



Construction Traffic Management Plan

Newmarket Road, Royston

Vistry

Prepared by:

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1GE

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Appendices

Appendix A Phasing Plan

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1.0 Introduction

- 1.1 SLR Consulting Ltd (SLR) has been instructed by Vistry to provide a Construction Traffic Management Plan (CTMP) in relation to the consented development of 325 dwellings at Newmarket Road, Royston.
- 1.2 The site location is shown in **Figure 1.1**. The development is formed of two phases. This CTMP will cover both phases of the development.

Figure 1.1 - Site Location



- 1.3 Phase 1 of the site comprises 106 dwellings. The remaining 219 would be delivered as part of a future phase.
- 1.4 This CTMP has been prepared pursuant to the discharge of Condition 29 of North Hertfordshire Council (NHC) planning consent 24/01013/HYA which was for:
“Hybrid application for residential development of up to 325 dwellings comprising (a) full planning application for Phase 1 comprising 106 dwellings and associated infrastructure including access from Newmarket Road, emergency and pedestrian/cycle access from Burloes Hall Drive, internal highways, public open space, landscaping and drainage and b) outline application for up to 219 dwellings and associated infrastructure with all matters reserved apart from primary means of access and emergency and pedestrian/cycle access from Burloes Hall Drive.”
- 1.5 Planning consent was granted by NHC as the Local Planning Authority (LPA) in March 2026. Hertfordshire County Council (HCC) are the Local Highway Authority (LHA) for the area.
- 1.6 Condition 29 of the planning consent states the following:

“No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the



construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;*
- b. Access arrangements to the site;*
- c. Traffic management requirements*
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);*
- e. Siting and details of wheel washing facilities;*
- f. Cleaning of site entrances, site tracks and the adjacent public highway;*
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;*
- h. Provision of sufficient on-site parking prior to commencement of construction activities;*
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;*
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;*
- k. Phasing Plan”*

- 1.7 The criterion (a to k) of Condition 29 is set out in **Table 1.1** which signposts to where each is responded to within this report.



Table 1.1 - Condition 29 Criterion

Item	Condition Wording	Response/Location of Info
A	Construction vehicle numbers, type, routing	This is discussed within Section 2 .
B	Access arrangements to the site	This is discussed within Section 2 .
C	Traffic management requirements	Traffic management is only required for the site access junctions with Newmarket Road. The relevant permits and licences will be obtained as part of any future S278 agreement as set out in Section 2 .
D	Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas)	This is shown within Appendix B .
E	Siting and details of wheel washing facilities	This is discussed within Section 3 .
F	Cleaning of site entrances, site tracks and the adjacent public highway	This is discussed within Section 3 .
G	Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times	This is discussed within Section 3 .
H	Provision of sufficient on-site parking prior to commencement of construction activities	This is discussed within Section 3 and shown within Appendix B . Alternative options for contractor travel are set out in Section 2 .
I	Post construction restoration/reinstatement of the working areas and temporary access to the public highway	This is discussed within Section 2 .
J	Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements	All works are anticipated to be undertaken within the site. It is therefore not anticipated that this will be required for the development.
K	Phasing Plan	This is provided at Appendix A .

CTMP Objectives

- 1.8 The main aim of this CTMP is to manage all types of construction vehicle activity to and from the site during the construction period. The CTMP will improve the safety and reliability of construction related vehicle movement in relation to the site, minimise any potential impacts on local traffic conditions and mitigate any potential for adverse environmental impacts.
- 1.9 This CTMP has been prepared with the following objectives:
- To ensure that construction traffic does not have a detrimental effect on the surrounding public highway and local community;
 - To reduce the impact of construction traffic on the conventional network peak traffic hours; and
 - To identify measures to ensure safe and efficient movement of construction traffic.
- 1.10 The report is set out as listed below:
- **Section 2:** Construction Programme and Vehicle Arrangements – provides information on the key construction processes and vehicle arrangements;
 - **Section 3:** Mitigation Measures – identifies the measures and initiatives that will be used to promote a safe and efficient construction period; and
 - **Section 4:** Monitoring - presents the proposed methodology for monitoring.



2.0 Construction Programme and Vehicle Arrangements

Construction Programme

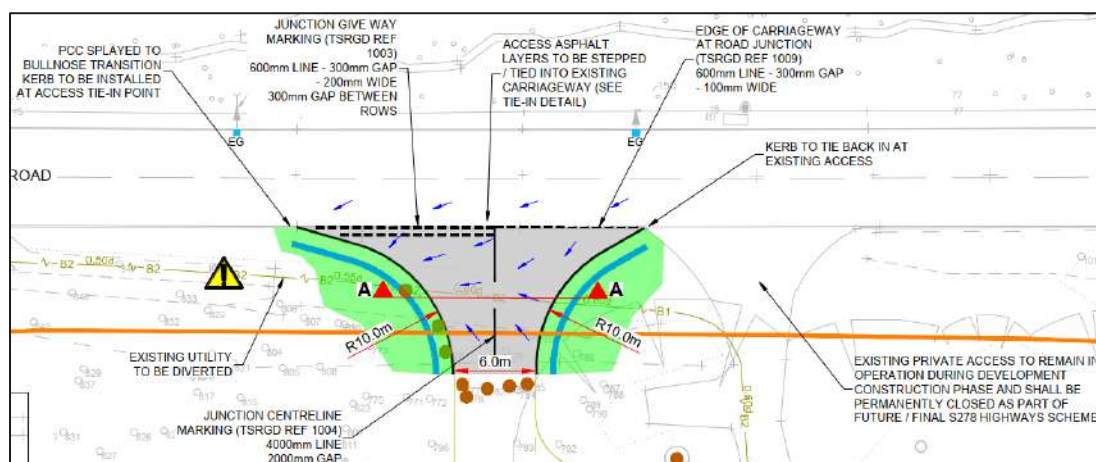
- 2.1 The development comprises of two phases. At this stage the anticipated construction phase timings for Phase 1 are for construction to commence in July 2027 and to be completed by August 2029. Construction for Phase 2 is anticipated to commence in Summer 2028 and to be completed by Winter 2032. A phasing plan is provided within **Appendix A**.
- 2.2 A detailed programme of works will be put together by the appointed contractor, and the detailed construction phases, together with their duration and anticipated start and end dates, will be confirmed.

Site Access, Fencing and Layout

Access

- 2.3 Access to Phase 1 will be taken from a temporary access to the south of Newmarket Road. An extract of this temporary access is provided at **Figure 2.1** with a detailed layout plan including tracking of the temporary access is provided at **Appendix B**.

Figure 2.1 - Phase 1 Temporary Construction Access



- 2.4 The temporary access is in the same location as the consented access to the site, and the consented access will be delivered as part of the construction process.
- 2.5 No construction traffic associated with Phase 2 will be permitted to use the Phase 1 temporary access from Newmarket Road. Instead, all Phase 2 construction traffic will utilise a new temporary construction access provided on the eastern side of the site connecting to the existing access route to Burloes Hall. An extract of this temporary access is provided at **Figure 2.2** with a detailed layout plan including tracking of the temporary Phase 2 access is also provided at **Appendix B**.



[illegible]

- ## Fencing

- ## Layout

- 5



- 2.14 Following completion of Phase 1, the site compound will move to the south east of the site to be used for the construction of Phase 2. The Phase 2 site compound will be accessed via the temporary construction access to the east of the site taken from the access road to Burloes Hall.
- 2.15 A plan showing the layout of the site compound is provided within **Appendix B**.

Access Route

- 2.16 The appointed contractor will take all reasonable steps to ensure that construction traffic, where possible, travels to and from the site via the strategic road network (i.e. M11) so as to limit any effect on local roads. The appointed contractor will ensure that all suppliers are aware of this.
- 2.17 All construction vehicles will access and depart the site via the A505. No construction traffic will be routed in the direction of the centre of Royston.
- 2.18 At the Newmarket Road/A505, all departing construction vehicles that are routing towards the M11 will be instructed to turn left out of the site and U-turn at the A505/Desborow Lane roundabout. This will avoid larger construction vehicles using the refuge area between the eastbound and westbound carriageways on the A505. This will also limit the potential for queues to occur at the junction.
- 2.19 During Phase 1, construction vehicles will utilise a temporary access on Newmarket Road. During Phase 2, construction vehicles will no longer use the Newmarket Road access and will instead utilise a new temporary construction access taken from the access road to Burloes Hall to the east of the site.
- 2.20 The proposed routing for construction traffic during Phase 1 is illustrated at **Figure 2.3**. **Figure 2.4** presents the routing for construction traffic during Phase 2.

Figure 2.3 - Phase 1 Construction Routing

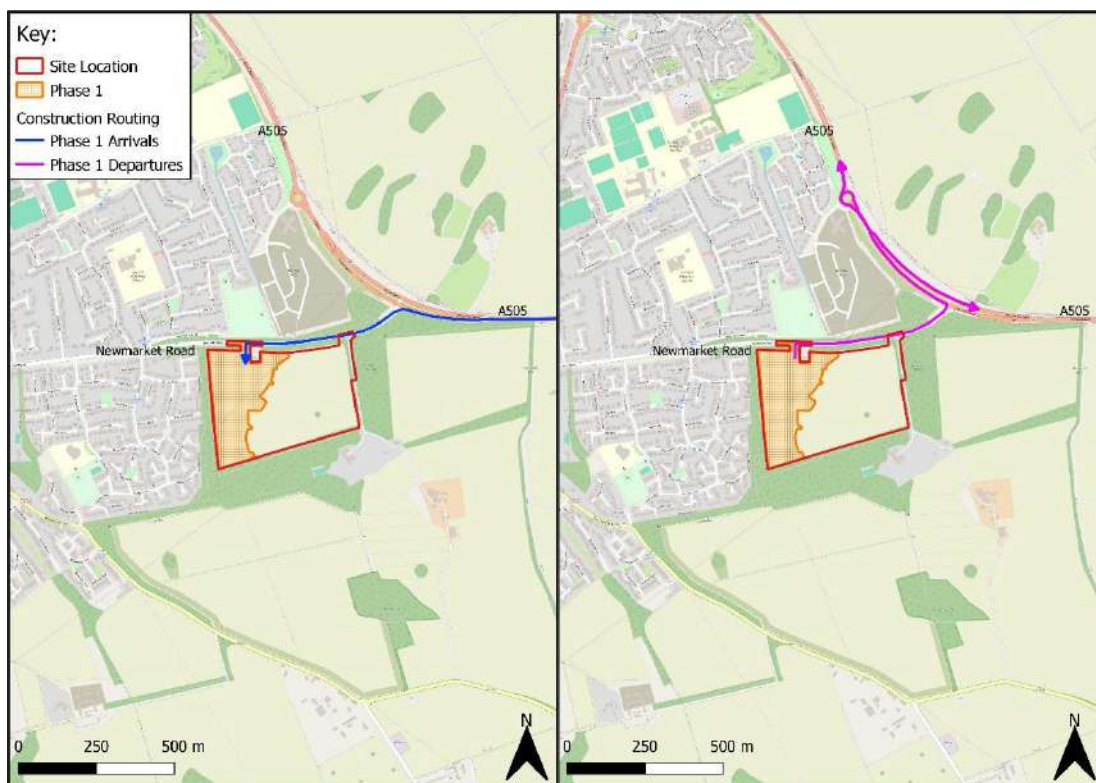
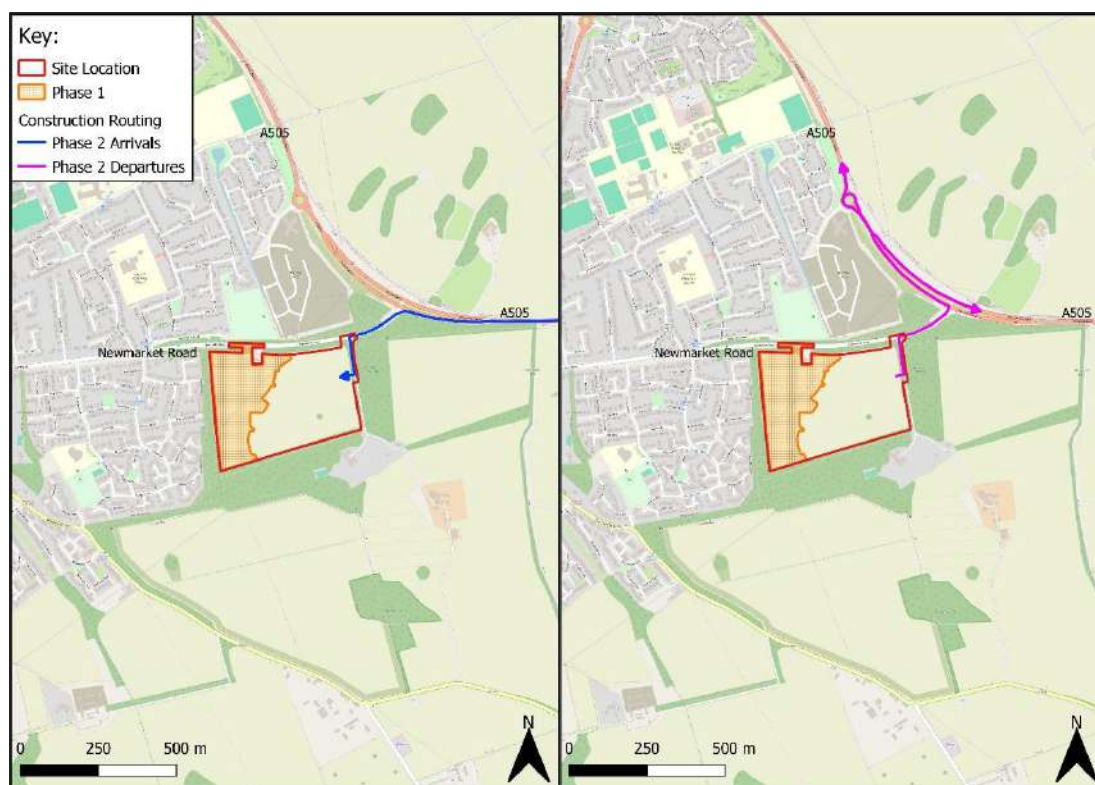


Figure 2.4 - Phase 2 Construction Routing



- 2.21 In addition to providing directions via delivery instructions, an off-site signage strategy will be implemented to direct construction traffic along the desired route. Specifically, signs are likely to be placed at the temporary construction accesses, at the A505/Newmarket Road junction and the A505/Desborow Lane roundabout.
- 2.22 All drivers will be fully trained, and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the site access and egress point.

Frequency of Deliveries and Workforce Movement

- 2.23 The number of movements during the construction phase will fluctuate depending on the stage of the development. However, based on the experience of the developer, it is anticipated that at the peak of the construction process the following number of movements would be made to the site:
- 25 cars (50 two-way per day);
 - 4 motorcycle/bicycles (8 two-way per day);
 - 15 vans (30 two-way per day); and
 - 7 HGVs comprising a mixture of rigid and articulated (14 two-way per day).
- 2.24 The site deliveries will be made to the site compound. If required, access roads will be constructed/extended up to base course early on during the build therefore providing a stable route for construction traffic to the compound.
- 2.25 Delivery vehicles will transport various materials to/from the site depending on the progress of the project. During the early construction stages, most materials will be ordered in bulk



and will be delivered to site as and when required in full HGV loads. This would include concrete wagons that will complete regular deliveries of materials to site from batching plants in the local area on days when large concrete pours are taking place. Bricks/blocks for internal and external walls and roofing materials will also generate delivery trips during the early construction phase.

- 2.26 During the latter stages of construction it is expected that the supply of most of the materials required for the fit-out of the units, such as Mechanical and Electrical Services (M&E), sanitary ware, decoration etc, could be sourced from local businesses and merchants which will assist in mitigating the volumes of new trips on the wider road network, as well as contributing to the local economy. It is expected that the majority of these deliveries would be made by van or LGV which are not considered to present an impact of greater significance on the road network than a typical private car.
- 2.27 Deliveries to the site will also be scheduled so as to avoid multiple HGVs on site at any time. The range and size of vehicles used during the construction period will need to be confirmed after the contractor has been appointed; however, the following vehicles are likely to be used:
- Vans, up to transit size (2m x 5.7m);
 - Box Lorry/Flatbed (2.5m x 8.4m); and
 - 6/8 Wheel Rigid Trucks, tippers, flat bed, concrete lorry etc (2.6m x 9.1m).
- 2.28 On a typical day, vehicles larger than those highlighted above are not expected to visit the site, though it is acknowledged that some deliveries will be made by 16.5m articulated vehicles. Tracking of this sized vehicle has been undertaken at the site accesses as provided at **Appendix B**. This is anticipated to be the largest vehicle that will access the site during the construction phase and therefore the tracking presents a worst-case assessment.
- 2.29 To ensure safety, the movement of larger vehicles at the site will be managed by a trained marshal/banksman at the site access. Furthermore, the timings of any large vehicle movements will be co-ordinated so as to avoid the morning and afternoon/ evening peak periods (07:00-10:00 and 16:00-19:00) as far as possible.
- 2.30 The hours in which delivery traffic will travel to and from the site will be restricted to between 08:00 and 18:00 on weekdays, 09:00 to 13:00 on Saturdays, and no delivery movements taking place on Sundays and Bank/Public Holidays (unless agreed with LPA in advance).

Construction Vehicle Management

- 2.31 A booking system will be set up so that two vehicles do not arrive at the same time. If a vehicle is running late for a scheduled time slot, they will be expected to call ahead to agree a new time slot. If a vehicle arrives outside of their scheduled time slot, they will be turned away and rescheduled.
- 2.32 No construction vehicles will be permitted to park on the surrounding roads. Besides exceptional circumstances (road closure etc), no construction vehicles will be permitted to route beyond the site in a westbound direction (towards the centre of Royston).
- 2.33 Deliveries will be restricted to site working hours as defined below to reduce disruption to local residents and businesses.
- 2.34 Operations which are adjacent to areas such as pedestrian routes, vehicular routes, etc will be accompanied by a designated banksman at all times during its operation. This includes within the site when dwellings are occupied but construction is still ongoing.



Banksmen

- 2.35 Qualified traffic marshals and banksmen will assist with the efficient movement of traffic when accessing the site.

Construction Worker Travel

- 2.36 It is assumed that construction workers (non-HGV trips) arrive between 08:00-09:00 and leave between 17:00-18:00.
- 2.37 The most local bus stop is located on Icknield Walk which is approximately 350m from the Phase 1 access. The stop is currently served by the number 16 bus service which provides a route to most areas of Royston. This service operates hourly throughout the day. Additional services can be reached from Royston Town Centre which is approximately 900m from the site. This includes services to Cambridge on a frequent basis.
- 2.38 Royston railway station is located 1800m from the site and provides services between Cambridge and London Kings Cross and Brighton on a frequent basis.
- 2.39 A promotional strategy will be implemented by the primary contractor in order to raise awareness of and promote sustainable travel options for workers during the construction phase.
- 2.40 This strategy will include a transport briefing for construction employees during the site induction at the beginning of work on site. It is envisaged that this would cover bus options and the dissemination of public transport information website addresses and contact numbers. Copies of updated information could be displayed on a prominent site notice board.
- 2.41 It is also proposed that basic details of staff journeys to site are obtained during the induction, to facilitate the setting up of lift share arrangements if appropriate. Parking would be provided on-site and is identified in the site compound plan at **Appendix B**. The level of parking provided is sufficient to accommodate the forecast on-site vehicle numbers during the peak of construction.

Road Closures & Traffic Management

- 2.42 Traffic management would only be required during the construction period and would be associated with the initial construction of the temporary access junctions, and the subsequent removal/reinstatement. It is anticipated that these works can be fully completed without complete closure of Newmarket Road, though temporary roadworks may be required.
- 2.43 Both access junctions will be subject to a Section 278 agreement. As part of this, the relevant permits and licenses will be obtained for the necessary Traffic Management Orders.

Pedestrian and Cyclist Safety

- 2.44 All construction vehicle movements from the highway will be controlled and monitored by a trained marshal. This will ensure that manoeuvres are carried out safely and that pedestrian and cyclist movements are not impeded by the movement of construction vehicles.

Fleet Operator Recognition Scheme

- 2.45 Before commencing work on the contract, a driver licence check will be carried out with the DVLA for all regular drivers, and these will be re-checked on a regular basis.



Hours of Operation

- 2.46 During the construction phase, the anticipated working hours will be:
- Weekdays: 08:00 to 18:00;
 - Saturdays: 08:00 to 13:00; and
 - Sundays and Bank Holidays: no work (unless permitted by NDC and HCC).
- 2.47 During the construction works the contractor will work with the local highway authority to ensure that the working hours do not result in any conflicts on the local highway network. As such, the contractor is willing to ensure that only a limited number of vehicles access and egress from the site during peak hours (07:30-10:00 and 16:00-19:00).
- 2.48 If, in an exceptional circumstance, work is required outside these hours, an appropriate application will be made to NDC and HCC and extended hours will only be used on a short-term basis if approved in writing.



3.0 Mitigation Measures

- 3.1 This section sets out the construction sites working conditions, in relation to the control of processes that may impact upon the site and the vicinity.

Site Working Hours

- 3.2 As set out previously, during the construction phase, the working hours will be limited to:
- Weekdays: 08:00 to 18:00;
 - Saturdays: 08:00 to 13:00; and
 - Sundays and Bank Holidays: no work (unless permitted by NDC and HCC).
- 3.3 The Principal Contractor(s) will ensure that these working hours are communicated to all contractors & site operatives and are strictly enforced. The above working hours does not preclude staff arriving before 08:00 and leaving after 18:00.
- 3.4 Deliveries to site will be limited to the working hours above, and no delivery vehicles will be permitted to wait outside the site outside of normal working hours. Therefore, drivers must make alternative arrangements when waiting for access to site. For example, long distance deliveries could be advised to wait at a motorway service area or truck stop, if they are scheduled to arrive too early to access the site. These conditions will be communicated to delivery companies at the time of orders being placed.
- 3.5 As construction traffic is to be routed directly to and from the east of the site via the A505 it is not anticipated that there would be any impact on links in the vicinity of local schools, or to links used by children to walk/cycle to school. It is therefore not necessary to implement delivery restrictions to avoid school start/end times.
- 3.6 Delivery traffic is to be guided on/off the construction site with banksmen in accordance with the site traffic management plan, with regard given to restrictions to the delivery driver's vision, and other vehicles and plant in the vicinity.

Dust, Noise and Visual Suppression

- 3.7 The construction stage of the project will inevitably mean the creation of dust, noise, and vibration. However, the impact upon the local area will be minimised through several procedures.
- 3.8 The working hours shown previously will limit the ability for the site to create any noise, dust or vibration outside of these hours.
- 3.9 The Control of Noise at Work Regulations 2005 places a duty on employers to reduce the risk to their employees' health by controlling the noise they are exposed to whilst at work. These regulations will be adhered to on-site through prior assessment of noise levels, and also ensuring that plant machinery is well maintained and operated correctly.
- 3.10 In areas of the construction site close to sensitive properties, the Site Manager will undertake regular dust monitoring inspections of boundaries (as part of their regular Site Inspections) to ensure that dust levels are monitored and controlled. If necessary, the Site Manager also will ensure that suitable dust suppression methods are employed to deal with any residual issues in these areas.
- 3.11 The Site Manager will be contactable by the public and local residents throughout the construction stage, which will ensure that if any issues become apparent to the public, the Site Manager can become aware in the first instance and rectify the situation. Contact details for the Site Manager will be provided on the site fencing, and will also be provided to the LPA once available.



- 3.12 Until such time that a Site Manager is appointed, the contact details for queries related to this document are:
- Name: David Owens
 - Role: Pre-Development Engineer
 - Company: Vistry
 - Contact Number/E-Mail: 07842 419584 / david.owens@vistry.co.uk
- 3.13 Once appointed, the Site Manager's contact details will be provided to the LPA and made visible on the site fencing.
- 3.14 Should the Site Manager be replaced for any reason during the construction period, the contact details will be updated as soon as is reasonably practicable and reinstated on the site frontage and provided to the LPA.
- 3.15 There will be methods employed to reduce the noise levels insofar as is practical. As part of the construction phase Health and Safety Plan, working procedures for exceptionally noisy works will be prepared, alongside risk assessments for noise and dust control.
- 3.16 Where necessary, dust will be controlled by damping down for general dust. Any dust emitting works will be planned to consider water suppression and face fit masks for operatives within the immediate vicinity.
- 3.17 The reduction/mitigation of the impact onto neighbouring properties of noisy and dust generating processes may include:
- The location of wind-break netting around loose debris such as materials, stockpiles near vehicle loading/unloading areas;
 - Sheeting of vehicles carrying loose aggregate or other materials to and from the site to mitigate against materials being blown from the vehicles whilst travelling;
 - Materials to be handled with care (material to be placed rather than dropped);
 - Drop heights of materials from lorries and other plant will be kept to a minimum;
 - Fixed and semi-fixed plant, as far as reasonably possible, to be kept away from sensitive receptors;
 - The use of attenuation materials to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable;
 - Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to a combustion engine;
 - Vehicles and mechanical plant, where reasonably practicable, will be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are limited as far as reasonably practicable;
 - Machines used intermittently will be shut down or throttled down to a minimum during periods between works;
 - Water suppression to be used during demolition, cutting / grinding processes to reduce the quantity of airborne dust that could travel beyond the site boundary; and
 - Where possible, the use of machinery with internal dust collection will be encouraged.



- 3.18 In regard to the suppression of noise, where there is a risk of producing excessive levels of noise, a Noise Risk Assessment will be carried out to assess the risks posed. If the risk assessment demonstrates that there is a risk, then the supervisor of the works will:
- Act to reduce the noise exposure that produces those risks;
 - Provide hearing protection if the noise exposure cannot be reduced enough by using other methods;
 - Make sure the legal limits on noise exposure are not exceeded;
 - Provide information, instruction and training; and
 - Carry out health surveillance where there is a risk to health.
- 3.19 The Site Manager will ensure that the above processes are implemented, and are effective in minimising the impact of construction to the local area.
- 3.20 Complaints in relation to dust, noise and vibration can be directed to the Site Manager who will maintain a record of the complaints raised and measures taken to mitigate these. The Site Manager will be a direct point of contact between the primary contractor and the LPA for discussion of any complaints raised.

Site Setup

- 3.21 The construction layout of the site will include a compound position, visitor provisions, plant and equipment areas, site office, canteen and meeting room, toilets, silos, areas for waste management, materials management, materials storage, debris and plant storage.

Site Parking

- 3.22 Contractor parking will be provided within the site compound; however this space will be limited. Therefore, contractors will be encouraged to adopt a vehicle sharing scheme, or to arrive at the site by alternative modes of transport if possible.

Wheel Washing

- 3.23 Vehicles exiting the site may inadvertently carry deposits of clay or wet concrete, trapped on their tyres, out on to the surrounding roads.
- 3.24 To ensure that this does not occur, a wheel-cleaning regime and facilities will be implemented throughout the duration of construction.
- 3.25 The wheel-cleaning operation will be carried out as follows by an operative wearing appropriate Personal Protective Equipment:
- A suitable area will be allocated close to the exit point of the construction site;
 - A filter bed of large single size granular material will be placed into an excavation over an area of approximately 3m by 10m by 0.3m deep;
 - The excavated area will be lined with a filter membrane prior to single size stone being placed;
 - The granular fill area will allow water from the cleaning operation to filter into the substrate and not migrate off site;
 - Before exiting the site area, all vehicles will stop within the clearly defined and signed area and turn off the engine;



- If necessary, any heavy deposits will be removed manually prior to accessing the area of granular fill. This will prevent excess mud deposits entering the soakaway area;
- The vehicle will move forward onto the granular fill area where the wheels will be washed using a high-pressure jet wash lance, ensuring that any residual deposits lodged in the tyres are removed;
- The vehicle will move forward during the cleaning process to ensure that the complete circumference of the wheel is clean; and
- On completion wheels will be inspected and confirmed that the vehicle is fit to leave site.

Road Cleansing

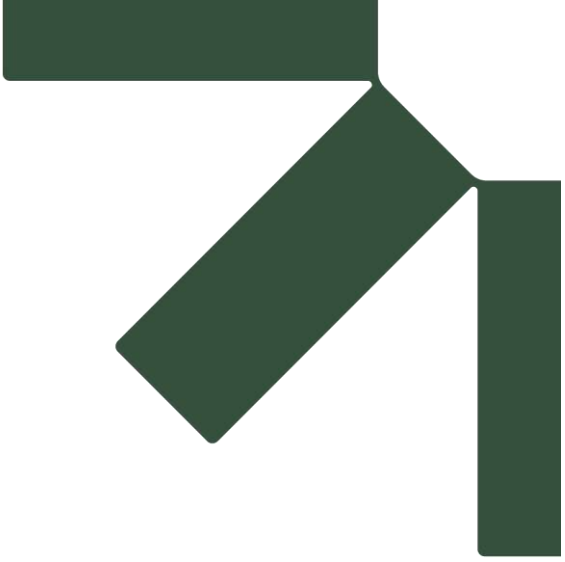
- 3.26 The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis insofar as is reasonably necessary to remove any spoil or debris deposited on the highway resulting from the construction period. In addition, the contractor will ensure all traffic that leaves the site with loose material will be covered, and damping down will be considered based on the weather conditions and the materials being transported.



4.0 Monitoring

- 4.1 The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is carried out in accordance with the details contained within this CTMP. This will include a delivery log that will be maintained on site.
- 4.2 A complaints log will be maintained by the Site Manager which will also document the corrective actions that have been taken.
- 4.3 It is envisaged that regular meetings will be held to discuss the construction of the site. Construction traffic management will be an agenda item at all regular meetings and anticipated delivery vehicle movements will be discussed. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate. These corrective actions will be documented.





Appendix A Phasing Plan

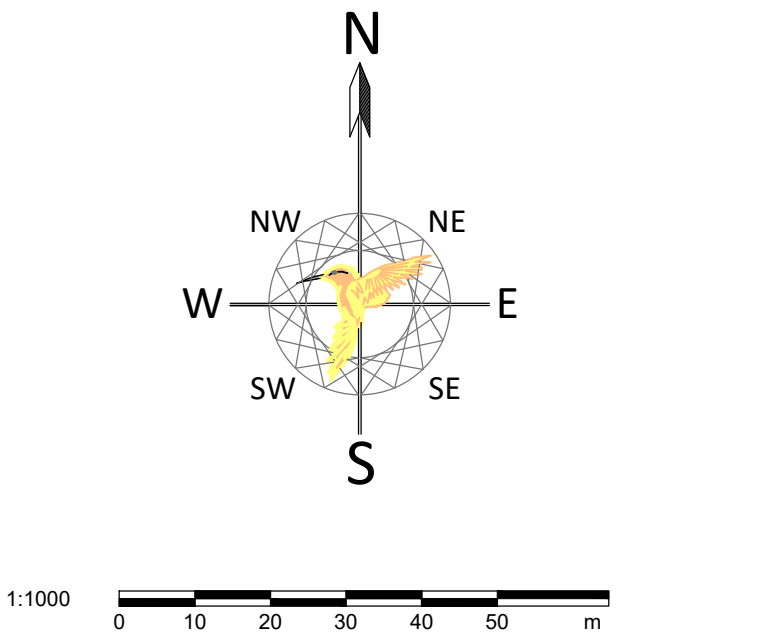
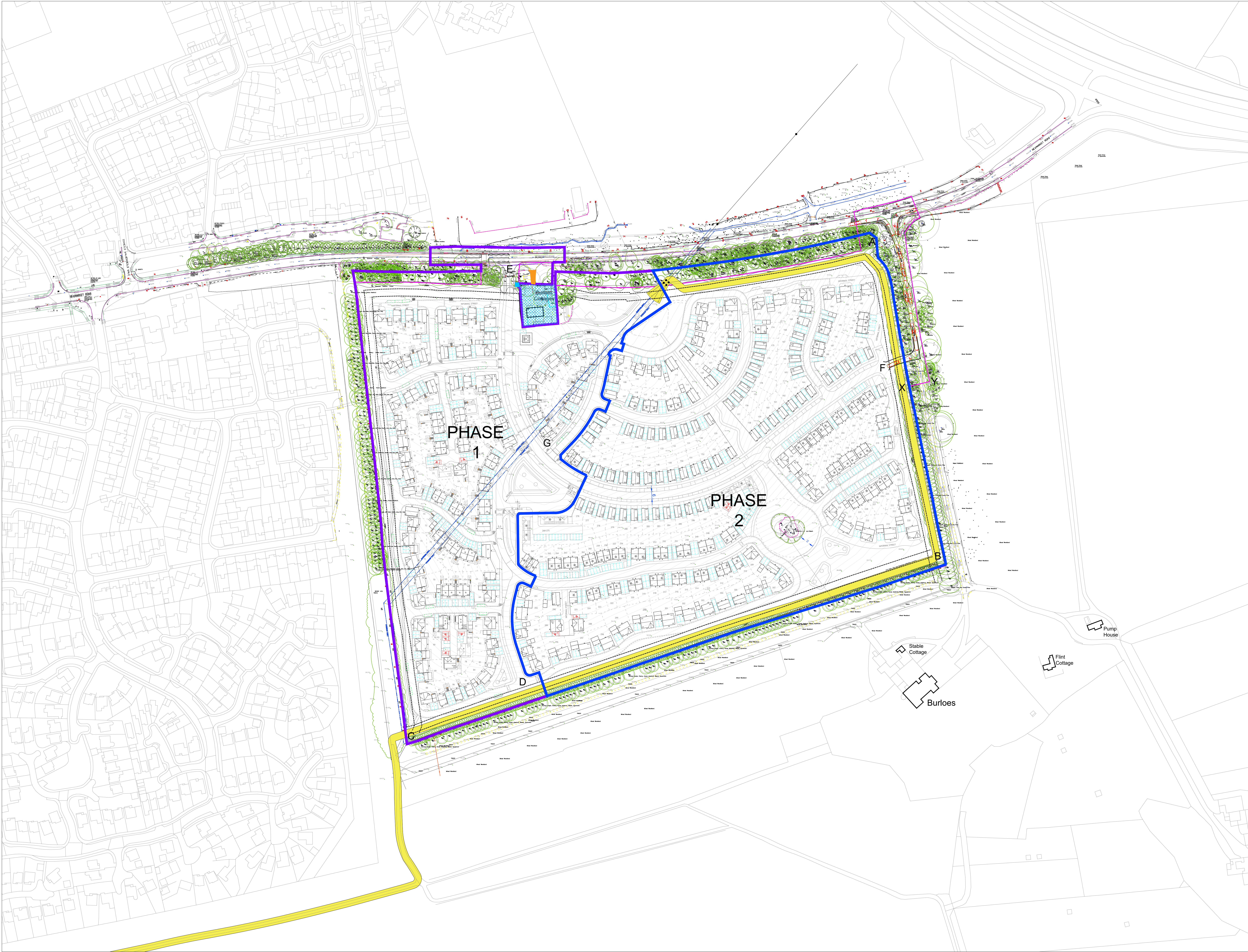
Construction Traffic Management Plan

Newmarket Road, Royston

Vistry

SLR Project No.: 432.010123.00001

27 July 2026



- KEY:
- Phasing:
- Phase 1 Land
 - Phase 2 Land

P04	19/01/26	Burloes cottage right of access added	SS
P03	25/11/25	General amendments following legal comments	SS
P02	24/11/25	General amendments following legal comments	OIC
P01	19/11/25	General amendments following legal comments	SS
P00	18/11/25	First Issue	OIC
Rev	Date	Details	By

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Vistry Group

Bovis Homes

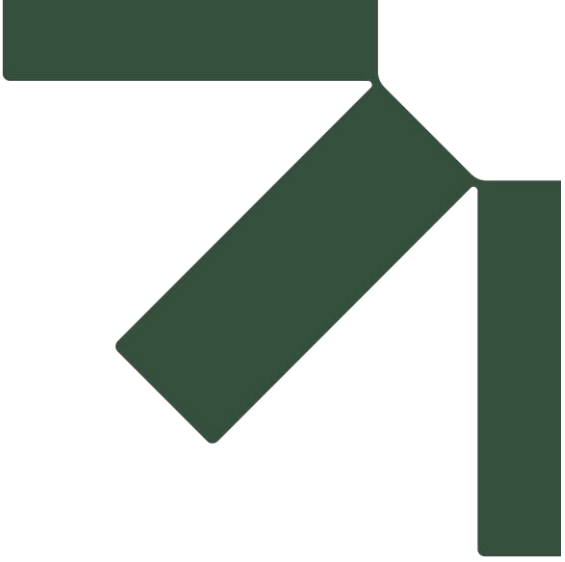
COUNTRYSIDE HOMES

Linden HOMES

Bovis Homes Northern Home Counties Building 7 Caldecotte
Lake Business Park Milton Keynes MK7 8JU Tel: 01908 088500

SITE: **NEW MARKET ROAD ROYSTON**

DRAWING TITLE: PHASE 1 & 2 PLAN [PLAN 05]	
DRAWN BY: OIC	DATE: 18/11/2025
SCALE: 1:1000 @ AD	CHECKED/DATE: M-MRDY/NHC-ZZ-KX-OR-A-CP-005 P04



Appendix B Drawings

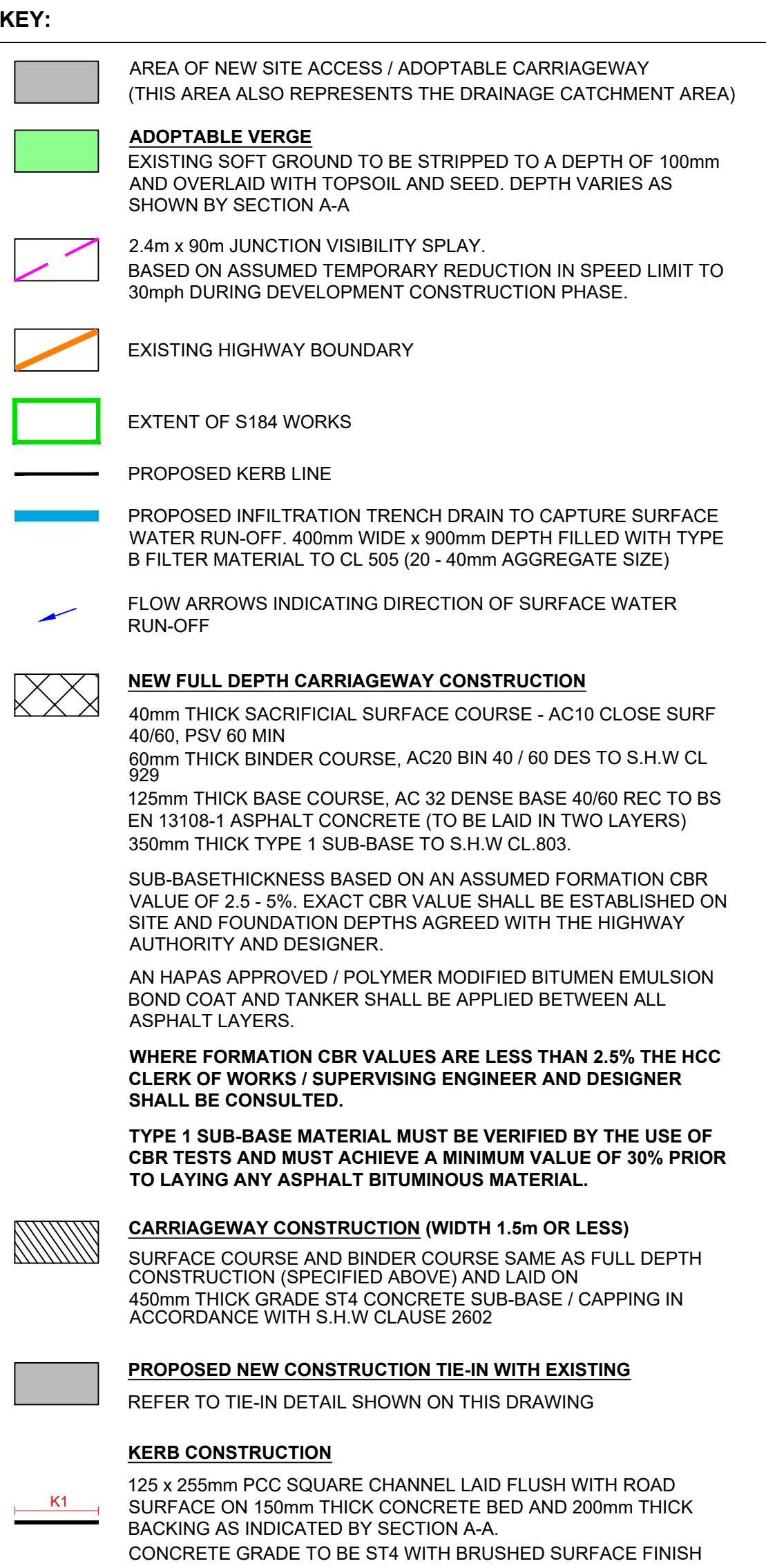
Construction Traffic Management Plan

Newmarket Road, Royston

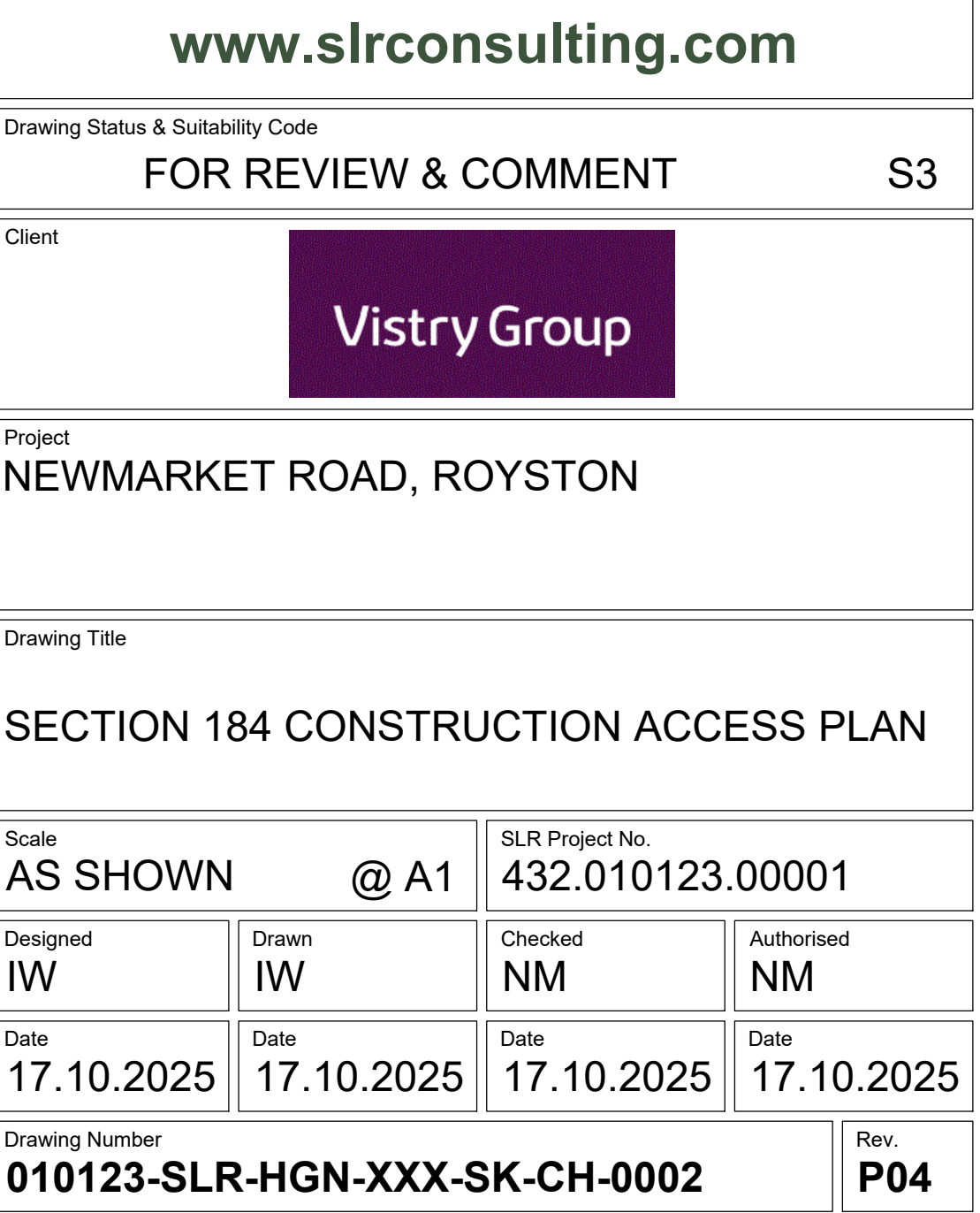
Vistry

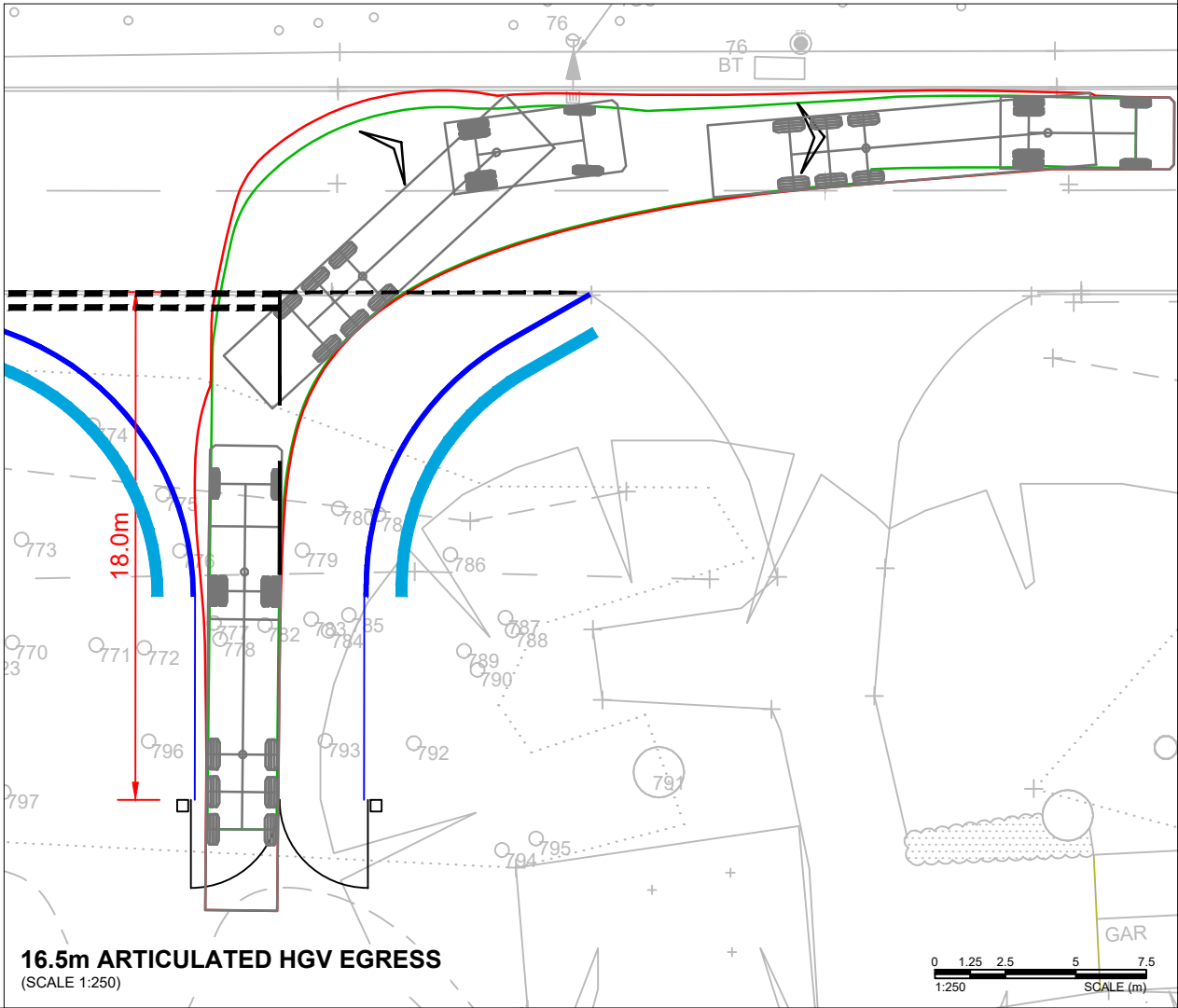
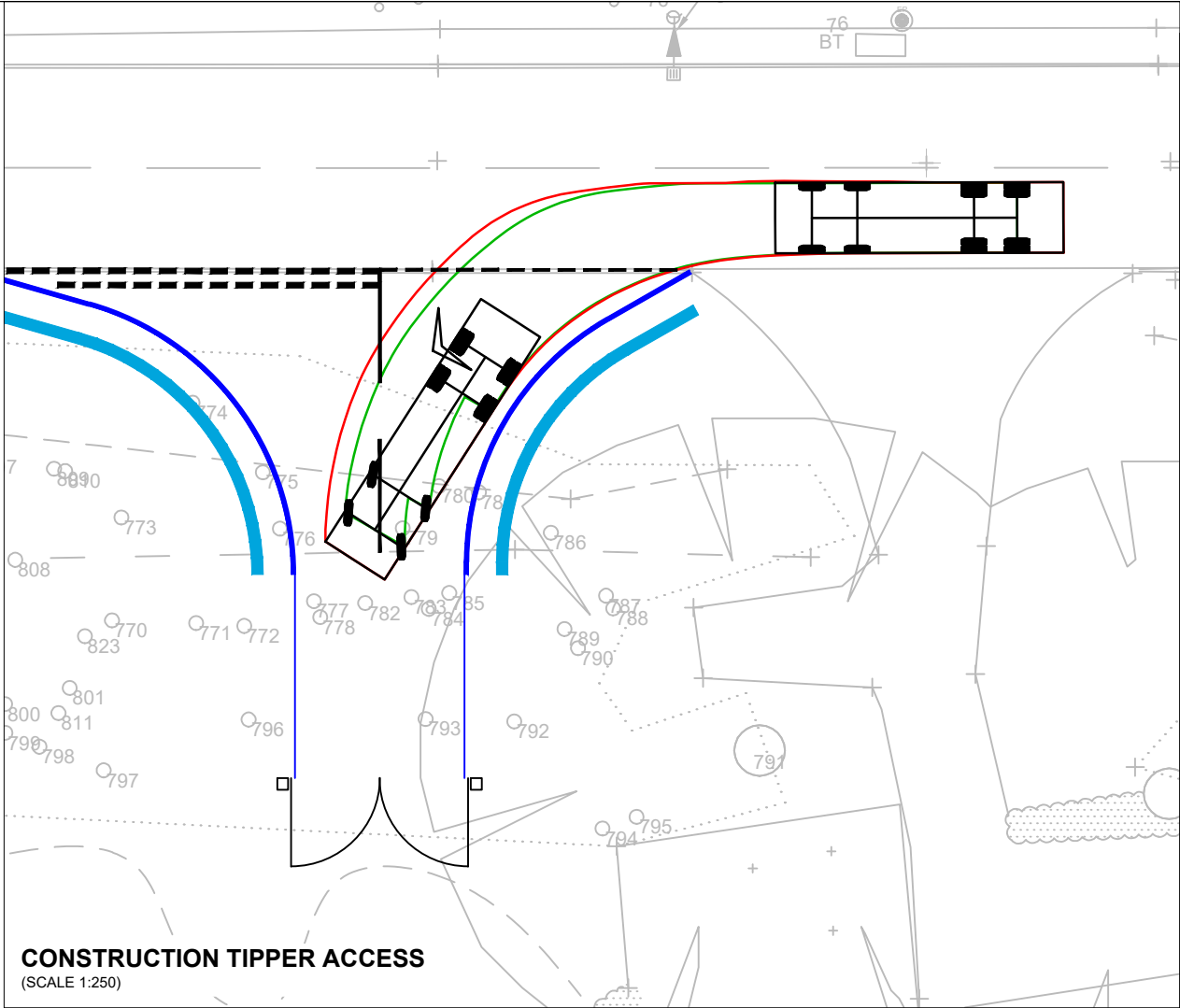
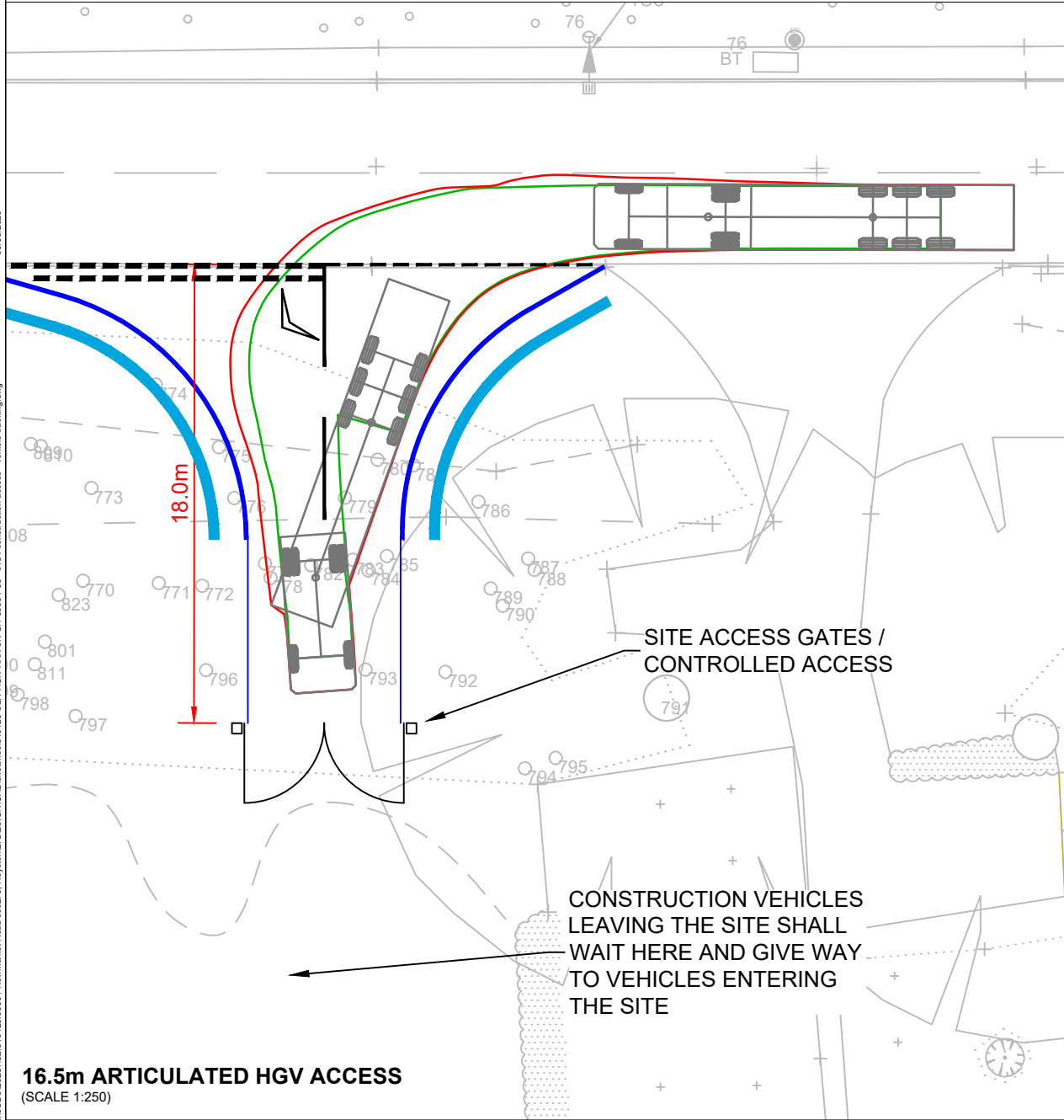
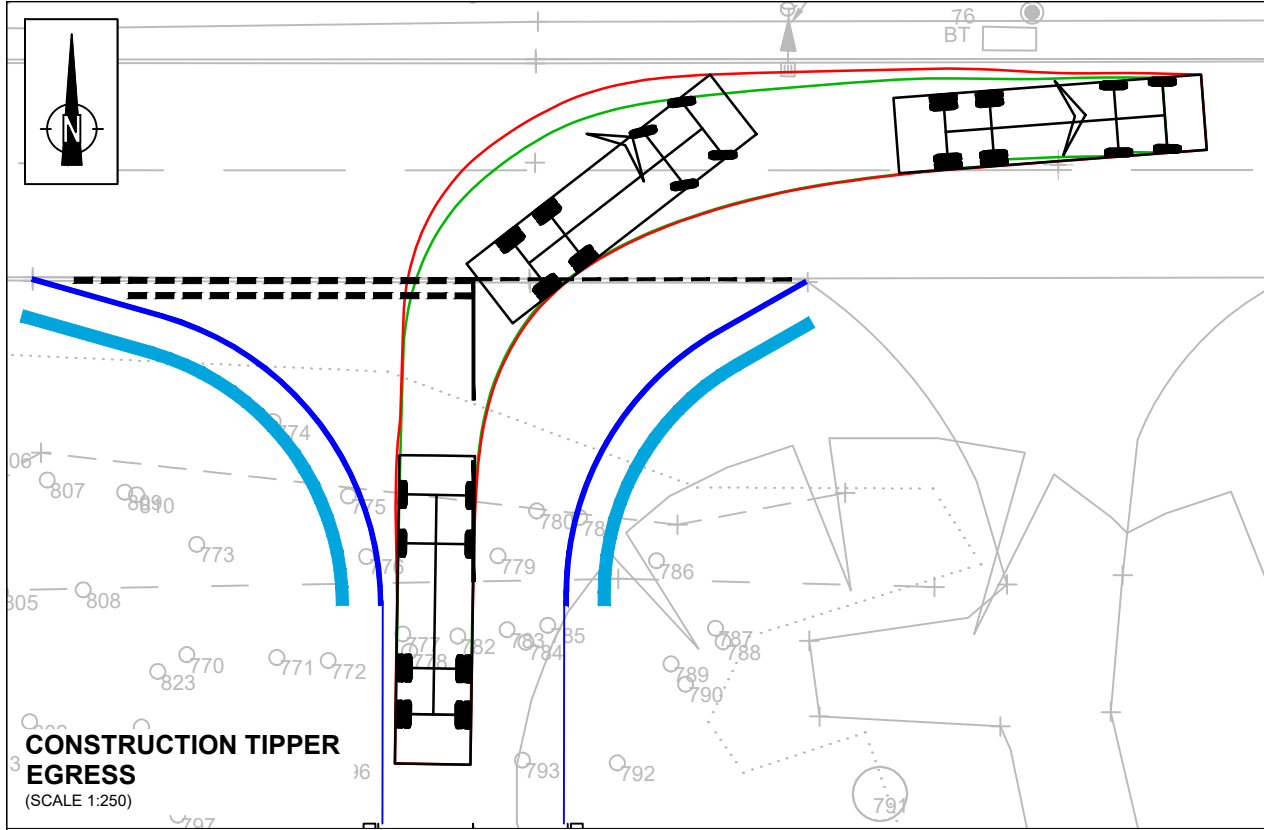
SLR Project No.: 432.010123.00001

27 July 2026

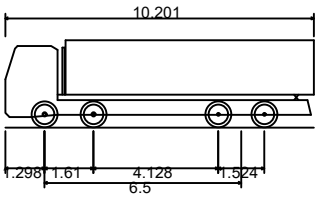


P04	FOLLOWING HA COMMENTS	13.07.26	IW	NM	NM
P03	FOLLOWING HA MEETING COMMENTS	14.05.26	IW	NM	NM
P02	FOLLOWING HA COMMENTS	20.02.26	IW	NM	NM
P01	FIRST ISSUE	17.10.25	IW	NM	NM
Rev	Amendments	Date	By	Chk	Auth



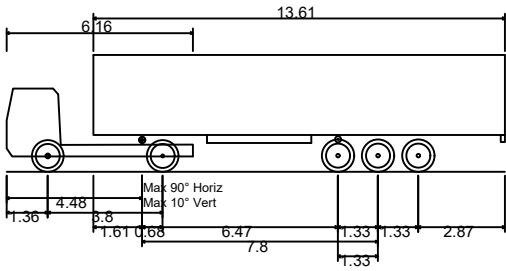


VEHICLE INFORMATION



LARGE TIPPER

Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



FTA DESIGN ARTICULATED VEHICLE

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

P03	VEHICLE PROFILE ADDED	09.06.26	IW	NM	NM
P02	ARTIC. HGV TRACKING ADDED	14.05.26	IW	NM	NM
P01	FIRST ISSUE	20.02.26	IW	NM	NM
Rev	Amendments	Date	By	Chk	Auth

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Drawing Status & Suitability Code	FOR REVIEW & COMMENT	S3
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Client	Vistry Group
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Project	NEWMARKET ROAD, ROYSTON
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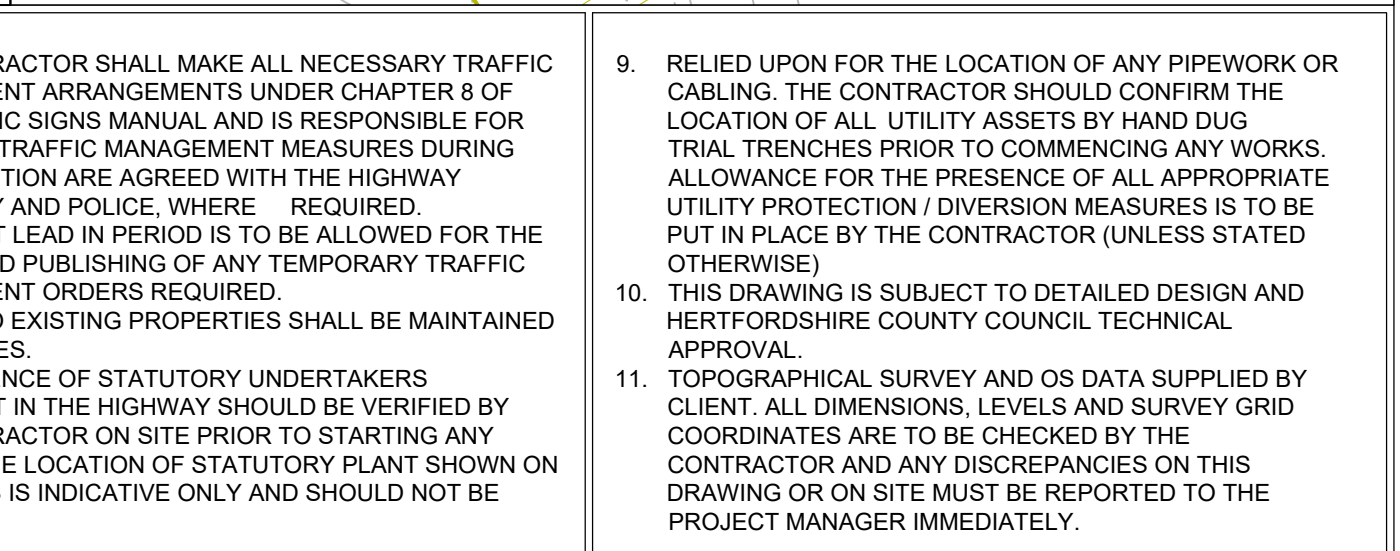
Drawing Title	SECTION 184 CONSTRUCTION ACCESS VEHICLE TRACKING INFORMATION
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Scale	AS SHOWN @ A1	SLR Project No.	432.010123.00001
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Designed	IW	Drawn	IW	Checked	NM	Authorised	NM
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Date	20.02.2026	Date	20.02.2026	Date	20.02.2026	Date	20.02.2026
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Drawing Number	010123-SLR-HGN-XXX-SK-CH-0003	Rev.	P03
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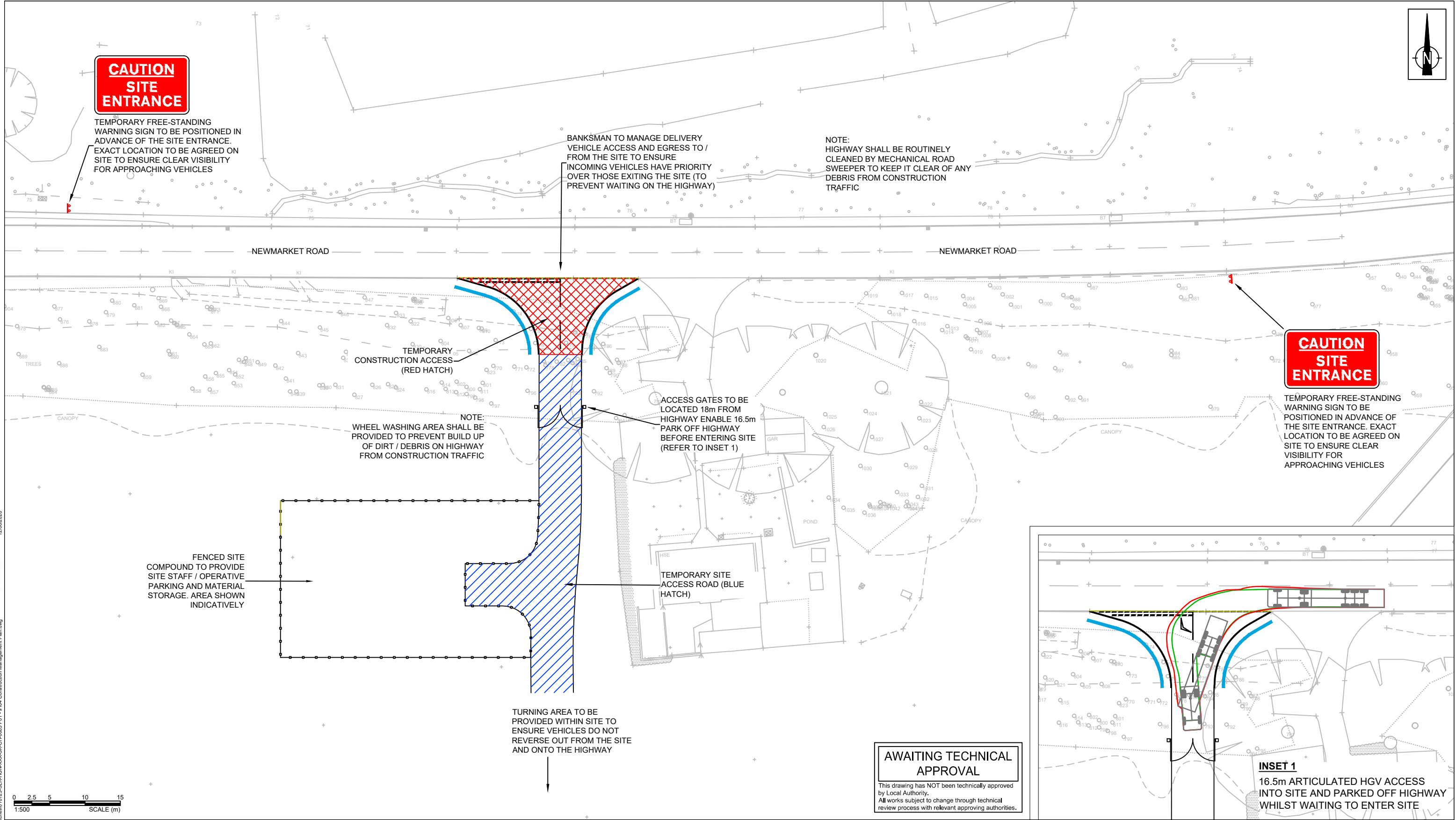
 www.slrconsulting.com						Client: Vistry Group	
Drawing Status & Submittal Code FOR REVIEW & COMMENT						S3	
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Drawing Number 01023-SLR-HGN-PH2-DR-CH-0101						P01	
Scale 1:500, 1:200 @ A1				SLR Project No. 432.010123.00001			

Rev	Amendments	Date	By	Chk	Auth

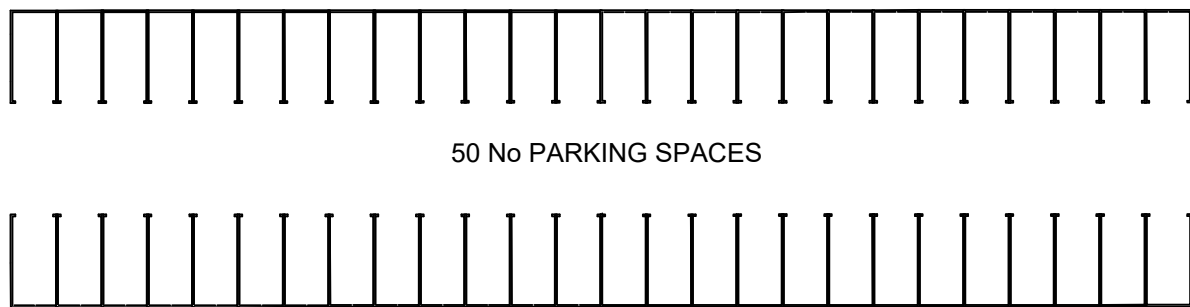
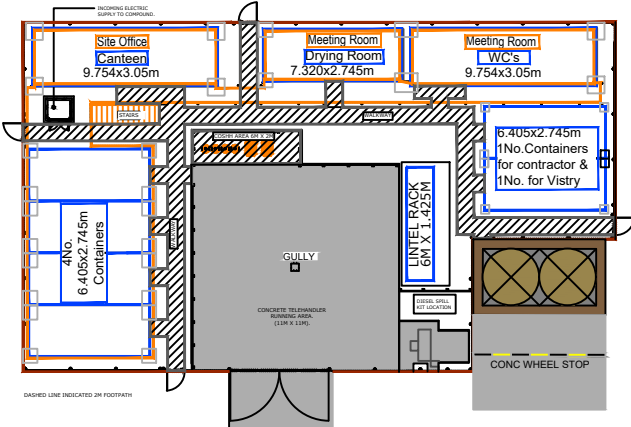
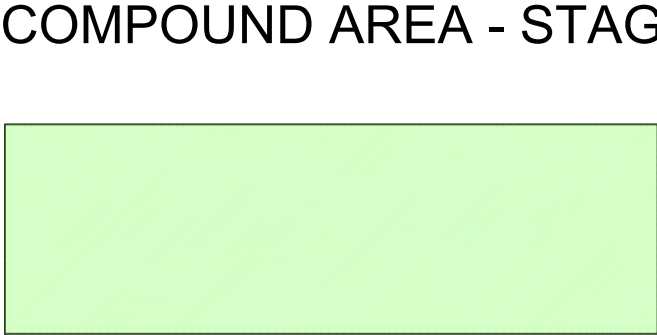
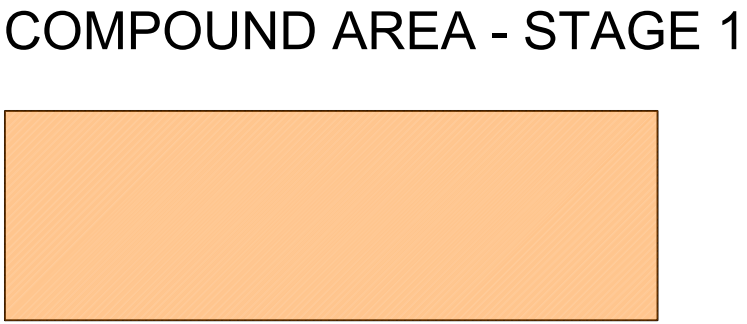
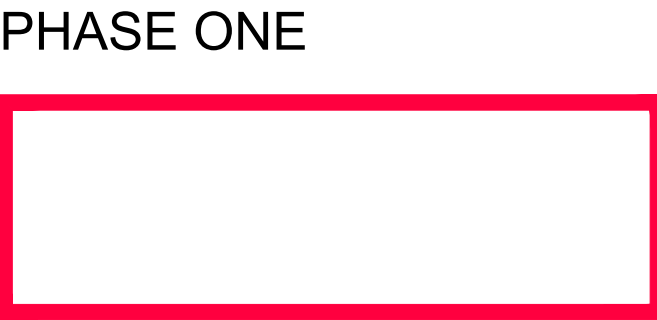
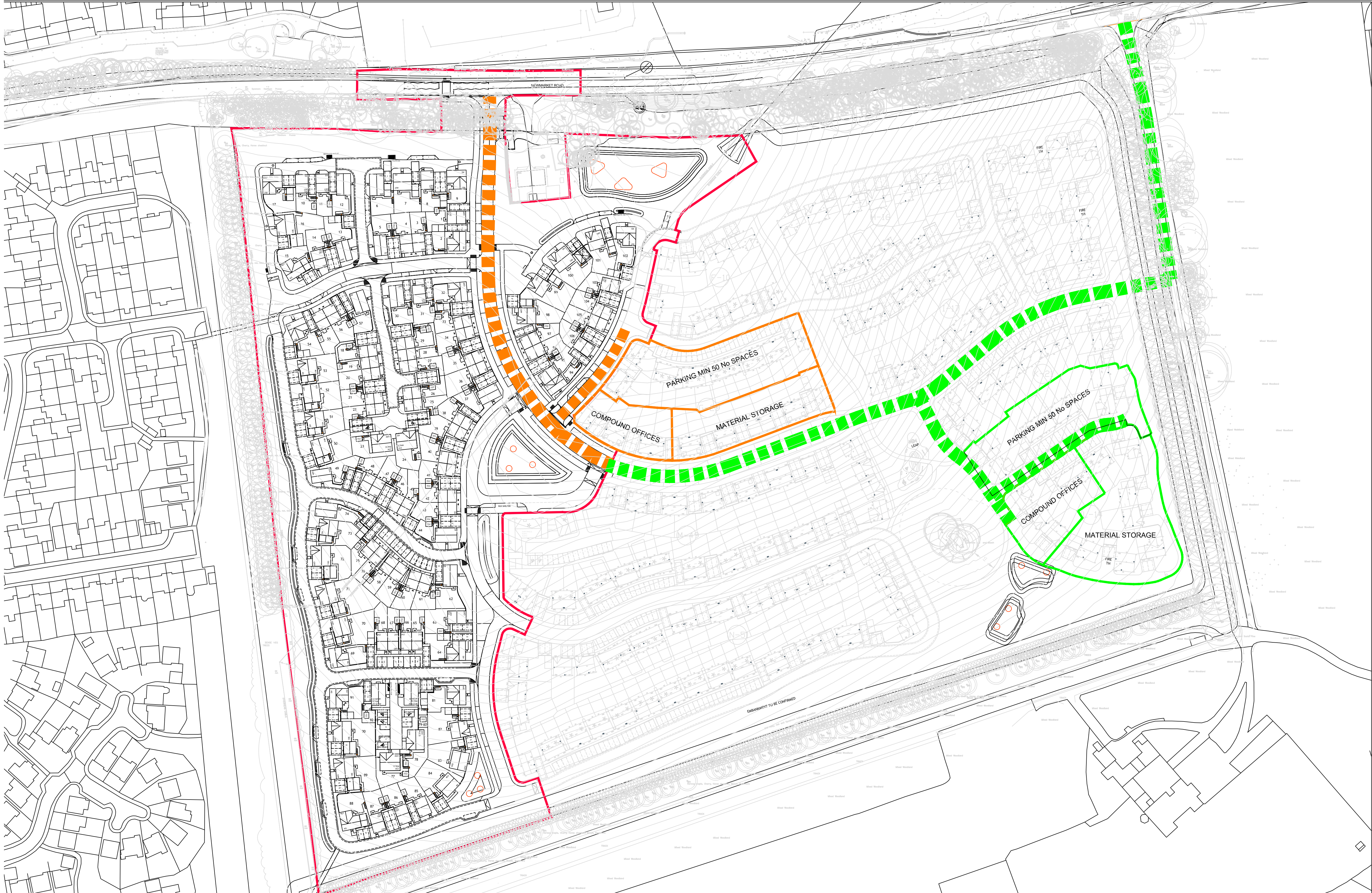
NOTES:	
1.	THE APPROVING HIGHWAY AUTHORITY (HA) IS HERTFORDSHIRE COUNTY COUNCIL (HCC).
2.	THIS DRAWING SHALL TO BE READ IN CONJUNCTION WITH THE RELEVANT DRAWINGS ISSUED BY THE ENGINEER.
3.	NO DEVIATION FROM THE DETAILS SHOWN IS PERMITTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
4.	ALL CONSTRUCTION DETAILS TO BE IN ACCORDANCE WITH LOCAL HIGHWAY AUTHORITY SPECIFICATION AND APPROVED CONSTRUCTION DETAILS
5.	VISIBILITY PLAYS IN ACCORDANCE WITH MANUAL FOR STREETS
6.	ALL HIGHWAY WORKS TO BE TO ADAPTABLE STANDARDS AND SHALL COMPLY FULLY WITH THE LOCAL AUTHORITY SPECIFICATION AND WHERE NECESSARY THE RELEVANT SECTIONS OF THE DMRB, SPECIFICATION FOR HIGHWAY WORKS (SHW) AND BRITISH STANDARDS
6.	THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ECOLOGICAL AND ENVIRONMENTAL REQUIREMENTS OF THE SCHEME.
7.	THE CONTRACTOR SHALL TAKE SUCH STEPS TO SAFEGUARD AGAINST CONTAMINATION OF LOCAL WATERCOURSES AS ARE REQUIRED.
8.	TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
9.	ALL STATUTORY CONSENTS, OPENING NOTICES ETC., AS REQUIRED UNDER HIGHWAYS AND WATER INDUSTRY ACTS, ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS (UNLESS OTHERWISE STATED). ALL WORKS TO BE INSPECTED BY THE LOCAL AUTHORITY, NHBC OR STATUTORY AUTHORITY AS APPLICABLE
6.	THE CONTRACTOR SHALL MAKE ALL NECESSARY TRAFFIC MANAGEMENT ARRANGEMENTS UNDER CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL AND IS RESPONSIBLE FOR ENSURING TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION ARE AGREED WITH THE HIGHWAY AUTHORITY PRIOR TO ANY ROADWORK BEING PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE)
7.	ACCESS TO EXISTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES
8.	THE PRESENCE OF STATUTORY UNDERTAKERS EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO STARTING ANY WORKS. THE LOCATION OF STATUTORY PLANT SHOWN ON AND PLANS IS INDICATIVE ONLY AND SHOULD NOT BE
9.	RELIED UPON FOR THE LOCATION OF ANY PIPEWORK OR CABLING. THE CONTRACTOR SHOULD CONFIRM THE LOCATION OF ALL UTILITY ASSETS BY HAND DUG TRIAL TRENCHES PRIOR TO COMMENCING ANY WORKS. ALLOWANCE FOR THE PRESENCE OF ALL APPROPRIATE UTILITIES MUST BE MADE PRIOR TO ANY WORK BEING PUT IN PLACE BY THE CONTRACTOR (UNLESS STATED OTHERWISE)
10.	THIS DRAWING IS SUBJECT TO DETAILED DESIGN AND HERTFORDSHIRE COUNTY COUNCIL TECHNICAL APPROVAL.
11.	A TOPOGRAPHICAL SURVEY AND OS DATA SUPPLIED BY CLIENT. ALL DIMENSIONS, LEVELS AND SURVEY GRID COORDINATES ARE TO BE CHECKED BY THE CONTRACTOR AND ANY DISCREPANCIES ON THIS DRAWING OR ON SITE MUST BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY.

LEGEND:	
	EXTENT OF PROPOSED s278 HIGHWAY WORKS
	NEW KERB ALIGNMENT
	NEW FLEXIBLE ROAD CONSTRUCTION AND / OR RESURFACING OF EXISTING.
	0.5m WIDE GRASS VERGE
	EARTHWORKS EMBANKMENT CUT (1 IN 1.5 GRADIENT - AS EXISTING)
	PRIMARY TRAFFIC SIGNAL
	SECONDARY TRAFFIC SIGNAL

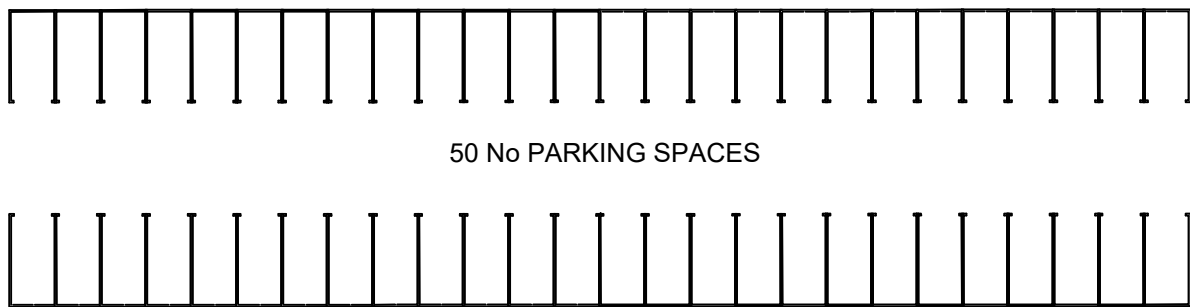
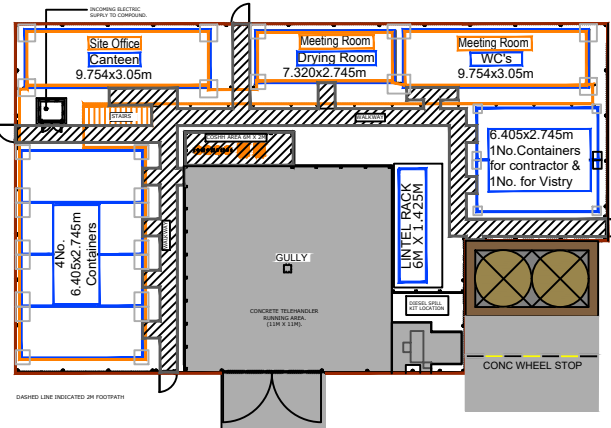
AWAITING TECHNICAL APPROVAL	
This drawing has NOT been technically approved by Local Authority and/or Water Authority. All works subject to change through technical review process with relevant approving authorities.	



				Client Vistry Group																															
www.slrconsulting.com				Project NEWMARKET ROAD, ROYSTON																															
Drawing Status & Suitability Code FOR REVIEW & COMMENT S3				Drawing Title SECTION 184 CONSTRUCTION MANAGEMENT PLAN																															
Designed IW		Drawn IW																														Checked NM		Authorised NM	
Date 12.06.2026		Date 12.06.2026																														Date 12.06.2026		Date 12.06.2026	
Drawing Number 010123-SLR-HGN-XXX-SK-CH-0005						Rev. P01	Scale 1:500 @ A3				SLR Project No. 432.010123.00001				P01	FIRST ISSUE DD.MM.YY - - -																			
															Rev	Amendments				Date	By	Chk	Auth												
																				Date	By	Chk	Auth												



COMPOUND GENERAL ARRANGEMENT - STAGE 1



COMPOUND GENERAL ARRANGEMENT - STAGE 2

Rev	Date	Details	By
Do not scale from this drawing. Use written dimensions only. When shown relationships between slab levels and ground levels are to be checked on site. Any discrepancy or suggested modification to be reported to Design and Engineering Director. Note: This drawing is the copyright of Bovis Homes Ltd.			

Vistry Group

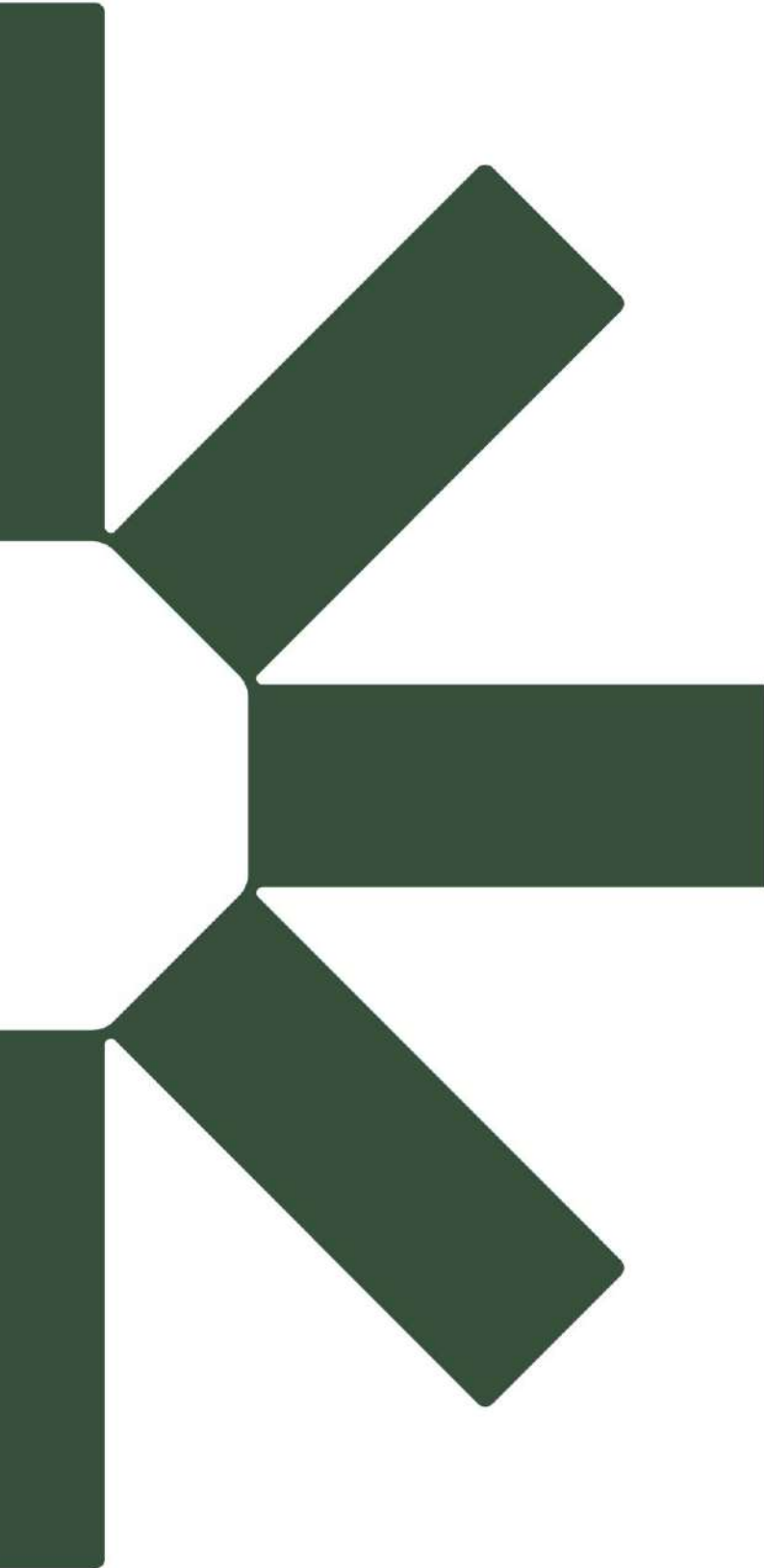
Bovis Homes **COUNTRYSIDE Homes** **Linden HOMES**

Bovis Homes Northern Home Counties Building 7 Caldecotte Lake Business Park Milton Keynes MK7 8JU Tel: 01908 088500

SITE: **NEWMARKET ROAD ROYSTON PHASE ONE**

DRAWING TITLE: **CONSTRUCTION COMPOUND LAYOUT**

DRAWN BY:	DATE:	DRAWING NO.	REV:
D.B.O.	23.07.26	MROYDS-NHC-XX-XX-XX-X-XX-0123	00
SCALE: VARIES@A1	CHECKED/DATE: X.X.X XX.XX.XX		



Making Sustainability Happen