Construction Management Plan

Land at Hilltop Farm, Black Lane, Sutton in Ashfield

Site Adress: Land at Hilltop Farm, Black Lane, Sutton in Ashfield

Dated: 03.01.24

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1. Introduction

1.0 Ruut Builders was commissioned by the client to undertake a Construction Management Plan for a proposed development at Hilltop Farm, Black Lane, Skegby, Sutton in Ashfield, Nottingham ('the site'). The purpose of the Construction Management Plan ('CMP') is to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

Proposed Development:

1.1 The proposed development consists of the construction of three dwellings with detached garages at Land at Hilltop Farm, Black Lane, Sutton in Ashfield. The proposal was approved under Planning Permission ref. V/2023/0550.

Terms of Reference:

1.2 The terms of reference of the CMP outline the scope and key objectives of the document. They also define roles and responsibilities whilst setting the main structure of the CEMP. The terms of reference are as follows:

- How construction traffic will access the site
- Proposed hours and days of working
- Proposed hours and days for deliveries.
- The parking of vehicles of site personnel, operative and visitors.
- Location of site storage and compounds.
- Wheel washing facilities.
- A strategy for the minimisation of noise vibration and dust.
- Details for the removal of soil from the site.
- Site contact details in case of complaints.

1.3 The CMP must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. This is necessary to ensure all works carried out on site are lawful in accordance with condition 4 imposed on Planning Permission ref. V/2023/0550.

2. Key Contact Details

Site Adress:

Site Address: Land At Hilltop Farm, Back Lane, Sutton in Ashfield, Nottinghamshire
Planning ref: V/2023/0550

This is the full postal address of the site tow which the CMP relates. The planning reference relates to the proposal to which the construction works relate.

Project Manager:

Name: Harmanjeet Singh
Address: 23 Charter Street, Leicester, Le1 3ud
Email: info@ruutbuilders.co.uk
Phone: 07404095512

The project manager is responsible for the day-to-day management of the works. They will oversee the implementation and adherence to the CMP.

Community Liaison:

Name: Harmanjeet Singh
Address: 23 Charter Street, Leicester, Le1 3ud
Email: info@ruutbuilders.co.uk
Phone: 07404095512

The named individual with the community liaison role is responsible for dealing with any complaints from local residents and businesses and communicating messages.

Legal Contact:

Name: Ankit Thakkar
Address: 23 Charter Street, Leicester, Le1 3ud
Email: Kit_thakkar@hotmail.co.uk
Phone: 07735522973

Contact details where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

3. Construction Logistics:

Vehicle Routing:

3.1 To minimise disruption and ensure safety, site vehicles will adhere to designated routes that prioritise efficiency while reducing the impact on the road network and surrounding uses. Vehicles will be directed to approach the site on the B6014 (Mansfield Road) turning onto Old Road, and final onto Old Black Lane to the site's access point:

Figure 1 – *Vehicle Routing*

3.2 The proposed routing directs vehicles along main routes, avoiding residential streets and country lanes – narrow and rural roads will be avoided to prevent excess wear, congestion and potential hazards on these routes which are more sensitive. The B6014 provides connectivity to the A38 and A617 which provide access to the M1 (Junctions 28 & 29).

3.3 Approved routes will be clearly communicated to all site personnel and external contractors / deliveries. Appropriate signage with routing maps will be installed on site. Compliance with designated routes will be monitored, and adjustments made if necessary to further reduce disruption.

3.4 The St. Andrews C of E Primary School and Nursery is in proximity to the site along the main routing approach (B6014). To minimise impact, delivery, transport and movements to and from the site will be timed and staggered to avoid start and end of school times. This approach is discussed further in section 'Hours of Working'.

3.5 Warning signage is also to be installed on the verge at the site access point off Back Lane. This signage will be in accordance with Chapter 8 of the Traffic Signs Manual.

Vehicle Manoeuvring:

3.6 The site manager will authorise delivery vehicles to proceed to enter the site and will make arrangements for a site operative to have banksman responsibilities to assist with co-ordinating vehicles manoeuvring into the site. The site operative must have appropriate and accredited banksman training. They will also escort and assist a given vehicle moving from the site entrance to the designated site compound or unloading area etc.

Delivery Rules:

3.7 All drivers will be required to wear personal protective equipment. They will be advised to adhere to an absolute maximum speed of 15mph on the approach along Old Road. The speed limit along the site entrance road on Black Lane and on the site will be an absolute maximum of 5mph. No reversing out of the site will be permitted.

3.8 All deliveries will be pre-arranged with 48-hours advance notice. This will ensure that the Site Manager can undertake stakeholder liaison with residential properties along Old Road if necessary. When ordering plant and materials, all suppliers will be made aware of the requirements of routing, delivery rules and times.

3.9 Drivers will notify the Site Manager of their anticipated arrival time before setting out. If timings are delayed or altered, they will be required to notify the site manager from a safe, legal and stationary point on the highway network. The Site Manager will be responsible for monitoring and enforcing the delivery rules and routing.

3.10 The delivery rules will all be documented in a separate 'Traffic Management Plan' which be provided to deliveries / suppliers.

4. Hours of Working:

Working Hours:

4.1 Working hours for construction and site operation and stipulated below:

Monday – Friday:	08.00 to 18.00
Saturday:	08.00 to 13.00
Sunday – Bank Holidays:	None permitted.

4.2 All works within the above times will be carried out with reference to dust and noise measures the CMP implements.

Delivery Hours:

4.3 The days which deliveries will be accepted are stipulated below:

Monday – Friday:	Deliveries Accepted
Saturday:	None permitted.
Sunday – Bank Holidays:	None permitted.

4.4 All deliveries will be staggered to avoid congestion on the site and site access. All deliveries are to be undertaken outside of the peak times on the highway network. To minimise impact, delivery, transport and movements to and from the site will be timed and staggered to avoid start and end of school times.

4.5 The times which deliveries will be accepted Monday – Friday are provided below:

- Mid-Morning (9:30 AM - 11:30 AM): After the rush hour, traffic tends to decrease significantly.
- Early Afternoon (11:30 AM - 3:00 PM): Before school and work-related traffic.
- Later deliveries will only be accepted where absolutely necessary.

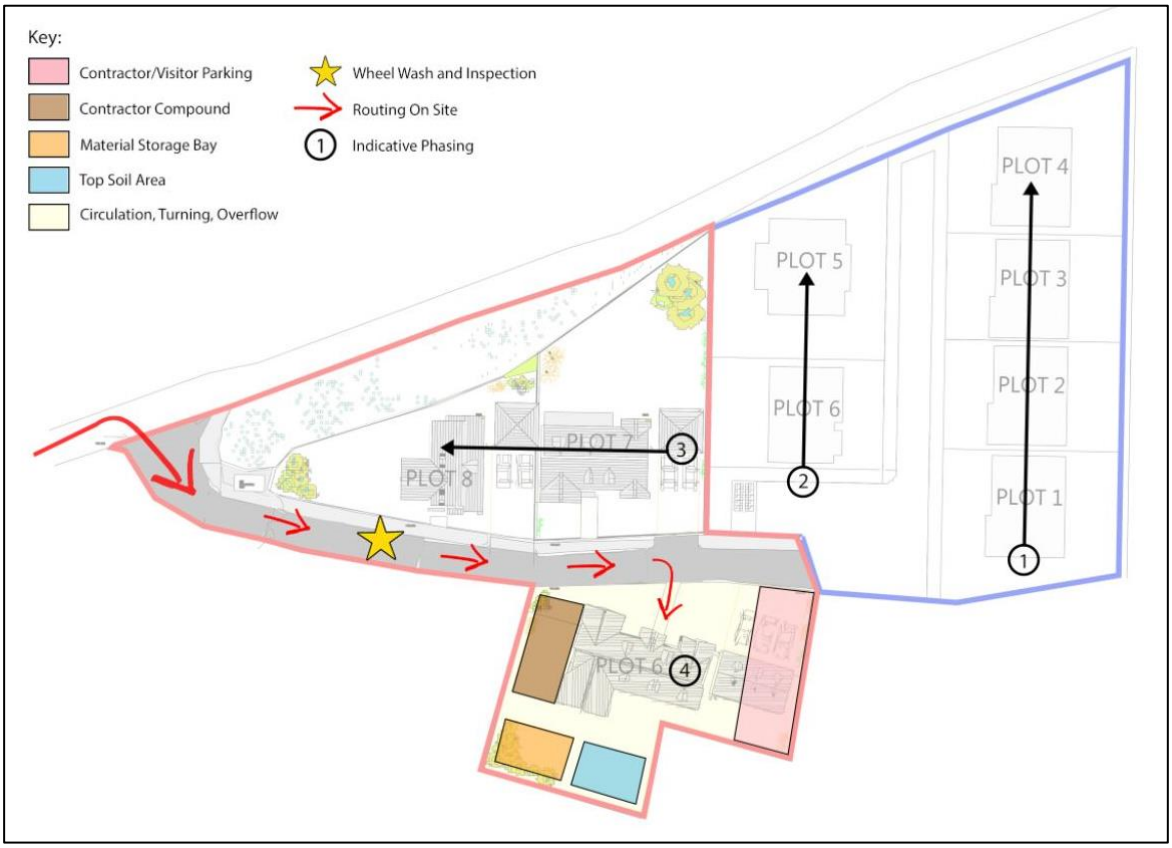
5. Site Establishment:

Site Perimeter:

5.1 The site perimeter will be securely enclosed with appropriate hoarding and heras fencing (HG151 Standard) to ensure site safety & security. Clear signage will be displayed around the perimeter, including health and safety notices, site contact details, and wayfinding information for deliveries (in accordance with the Construction Logistics section).

5.2 Regular inspections will be carried out to ensure the integrity of the perimeter, addressing any damage or wear promptly. The access point will be controlled with lockable gates, monitored to prevent unauthorised entry. Any fencing will be appropriately netted to reduce dust and debris escaping the site - this approach is discussed further in the section Dust Management.

Construction Layout Plan:



5.3 Plot 6 will operate as the main site compound area. Parking of vehicles for site personnel, operatives and visitors will be positioned to the eastern boundary. Their will be a large central circulation and overflow space which will provide suitable turning space to facilitate vehicles leaving the site in a forward-facing gear. When appropriate this can be used for parking.

5.4 A small site personnel compound will be established within the site boundary, consisting of a portable welfare unit. This unit will provide essential facilities for site workers, including a rest area, toilet, and handwashing station, in compliance with health and safety regulations. It will provide a small desk space for the project manager.

5.5 Both the topsoil storage 'bay' and material storage area will be positioned inside the main operating site compound area. This will allow for effective management and storage. It will also be positioned to benefit from the large, dedicated circulation space for the majority of the construction works.

5.6 All topsoil will be stored in bunds in the dedicated bay to prevent compaction and contamination, preserving its quality for reuse in landscaping or reinstatement works. The bunds will be kept at a safe height and will be covered where necessary to prevent dust generation.

5.7 Given the size of the site and likely passing, there will be flexibility in the availability of storage site. Soil could be stored in smaller areas across the site where appropriate and depending on reuse or export from site. This is discussed further in the site preparation section.

5.8 A dedicated material storage area will be established to ensure safe and efficient site operations. This area will be organized to separate different types of materials. Where possible, materials will be stored on raised pallets or within covered areas to protect them from weather conditions.

5.9 To prevent mud and debris from being transferred onto the public highway, a wheel wash facility will be installed on a straight section of the site access route. This location has been chosen to allow vehicles to enter and exit the wheel wash smoothly without the need for sharp turns, reducing the risk of water splashing outside the designated area and ensuring thorough cleaning of vehicle wheels with inspection.

Site Preparation:

5.10 A permit to dig system will be enforced. The general sequence will be to commence at the farthest point of the site working back towards the site access. The method of work will be agreed between the appointed works contractor and any sub-contractors. This sequence has been identified on the construction layout plan for illustration.

5.11 By excavating and progressively using or removing soil as work advances, the need for large stockpiles is reduced. This helps maintain a clear and organized site, preventing excessive use of space for temporary storage. As excavation progresses, soil removal can be planned efficiently, reducing the number of movements each day.

5.12 Where possible, topsoil can be directly redistributed for landscaping or reinstatement rather than requiring double handling or prolonged storage. This supports sustainability by minimizing waste. By integrating the Permit to Dig system with a strategic excavation sequence, the project will benefit from safer operations, reduced environmental impact, and improved efficiency in handling topsoil and waste materials.

Site Operatives:

5.13 Important details with reference to construction workers and site operatives is provided below:

- During the building phase, there will be seven construction workers and one site operative on-site.

- To minimize traffic congestion and reduce the carbon footprint, site operatives will carpool where possible.

- Ample parking will be allocated in the visitor and construction worker area for parking per the construction layout plan.

5.14 The site manager will be responsible for overseeing operatives and ensuring that all parking arrangements are adhered to. This includes managing the allocation of designated parking areas, enforcing carpooling initiatives, and coordinating alternative transport options where feasible.

6. Fugitive Emissions:

Dust Management:

6.1 The control the emission of dust and dirt during construction the following measures will be implemented in accordance with this CMP:

- Dust will be controlled by the use of screens the use of covered skips and enclosed chutes where practicable.
- Dust levels will also be kept to a minimum by utilising high pressure hoses to deliver fine mist water sprays onto the working area, as necessary.
- The use of cutting, grinding or sawing equipment will only be used in conjunction with fitted or suitable dust suppression techniques such as water sprays or local extraction.
- Regarding earthworks, during periods of dry weather specific work areas will be 'damped down'. In relation to dust generated by plant movements water will be introduced to the work area via other means i.e. hose pipe, water bowser, sprinkler etc. In addition, prior to disturbing any stockpile of soil or crushed material, consideration will be given to the introduction of water.
- Any materials that have a potential to produce dust will be removed from site as soon as possible, unless being reused on site. If they are being re-used on-site, cover, seed or fence these materials/stockpiles to prevent wind whipping.
- Drop heights will minimise and the use fine of water sprays on plant, machines and equipment will be deployed wherever appropriate.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

- Avoid bonfires and burning of waste materials

6.2 The site manager will be responsible for ensuring that on-site and off-site inspection is undertaken, where receptors (including roads) are nearby, to monitor dust. A record of inspection results will be kept. This will include regular dust soiling checks of surfaces such as street furniture, cars and window cills etc. within 100m of site boundary, with cleaning to be provided if necessary.

6.3 The site manager will ensure that weather forecasts are monitored for effective dust management. The manager will check weather forecasts daily, paying special attention to wind speed, direction, humidity, and rainfall, which influence dust levels. For example, if forecasts indicate high winds, proactive dust suppression measures (e.g., increased water spraying, application of dust suppressants, or temporary work adjustments) will be implemented.

6.4 Activities that generate high dust levels may be rescheduled if weather forecasts indicate unfavourable conditions. The site team and relevant stakeholders will be informed of upcoming weather changes to ensure proper planning and execution of dust control strategies. The Site Manager will ensure that Dust Management control strategies are reviewed regularly.

Wheel wash:

6.5 A site designated operative will carry out the wheel washing of construction vehicles leaving the site (via a handheld jet wash) to ensure that no mud is to be carried onto the public highway. This method will also ensure visual inspection before leaving the site The effectiveness of the wheel wash facilities will be monitored throughout the construction of the development.

6.6 This operation will be carried out within the development boundary so that resulting water run-off is suitably controlled. The wheel wash facilities will be repositioned accordingly as the construction of development progresses.

Noise Management:

6.7 The section outlines the strategy for the minimisation of noise and vibration. These measures will be implemented in accordance with the CMP:

- Induction for all staff and operatives covering specific restrictions.
- Raised awareness by signage and Induction / Toolbox talks.
- Avoidance of unnecessary noise – including load voices and unnecessary idling of vehicles onsite.
- Strategic placement/orientation of plan when undertaking work. This includes the proper use of well-maintained plant.
- Use of mobile acoustic screens to attenuate noise from loud activities when necessary.
- Co-ordination of site activities for appropriate times of the day. Including providing 'rest bite' for nearby receptors throughout the day from noisy activities.
- Off-site fabrication / cutting where possible.
- Minimisation of drop heights.
- Regular monitoring and review.
- Site hording will provide some attenuation.
- Utilisation of low-noise and vibration-reducing equipment where feasible.

6.8 These measures will be the responsibility of the Site Manager to implement. A Proactive and pragmatic approach to noise management will will contribute to minimum noise levels during the construction works. The Site Manager will ensure that noise and vibration control strategies are reviewed regularly.

7. Soil Removal:

Classification & Testing of Soil:

7.1 A soil investigation has been conducted to determine contamination levels. The testing has confirmed soil disposal requirements including:

- Waste Acceptance Criteria (WAC) testing.
- Chemical testing for metals and Total Petroleum Hydrocarbons (TPH) contamination.
- Hazardous Waste (Hazwaste) report.

Quantity of Soil:

7.2 The estimated volume of soil to be removed is 3,000 tonnes. All excavated material will be completely removed from the site; how, where possible, material will be reused on-site.

Waste Management & Disposal:

7.3 The excavated soil will be disposed of at a **licensed recycling facility**. Required waste carrier licenses and permits for soil removal are in place. The removed soil will be screened and potentially reused as fill material in an appropriate location, following environmental and regulatory compliance.

7.4 The soil will be managed by MCM (Soils, aggregates and waste). MCM is entered on the register under regulation 28 of the Waste (England and Wales) Regulations 2011. They are registered as an upper tier waste carrier, broker and dealer (registration no. CBDU129240).

7.5 Soil will be stored in the designated area per the construction layout plan (figure 2) and will be stored to maintain regulatory compliance.