**Construction Environmental Management Plan**

**Church End Hilton**

Land west of Wychwood, Church End, Hilton
16 dwellings | Validum Limited
12 November 2026 | CEMP-01 | Revision -

## 1 Purpose and responsibility

This plan covers site clearance, enabling works and construction, including associated deliveries and collections. It is prepared for Condition 18 of outline permission 20/00164/OUT dated 8 July 2022, read with reserved matters approval 25/00781/REM dated 23 December 2025.

The CEMP must be approved in writing by Huntingdonshire District Council as Local Planning Authority before development or site clearance begins. Once approved, it will be followed throughout clearance and construction unless otherwise agreed in writing by the LPA. Separate planning requirements, including tree protection, ecology, drainage and contamination, continue to apply.

The Site Manager is responsible for implementation, briefing operatives and suppliers, checking controls and dealing with complaints. A copy will be kept on site. Controls will be applied to the work and conditions encountered, with additional measures where necessary to prevent pollution or unacceptable disturbance.

## 2 Working and delivery hours

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| **Monday to Friday** | 07:00 to 19:00 |
| **Saturday** | 07:00 to 13:30 |
| **Sundays and Public and Bank Holidays** | No construction or clearance work, deliveries or collections |

These hours apply to construction and clearance operations, plant use, loading, unloading, deliveries and collections. Suppliers will be instructed to arrive within them and not queue outside the site beforehand. Any proposed change requires prior written agreement from the LPA.

## 3 Traffic and access

The local construction route is B1040 Potton Road, then the western end of Church End to the approved site entrance; departure is by the reverse route. No access through adjoining land or other residential streets is proposed. Supplier instructions will identify the route and entrance, including any relevant vehicle restrictions; drivers will not rely solely on satellite navigation.

Deliveries will be coordinated with available unloading space. A banksman will control vehicle movements at the entrance where needed to protect other road users. Vehicles will turn, load and unload within the site; no waiting or storage on Church End, its footways or verges is permitted. The Site Manager will address any reported route breach with the supplier.

## 4 Site arrangements and public protection

The proposed initial working areas are shown in section 12. Welfare, office accommodation and operative and visitor parking will be within the site, initially in the western development area. Materials, plant and waste containers will be stored within the development footprint, clear of the access, visibility splays, protected trees, drainage features and easements.

Working areas may move within that footprint as the works progress, maintaining these safeguards and adequate on-site turning, loading and parking. No road or footway closure or temporary traffic restriction is proposed as a routine measure. Any restriction needed for access or utility works will be arranged with the Highway Authority before that activity.

The site will have secure temporary fencing and lockable gates, with solid hoarding or local screening where required for public protection or nuisance control. Fencing will be maintained and gates secured when unattended. Existing pedestrian and cycle routes and neighbouring access will be kept clear. Warning signs and a banksman will be used where vehicles cross pedestrian routes. Public access into the working site will not be provided; viewing facilities or decorative displays will be used only where appropriate and safe.

## 5 Noise and vibration

Suitable, maintained plant will be used with silencers and covers fitted. Engines will be switched off when not required. Stationary plant and cutting areas will be positioned away from neighbouring homes where practicable. Unnecessary revving, dropping materials and radios audible beyond the site will be avoided.

The Site Manager will select working methods to minimise noise and vibration, having regard to BS 5228. Where ordinary controls are insufficient, the task will be changed, relocated or locally screened. Particularly noisy or vibratory work will be reviewed before it starts, with specialist advice or monitoring only where the task or an identified issue warrants it.

## 6 Dust and dirt

Exposed ground, stockpiles and haul routes will be managed to limit dust. Water damping, covering or local screening will be used where dry or windy conditions require it. Cutting and similar dusty tasks will use suitable water suppression or extraction. Drop heights will be kept low and dusty loads covered. Vehicles will travel at a low speed appropriate to conditions.

The Site Manager will check for visible dust leaving the site during dusty operations. If controls are ineffective, the generating activity will be reduced or paused until additional suppression, covering or a change of method makes it effective.

## 7 Wheel cleaning and road cleanliness

A firm, clean exit and a wheel-cleaning point will be maintained inside the entrance. Wheels and bodywork will be checked before vehicles leave; accumulated mud will be removed using scraping or brushing and a hose or pressure washer as required. Wash water and sediment will be contained on site for collection or suitable treatment, without discharge to the frontage ditch, surface water drains or highway.

The entrance and adjacent road will be checked during normal site rounds and after muddy movements. Tracked mud will be cleared promptly by suitable sweeping or a road sweeper where necessary. Mud will not be washed into highway drains. Dedicated automatic wheel-washing equipment will be used only if simpler measures prove insufficient.

## 8 Temporary lighting

Lighting will be limited to that needed for safe working and security. Fittings will face downwards and into the site, avoiding neighbouring windows, roads and retained vegetation. Task lighting will be switched off when not needed. Any necessary security lighting will use low spill fittings, timers or motion control where practicable. Reported glare will be investigated and fittings adjusted or screened.

## 9 Water soil and spill prevention

The frontage ditch, other drains and drainage features will be protected from silt, cement, fuel and waste. Exposed ground and stockpiles will be managed to prevent dirty runoff; local silt barriers, drain protection or settlement will be used where runoff could reach a receptor. Pollution controls will be checked after heavy rain where relevant.

Fuel and chemicals will be stored securely in suitable containers with secondary containment as required, away from drains and watercourses. Refuelling will be supervised with spill equipment available. Concrete washout will be returned to the supplier or contained in a designated watertight receptacle for lawful disposal; no washout or contaminated water will enter the ground, highway drains or ditch. Any pumping or discharge will be assessed and the necessary permissions obtained first.

Spill kits will be available at storage and refuelling areas. A spill will be stopped and contained where safe, drains protected and the Site Manager informed. Contaminated absorbents and soil will be removed appropriately. Pollution entering or threatening water or ground will be reported promptly to the Environment Agency on 0800 80 70 60.

## 10 Waste and unexpected contamination

No waste, vegetation or other material will be burned on site during clearance or construction. Waste will be kept in suitable containers, covered where liable to blow or create dust, and separated for reuse or recycling where practicable. Waste leaving site will go through registered carriers to authorised facilities, with the required transfer or consignment records retained. Hazardous waste will be kept separate.

Unexpected contamination will be dealt with under outline Condition 10, including written notification to the LPA within one working day. No further development will proceed, unless otherwise agreed in writing by the LPA, until the required investigations have been undertaken and a remediation strategy approved. Any approved remediation and verification requirements will then be followed.

## 11 Checks communication and complaints

The Site Manager will check these controls during normal daily site rounds and when weather, activities or complaints identify a need. Problems and corrective action will be noted in the site diary. Instrument monitoring will be targeted to an identified risk, unresolved complaint or LPA requirement rather than undertaken routinely.

Neighbours likely to be affected will receive at least 48 hours' notice before site works start and before planned particularly noisy operations. A notice at the entrance will display the site contact and permitted hours. Complaints will be recorded, investigated promptly and addressed through practical corrective action; the complainant will be told the outcome. Unresolved matters will be referred to Validum management.

## 12 Proposed site arrangements

The initial locations below are within the development footprint. Protected trees, drainage corridors, the eastern basin and southern open space will remain clear.




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| **Blue arrow** | B1040 Potton Road to Church End; reverse for departure |
| **A Entrance** | Controlled gate, wheel checks and cleaning; contained runoff |
| **B Internal access** | On-site loading, unloading and turning via the road and loop |
| **C Initial compound** | Welfare, office and parking in the western development area |
| **D Initial storage** | Plant, materials, waste and contained fuel storage; spill kit |

Facilities may move in accordance with section 4, maintaining internal circulation.