

RIDGE FARM, RABLEY HEATH ROAD
CODICOTE, AL6 9UA

APPROVED RESIDENTIAL
DEVELOPMENT

CONSTRUCTION
MANAGEMENT PLAN

DECEMBER 2025

APPROVED RESIDENTIAL DEVELOPMENT
RIDGE FARM, RABLEY HEATH ROAD, CODICOTE, AL6 9UA

CONSTRUCTION MANAGEMENT PLAN

DOCUMENT RECORD			
Ridge Farm, Codicote – Construction Management Plan – December 2025			
Project No.	Author	Status	Date
FTP/2511/03	A Firmin	Final	17.12.25

Disclaimer

This document has been prepared in accordance with the scope of Firmin Transport Planning Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Firmin Transport Planning's clients. Firmin Transport Planning accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Firmin Transport Planning. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Firmin Transport Planning Ltd 2025

APPROVED RESIDENTIAL DEVELOPMENT
RIDGE FARM, RABLEY HEATH ROAD, CODICOTE, AL6 9UA

CONSTRUCTION MANAGEMENT PLAN

CONTENTS

1.	INTRODUCTION.....	3
2.	THE SITE AND APPROVED DEVELOPMENT.....	6
3.	CMP OBJECTIVES	8
4.	CMP STRATEGY	10
5.	STRATEGIES TO REDUCE IMPACTS	14
6.	ENVIRONMENTAL CONTROL MEASURES.....	15
7.	SUMMARY AND CONCLUSIONS.....	16

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Vehicle Route from Codicote High Street

TABLES

Table 1 – Strategies to Reduce Impacts

APPENDICES

Appendix A – Proposed Construction Site Layout

Appendix B – Swept Path Assessment

1. INTRODUCTION

1.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by the applicant to prepare a Construction Management Plan (CMP) to discharge planning condition 7 of planning approval **22/01636/FP** associated with the **erection of 4 x 3-bed dwellings with attached garages, creation of vehicular access onto Rabley Heath Road and ancillary works following demolition of existing buildings at Ridge Farm, Rabley Heath Road, Codicote, Hertfordshire, AL6 9UA.**

1.2 Condition 7 states:

"No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:

- a. Access arrangements to the site.*
- b. Traffic management requirements.*
- c. Construction and storage compound arrangements (including areas designated for car parking, loading / unloading and turning areas).*
- d. Siting and details of wheel washing facilities.*
- e. Cleaning of site entrances, site tracks and the adjacent public highway.*
- f. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up / drop off times);*
- g. Provision of sufficient on-site parking prior to commencement of construction activities."*

1.3 This CMP has been prepared in accordance with the latest national and local guidance and sets out objectives in terms of commitment to best practise, details of vehicle routes, access and site management practices associated with construction requirements to redevelop the site. It seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, members of the public and users of the surrounding highway network.

1.4 The appointed contractor (**TBC**) will register the site with the Considerate Constructors Scheme (CCS) before any works commence. CCS seeks to improve the image of the construction industry by striving to promote and achieve best practice under the code which is summarised below.

- Respect the **community** – Constructors must manage their impact on their neighbours and the public to support a positive experience by:
 - o Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity.
 - o Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community of their activities.
 - o Proactively maintaining effective engagement with the community to delivery meaningful positive impacts.

- Care for the **environment** – Constructors must minimise their impact and enhance the natural environment by:
 - o Prioritising environmental issues to protect the natural environment and minimising negative impacts.
 - o Optimising the use of resources, including minimising carbon throughout the value chain.
 - o Engaging with the community to improve the local environment in a meaningful way.
- Value their **workforce** – Constructors must create a supportive, inclusive and healthy workplace by:
 - o Actively encouraging and supporting an inclusive and diverse workplace.
 - o Proactively supporting safe working, mental and physical wellbeing at work.
 - o Providing workplaces that are well maintained, clean and secure from physical and biological hazards.

1.5 Project performance against these criteria will be monitored and evaluated periodically throughout the construction process by an independent assessor for the CCS. Further information is available on the CCS website. www.ccsbestpractice.org.uk

1.6 This Outline CLP demonstrates a commitment to safer, more efficient and more environmentally friendly distribution by contracting operator's registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS) and all vehicles delivering to the site weighing 7.5T or more will have a minimum FORS bronze accreditation.

1.7 The appointed contractor (**TBC**) will ensure that the site is operated fully in compliance with the most recent version of the CLOCS Standard (version 5 – November 2024) and that all contractors and sub-contractors attending the site are compliant with the terms of the CLOCS Standard. Regular checks and monitoring will be undertaken by the principal contractor in accordance with the CLOCS Standard and a record will be kept which can be requested by the Highway Authority at any time.

1.8 This CMP is structured in the following way:

- **Section 2 – The Site and Proposed Development** provides a detailed understanding of the development proposals and the surrounding highway network including walking, cycling, public transport and how staff and contractors can travel to and from the site sustainably.
- **Section 3 – CMP Objectives** outlines the objectives of the CMP to ensure that construction and servicing to the development can be carried out efficiently whilst minimising negative impacts on the local highway network; residents; commercial occupiers and the environment within and surrounding the site.

- **Section 4 – CMP Strategy** provides a detailed understanding of how the construction program will be managed to ensure it accords with the objectives of the CMP and local guidance.
- **Section 5 – Strategies to Reduce Impacts** includes an assessment of the strategies to reduce impacts in accordance with the CLOCS guidance document.
- **Section 5 – Environmental Control Measures** includes a commitment to ensure that all works will be undertaken in accordance with the dust, air quality, noise and vibration requirements.
- **Section 6 – Summary and Conclusions** provides a summary of the Outline CMP.

2. THE SITE AND APPROVED DEVELOPMENT

The Site

- 2.1 The site is located on the southern side of Rabley Heath Road on land associated with **Ridge Farm, Codicote, Hertfordshire, AL6 9UA**. An extract of the site location plan is shown at **Figure 1**.



Figure 1: Site Location Plan

Local Road Network

- 2.2 Rabley Heath Road is a rural route which connects with Codicote High Street around 550m south of the site. In the vicinity of the site, and to its connection with the High Street, it is subject to a 30mph speed limit and is single track in parts with regular passing places for larger vehicles.
- 2.3 The site currently shares an access with the existing adjacent properties. The existing access will remain in place to serve the existing buildings outside of the development boundary, whilst the proposed development site will be served by a new access directly from Rabley Heath Road around 15m north of the existing access.
- 2.4 Access to the wider road network is to the south of the site via Codicote High Street. To the south, there is direct access to the A1(M) and surrounding Strategic Road Network (SRN) via Welwyn (Junction 6 – Clock Interchange) within a 2km distance, whilst access to Harpenden and St Albans is to the west via Kimpton Road.

Parking

- 2.5 There is no on-street parking available in the vicinity of the site as any vehicles parking on-street would cause an obstruction. Therefore, as detailed within this CMP, all parking associated with contractors and construction vehicles will be on-site.

Public Transport Access

- 2.6 The nearest bus stops are located on the High Street within a 700m (9-minute) walk distance from the site. The stops provide access to at least one bus service per hour Monday – Friday, with up to 4 buses per hour during peak periods, between Hitchin and Welwyn Garden City.

Active Travel – Walking and Cycling

- 2.7 Rabley Heath Road is a rural route and does not provide footways on either side of the road. Whilst Codicote High Street is within a short walking distance of 550m / 7-minutes it is not likely to be a popular method of transport for contractors or construction staff, particularly during the hours of darkness.
- 2.8 Rabley Heath Road and the High Street are subject to 30mph speed limits and are therefore considered to be suitable for use by cyclists. In fact, the existing site includes a cycle café and workshop and regularly hosts cycle events and rides. As such, contractors and construction staff will be encouraged to cycle if possible and cycle storage will be provided on-site.

Development Overview

- 2.9 The development proposals consist of the demolition of the existing buildings, and construction of four 3-bedroom detached dwellings including provision of new vehicular access, associated car parking and amenity spaces.

Surrounding Community

- 2.10 The site lies within a rural area with neighbouring residential properties to the north and south. This CMP details how disruption, including noise, vibration and dust, will be managed throughout the construction period to ensure that any impacts to the surrounding community are minimised and / or mitigated.
- 2.11 The appointed contractor will provide updates to neighbouring properties ahead of the start of construction, and during any planned noisy works, to ensure that they are kept up to date and are aware of any potential disruption.

3. CMP OBJECTIVES

3.1 CMPs developed through the planning process aim to support sustainable development. This CMP will therefore seek to achieve the following objectives:

- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during peak periods;
- Help cut congestion on local roads and ease pressure on the environment;
- Improve the reliability of deliveries to the site; and
- Reduce freight operator's fuel costs.

3.2 This CMP will ensure that construction and servicing to the development can be carried out efficiently whilst minimising negative impacts on the local highway network; residents; and the environment within and surrounding the site.

Procurement Strategy

3.3 The applicant will instruct a construction company to complete the build and the appointed company will be the main contractor on-site responsible for all stages of the construction process. At the time of preparing this CMP, the procurement process is still on-going and a contractor has not yet been instructed.

3.4 In the interests of sustainability, the main contractor will be encouraged to use local sub-contractors and suppliers as detailed within this CMP.

3.5 Any specialist sub-contractors will need to demonstrate that they are able to source items locally or from the same supplier, to reduce the number of deliveries required.

Suppliers

3.6 The contractor will use local suppliers wherever possible for the construction phase of the development to reduce the road mileage associated with materials supply. The nearest general builders merchants to the site are summarised below:

- **Travis Perkins, Welwyn Garden City** – Bessemer Road – 13-minutes from the site via Welwyn.
- **Huws Gray, Welwyn Garden City** – Burrowfield Industrial Estate – 15-minutes from the site via Welwyn.
- **Wickes, Stevenage** – Monkswood Road – 14-minutes from the site via Rabley Heath
- **Jewson, Harpenden** – Grove Road – 20-minutes from the site via Kimpton Road.

3.7 There are at least 4 general suppliers within a 20-minute journey from the site which are well located to serve the surrounding area.

Operational Efficiency

- 3.8 A restriction on AM and PM peak period deliveries will be encouraged to avoid non-essential deliveries during these periods. All deliveries will be pre-planned to ensure that vehicles can service the site without obstruction.
- 3.9 A noise abatement strategy will also be in place for out of hours deliveries, whereby service vehicles would be instructed by the contractor to turn off their engines once parked, for the duration of servicing activity.

Delivery Plan

- 3.10 This CMP includes a plan and detailed information informing freight operators where they can legally collect from and deliver to the site, and how to safely service the site. A copy of the relevant extracts will be provided to all suppliers ahead of time.

CMP Monitoring and Review

- 3.11 The CMP is a live document and the contractor will ensure that controls outlined in the CMP are properly implemented and regularly monitored to ensure their effectiveness.
- 3.12 The contractor will be responsible for the monitoring and review of construction activity to the site. This will provide the opportunity for construction operations and procedures on the site to be reviewed and new management measures to be implemented if necessary to achieve the objectives of the CMP. This information will be made available upon request of the local authority.

Safety Inspections

- 3.13 Regular inspections will be carried out on all construction activities and work areas in order to check compliance with this CMP and regulatory conditions. The results of these inspections shall be recorded as part of the Health and safety auditing procedure.

Event Based Inspections

- 3.14 Event based checks shall be conducted by the Site Manager following any significant event such as rainfall of sufficient quantity to generate run off, high winds, the receipt of an environmental complaint, issue of a non-compliance report or any exceedance in monitoring results. Event based checks will be recorded on a separate inspection form detailing the reasons, observations, findings and outcomes of the inspection which should then be recorded and actions closed out.

4. CMP STRATEGY

Phasing

- 4.1 The proposed building works will be undertaken using traditional construction methods and there will be no major import / export of soil or piling operations.
- 4.2 It is anticipated that the total works will be completed within 18-months (78-weeks) following the draft construction program outlined below:
- Construction of new site access and layout of access road - Month 1
 - Demolition of existing buildings and site clearance - Month 2
 - Groundworks and Foundations - Month 3 - 4
 - Construction of superstructure and roof - Month 5 – 12
 - Internal fit-out, decorating, testing and snagging - Month 12 – 17
 - External landscaping and paving (all external areas) - Month 18
- 4.3 The first phase of works will involve the construction of the new site access (not including finished surfacing which will be undertaken during the final phase) followed by demolition of all existing building and site clearance.

Site Layout

- 4.4 The construction process will be undertaken in three main phases with regards to the site layout as follows:
- **Phase 1** – Construction of access, access road, demolition, site clearance and groundworks.
 - **Phase 2** – Construction of the site from foundations to internal fit-out.
 - **Phase 3** – External landscaping, paving and all external surfacing.
- 4.5 During **phase 1**, there will be sufficient space for all contractors to park on-site within any of the existing hardstanding areas. All buildings on-site will be vacant and all existing parking areas will be available for use.
- 4.6 A copy of the proposed construction site layout during the main phase (**phase 2**) is attached at **Appendix A**. The layout demonstrates that the central area will be laid out as a construction compound with sufficient space available for all contractor parking requirements, a turning area for large delivery vehicles, delivery and storage area and space for waste and recycling to be stored. In addition, a site office and staff welfare facilities will be provided at the rear of the construction compound.
- 4.7 **Phase 3** will involve removing the construction compound and completing the internal layout of the access road, individual parking areas and all soft and hard landscaping. During this phase there will not be a set layout and materials will be stored in suitable locations allowing the completion of the works in an efficient manner. Contractors will park on-site, and will utilise areas of hardstanding that will eventually form the driveways and central shared driveway area. The access road and turning head will remain clear at all times.

- 4.8 The proposals demonstrate that during all phases of construction, there will be sufficient space on-site for all parking demands, including delivery vehicles and storage of materials and recycling.

Hours of Operation

- 4.9 Construction, including demolition, work will be undertaken during the normal working hours of 8.00am – 6.00pm Monday to Friday and 9.00am – 1pm on Saturdays. There will be no working on Sundays or Bank Holidays. No construction work will be undertaken outside of these hours or on Bank Holidays.
- 4.10 All deliveries will be pre-booked to ensure that only one delivery is undertaken at any one time and to ensure that no deliveries will be made between 08:00 – 09:30 and 15:00 – 18:00 Monday – Friday to avoid any impact on the surrounding highway network during peak periods and school start / finish times.
- 4.11 Deliveries on Saturdays will be restricted to 9.00am – 1pm with no deliveries permitted on a Sunday or Bank Holiday.

Site Security

- 4.12 Construction hoarding of up to 2.4m in height will be implemented around the perimeter of the site where existing boundary fencing is not already provided. A temporary access gate as shown on the plans at **Appendix A** will be provided and will be closed and locked overnight to ensure that the site remains secure.
- 4.13 Only authorised personnel will be permitted on-site and all visitors will be required to sign in and out to ensure that the site management are aware of the number of people on-site in the event of an emergency.
- 4.14 Visitors will be required to undergo induction training, wear the necessary PPE i.e. safety helmet, hi-visibility attire, safety footwear and will be accompanied by a representative on-site at all times.
- 4.15 The hoarding and storage areas will be checked on a daily basis to ensure that they are maintained in good condition and remain secure.
- 4.16 All mobile plant / equipment will be parked safely and locked to prevent tampering, and keys to all plant / equipment will be kept in a secured location.

Waste Collection

- 4.17 As shown on the plan at **Appendix A**, there will be sufficient space allocated on-site for waste and recycling storage. As much waste material as possible will be re-used on-site or separated for recycling. For any general or unrecyclable waste, skips, skip bags or grabbers will be used to allow the waste to be collected from within the site.
- 4.18 A Controlled Waste Transfer Note will be issued upon waste collection, which is to be filled out by the site team, signed by the waste carrier and signed and returned at the waste endpoint to ensure waste is not fly-tipped and suitably disposed of / recycled.

Vehicle Types

- 4.19 Material deliveries will be undertaken using vehicles under 18 Tons and 10m in length. There will be no materials delivered to the site by articulated HGVs. As shown on the swept path assessment plan at **Appendix B**, a 10m rigid HGV is the largest vehicle able to enter the site. The principal contractor will be

responsible for ensuring that all deliveries are undertaken using vehicles less than 10m in length. Any vehicles which are unable to access the site will need to return to be turned away with delivery re-planned using a smaller vehicle.

4.20 All deliveries must follow the requirements of this CMP and will need to service the site between 9.30am – 3.00pm Monday to Friday or 9.00am – 1.00pm Saturdays outside of peak periods.

4.21 All deliveries will be logged in the site diary. The log will keep the following information:

- Contents of the delivery
- Time and date
- Vehicle Registration
- Driver name and company
- Name of the company that the delivery is for

Vehicle Numbers

4.22 The number of delivery and vehicle movements will vary during the construction phases with the majority of deliveries undertaken during construction of the superstructure and roof and during the internal fit-out. It is likely that there will be a maximum of 2-3 deliveries per day with an average of 10 deliveries per week.

4.23 Deliveries will be undertaken as efficiently as possible, with the majority of deliveries undertaken in less than 10 – 15 minutes.

Storage of Materials

4.24 All deliveries will be undertaken from within the site with materials stored in the location shown on the plan at **Appendix A**. Following completion of the roofs, any weather sensitive materials can be stored within the building being constructed.

Swept Path Assessment

4.25 All bulk deliveries will be purchased from local suppliers as detailed at **Section 3.6** of this CMP and undertaken using vehicles with a total vehicle length of 10m or less to ensure that all deliveries can be undertaken efficiently as shown on the plan attached at **Appendix B**.

Traffic / Delivery Management

4.26 As shown on the swept path assessment plans, delivery vehicles will enter the site in forward gear from Rabley Heath Road. Vehicles will then unload within the site, turn and exit in forward gear. As all vehicles can enter and exit the site in forward gear there are no traffic management requirements for the site access.

4.27 Internally, there is sufficient space provided for turning of all vehicles. Signage will be installed within the site to detail that the turning area must remain clear at all times with no parking or storage of materials permitted.

Routing

4.28 The site is accessed directly from Rabley Heath Road which is a rural route between Codicote High Street around 550m south of the site and local villages to the north.

- 4.29 To minimise the impact on the surrounding villages and residential properties to the north, all deliveries will be advised to access the site to / from Codicote High Street to the south as shown at **Figure 2**.

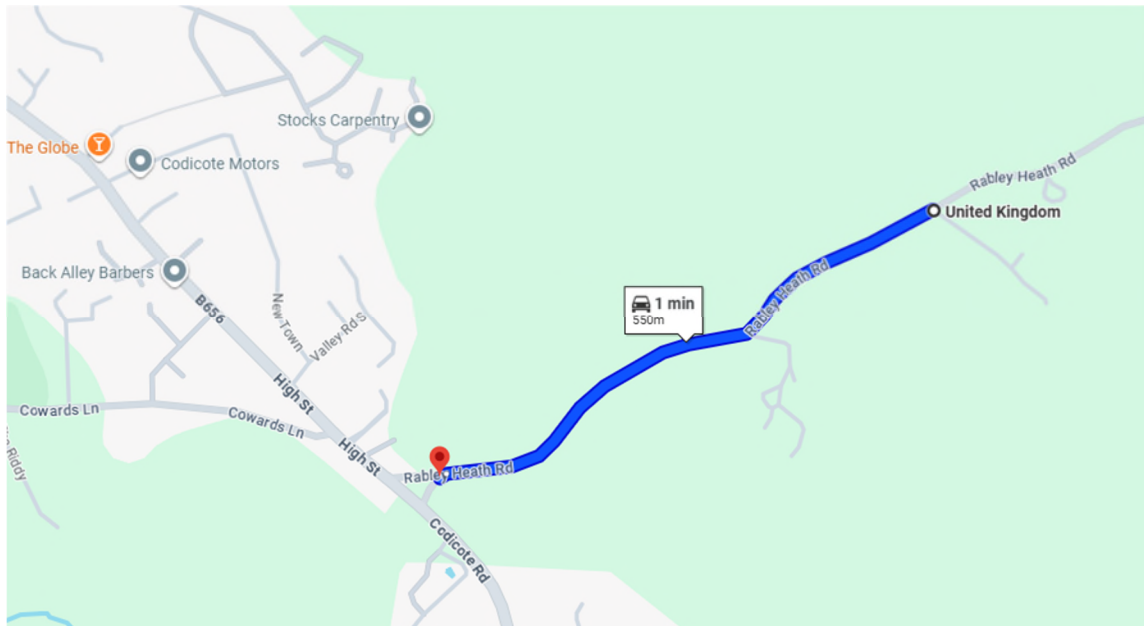


Figure 2: Route from Codicote High Street

Wheel Washing

- 4.30 The first phase of the development proposals will include the construction of the new access and access road. The first 10m of the access road will be finished to a temporary tarmac surface to ensure that the initial section of the access road can be kept clean and to prevent the spread of mud and debris onto the public highway.
- 4.31 Within the site, the access road and delivery / turning areas will be laid to a permeable crushed stone surface to provide a stable surface for all deliveries, contractors and machinery. The crushed stone surface will ensure that vehicles entering the site do not collect mud and debris and therefore a permanent on-site wheel washing facility will not be required. A portable pressure washing machine will be stored on-site to clean machinery and plant before it is removed from the site.
- 4.32 The site entrance and surrounding public highway will be regularly checked, at a minimum of once per day, and swept / cleared as required to prevent the spread of mud or debris from the site onto the highway.

Consideration of Surrounding Construction Sites and Neighbouring Properties

- 4.33 At the time of preparing this CMP there are no known construction sites within the immediate vicinity of the site.
- 4.34 The contractor will provide a letter to all surrounding properties that may be affected by the construction project. The letter will include information on the anticipated start date and timescales and will provide contact details for the site manager so that neighbours can make contact with the site manager to ask questions or raise concerns if they should arise.
- 4.35 The contractor will update local neighbours in advance of any planned noisy activities and will accommodate neighbours needs as far as reasonably practicable to minimise the impact of the construction process.

5. STRATEGIES TO REDUCE IMPACTS

- 5.1 In accordance with CLOCS guidance for the preparation of CMPs an assessment of the strategies to reduce impacts is required and the table below has been completed using guidance contained within the CLOCS CMP guidance document.
- 5.2 Items checked as 'committed' are measures detailed within this CMP that will be delivered as part of the approved CMP. Measures detailed as 'proposed' are measures that are feasible and must be further evaluated as part of the approved CMP and measures checked as 'considered' are not relevant to this CMP.

Table 1: CLOCS Measures Checklist

Medium Impact Site Planned Measures Checklist	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
Vehicle choice	x		
Material procurement measures			
DfMA and offsite 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

- 5.3 Due to the scale of development, use of holding areas, consolidation centres and off-site manufacture are not suitable. In addition, implementation of a staff travel plan is also not considered necessary due to the scale of development.

6. ENVIRONMENTAL CONTROL MEASURES

Dust Control and Air Quality

6.1 As well as causing a nuisance to neighbours, dust can lead to health issues and can have adverse ecological impacts. Potential sources of dust must be identified, and appropriate controls applied to eliminate or minimise the effects on neighbours and other sensitive receptors. The following control measures will be implemented as a minimum:

- All dust-producing activities will be dampened down, preferably at source;
- All vehicles carrying loose or potentially dusty material to or from the site are to be fully sheeted;
- Drop heights will be minimised from all plant and processes, additional water suppression will be utilised where possible;
- Vehicles will be well maintained to minimise release of particulate matter through the exhaust;
- Daily inspections will be undertaken to monitor dust levels and the effectiveness of any suppression in use; and
- Dust monitoring will be carried out where dust is likely to cause potential nuisance or damage to adjacent sensitive receptors.

Noise and Vibration

6.2 Excessive noise and vibration can present a hazard to site workers and can cause a nuisance to neighbours and wildlife. The contractor will control and limit noise and vibration levels so that neighbouring properties and other sensitive receptors are protected from excessive levels associated with construction activities.

6.3 To manage noise and vibration generating activities all works will be carried out in accordance with the Best Practical Means (BPM) which requires:

- The use of quieter alternative methods, plant and / or equipment where reasonably practical;
- The use of site hoardings, enclosures, acoustic barriers, and / or screening of noisy plant where reasonably practical;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner to ensure that extraneous sound from mechanical vibration, creaking and squeaking is kept to a minimum.

Summary

6.4 The contractor will ensure that all works will be undertaken in accordance with the dust, noise and vibration requirements in accordance with the following documents;

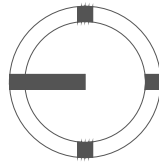
- BS 5228, Section 61 consent under the Control of Pollution Act 1974

7. SUMMARY AND CONCLUSIONS

- 7.1 **Firmin Transport Planning Ltd (FTP)** have been instructed by the applicant to prepare a Construction Management Plan (CMP) to discharge planning condition 7 of planning approval **22/01636/FP** associated with the **erection of 4 x 3-bed dwellings with attached garages, creation of vehicular access onto Rabley Heath Road and ancillary works following demolition of existing buildings at Ridge Farm, Rabley Heath Road, Codicote, Hertfordshire, AL6 9UA.**
- 7.2 This CMP has been prepared in accordance with the latest national and local guidance and sets out objectives in terms of commitment to best practise, details of vehicle routes, access and site management practices associated with construction requirements to redevelop the site. It seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, members of the public and users of the surrounding highway network.
- 7.3 The CMP will be the responsibility of the site manager and the contents of the CMP are applicable to all contractors and subcontractors working on-site. The site manager will ensure that the CMP, and its contents, are appropriately communicated and distributed to all relevant persons.

APPENDIX A

PROPOSED CONSTRUCTION SITE LAYOUT



**Deliveries / Storage and
Site Office and Welfare facilities.**

**Contractor Parking
5 x spaces**

Waste / Recycling Storage

Turning Area
Turning area providing access to parking,
delivery area, storage areas and site office
and welfare facilities.
Driveway layout and surfacing to be completed
during the final phase of development.

**Contractor Parking
2 x spaces**

Hoarding Boundary
Site to be secured by 2.4m hoarding and
inward opening gate installed at 10m set-back
from edge of carriageway.

Site Access
To be implemented as part of the initial
phase of works.

NOTE:
Based on OS Data and topographical survey.
Subject to topographical survey, highway boundary
information, site ownership, Stage 1 Road Safety Audit (if
required), detailed design and council approval.
Use figured dimensions only. Do not scale from this
drawing except for planning purposes. All dimensions must
be checked on site prior to any work commencing. This
drawing is the copyright of Firmin Transport Planning Ltd.
All rights are reserved and no part of this work may be
produced without prior permission in writing from Firmin
Transport Planning Ltd.
These drawings are intended for planning application
purposes only, they are not to be used for construction.



Client

PRIVATE CLIENT

Project

**RIDGE FARM, RABLEY HEATH
ROAD, CODICOTE, AL6 9UA**

Title

CONSTRUCTION SITE LAYOUT

Drawn	A FIRMIN	Checked	AF
-------	----------	---------	----

Scale	1:500 @ A3	Date	DEC 2025
-------	------------	------	----------

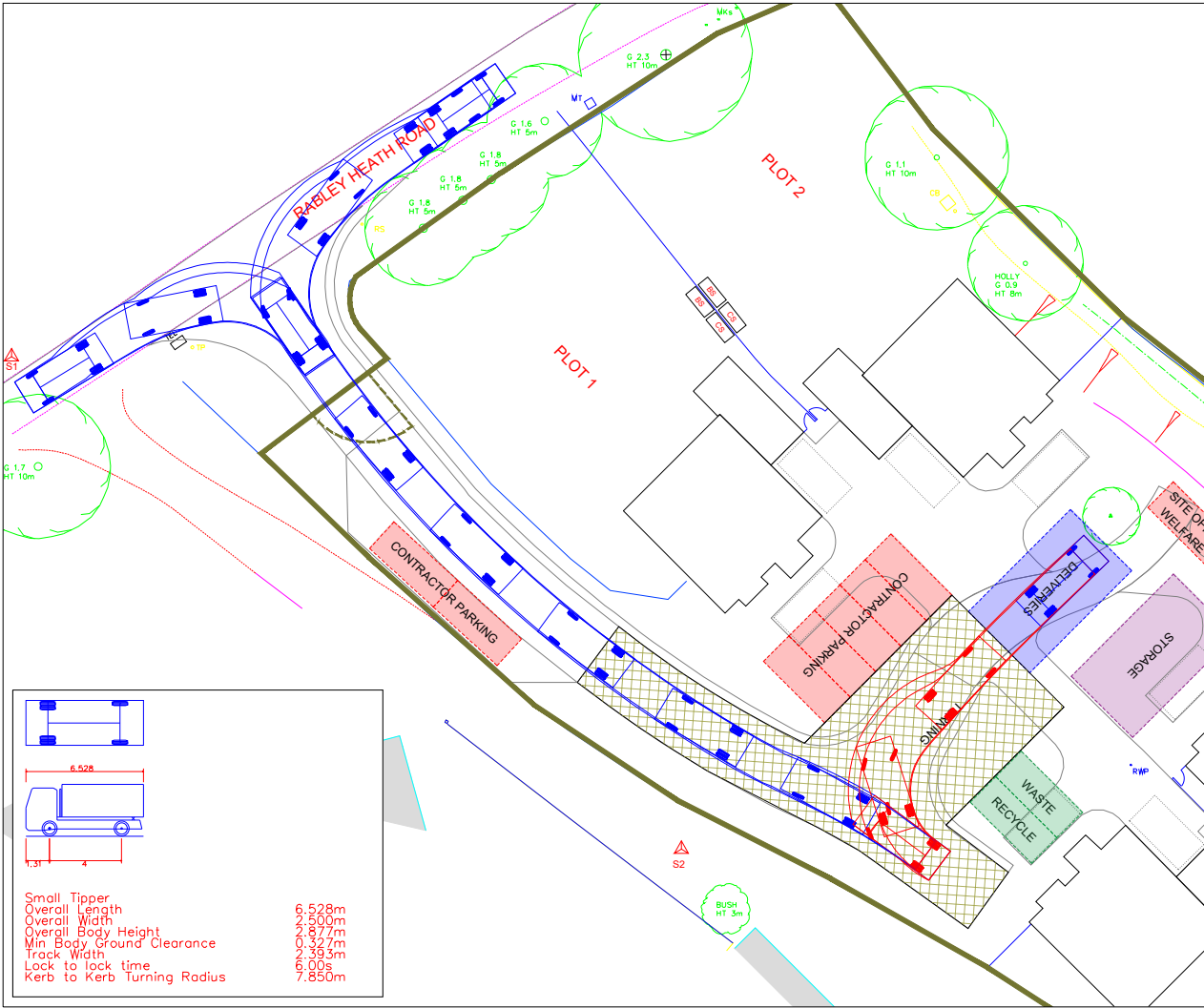
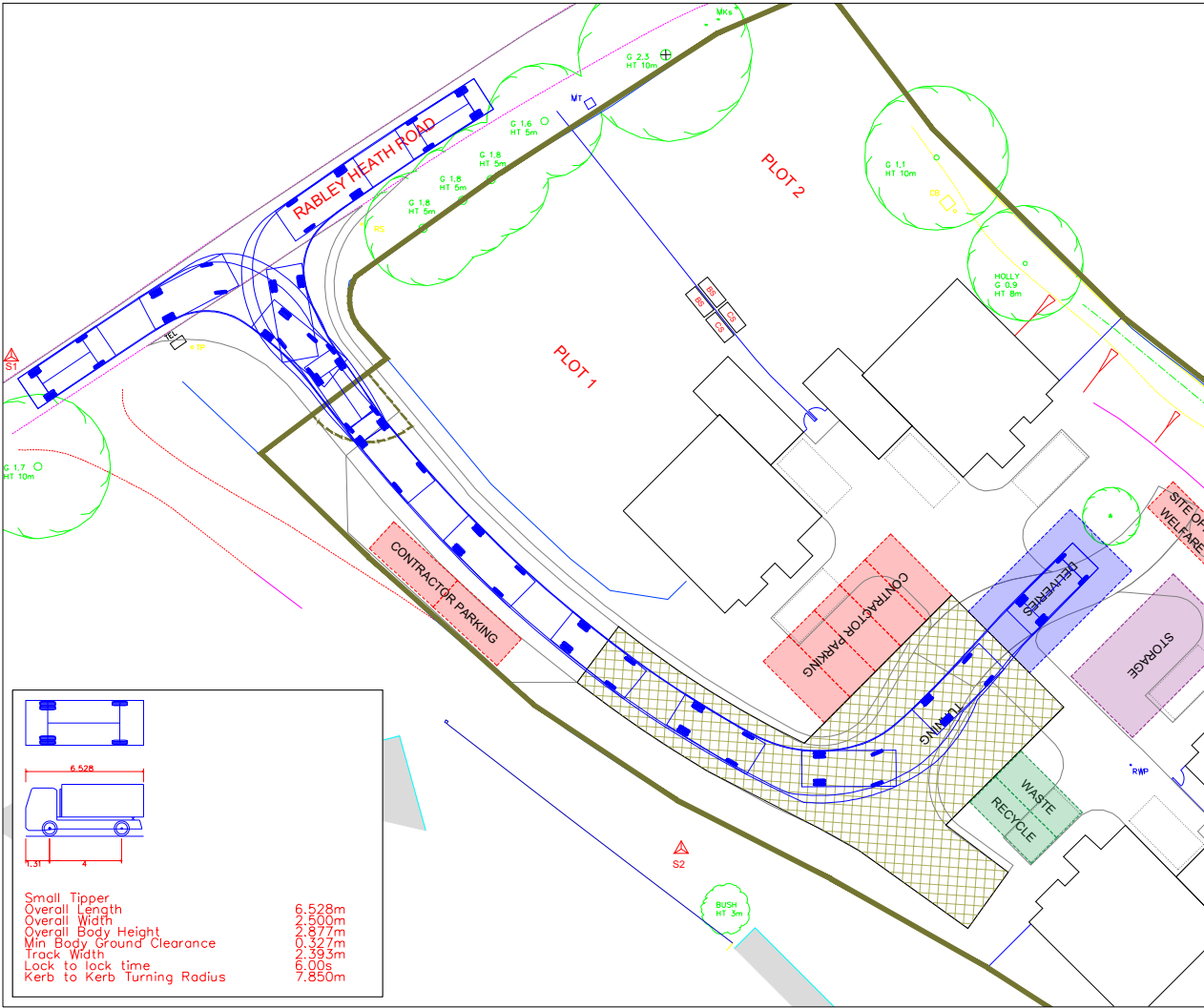
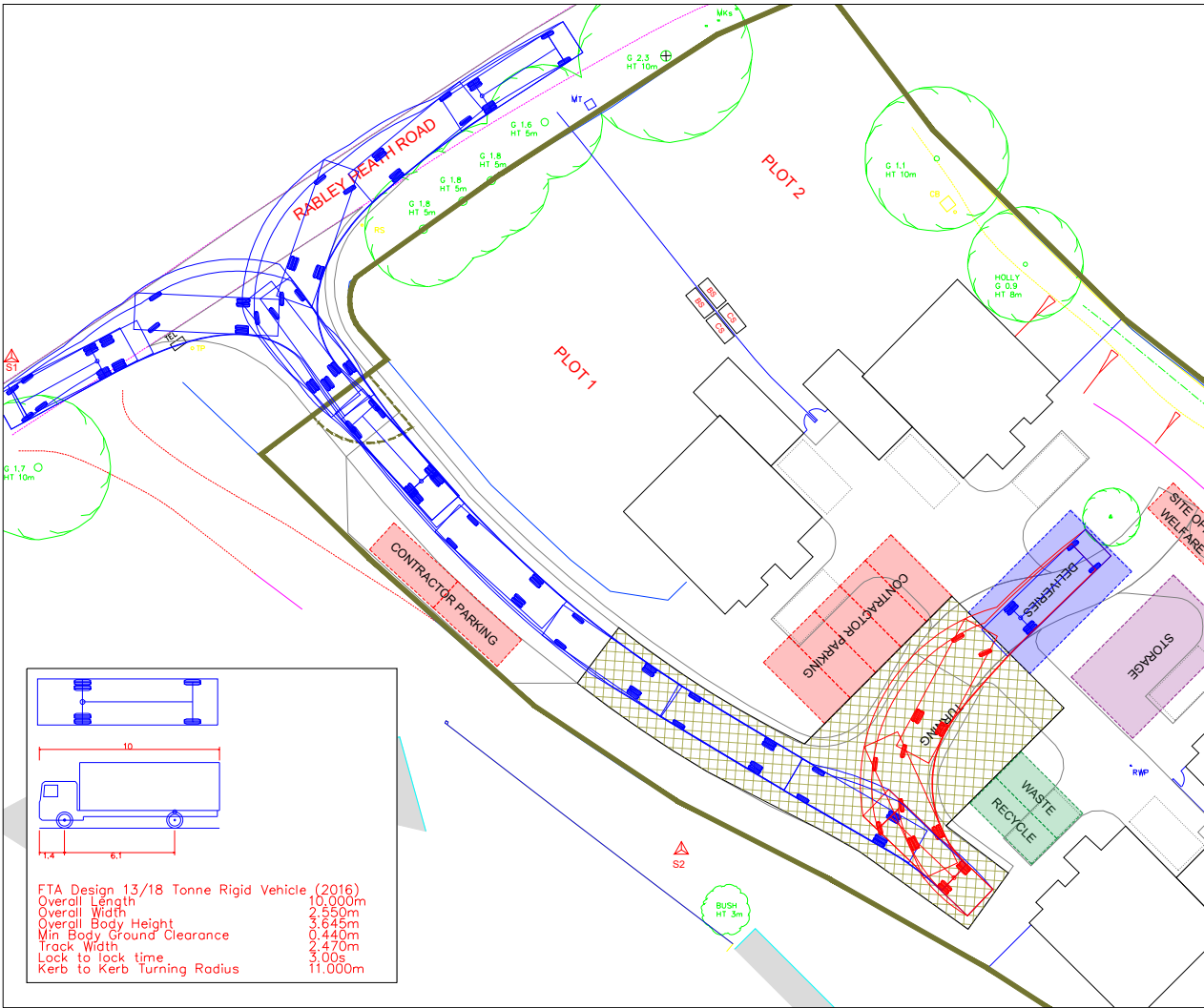
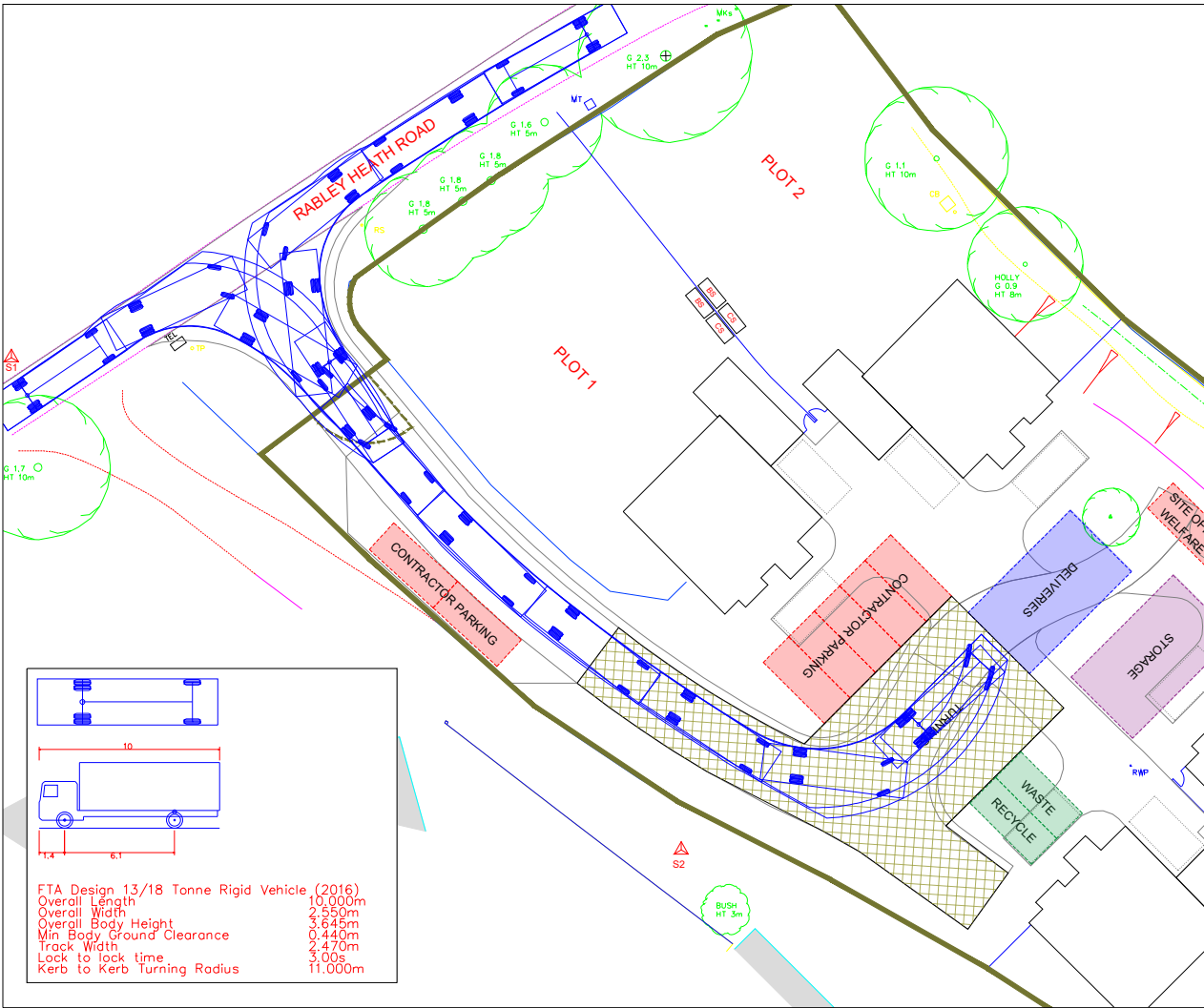
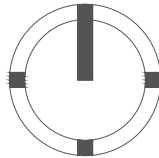
Drawing No.	2511/03 - 01 RevA
-------------	-------------------

Firmin Transport Planning Ltd. accept no responsibility for any unauthorised
amendments to this drawing. Only figured dimensions are to be worked to.

COPYRIGHT©RESERVED

APPENDIX B

SWEPT PATH ASSESSMENT



NOTE:
Based on OS Data and topographical survey.
Subject to topographical survey, highway boundary information, site ownership, Stage 1 Road Safety Audit (if required), detailed design and council approval.
Use figured dimensions only. Do not scale from this drawing except for planning purposes. All dimensions must be checked on site prior to any work commencing. This drawing is the copyright of Firmin Transport Planning Ltd. All rights are reserved and no part of this work may be produced without prior permission in writing from Firmin Transport Planning Ltd.
These drawings are intended for planning application purposes only, they are not to be used for construction.



Client
PRIVATE CLIENT

Project
RIDGE FARM, RABLEY HEATH ROAD, CODICOTE, AL6 9UA

Title
**CONSTRUCTION SITE LAYOUT
SWEEP PATH ASSESSMENT**

Drawn
A FIRMIN

Checked
AF

Scale
1:500 @ A3

Date
DEC 2025

Drawing No.
2511/03 - 02 RevA

Firmin Transport Planning Ltd. accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

COPYRIGHT©RESERVED