Construction Management Plan for
The Construction of 9 No. Commercial Units
At 86 Heanor Road, Codnor, Derbyshire
For R5 Limited

Revision C – 14.07.2026

1. INTRODUCTION

This construction management plan (CMP) has been developed with the aim of minimising the detrimental effect of the construction work on the surrounding neighbourhood, the area immediately outside the site, the environment and interaction between site traffic and the general public. The development will be carried out in accordance with the approved and most recent version of this document.

1.1. Site Address

i. The work will take place at 86 Heanor Road, Codnor, Derbyshire, DE5 9SF. The site is situated on the eastern side of Heanor Road, approximately 60 metres south of the junction with Nottingham Road.

ii. Routine loading and unloading operations will take place within the confines of the site wherever practicable so as not to occupy road space or unnecessarily disrupt the road network. For lift operations and other exceptional deliveries, the site will be cleared in advance to maximise internal manoeuvring space. No construction vehicle shall wait, load, unload or queue on the public highway unless under a temporary traffic management arrangement.

iii. See Appendix I for the Site Location Plan.

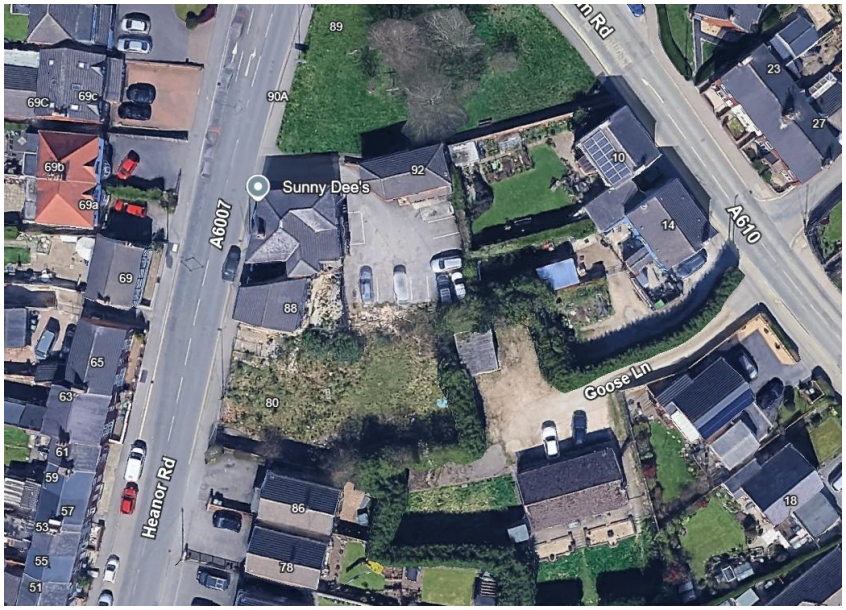


Image 1 – Site Location

1.2. Brief description of the works

The project involves the construction of 9 Commercial Units constructed using shipping containers.

Associated construction activities will include:

- Foundations and drainage installation;
- Installation of Gabion retaining wall;
- New service connections;
- Container delivery and installation;
- Roof works;
- Window and door installations;
- Internal fit out;
- Decorations; and
- Hard and soft landscaping.

2. WORK PROGRAMME

Start on site is anticipated to be during August 2026 with the whole work expected to be carried out as a continuous programme of work. The appointed contractor for the work will be expected to produce a detailed programme which will be developed and incorporated into an updated programme.

All work will take place between the hours of 8am and 6pm Monday to Friday and between 8am and 1pm on Saturdays. No working or noisy activities will take place outside of these hours or on Sundays or public holidays.

A 24-hour contact name and number for the site will be provided once a contractor is appointed and their details will also be displayed on the site hoarding.

3. PHASING OF PARKING, LOADING AND STORAGE

Temporary parking zones, loading zones and storage zones will be established in accordance with the site plan (Appendix III). However, given the small footprint of the site, the exact location of short-term facilities (e.g. parking bays, storage areas, skip, welfare van and layover space) will necessarily change between phases and may vary in response to programme, weather, supply chain, and day-to-day operational requirements. For that reason, a single fixed layout drawing cannot realistically cater for all eventualities without becoming either misleading or overly prescriptive. Instead, the site will be managed through clear high-level phasing, defined controls and constraints that apply at all times, and phase-specific logistics layouts and traffic/pedestrian management measures.

3.1. High-level construction phasing will be as below

Phase 1 – Japanese knotweed removal and enabling works. Establish initial hoarding and site rules, undertake knotweed treatment/removal in accordance with the approved methodology, and maintain a clear, tidy frontage. Vehicle movements will be low-frequency and managed to avoid obstruction of the A6007. The number of staff on site is also expected to be low – 3 to 4 persons, arriving by car share.

Phase 2 – Ground formation, gabion walls, drainage infrastructure and foundations/pad footings. Install gabion walls to the rear perimeter of the site and, where required, lay crushed stone surface to trafficked areas; drainage and associated below-ground infrastructure to be installed, and construct pad footings / base works required to facilitate safe lifting and placement of the containers. Construction traffic is expected to remain relatively light overall, with peak activity occurring during container delivery and lifting operations. At this stage, on-site contractor parking and small-scale storage will be provided where practicable; however, these areas will be temporarily cleared or relocated during container delivery and lifting operations to ensure tracked crane and HGV manoeuvres can be completed safely without overspill parking or waiting on Heanor Road.

Phase 3 – Formation of car park and boundary/frontage works. Form the permanent car park and construct adjacent internal walls and frontage walling, subject to maintaining suitable temporary access for any remaining delivery loads and avoiding damage to completed works.

Phase 4 – Fit-out and completion. Internal fit-out and finishing works with reduced HGV demand. Once containers are in position, they will also provide secure on-site storage during all phases, reducing the requirement for external storage/compounds and deliveries.

4. SITE ACCESS WORKS AND CLOSURE OF EXISTING ACCESS

The approved site access will be constructed in accordance with planning condition 15. The existing access will be closed and reinstated to match the adjacent footway. These works will be coordinated with the Highway Authority under a Section 184 licence. Permanent access will be implemented towards the end of the programme, once HGV and crane movements have largely ceased, to reduce risk of damage and to maintain suitable interim access throughout the main construction period.

5. TEMPORARY ACCESS ARRANGEMENTS

No separate temporary access is proposed. The existing access, which extends across the site frontage, will remain in use during the main construction period to accommodate delivery vehicle movements illustrated on the Vehicle Tracking Analysis (Appendix IV). All construction traffic will use this existing access until the approved permanent access is implemented. During Phases 1 to 3, the frontage will be kept clear of stored materials and managed to maintain visibility, safe pedestrian passage and immediate access for booked deliveries. The permanent access will only be implemented once the need for principal site deliveries by crane or HGV has ceased.

6. TEMPORARY TRAFFIC MANAGEMENT MEASURES

Measures will be taken to ensure the safe use of the site access and to manage HGV and crane manoeuvres. These measures will include banksmen, delivery booking, call-forward control, and temporary traffic and pedestrian controls where required. All reversing movements associated with HGV or crane access shall be pre-booked, supervised by banksmen, and timed outside peak network periods wherever practicable. No such operation will commence until the relevant controls, signage, operative positions and pedestrian management measures are in place.

7. SITE LOGISTICS – ROUTING OF DEMOLITION AND DELIVERY VEHICLES

7.1. Routes

i. A traffic route plan is included in Appendix II. The majority of vehicles will access the site from the north. Vehicles will arrive to the site using the nearby A610 and turn south at the traffic light controlled junction onto Heanor Road proceeding south to the site. Vehicles will exit the site and join the wider road network using the same route in reverse.

ii. A designated loading area will be set up within the site, with banksmen available to assist vehicles onto and out of the site if required, this is to protect pedestrians and other road users.

iii. No standing pedestrian diversion is proposed. However, during specific short-duration operations such as crane set-up, abnormal manoeuvres or deliveries requiring enhanced control, pedestrians along the frontage will be managed by trained operatives and, where necessary, temporary signed measures will be implemented under a traffic management arrangement.

7.2. Communications

i. All contractors will be supplied with a full copy of this construction management plan upon appointment, and all drivers will be made aware of the specified routes and loading area to use when an order is placed. All contractors and delivery companies will be expected to confirm that they have understood the document before starting work on site for the first time. The Site Manager will be responsible for ensuring all parties are aware of the requirements.

8. CONTRACTOR AND VISITOR PARKING

8.1. Parking of Vehicles of Site Operatives and Visitors

Contractor and visitor parking will be accommodated within the site wherever practicable and managed by prior authorisation of the Site Manager.

The site is well served by public transport, with Codnor Market Place Bus Stop located approximately 0.15 miles from the site.

All contractors will be encouraged to use public transport and car share where possible.

On-site parking will be monitored daily to ensure enough capacity is available for those contractors who require it. Parking by contractors or visitors on Heanor Road, in any specified resident parking areas, on adjoining residential streets, or in a manner that obstructs neighbouring access, footways or resident vehicles, will not be permitted at any time. This requirement will be highlighted in site inductions and any person found breaking these rules will be subject to removal from site.

There is a free public car park available nearby at Codnor Market Place.

The site set-up plan (Appendix III) does not, on its own, demonstrate parking demand and the depicted four contractor or visitor spaces cannot be assumed to be available during all phases, particularly during HGV and crane operations. The intention is that contractor parking will be accommodated on site wherever practicable, but on lift and delivery days the internal area will be prioritised for safe manoeuvring and layover, with any conflicting parking temporarily suspended and controlled via delivery booking, work scheduling and staff travel planning. Where necessary, operatives will be directed to use car share, drop-off or the nearby free car park so that no construction-related overspill parking occurs on Heanor Road or adjoining residential streets.

9. SITE ACCESS

9.1. Access and Egress

Vehicles will enter the site directly from Heanor Road. All deliveries and vehicle arrivals will be planned in advance so that the Site Manager and Gateman can ensure immediate and uninterrupted access into the site is maintained. Deliveries will operate on a call-forward system and drivers will only be instructed to approach the site when the site manager confirms that the site can receive them immediately. During working hours, the gates will remain managed so that pedestrian access can be controlled safely by the Gateman and the frontage kept clear for booked arrivals.



Image 2 – Site Access and Egress Point

9.2. Deliveries and Collection

Deliveries and collections will be planned to take place between the hours of 9.30am and 4pm wherever possible to avoid peak traffic hours. All delivery times will be agreed in advance between the delivery or collection company and the principal contractor. An area within the site will be designated for loading and unloading of vehicles. Construction traffic is expected to be relatively light overall, with peak activity limited to container delivery and lifting operations. Vehicle scheduling will seek to avoid multiple large vehicles arriving on site at the same time, and large deliveries will be handled individually under the supervision of the Site Manager and banksmen.

It will be made clear to all suppliers that no construction vehicle shall wait, park, load, unload or queue on Heanor Road or any adjoining highway in connection with the development. If a vehicle arrives before it can be received, it will be instructed to hold away from the site until called forward. Any supplier failing to adhere to this requirement may be refused future access to the site.

There are no planned expected abnormal loads which could affect the way in which deliveries or collections are carried out.

9.3. Large Vehicle and Abnormal Load Strategy

While no abnormal loads are anticipated, large vehicles such as HIABs and container delivery trucks will be scheduled individually and managed as planned operations. Swept path analysis is provided to demonstrate that safe entry, turning and exit can be achieved when the site is arranged appropriately for the relevant phase. Banksmen will be present for all such movements. Any reversing movement into the site will be supervised, pre-booked and timed to minimise conflict with highway users, and where a movement may affect the carriageway or footway it will only take place under a temporary traffic and pedestrian management arrangement. Vehicle tracking drawings are shown in Appendix IV.

9.4. Loading and Unloading

Routine loading and unloading will take place within the site. The loading and unloading area will be clearly identified with barriers and warning signs, and banksmen will be available during operations to protect workers, pedestrians and other road users. For lift operations and other exceptional deliveries, the site will be cleared in advance to provide the required manoeuvring space. No loading, unloading, layover or waiting will take place on the public highway.

9.5. Storage of Plant and Materials

Construction materials and contractors' tools and equipment will be securely stored within the site as shown on the site set-up plan (Appendix III), subject to phase-based adjustment. Stored materials, plant and temporary works will be kept clear of the site frontage where necessary to maintain safe access, pedestrian movement, and visibility for vehicles entering and leaving the site. No materials or plant will be stored on the footway or carriageway. Traffic diversions are not expected to be necessary during the construction period, although short-duration temporary traffic or pedestrian control may be required for specific operations as set out elsewhere in this CMP.

The materials compound location shown on the site set up plan (Appendix III) may conflict with the build sequence for Units 3–6. The compound/storage areas will therefore be managed on a phase basis and relocated as required to maintain safe working areas and access.

Once the containers are installed, they will provide secure on-site storage which will significantly reduce the need for external storage/compound space and will reduce delivery frequency during later phases.

The main contractor will ensure that all vehicles associated with the site do not cause damage or nuisance to neighbouring properties and residents when approaching or leaving the site. Any damage caused will be made good by the relevant contractor at their own cost. The main contractor will ensure that construction traffic and operations do not impede or block emergency vehicle routes in any way.

9.6. Waste Removal

All generated waste that cannot be reused or recycled for the project will be sorted and stored on site and then removed using grab lorries or skips operated by licensed waste carriers. The material will be stored securely within the site until removed.

9.7. Supervision and Monitoring

The Site Manager will be responsible for supervising, controlling and monitoring all vehicle movements to and from the site.

9.8. Site Security and Protection

The site will be secured using 2m high Heras type temporary fencing, where needed, around its perimeter preventing unauthorised access and protecting the site from arson and theft. The responsibility for maintaining the fencing will be with the main contractor.

10. Detailed Site Set-Up Plan

Appendix III provides a detailed site setup plan showing:

- Temporary parking zones
- Loading/unloading areas
- Plant and material storage
- Welfare facilities
- Fire points and spill kits

Due to the compact nature of the site there are some instances where the site set-up plan (Appendix III) and the vehicle tracking analysis (Appendix IV) illustrate different operational requirements. These drawings should therefore be read together rather than as a single fixed arrangement. Certain elements, including parking bays, skip location, material storage and crane or HGV layover, cannot occupy the same space simultaneously on a constrained site. The programme of works will be scheduled and the site managed so that these uses do not occur at the same time. Appendix III illustrates a typical general working arrangement, whereas Appendix IV demonstrates that the necessary HGV and crane access can be achieved when the site is configured appropriately for those operations. No vehicle layover, waiting, loading or unloading will take place on Heanor Road.

- Lift/delivery days will operate with 'clear zones' within the site to accommodate the swept paths and layover positions. Any parking, skips or storage within those zones will be removed/relocated in advance.
- Skip and storage locations will be movable and managed to avoid conflict with access and turning.
- Contractor/visitor parking will not obstruct HGV/crane access; where internal parking is suspended, arrivals will be managed so that there is no overspill parking on Heanor Road.
- Manoeuvres affecting the carriageway or frontage footway will be controlled by trained banksmen.
- Conflict reduction measures will be considered and applied including (where practicable) restricting the size of HGVs/cranes to those demonstrated as workable, selecting vehicles with appropriate steering capability, and adjusting temporary access width and frontage arrangements to minimise encroachment onto the opposing lane.

11. ENVIRONMENTAL CONSIDERATIONS

11.1. Control of Dust and Dirt

The developer and contractor will endeavour to adopt best practice with regards to air pollution. The following measures will be undertaken:

- Damping down of soil with water during dry weather;
- Use of screening and hoarding;
- Skips and Lorries to be provided with covers;
- Low emission fuel (such as low sulphur red diesel) will be used for all plant and machinery;
- Regular maintenance of plant and machinery engines and exhaust systems;
- Plant, vehicles and machinery to be switched off when not in use (no idling);
- Silos or covered storage for cement and other powdered materials;
- Use of spill trays and the provision of spill kits on site;
- No burning will be permitted on site; and
- Regular monitoring by the main contractor.

A jet wash will be located on site to ensure all vehicles have their wheels and chassis cleaned prior to exiting the site where required. A dedicated site operative will be deployed to carry out the cleaning, and the Gateman will be instructed only to allow clean vehicles to exit the site. Wash water, silt and arisings will be contained and managed within the site so that no runoff enters the highway or surface water drainage system. These measures will prevent deleterious materials being deposited on the surrounding highways.

All rubbish or spoil vehicles leaving the site must have its load fully covered to prevent debris from falling into the road. Any mess created will be cleaned away as soon as the vehicle has left the site ensuring that debris is not allowed to enter any drains. Drains will be capped to prevent ingress whilst the area is being cleaned. The Gateman will also be responsible for inspecting the public highway once a vehicle has left the site to ensure any unexpected debris can be immediately removed and the area cleaned.

Inspection of the site frontage and carriageway will be undertaken daily, while the site is active. Any mud/dust deposited on the highway will be removed immediately.

11.2. Highway Condition Survey Protocol Highway Condition Survey

A pre-commencement photographic condition survey along those lengths of Heanor Road which front the site and fall within 50m of both ends of the site frontage will be undertaken and issued to Derbyshire County Council as Highway Authority and the local planning authorities. A post-completion survey will then be carried out, and any damage demonstrably attributable to construction traffic associated with the development will be made good at the developer or contractor's expense within an agreed timescale.

The contractor will arrange for the controlled survey and inspections to be carried out jointly with Derbyshire County Council as Highway Authority and for records of the surveys/inspections to be submitted to both the highway and local planning authorities, so that the requirement of condition 18 for the approved CMP to be adhered to throughout the construction period can be monitored and met.

11.3. Noise

The developer and contractor will endeavour to adopt best practice with regards to noise pollution. The following measures will be undertaken:

- Plan unavoidable noisy works to take place during less sensitive times of the day;
- Proper selection, use and maintenance of tools and equipment;
- Use quiet working methods where possible;
- Avoid unnecessary revving of engines and switch off engines and machines when not in use; and
- If noise becomes a problem screening and / or enclosures will be provided.

All work will be carried out where possible in accordance with BS 5228- 1:2014 - Code of practice for noise and vibration control on construction and open sites.

11.4. Vibration

The developer and contractor will ensure that best practices are adopted with regards to vibration to ensure that neighbouring residents are protected; passers-by and those within close proximity to the site are protected as well as neighbouring buildings.

All works will be carried out in compliance with BS6472:2008 – Evaluation of Human Exposure to Vibration in Building, the British standard for assessing vibration as well as BS5228-1:2009 - Code of practice for noise and vibration control on construction and open sites.

12. Communication Strategy

The CMP will be issued to all contractors and suppliers prior to site induction. A summary will be displayed on site hoarding. Neighbouring residents and businesses will receive a leaflet outlining key measures, contact details, and complaint procedures. Updates will be provided via email or letter drop as needed.

13. GENERAL MANAGEMENT ISSUES

13.1. Liaison with Neighbouring Residents and Developments

The main contractor will be responsible for coordinating arrangements with any local developments in order to minimise disruption when works start on site.

13.2. Sensitive Receptors

Apart from nearby housing, there are no sensitive receptors in the close vicinity of the site.

13.3. Domestic & Commercial Waste Collections

The main contractor will liaise with local authorities with regard to refuse collection dates and times in order to avoid deliveries during these times.

13.4. Complaints Procedure

A contact name and telephone number will be clearly displayed on the site to enable local residents or members of the public to advise of any issues that they may have during the work. This will enable any issues to be dealt with as swiftly and effectively as possible to the satisfaction of all parties.

14. EMERGENCY PROCEDURES

14.1. Dealing with spills

Spill kits will be available at various points around the site. Should a spill occur, the following will be implemented:

- Work will be stopped immediately;
- All possible ignitions will be extinguished if the spilt material is flammable;
- The spill will be contained using spill kits;
- The source will be identified and sealed as practical;
- Granules / pads will be used to mop up as much spill as possible; and
- The project lead will be informed of the spill.

14.2. Fire Control

The project will ensure that operations are carried out in compliance with the Fire Protection Associations "Joint Code of Practice on the Protection from Fire on Construction Sites and Buildings Undergoing Renovation".

A fire strategy will be produced in conjunction with the nominated responsible person and relevant parties as appropriate. This will be based on the requirements set out in the "Code of Practice on Fire Prevention on Construction Sites". This document will identify duty holders, defines responsibilities and establishes procedures on fire prevention.

A site fire safety coordinator will be appointed to ensure adherence to the Site Fire Safety Plan. In addition, they will coordinate the issues below:

- General housekeeping;
- Fire extinguishers fire detection and alarms;
- Hot work permit regime;
- Fire escapes and communications (evacuation plans and procedures for calling the fire brigade);
- Fire brigade access, facilities and coordination;
- Fire drills and training;
- Effective security measures to minimise the risk of arson; and
- Materials storage and waste control regime.

An initial fire risk assessment of each area will be undertaken and updated as the risks change.

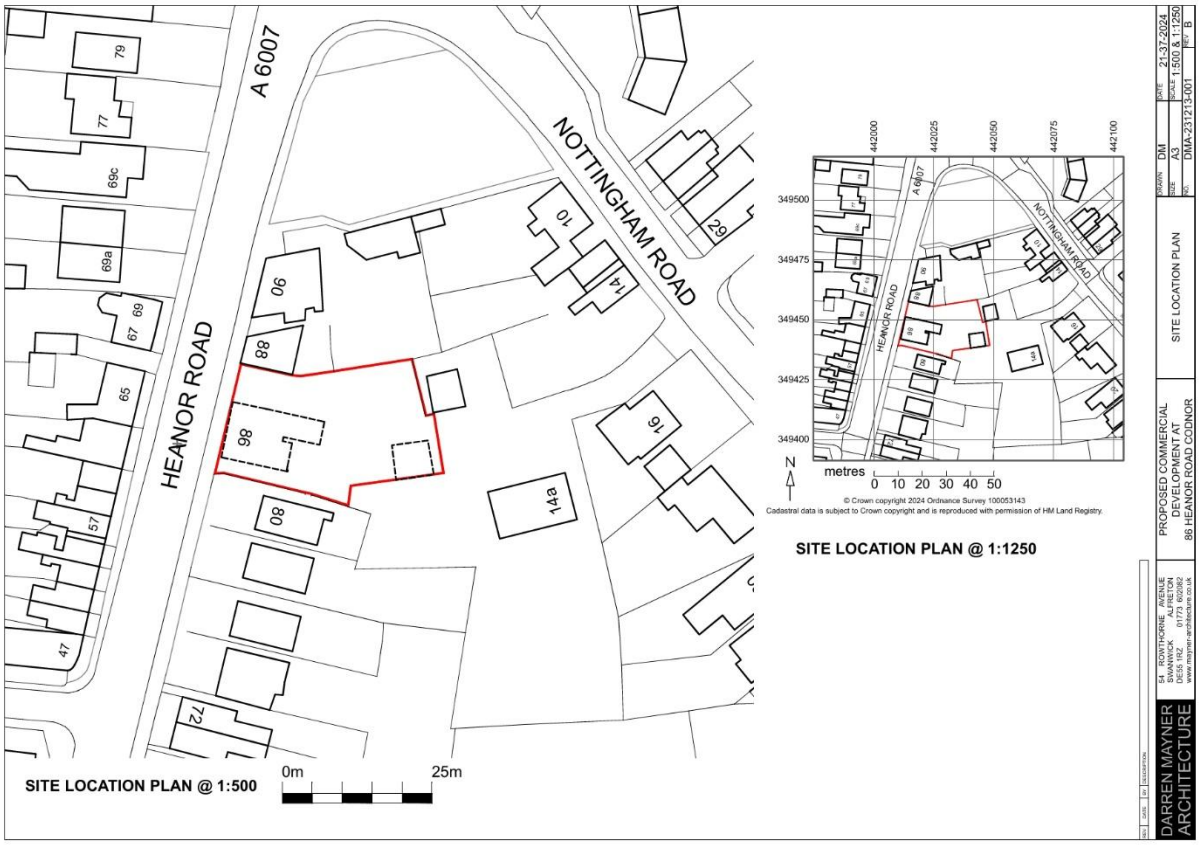
14.3. Environmental Incident or Emergency

In the event of an environmental incident or emergency the following basic steps should be employed:

- **STOP** work
- **REVIEW** the incident and consider:
- Safety first;
- The nature of the incident;
- Can it be easily controlled (block a drain / stop the noisy / vibration activity); and
- Is additional assistance required?
- **ACT** to stop the environmental harm
- **REPORT** the incident to prevent reoccurrence

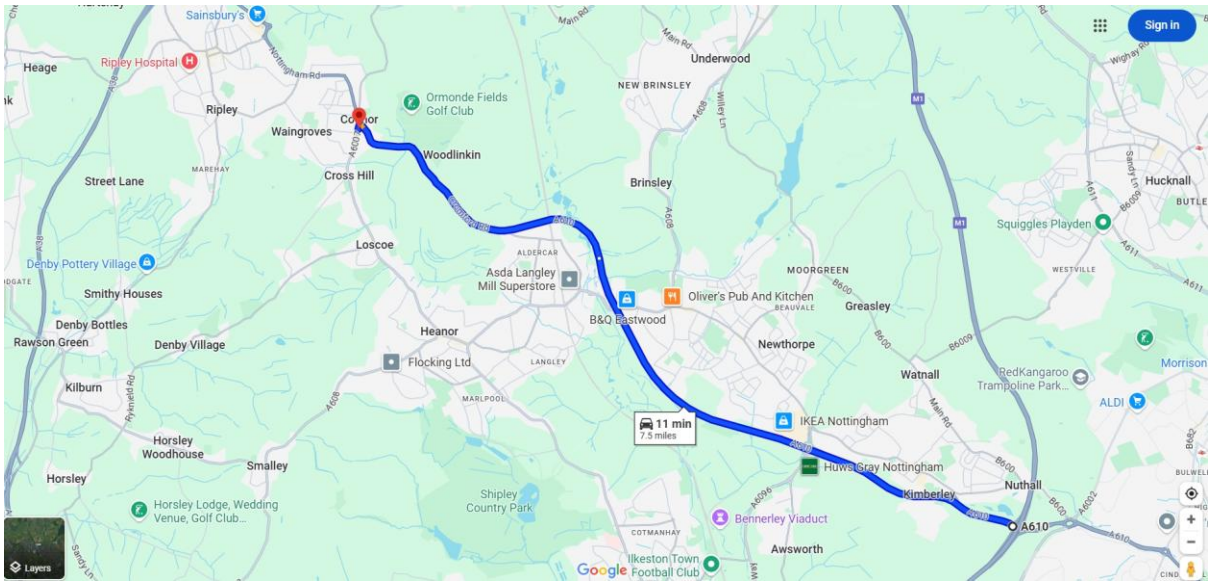
APPENDIX I

SITE LOCATION
(Area of Site in Red)

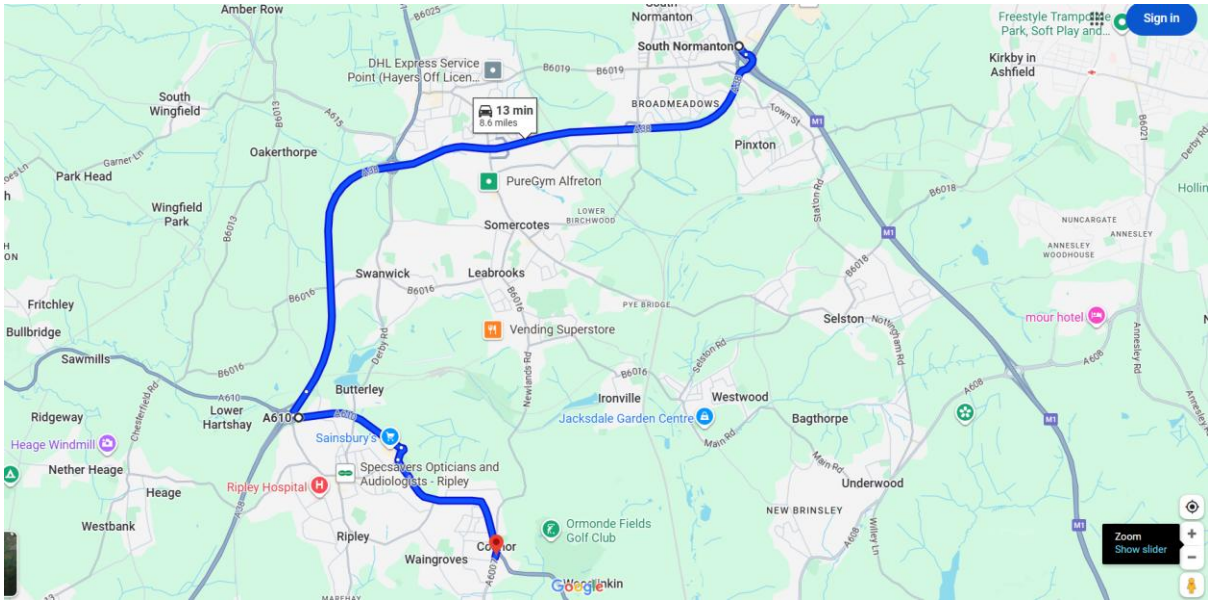


APPENDIX II

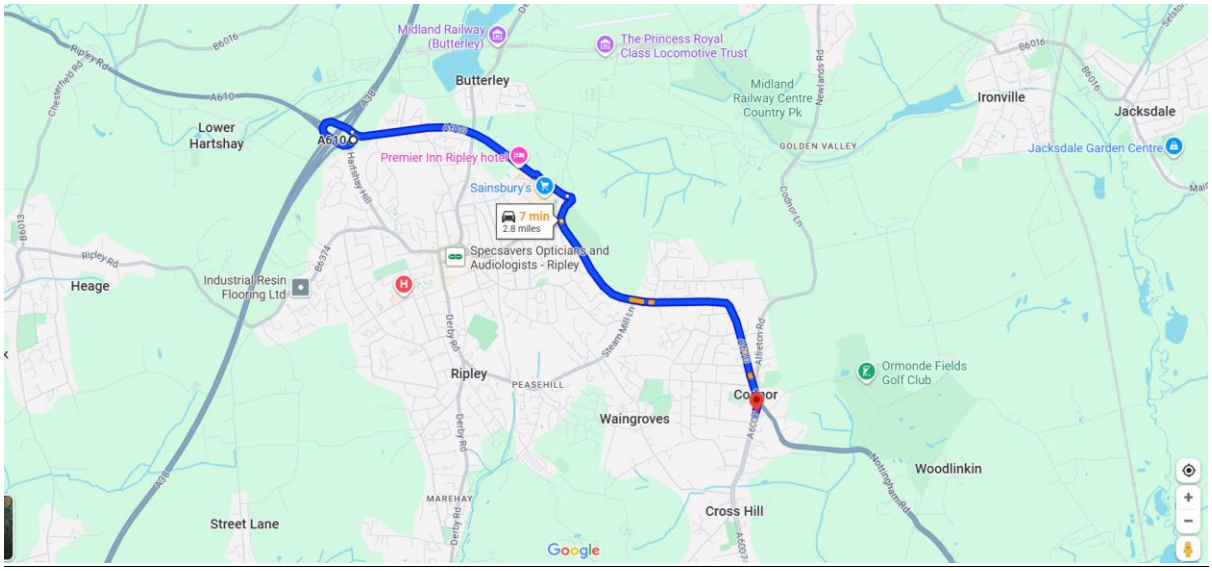
CONSTRUCTION TRAFFIC ROUTE PLAN



Route from M1 Northbound.



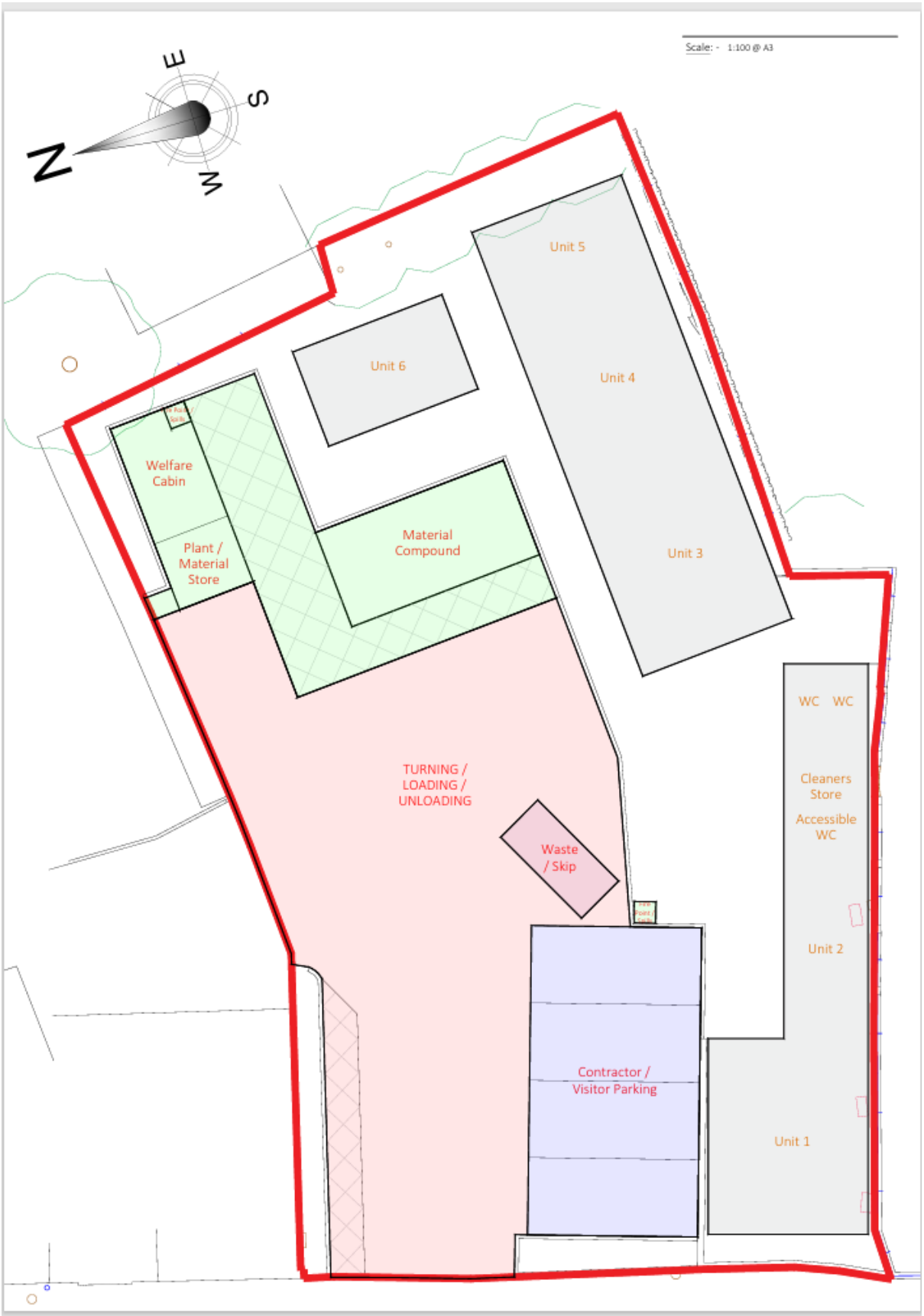
Route from M1 Southbound.



Route from A38.

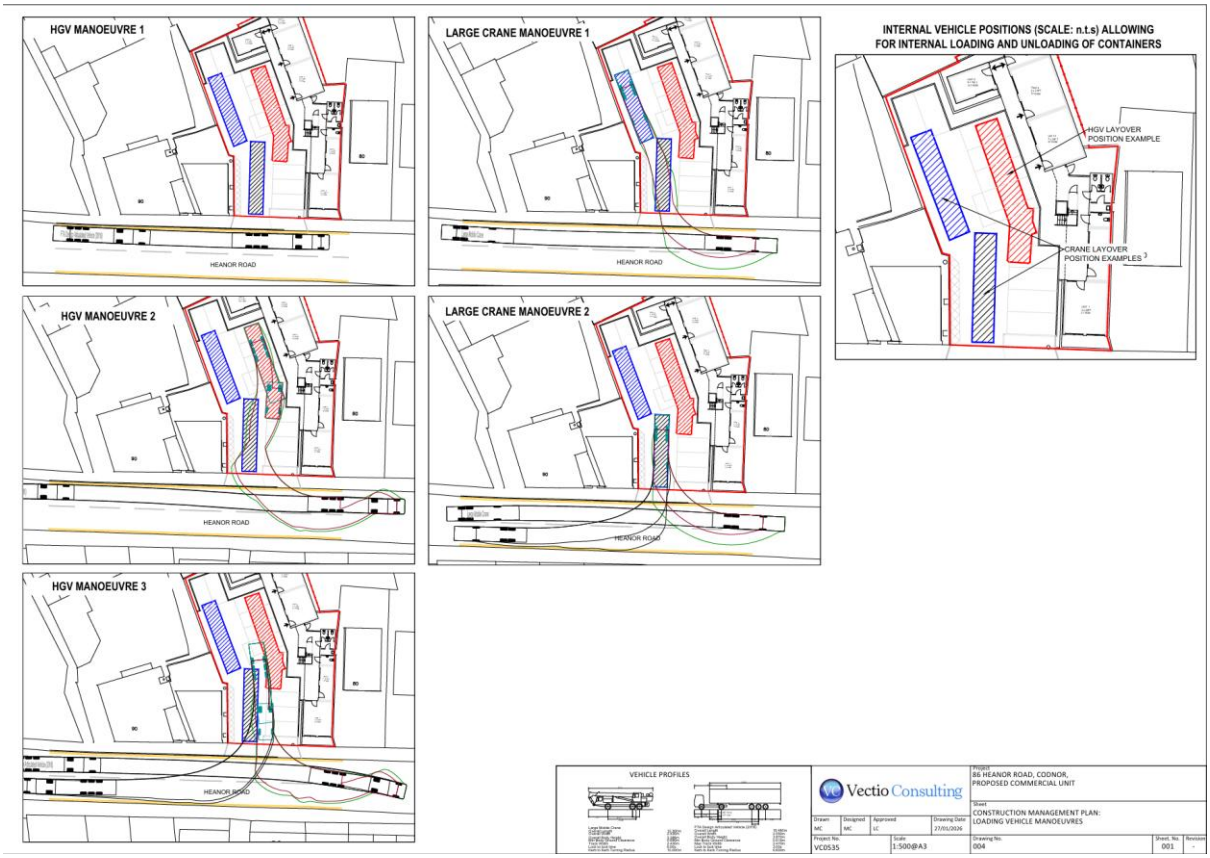
APPENDIX III

SITE SET-UP PLAN



APPENDIX IV

VEHICLE TRACKING ANALYSIS



- HGV manoeuvre 1: HGV layover in front of the site on Heanor Road to be loaded / unloaded from the side.
- HGV manoeuvre 2: HGV manoeuvre into the site to allow for a crane to unload (crane either in place before or after arrival of HGV).
- HGV manoeuvre 3: HGV reverses into the site, and exits in a forward gear, illustrating that this can occur when a crane is on site.
- Large crane manoeuvre 1: Large crane reversing into the site and lay over to the rear to allow containers to be manoeuvred into position, allowing other vehicles to access.
- Large crane manoeuvre 2: Large crane reverses into the site to unload / move containers into position, then exit in a forward gear.
- Remaining frame shows example positions of crane or HGV laid over within the site.