



BARRATT DAVID WILSON NORTH THAMES DIVISION

LAND AT TALBOT WAY, LETCHWORTH

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**REPORT REF.
2502330-ACE-XX-00-RP-C-0121**

August 2026

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Contents

	Page
1. Introduction.....	1
2. Site Description.....	4
3. Proposed Programme and Restrictions	6
4. Vehicle Types, Restrictions and Routing.....	7
5. Site Set Up and Logistics.....	14
6. Conclusion	23

Drawings

2502330-ACE-XX-00-DR-C-0009 Construction Set Up Plan and Swept Path Analysis

Appendices

- Appendix A - Proposed Site Layout
- Appendix B - Phasing Layout

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
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Distribution

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1. Introduction

1.1 Ardent Consulting Engineers (ACE) has been appointed by BDW North Thames to provide transport and infrastructure support in relation to seeking Reserved Matters (RM) permission for a residential development comprising 120 residential units (40% affordable) including the detailed appearance, landscaping, layout and scale in line with the approved outline application (ref. 21/00504/OP) and the design principles within the LGCHF LG3 Design Framework. The scheme was granted outline planning consent in April 2025.

1.2 This Construction Traffic Management Plan (CTMP) has been prepared for submission to the Local Planning Authority, North Hertfordshire District Council (NHDC), to discharge pre-commencement Condition 12 as part of approval of reserved matters pursuant to outline application 21/00504/OP. Condition 12 states that the following:

"No development shall commence until a Construction Traffic 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 of:

- *the phasing of construction and proposed construction programme;*
- *the methods for accessing the site, including wider construction vehicle routing*
- *the numbers of daily construction vehicles including details of their sizes, at each phase of the development;*
- *the hours of operation and construction vehicle movements;*
- *details of any highway works necessary to enable construction to take place;*
- *details of construction vehicles parking, turning and loading/unloading arrangements clear of the public highway;*
- *details of any hoardings;*
- *details of how the safety of existing public highway users and existing public right of way users will be maintained;*
- *management of traffic to reduce congestion;*

- *control of dirt and dust on the public highway, including details of the location and methods to wash construction vehicles;*
- *the provision for addressing any abnormal wear and tear to the highway;*
- *the details of consultation with local businesses or neighbours;*
- *the details of any other Construction Sites in the local area; and waste management proposals.*

Reason: to minimise the impact of the construction process on the local environment and local highway network.”

- 1.3 The aim of this report is to provide Hertfordshire County Council (HCC) with sufficient information on the management of construction traffic during the site set-up and construction phases of the site, in accordance with the requirements of the above condition. It also seeks to highlight site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.
- 1.4 This CTMP is considered to be a live document and following liaison with HCC and NHDC at the appropriate intervals, may be subject to minor updates as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan if needed i.e. change routes due to road closures, altered processes due to, for example, construction methodology changes.
- 1.5 It is intended that the CTMP will be amended following each completed phase and revised as necessary by the development's project manager to ensure that it remains up to date and relevant throughout its lifespan. The appropriate contact details for the person who will be the main point of contact, as well as the address of the development, will be provided below once a contractor is appointed:

Development Name: Talbot Way, Letchworth

Site Owner: BDW North Thames

Address of Development: Flint Road, Letchworth Garden City, Hertfordshire

Telephone: TBC

Email: TBC

Principal Contractor: TBC

Contractor Contact Details: TBC

- 1.6 The agreed contents of the CTMP must be complied with unless otherwise agreed with the relevant planning and highway authorities. The project manager shall work with these authorities to review this CTMP if problems arise in the relation to the construction of the development. Any future revised plan must be approved by NHDC and HCC and complied with thereafter.
- 1.7 This draft plan has been prepared by ACE to support the reserved matters application; however, it is the responsibility of the developer and appointed contractor to deliver the strategy and ensure ongoing monitoring and compliance. It is anticipated that the indicative details contained within this CTMP will be updated and confirmed following appointment of the primary contractor.

2. Site Description

Site Location

- 2.1 The development is located to the east of Talbot Way and north of Flint Road, along the northeastern edge of Letchworth Garden City. The site is bound an allotment along the western boundary, residential properties along the northern boundary, agricultural field along the eastern boundary and Flint Road to the south within an industrial estate. The location of the site and its immediate local context is shown in **Figure 2.1**.



Figure 2.1: Site Location Plan

Local Highway Network

- 2.2 The site is currently accessed via Flint Road along its southern border, which shall provide an improved vehicular access to the site. No works shall commence utilising

the existing access. Works must not begin until the relevant Section 278 agreement and/or highway licence has been secured and approved.

- 2.3 Flint Road provides access primarily to industrial units and an allotment along the site's western boundary. Flint Road has footways along both sides of the carriageway and streetlights. The road operates at 30mph speed limit connecting to Blackhorse Road to the south.
- 2.4 Blackhorse Road also provides access to industrial units with a 30mph speed limit. Blackhorse Road connects to Green Lane to the west. To the north of Blackhorse Road, Green Lane is subject to a 30mph speed limit and access is prohibited to vehicles over 7.5T except for loading. South of Blackhorse Road, Green Lane has a short section of dual carriageway and no restrictions on access or parking.

Proposed Highway Layout

- 2.5 Vehicular access for the development will be taken via Flint Road, in the form of an extension of the existing carriageway. The proposed access will be 5.5 metres wide and shall include two metre wide footways along both sides of the carriageway.

3. Proposed Programme and Restrictions

- 3.1 The proposed development seeks to construct 120 residential dwellings. The latest plans can be found at **Appendix A** for reference. Subject to satisfying the pre-commencement conditions promptly, the works associated with the development are envisaged to start in May-2026. A construction duration period of up to 24 months is anticipated, though this will be confirmed as part of an updated CTMP prepared by the principal contractor once appointed. It should be reiterated that the programme is indicative and subject to alteration, but any delays should be detailed to the relevant authority. A phased programme is included in **Appendix B**.
- 3.2 It should be noted that enabling works do not form part of the condition and this CTMP is solely for the construction phase of the development.
- 3.3 General site working hours will be as follows:
- Monday to Friday - 08:00 to 18:00 hours
 - Saturday - 08:00 to 13:00 hours
 - Sundays and Bank Holidays - No working to take place
- 3.4 The working hours will be written into all supply chain sub-contractor orders, and also displayed on site gates, along with the constraints noted within this CTMP.

4. Vehicle Types, Restrictions and Routing

4.1 The details below set out the anticipated set-up procedures and logistical impact / mitigation for both the site set-up / groundworks and construction elements of development. For the purposes of this stage of assessment, all details of vehicle types are estimates, and these will be confirmed following appointment of the principal contractor as part of an updated CTMP.

4.2 Typically, the preferred delivery hours are as below, with any exceptions to be discussed with NHDC:

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place (unless operationally necessary)

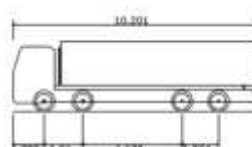
Anticipated Vehicle Types

4.3 It is envisaged that the following vehicle types should occur as part of the construction process (exact specifications to be confirmed by contractor).

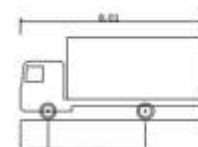
Tipper / 7.5 tonne lorry



Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 2.877m
Min Body Ground Clearance 0.327m
Track Width 2.393m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.850m

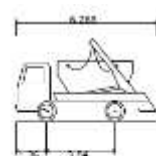


Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

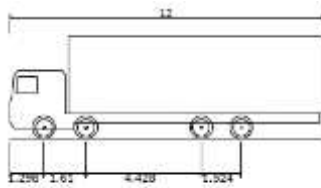


7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

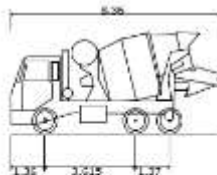
Skip Lorry



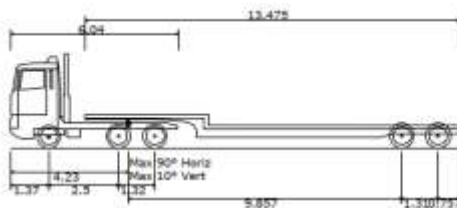
Small Skip Lorry
Overall Length 6.265m
Overall Width 2.390m
Overall Body Height 3.650m
Min Body Ground Clearance 0.396m
Max Track Width 2.435m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.340m

Flatbed Lorries / Rigid truck

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

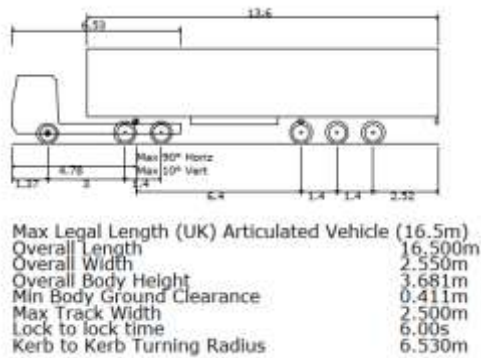
Concrete mixer

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

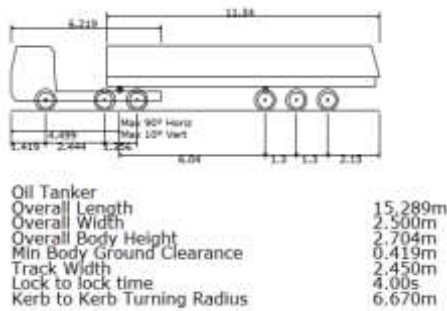
Low Loader

Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

Articulated vehicle



Oil tanker



- 4.4 Based on the above and confirmation from the construction team, the largest anticipated vehicle is a 16.5m long articulated vehicle for transporting such as bricks onto site and removal of material off site.
- 4.5 It should be reiterated that these are indicative and are not confirmed, and therefore should therefore be considered as such. Due to the commercial nature of Flint Road, it should be noted that this particular carriageway and junction with Blackhorse Road current accommodates HGVs and therefore is considered sufficient to accommodate temporary additional HGVs associated with the construction of the site.
- 4.6 Following consultation with the construction team associated with the proposals, it is envisaged that **Table 4.1** below summarises the expected average vehicle movements which could potentially occur over the course of the construction programme (more specific estimates will be included in the detailed CTMP once a contractor is appointed).

Phase	Frequency Per Day	Frequency Per Month
Enabling Works/ Substructure	25-30	500-600
Superstructure	12-20	240-400
Fit out	10-15	200-375
Peak period of construction	30	600

Table 4.1: Approximate Frequency of Construction Vehicles

Access

- 4.7 The construction site will be served by the main improved access via Flint Road, which will therefore need to be completed prior to initiating construction across the rest of the site in early 2026. Any hoarding will be implemented such that suitable visibility splays can be achieved from the access, in addition to any treatment to ensure that adjacent vegetation does not inhibit visibility and compromise highway safety. No hoarding or structures shall be erected on the public highway. This proposed access arrangement will need to be agreed with HCC / NHDC and is subject to the relevant licences prior to beginning works on-site.
- 4.8 Controlled gates are to be provided at the primary access during the construction phases. The gates will be set back a minimum of 12 metres distance from the edge of public highway, in order to ensure most large vehicles (i.e. large tipper or rigid truck) can wait to enter without obstructing passing traffic on Flint Road. All proposed access arrangements outlined within this report are indicative and subject to confirmation with the appointed contractor and HCC / NHDC prior to commencement on-site. Should a larger vehicle be required to enter the site at any point, the site team will arrange for access to be clear, and gates open to ensure that no vehicle is required to park within the public highway.
- 4.9 Where large vehicle manoeuvres may need to occur at the access, qualified banksmen and traffic marshals will be present to ensure that the manoeuvres are undertaken successfully, and traffic safety is maintained during use of the access by large vehicles.

- 4.10 With respect to the internal layout, the site set-up and construction phases will be planned such that adequate space is kept clear for internal turning manoeuvres. Haul roads will be provided along the route of future estate roads, with the initial section from the site access provided first and then other roads constructed.
- 4.11 The principles of the phasing and internal routing arrangements are shown in **Appendix B**, subject to confirmation following appointment of the contractor. This demonstrates that the compound will be located in northeastern corner of the site and internal routes will seek to minimise the impact on residents who occupy the site during ongoing building works. Subject to agreement and licencing, hoardings will be erected along the site entrance and the northern boundary of the site, the remaining areas will have heras on post to boundary, as shown in **Figure 4.1** below.



Figure 4.1: Location of hoardings

- 4.12 **ACE drawing number 2502330-ACE-XX-00-DR-C-0009** shows an indicative set up plan of the site during construction, with the hoarding expecting to change as the phases of the site are completed. An articulated vehicle is able to enter and exit the site via Flint Road in a forward gear and is able to turn within the loading area to the north of the site. Access to the allotments will be retained during the construction of the site.

Routing

4.13 In order to access the site, vehicles will have to access Flint Road via Blackhorse Road and Green Lane to the north and south respectively. Any heavy goods vehicles (all construction delivery vehicles including those below 7.5 tonnes) will be routed to avoid local residential roads. It is considered that the site can be accessed from the strategic road network (particularly the A1 (M)) can be accessed via Green Lane South, the B656 and Letchworth Gate and therefore can accommodate regular HGV movements. Overall, it is considered that Flint Road and the adjoining roads are sufficient to accommodate movements from site setup and construction vehicles associated with the site. The proposed site routing strategy is shown indicatively in **Figure 4.2**.

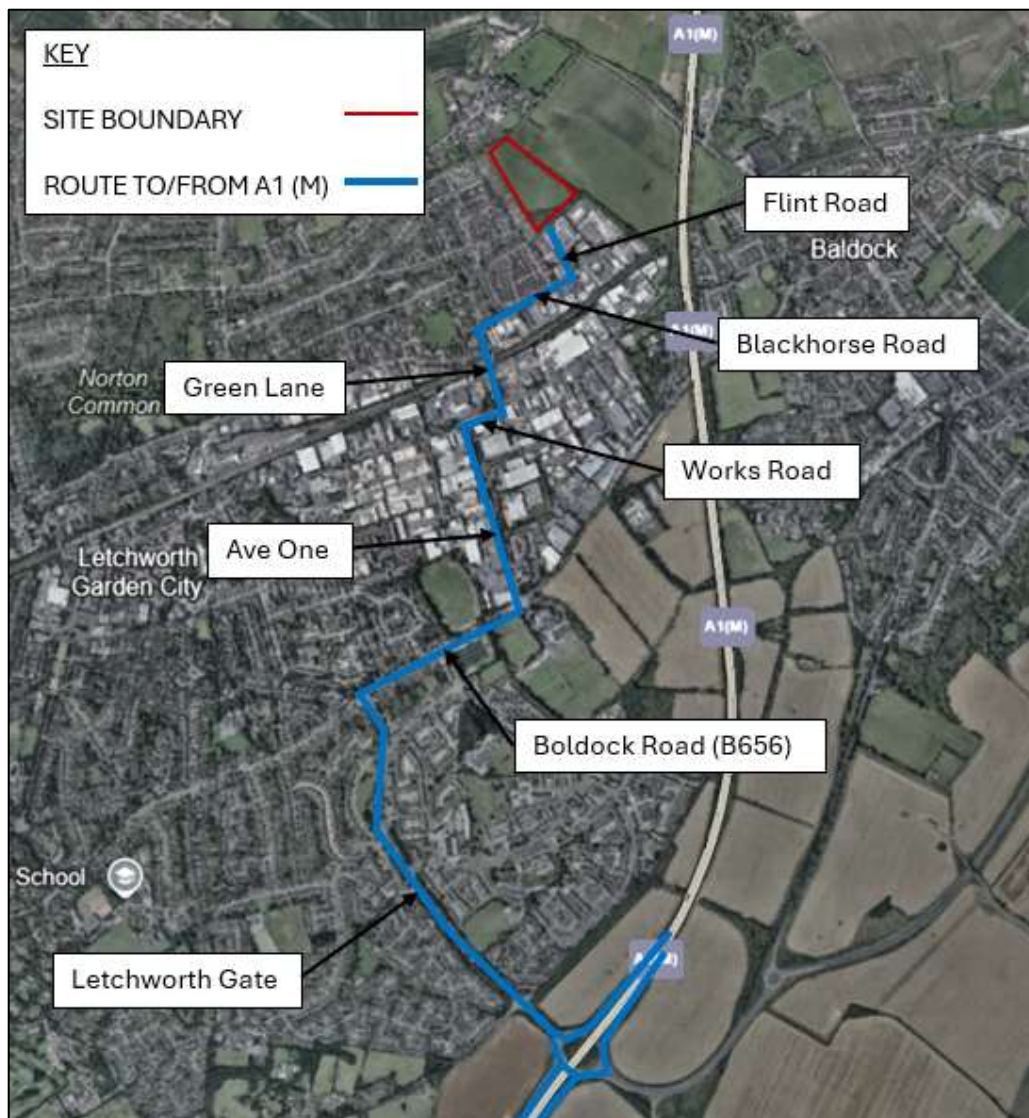


Figure 4.2: Indicative Routing Strategy

Site Facilities

- 4.14 During construction, site offices and associated portacabins etc. will be located within the northeastern corner of the site which minimises conflict between pedestrians and construction vehicles. The area would also be designated for any required car parking to ensure that no overspill parking occurs on Flint Road or the adjoining highway network. No on-site staff parking shall take place on the public highway at any time. There will also be an area for skips, silo area, wheel washing and material storage located within the northern part of the site.

5. Site Set Up and Logistics

5.1 The below sets out the anticipated set-up procedures and logistical impact/mitigation for both construction phases.

Site Contact Details

5.2 The site manager's contact details (to be outlined in **Section 6.0**) will be supplied to the relevant authorities, and these details will be placed on the hoardings at the front of the site to identify the site manager / contractor. In addition, details of any community liaison representative shall also be publicly provided.

Procedures

5.3 During all phases, any vehicles travelling to the site for deliveries will be booked in advance to ensure that no overspill occurs. Before arrival, drivers of vehicles will be required to contact the site manager to ensure that they can be accommodated. When approaching and departing the site, any large vehicles or non-standard vehicle manoeuvres will be monitored by banksmen. This is to ensure that no construction vehicles park on the public highway.

5.4 Whilst a strict programme shall be in place to ensure that deliveries do not overlap, if for unforeseeable circumstance there is no space for vehicles then they would be asked to drive away from the site. This is to ensure that no construction vehicles queue on the public highway whilst awaiting access to the site. The route outlined in **section 4** shall be provided to all delivery drivers before arrival to the site.

Disruption to Public Highway

5.5 As all vehicles will be brought onto the site and kept behind hoardings, disruption to the public highway will be limited to construction vehicle manoeuvres into and out of the site and any initial works to create the improved site access (to be agreed with HCC).

5.6 To warn approaching pedestrians, cyclists and vehicles at the site frontage, appropriate warning signage will be provided in accordance with the requirements set out within Chapter 8 of the Traffic Signs Manual. The contractor will work with

the local authority when required to ensure that no disruption will occur to the operation of the existing highway network during construction.

- 5.7 To ensure that the surrounding highway network does not become damaged by the construction programme, a condition survey will be undertaken by the site manager prior to construction of the surrounding highway network. Once construction has commenced, it will be the responsibility of the site manager to log any damage that may have been caused by construction vehicles on the local highway network. Should any damaged by a significant safety risk to contractors/ delivery drivers or existing users of the highway network, this should be immediately reported to the Local Highway Authority and emergency repairs would be undertaken at the cost of the developer/ contractor.

Pedestrian/Cyclist Conflict

- 5.8 To minimise the impact on pedestrians, access along Flint Road and the public right of way along the sites northern boundary will be maintained at all times throughout the site set-up and construction phases. As mentioned previously, an on-site traffic manager / banksman will oversee the entry and exit manoeuvres of selected vehicles with tight manoeuvres to avoid conflicts between vehicles, pedestrians and cyclists. Site access / egress is controlled by gates to facilitate safe manoeuvres and only permit access to authorised vehicles. The on-site traffic manager will ensure these gates are open as vehicles approach to prevent any blocking back into the highway.
- 5.9 The developer/contractor is required to liaise with Hertfordshire County Council's Rights of Way Team to discuss any proposed works affecting the Public Right of Way.

Measures to Reduce Car Travel by Construction Workers

- 5.10 On-site parking spaces for key site operatives / management and visitors will be available within the hoarding lines during both phases. These spaces will be kept to a minimum and will be managed accordingly. Visitor parking must be accommodated within the site to ensure that no visitor parking shall take place on the public highway.

- 5.11 Construction workers will be encouraged to travel to the site by sustainable means where practicable, for example via the local bus or by cycle. Local sub-contractors will strongly be encouraged to travel by these non-car modes, and in the first instance local suppliers will be used wherever possible to minimise travel distances.
- 5.12 If there are any requirements for staff members to travel to the site by car or van, car sharing will be encouraged. At the start of each pre-start meeting with the relevant sub-contractor's car sharing will be promoted.
- 5.13 Where possible, materials used to construct the development are to be locally sourced to reduce the distance travelled from the suppliers to the site, and also to boost local economy. The contractors will aim to maximise the recycling of materials within the development, thereby minimising the number of vehicles carrying waste.

Community Liaison

- 5.14 Contractors will aim to keep residents and others informed about unavoidable disturbances (i.e. noise, traffic disruption, etc.). A contact board will be displayed outside the site with the contact details of relevant authority. All contact boards shall include the following materials:
- Name of the main contractor, address and person to whom correspondence should be addressed.
 - Name of the site manager.
 - Month and year of completion of works.
 - Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.
- 5.15 Occupiers in the vicinity of the site who may be affected by the construction from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible, within two weeks but, in any event, at least a week prior to the works commencing.
- 5.16 A regular newsletter will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure residents/ local

business are kept informed of the status. The newsletter will also provide contact details for any issues to be raised with the build as it progresses to allow a review of practices if necessary to resolve.

- 5.17 Should noise / vibration / dust complaints arise from the building construction / building works, these complaints must be recorded in a comments' register and made available to the Local Authority, if requested. The comments register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Environmental Controls

- 5.18 In order to effectively control pollution from the site the developer/contractor will generally work in accordance with the requirements of HCC / NHDC in relation to dust, emissions and noise monitoring during the site set-up & construction works.
- 5.19 During all phases, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Lighting

- 5.20 Temporary illumination across the site will be provided by temporary lights such as those in **Figure 5.1**. These will be turned off outside working hours.



Figure 5.1: Example of Temporary Lighting

Mud and Debris

5.21 To ensure that the highway is kept clear of mud or debris resulting from both phases, the following processes are likely to be required (subject to confirmation from the appointed contractor):

- A mechanical road sweeper to clean the site and/or highway of any mud or debris deposited by site vehicles in the vicinity of the site;
- The provision of a wheel/lorry jet washing facility on the site;
- Adequate sheeting on all vehicles carrying waste materials; and
- Measures to ensure that mud and detritus is not swept into gullies.

5.22 As highlighted above, the site shall include wheel washing facilities. The wheel wash will be located near to the main entrance on the site and there will be one at the north of the site close to the compound area. A jet wash facility will be provided in this location throughout the construction period of the development. However, mechanical road sweeper to clean the site and/or highway will still be provided throughout the construction of the site at regular intervals.

Fuel Storage

5.23 All fuel storage will be kept to a minimum on site. Where fuel is stored it will be as follows:

- Contained in a double-skinned proprietary fuel storage vessel;
- Clearly sign posted;
- Kept locked at all times with authorised access only;
- Emergency spill kit will be provided adjacent to the fuel store; and
- Emergency procedures will be included within the Site Health and Safety Plan.

Dust Monitoring

5.24 The site enabling works and construction of any new building frame are activities prone to generating dust. This may become problematic during prolonged spells of dry weather. A strict regime of dust control measures will be implemented by the developer/contractor if this is required, which will include:

- Dust monitoring at the site boundary;
- Encapsulating the buildings in scaffold with monoflex during demolition and new build activities; and
- Damping down with water and vapour sprays during dust generating activities.

5.25 Should ongoing issues with dust occur and the need arise in discussion with the Environmental Health Officer, some of the following measures should be considered:

- Carry out regular site inspections to monitor compliance with the Dust Management Plan, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction; and
- Avoid bonfires and burning of waste materials.

5.26 Appropriate equipment will be utilised for dust monitoring and agreed with the local authority when agreeing appropriate monitoring locations. This may include PM₁₀ monitors and Frisbee dust deposit gauges, which can be sourced from various manufacturers.

5.27 In the event of variable weather patterns, site management will monitor conditions daily to ensure the correct measures are implemented and emissions are controlled.

Noise Monitoring and Control

5.28 Construction at the site may cause periods of high-level noise. The site's location will demand that careful best practice controls are put in place to minimise noise impact at noise sensitive receptors, for example existing residential properties. The developer will work closely with the local authority to agree systems of work that minimise impact at noise sensitive receptors.

- 5.29 If appropriate and ongoing issues occur, noise limits may be set in accordance with British Standards and local and national policy. To ensure on-going compliance with any agreed noise limits, there may be a requirement for monitoring to be carried out during the demolition / construction period. This will be undertaken by an independent representative of the developer to ensure ongoing compliance. The precise extent and location of any such monitoring would be agreed with the local authority prior to commencement.
- 5.30 Should any non-compliance with agreed monitoring requirements, be identified this will be investigated and control measures put in place to reduce sound levels as far as reasonably practicable. Outcomes of any monitoring will be recorded on-site and reported to NHDC accordingly.
- 5.31 Consideration will be given to the following actions to reduce noise generated by operations on the site:
- All plant will be silenced in accordance with current best practice;
 - Wherever practical plant used for breaking out will be 'crushing' rather than hammering (e.g. cutting down piles);
 - Where practical all fixings and holes will be formed / cast into concrete to avoid drilling and cutting on site (e.g. cast in situ fire sleeves will be used for all soil vent pipes;
 - As far as practical, off-site manufacture will be utilised to reduce production activity on site; and
 - Where extremely noisy activities are unavoidable (e.g. elements of demolition) methods of working will be agreed with NHDC.

Ecology/Biodiversity

- 5.32 The applicant has commissioned reports to review arboricultural and ecological conservation for the site to ensure applicable areas such as tree constraints and wildlife habitats are considered, and all mitigation measures are implemented in accordance with the planning application.
- 5.33 In accordance with the BS recommendations, where possible any trees to be retained will need to be appropriately fenced off to the edge of the Root Protection Area or

crown (whichever is greater) to protect them from above and below ground damage. However, no tree protection fencing shall be erected within or on the public highway. Any tree protection measures must be located outside the limits of the adopted highway. The tree protection fencing will be constructed in accordance with BS 5837:2012 guidelines (see **Figure 5.2**) and will form the Construction Exclusion Zone (CEZ) for the duration of the works, except where otherwise specified in this document. This will be carried out during the enabling works stage, monitored appropriately and kept secure with clear signage in place.

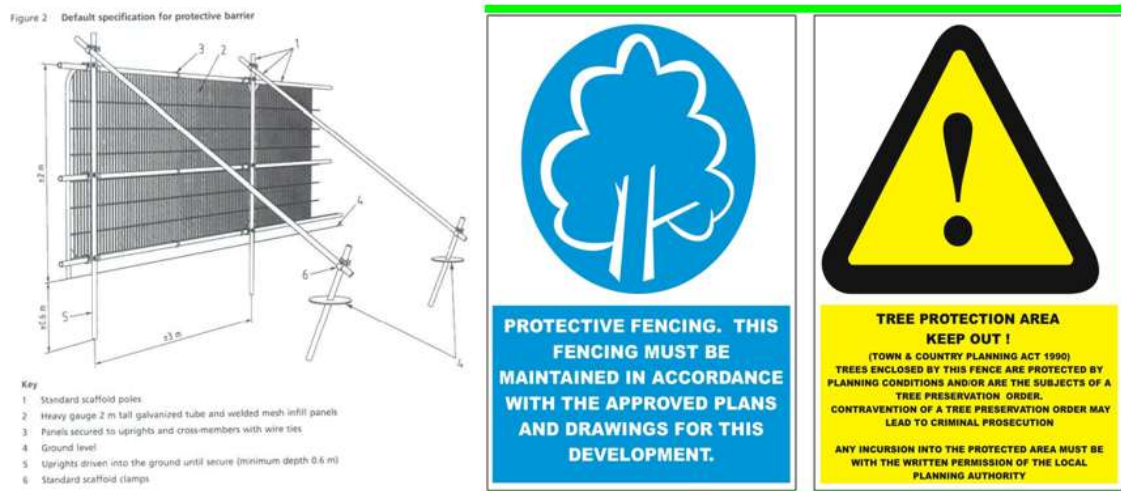


Figure 5.2: Tree Protection Fencing and Signage

- 5.34 Where not possible, then ground protection and/or facilitative pruning may be required to reduce conflicts during construction. Tree protection fencing must not be installed within the public highway.
- 5.35 Nesting birds are protected by law, and any removal / tree works will not be carried out during the bird nesting season (February-September inclusive). If the above timing constraints conflict with any timetabled works, it is recommended that works commence only after a suitably qualified ecologist has undertaken checks to ensure no nesting birds are present. If nesting birds are found to be present during checks, then clearance would need to be delayed until the nests are classified to be inactive.
- 5.36 It is proposed that bat bird boxes to be provided around the site can be used to provide roosting spaces for bats as well as birds. Lighting on-site will also be designed to prevent impact on bats. For example, external lights will either be linked to a time clock so as to turn lights on or off as and when required with emergency

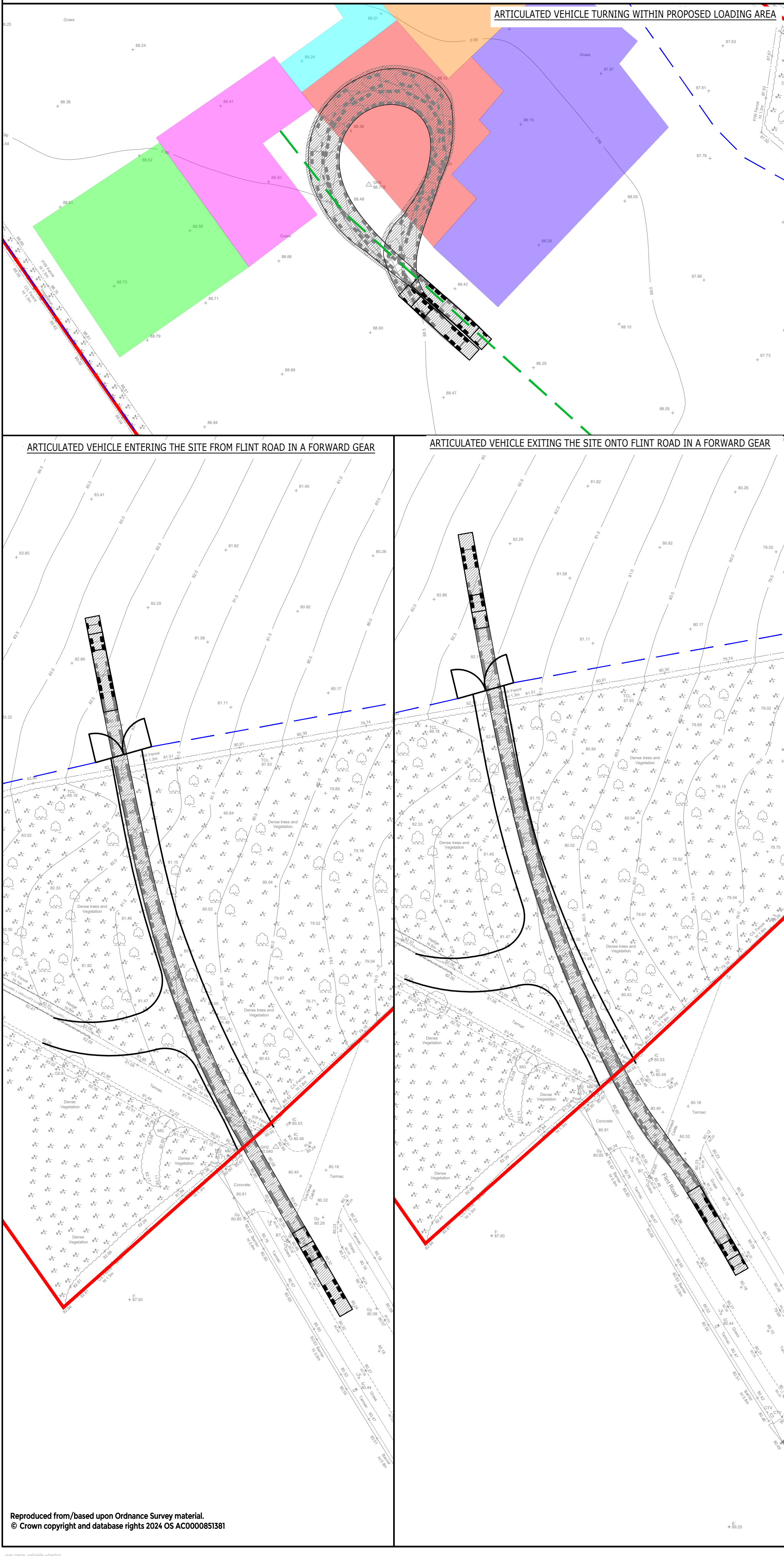
light fittings being left on outside site working hours as to reduce energy used and light pollution.

- 5.37 New staff arriving on site will be inducted, including a toolbox talk. As part of these typical toolbox talks on site to promote safety, process and environmental awareness of all staff working on construction and demolition, staff will be made aware of details of measures to avoid adverse impact on protected species.
- 5.38 The applicant will receive all O&M information; this will include surveys that have been taken out that give reference to ecological information and prior surveys that have been carried out. A visual inspection will be carried out prior to commencing any operations.

6. Conclusion

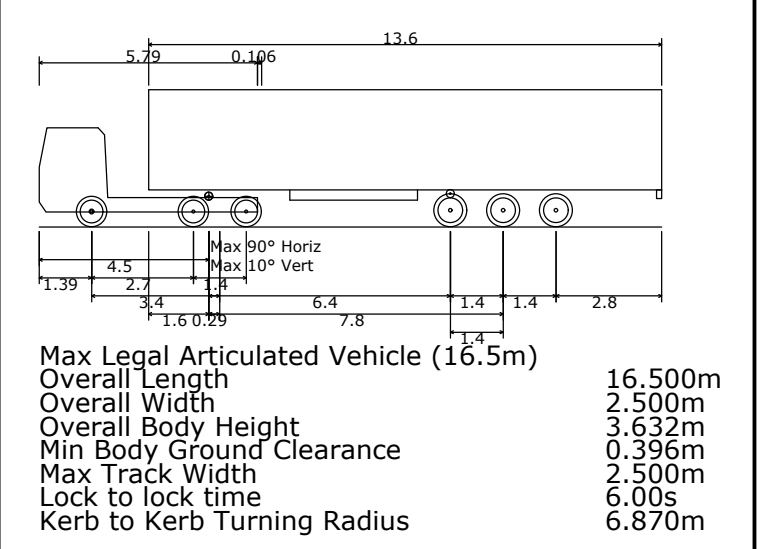
- 6.1 This CTMP has been prepared by ACE in support of proposals to construct 120 dwellings at land to the east of Talbot Way. It is anticipated that this document will be submitted to NHDC and HCC to discharge the relevant condition. It will also seek to provide a framework for future liaison between the appointed contractor and authorities to minimise, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public.
- 6.2 This CTMP is considered to be a live document and following liaison with HCC and NHDC at the appropriate intervals, may be subject to minor changes as the development progresses towards and through the construction stage. This is to allow opportunities for each party to change the requirements of the plan as required. While this document provides a framework and number of anticipated measures, it is envisaged that it will be reviewed by the appointed contractor and updated to reflect expected work practices and programmes as necessary. It will therefore be the appointed contractor who assumes responsibility for delivering, monitoring and updating the plan.
- 6.3 It should be noted that a desktop review of the surrounding area does not include any notable construction sites for consideration however, HCC should confirm if there are known construction sites within close proximity of the site that should be considered within the CTMP.
- 6.4 It is considered that the measures set out within this report provide sufficient mitigation to ensure that the proposed construction works will not significantly impact on the operation of the surrounding highway network.

Drawings



- NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
 6. ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.

- KEY:
- SITE BOUNDARY
 - SITE COMPOUND
 - CAR PARKING AREA FOR STAFF AND VISITORS
 - SKIPS AREA
 - WHEEL WASHING FACILITIES
 - MATERIALS STORAGE
 - LOADING AREA
 - VEHICLE USED:



Max Legal Articulated Vehicle (16.5m)

Overall Length 16.500m

Overall Width 2.500m

Overall Body Height 3.532m

Min Body Ground Clearance 0.396m

Max Track Width 2.500m

Lock to lock time 6.00s

Kerb to Kerb Turning Radius 6.870m

Rev	Description	Drn	Chk	App	Date
Purpose:	DRAFT	Status:	NOT YET APPROVED		

ARDENT CONSULTING ENGINEERS
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worksafe
consultant

SSIP

Client: **BDW NORTH THAMES**

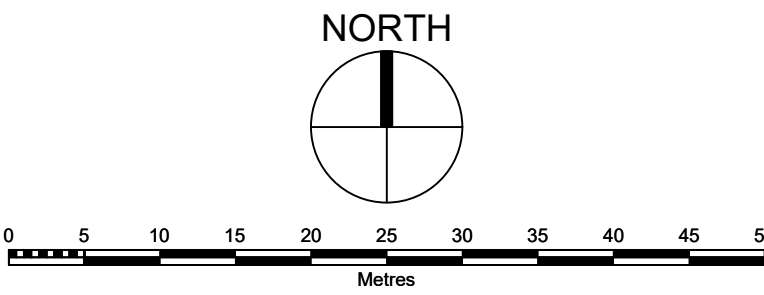
Project Title: **LAND AT TALBOT WAY, LETCHWORTH**

Drawing Title: **CONSTRUCTION SITE SET UP PLAN AND SWEEP PATH ANALYSIS**

Drawn by	Checked by	Approved by	Revision
CW	ATB	BB	
Scale	Date		
1:500@A0	21.10.25		
Drawing Number			
2502330-XX-00-DR-C-0009			

Appendix A
Proposed Site Layout

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Check all dimensions on the print to confirm the works. Drawing to be read in conjunction with other relevant consultant information.
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Drawing to be read in conjunction with specification.



- Site Boundary
- Plot number
- Car parking plot number
- Visitor car parking
- Temporary Sales Arena car parking
- Affordable Rent
- Shared Ownership
- Social Rent



I	12.05.26	JPA	Northern SUDS basin correctly shown
H	10.05.26	JPA	Southern access adjusted to match highways consultant design
F	30.09.26	JPA	Adoptable Highway extended outside southern quarters
G	01.05.26	JPA	Village green footpath updated, note corrected
E	27.04.26	JPA	Landscape and SUDS updated
D	21.11.25	JPA	Minor amendments to plots 83/84, 88/89 and various other plots, parking for substitution relocated
C	31.10.25	SAB	Road Design Amended
B	08.10.25	JPA	Affordable Rent and SHG updated - social rent plots 10, 20, plots 35, 36 changed from YH22 to YH50, plots 45, 47 changed from YH4 to YH52
A	29.09.25	JPA	Various plots updated with different boundaries: plots 13, 14, 17, 46, 55, 88, 91, 97, 98
Rev	08.09.25	JPA	Partners Internal Referral, Sales centre parking relocated
Date	08.09.25	Drawn	Initial Issue Pre-Planning Pack to Foundation
Description			

PLANNING
BDW North Thames
Letchworth LG3
Proposed Site Layout

Drawing number	HTA-A-DR-0100	revision	1
Scale	1:500	checked by	JPA
HTA Design LLP		approved by	BAR-LGC
www.hta.co.uk			
London Edinburgh Manchester Bristol			



Appendix B
Phasing Layout

LETCHWORTH - PHASING & BUILD ROUTE



	Housetype Name CAT2 NDSS Range	CAT 1 base for Private Sale housetypes	Size & Typology		Proposed Quantity	Mix	Flats / Houses	Total area		Car Parking Spaces	
			sqft	m2				sqft	per dwelling	total	total
Private Sale	1b Apartment (Ground, 1st, 2nd floor)		540	50.2	3	7%	13%	1,621	1	3	
	1b Wheelchair Apartment (Ground Floor)		757	70.3	2			1,513	1	2	
	2b Apartment (1st, 2nd floor)		757	70.3	4	6%		3,027	1.5	6	
	Portmore	Archford	980	91.0	5			5,035	2	12	
	Stanford	Hadley	1100	102.2	2			2,200	2	4	
	Rainham	Kennett	1186	110.2	16	53%		18,980	2	32	
	Skomer	Cannington	1199	111.4	10			11,991	2	20	
	Blackwater	Hertford	1363	126.6	4			5,451	2	8	
	Whittingham	Parkin	1286	119.5	4		88%	5,145	2	8	
	Beckingham	Ingleby	1212	112.6	5	28%		6,060	2	10	
	Conwy	Avondale	1494	138.8	7			10,459	2	14	
	Fairburn	Holden	1490	137.5	4			5,920	2	8	
Total Affordable	Flat		540	50.2	6			3,242	1	6	
	1b Wheelchair Apartment Type 1 (Ground Floor)		764	71.0	2	25%		1,528	1	2	
	1b Wheelchair Apartment Type 2 (Ground Floor)		780	72.5	2			1,560	1	2	
	Cottage Flat 1		546	50.7	1		42%	546	1	1	
	Cottage Flat 2		616	57.2	1			616	1	1	
	2b Apartment (1st, 2nd floor)		764	71.0	4	8%		3,057	1.5	6	
	2b Apartment (1st, 2nd floor)		780	72.5	4	8%		3,122	1.5	6	
	YH50		852	79.2	9	19%		7,669	2	18	
	YH62		1010	93.8	9			9,089	2	18	
	YH65		1033	96.0	2	31%	55%	2,067	2	4	
	Blackthorn Mat3 house		1324	123.0	4			5,295	2	8	
	YH64		1152	107.0	4	8%		4,507	2	8	
Total Affordable (SO + AR)					48	100%	100%	42,400	2	80	
% of Total					49%						
Total All Tenures					120			132,501		222	

Parameter Plan Legend	
Existing PROW to be upgraded	Existing scrub and woodland + 6m buffer
Existing permissive path to be upgraded	Proposed addition to woodland and buffer
Location of site access and allotment access road	Existing hedgerow + 12m buffer
Pedestrian access point	New woodland planting
Future potential pedestrian access point	Residential development up to 2.5 storeys
Future potential allotment pedestrian access point	Residential development up to 3.5 storeys
	Village Green and Gateway Green
	Total

Proposed Layout Areas	Parameter Plan Areas
1.66Ha	1.67Ha
0.04Ha	n/a
0.09Ha	0.09Ha
0.10Ha	0.10Ha
1.37Ha	1.32Ha
1.80Ha	1.88Ha
0.36Ha	0.36Ha
5.42Ha	5.42Ha

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NORTH

0 5 10 15 20 25 30 35 40 45 50 Meters

Site Boundary 5.54Ha

NDA 1.28Ha + 1.58Ha = 2.86Ha

Plot number

Car parking plot number

Visitor car parking

temporary Sales Arena car parking

Affordable Rent

Shared Ownership

2 storey

2.5 storey

3 storey

3.5 storey

2 bed

3 bed

4 bed

5 bed

Potential doorstep play and LAPs

Sales Centre location

Parameter Plan Legend

Existing PROW to be upgraded

Existing permissive path to be upgraded

Location of site access and allotment access road

Pedestrian access point

Future potential pedestrian access point

Future potential allotment pedestrian access point

Existing scrub and woodland + 6m buffer

Proposed addition to woodland and buffer

Existing hedgerow + 12m buffer

New woodland planting

Residential development up to 2.5 storeys

Residential development up to 3.5 storeys

Village Green and Gateway Green

Total

Drawing Number: HTA-A_SK-250814-001

Scale: 1:500

HTA Design LLP

London | Edinburgh | Manchester | Bristol

Revision: A

Drawn by: JPA

Checked by: JPA

Approved by: JPA

Project Code: BAR-LGC-100

Project Name: BDW North Thames Letchworth LG3 Site Layout

Project Status: PRELIMINARY

Project Date: 14.08.25

Project Description: Affordable apartments updated

Project Location: Letchworth