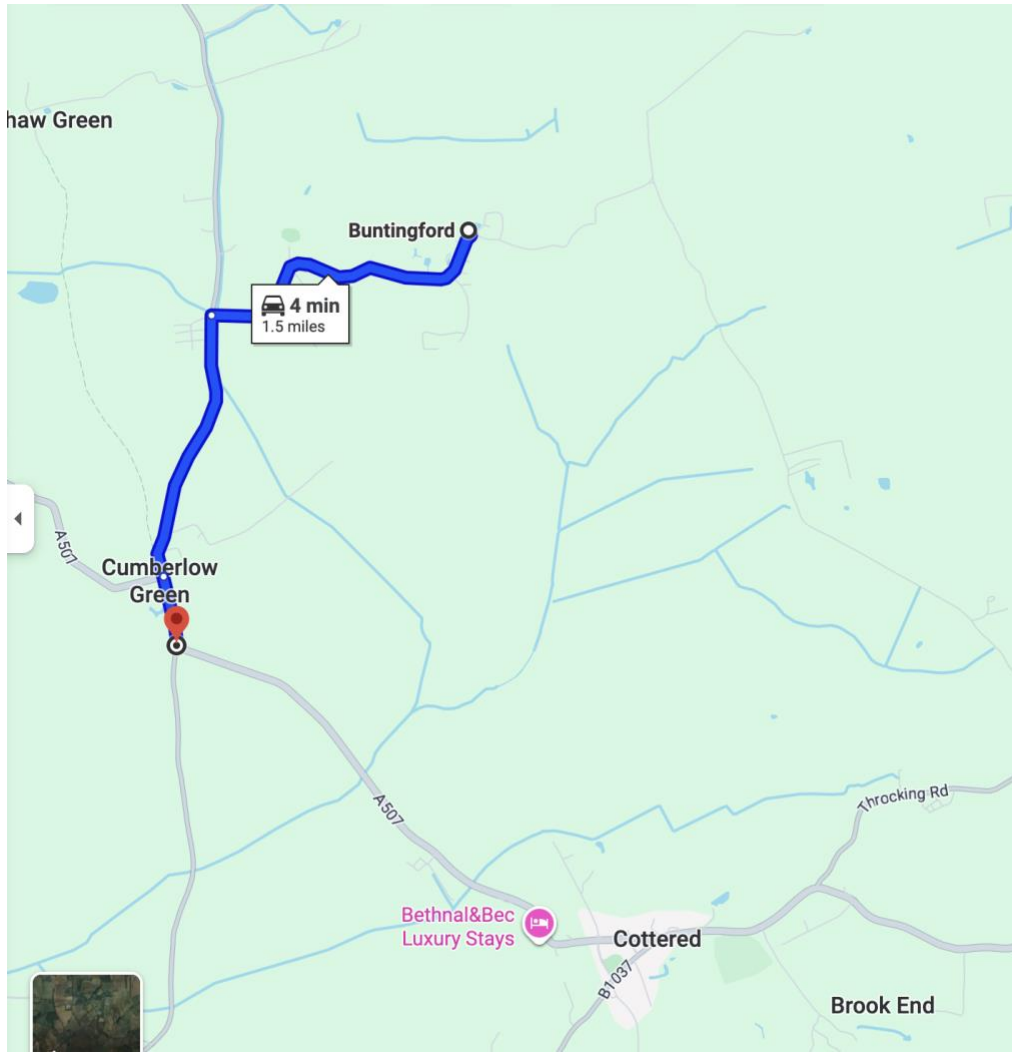
HGV Haulage routing plan

Vehicles will come one at a time and return one at a time. Therefore, no construction traffic will meet on the road at any stage.

Heavy good vehicles to be used for deliveries is defined below



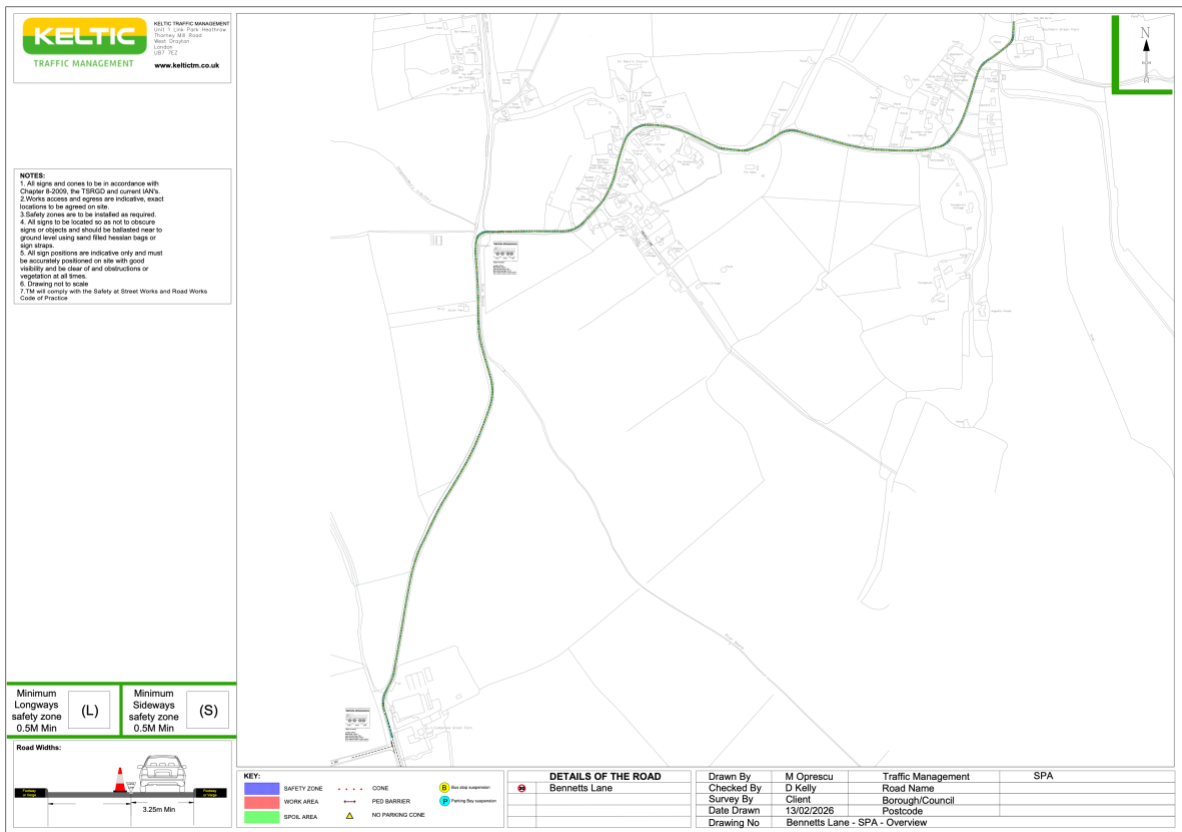
Haulage route from the A507, from Buntingford ONLY



SWEPT VEHICLE ANALYSIS from direction of A507

Although the swept path analysis (SWA) does not indicate verge overrunning, the developer will provide pre and post construction photographic condition surveys, particularly of the areas shown in the submitted SPA.

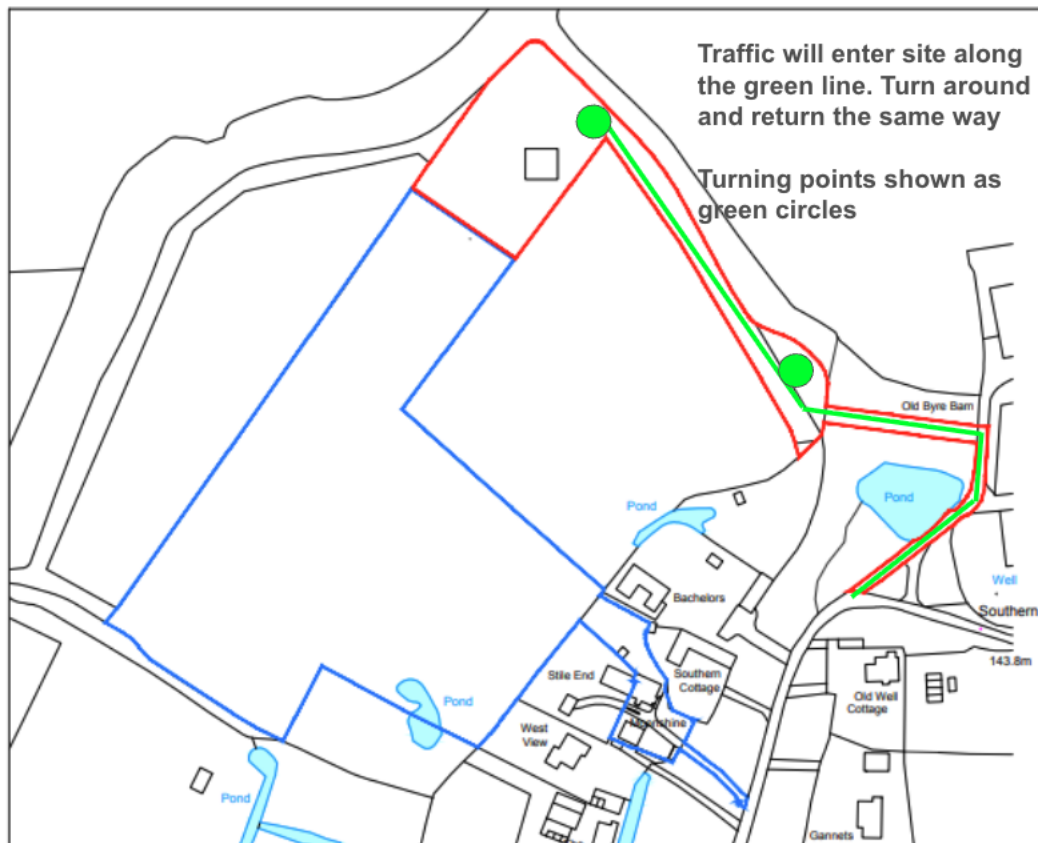
We commit to make good any damage to the public highway due to this construction only.





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.

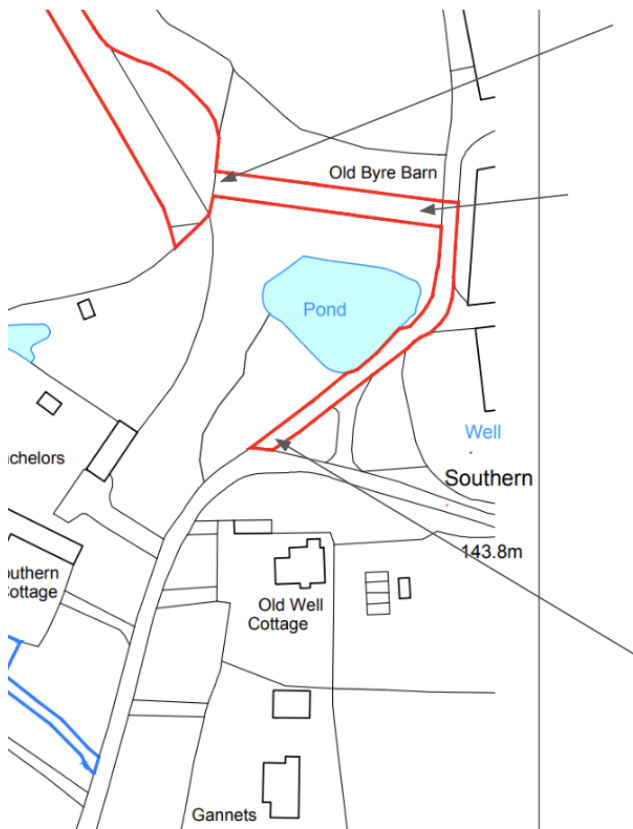
Turning points shown as green circles



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

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

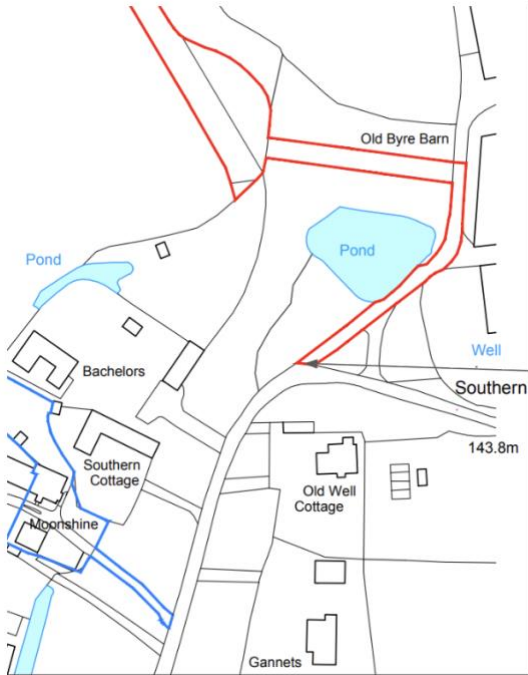
Vehicles will approach the private road to access the site via the main road through the Southern Green, turning left into the private road



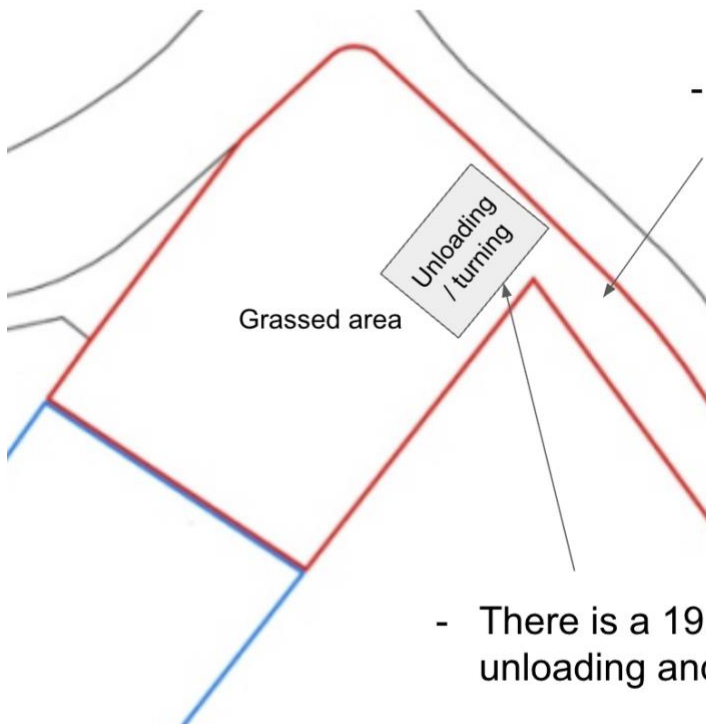
- Turning point here is 6m wide
- There is ample turning space into the field along the private road - the entrance is 8m wide at the turning point
- The original field track has been reinstated to allow dry access to the field (with permission from the trustees of the land)
- Access from the main highway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

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



- Access from the main highway will be along the private road marked red next to the pond
- All construction vehicles will enter from the highway and exit to the highway in forward gear at all times.



- Vehicles will drive down a 6m wide temporary track

- There is a 19m * 20m unloading and turning area

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 in forward gear.

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
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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.
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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
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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: May 1 2026
- **Estimated duration:**
 - Construction 4-6 weeks,
 - Erect stables 1 day

13. Contacts

Role	Name	Phone	Email
Site Manager:	Lyndon Brett	07889 018153	
Project Manager:	Nick Mitchell	07799891208	
Traffic Coordinator:	Alex Brett	07927372712	