



APRIL 2026

Land East of Pirton

Outline Construction Traffic Management Plan

Iceni Projects Limited on behalf of
Gladman Developments

April 2026

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ON BEHALF OF GLADMAN
DEVELOPMENTS

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Land East of Pirton
OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT
PLAN

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1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Gladman Developments Ltd (the 'Applicant') to prepare an Outline Construction Traffic Management Plan (CTMP) to support an outline planning application for the erection of up to 130 dwellings, all matters reserved except for means of access, hereafter referred to as 'the site'.
- 1.2 North Hertfordshire District Council (NHDC) are the planning authority and Hertfordshire County Council (HCC) are the highway authority.
- 1.3 It should be noted at this stage that a planning application was submitted in June 2017 for 99 units (planning application ref: 17/01543/16). The scheme was subsequently refused in September 2017. Following the refusal, an appeal was lodged.
- 1.4 It is recognised that one of the reasons outlined for the refusal was regarding the site's accessibility to services and facilities. However, the inspector discussed the matter within the appeal decision and concluded the following with respect to accessibility:

"I acknowledge that the existing level of service is limited, particularly for return trips at and beyond the evening peak and at weekends, and that some doubts about its reliability were voiced at the Hearing. However, at current levels it could allow a realistic alternative for at least some commuting and daytime shopping and leisure trips....

...However, this would not alone provide justification to reject the proposal".

- 1.5 Further to this, the appeal decision also outlined the following in regard to Highway Safety:

"In the absence of any objection by the highway authority, there are no good grounds to conclude that increased traffic from the appeal site would add any unacceptable risk to the safe operation of the junction or of roads in and around the village".

- 1.6 Therefore, whilst the Inquiry was dismissed, there was no reason for refusal relating to Transport or Highways.
- 1.7 It is also worth noting that the site is located directly adjacent to the recently constructed residential development known as 'Comice Meadows'. The scheme received planning permission in May 2015 (ref number: 15/01618/1) and is understood to have been constructed in 2019/2020 and is now fully occupied. In addition, access into the site is facilitated via an extension to Coopers Elms, which is currently a cul-de-sac within the Comice Meadows development.

CTMP Objectives

1.8 The overall objectives of this CTMP are to:

- Lower emissions;
- Enhance safety – improve vehicle and road user safety;
- Reduce congestion – reduce trips overall, especially in peak periods; and,
- Keeping any impact to surrounding residents to a minimum including both noise and air quality.

1.9 To meet the above objectives several measures will be required which include encouraging construction workers to travel to the Site by non-car modes, encouraging the use of green vehicles and reducing the number of trips in the peak period, amongst other objectives.

Site Context

1.10 The Site's boundary is shown indicatively within **Figure 1.1**.

Figure 1.1 Site Boundary



Report Structure

1.11 Following this introductory chapter, the remainder of this CTMP is structured as follows:

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- Chapter 2 – Context, considerations and challenges.
 - Chapter 3 – Construction programme, methodology and routing.
 - Chapter 4 – Strategies to reduce impacts.
 - Chapter 5 – Implementing, monitoring and updating

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

- 2.1 This chapter sets the general context for the Proposed Development and will be refreshed at the time of preparing the detailed CTMP for the different stages of construction.

National Planning Policy Framework (NPPF) (2024)

- 2.2 This sets out the need to create a transport vision for new developments, although it does not necessarily impact the construction of the Site.

Traffic Management Act (2004)

- 2.3 The Traffic Management Act outlines the role of local authorities in managing highway networks within their jurisdiction. This entails improving safety and efficiency across networks.

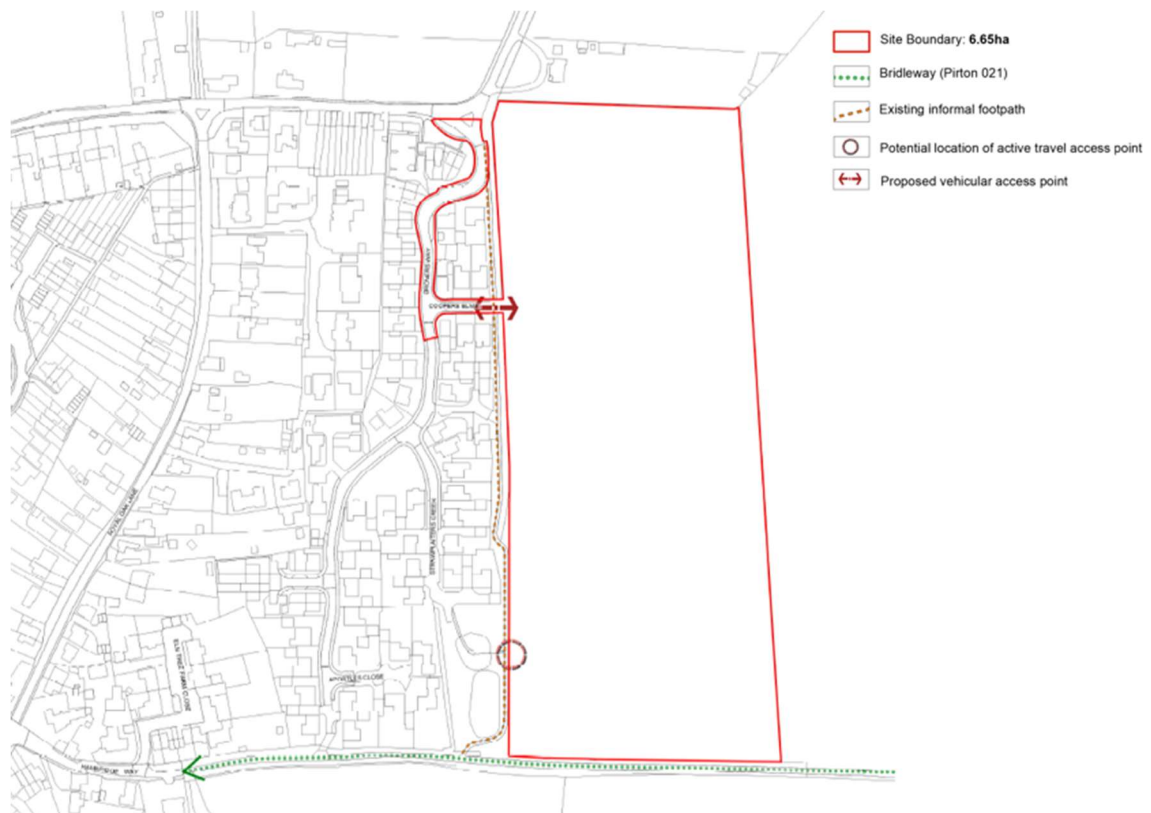
Highways Act (1980) & Road Traffic Act (1991)

- 2.4 Under the Highways Act and Road Traffic Act any construction works proposed to enter into the highway or footway will need permission under this act.

Site Plans

- 2.5 The Transport and Access parameter plan is shown in **Figure 2.1**. As outlined in **Section 1** of this report, access into the site is facilitated via an extension to Coopers Elms, which is currently a cul-de-sac within the Comice Meadows development. All vehicles will access the site at this point via the Holwell Road/Drovers Way priority junction.

Figure 2.1 Access Parameter Plan



Local Access

Walking

- 2.6 The footways within the site and Comice Meadows are in an adequate state of repair, allowing journeys to be undertaken safely on foot at all times.
- 2.7 The '*Manual for Streets*' (*MfS*) document identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, although 800m not being the maximum limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.8 **Figure 2.2** highlights the location of some local facilities / amenities in context with the site, followed by **Table 2.1** which sets out approximate distances from the centre of the site. As set out, there are three route options available, however, the walking and cycling distances are via the main access and through the emergency access at the southern end of Comice Meadows.

Figure 2.2 Local Facilities Plan



Table 2.1 – Site Boundary (indicative)

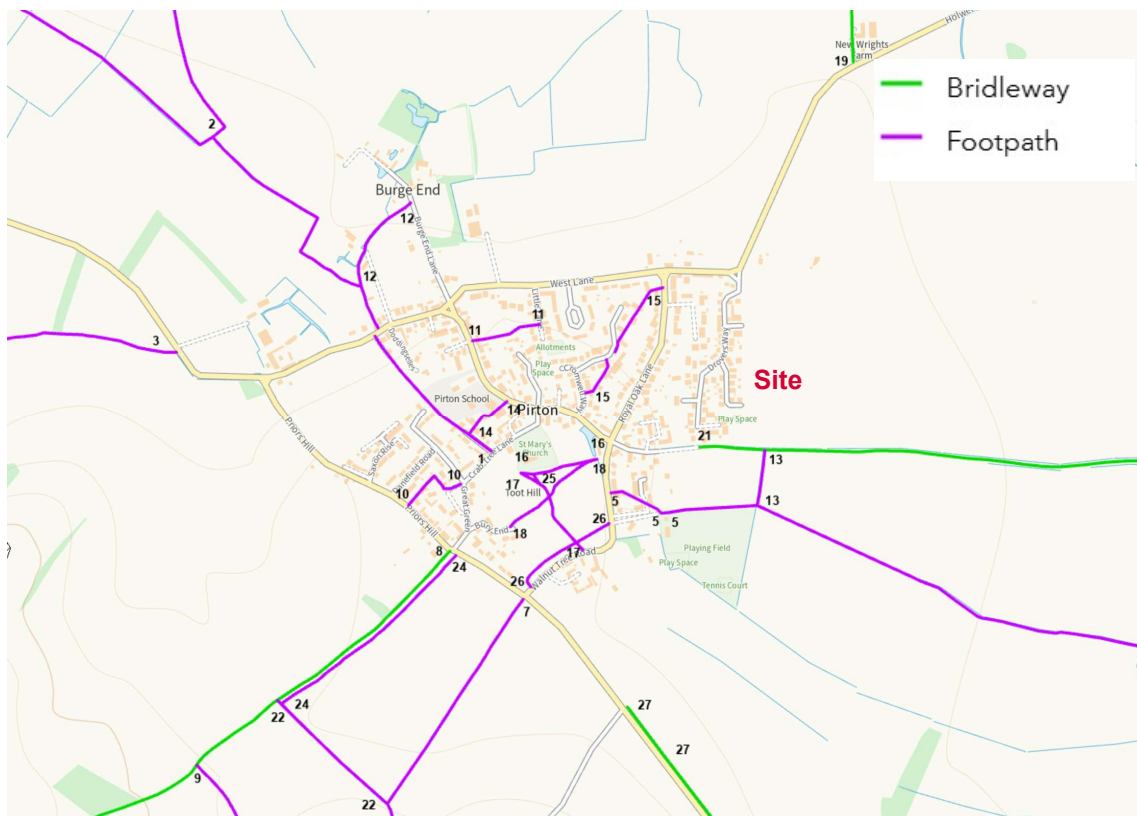
Local Facility / Amenity	Distance from site	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Playground	100m	2	1
Post Office and Village Store	780m	10	2
Playground	900m	11	3
The Fox Public House	850m	11	3
Village Hall	910m	11	3
Pirton School	940m	12	3
Methodist Church	1,000m	13	3
St Marys Church	950m	12	3
Motte & Bailey Public House	1,130m	14	4
Sports & Recreation Ground	950m	12	3

Note: Walking time based on 80m per minute. Cycling time based on 320m per minute

- 2.9 It has been shown that a number of local amenities are located within the 2km acceptable walking distance, with the furthest being Motte & Bailey Public House, which is c.1,130m from the site and therefore well within the walking distance outlined in MfS.

- 2.10 As outlined earlier within this section, the roads which residents would need to walk along are low trafficked, given the village nature of the site, and, as such, create an appealing environment for users wishing to walk / cycle to the amenities.
- 2.11 In addition to the local footways and footpaths linking the site to the local community, there are a number of Public Rights of Way (PRoW) routes through and around Pirton, offering good linkage to the wider area and the local residential neighbourhoods. Some are surfaced and have been observed as being well used by local residents as connections through the village.
- 2.12 An extract taken from the HCC PRoW map is shown at **Figure 2.3**, which shows there are many PRoW routes within the vicinity of the site and Pirton.

Figure 2.3 – Extract from HCC Interactive Public Rights of Way Map



Cycling

- 2.13 Cycle use is considered a feasible means of transport over short to medium distances. It is potentially influenced by many of the same factors as walking but will also be influenced by route conditions, route topography, traffic levels and secure cycle parking at the destination. These conditions are beginning to have less of an effect on cycling with the increased sales and use of electric bikes.
- 2.14 The availability of traffic-free cycle routes that are direct and safe can have a positive effect on cycling levels. Future residents may likely wish to cycle to local facilities, including to schools, places of

worship, public house, local shop and post office. The surrounding roads are considered suitable for cyclists given the number and speed of vehicles in the vicinity are relatively low and the width of the road allow cars to pass. In addition, Bridleway 021 bounds the site to the south, which is available for cyclists, albeit principally as a leisure route.

- 2.15 Hitchin is also located close enough to the site to make it attractive to cycle there to access additional services and facilities not found in Pirton, including the railway station.

Surrounding Highway

- 2.16 Holwell Road forms part of a route towards the centre of Pirton where some amenities are located. The road is a two-way working single carriageway road which connects Pirton to Holwell. In the vicinity of the site, Holwell Road serves a bank of residential properties on the southern side, which are located to the west of the junction with Drovers Way.
- 2.17 Royal Oak Lane also forms part of the route to local amenities within the High Street, which forms a priority junction with Holwell Road. The road is similar in nature with respect to being very low trafficked, however, it is a more typical residential road servicing properties on both the east and west side.
- 2.18 High Street, which contains the majority of local amenities, is accessible from the southern end of Royal Oak Lane. The road is subject to a 30mph speed limit although actual speeds would appear to be lower due to on-street parking and the built-up character of the area, both of which contribute to a strong sense of place and help calm traffic. Footways are present along both sides of the road although they are intermittent in places.
- 2.19 Hambridge Way, forming the southern boundary of the site, provides frontage to several homes and access to Elm Tree Farm Close, a relatively recent residential development. As the road becomes a bridleway and eventually transitions into the Icknield Way Trail, traffic volumes and speeds are low. Despite the absence of footways, the limited traffic makes the road suitable for walking and cycling. It is also worth reiterating that the emergency access associated with the Cala Homes development is located here, to the west of the site.

Limitations and Restrictions

- 2.20 At the time of writing, there are no known weight or height restrictions within the local highway network within the immediate vicinity the site which would prevent access.
- 2.21 The highway network will be reviewed again at the time of the final CTMP and continually monitored throughout the construction process.

3. CONSTRUCTION PROGRAMME AND ROUTING

- 3.1 This chapter sets out the anticipated programme and methodology for construction. Full programme details will be provided in further detailed CTMPs. The construction programme will be designed to minimise disruption to residents, the public and the environment.

Construction of the Proposed Development

Indicative Construction Programme and Phasing

- 3.2 Site enabling works and construction is likely to commence circa 2028 and be undertaken on a phased basis. It is anticipated that the construction works would be over a 3-year period with the first phase of circa 50 dwellings completed and occupied by 2029, with the remainder of the Proposed Development, totalling 130 dwellings, anticipated to be completed and occupied by 2031.

Description of Works

Preliminary / Enabling Works

- 3.3 Perimeter timber, or similar, hoarding would initially be erected to secure the area under construction or the construction activities taking place. This would be managed and maintained throughout construction works to ensure security and safety for the public, as well as providing a degree of noise attenuation.
- 3.4 Furthermore, details regarding works associated with utilities, ground reprofiling and earthworks, drainage and build out phases are also to be provided within the final version of the full CTMP, once a contractor has been appointed.

Routing Plan

- 3.5 Construction vehicles are likely to travel from the strategic road network are likely to travel from A1(M), A1, A505 and A600 to the east and the A6 and M1 to the west. Therefore, the first or last section of the journey to the east of the site (depending on whether the driver is arriving or departing) will be via the A600.
- 3.6 From the A600, the route will continue along Pirton Road which then becomes Howell Road before accessing the Site via Drovers Way and Coopers Elms. This route has been identified as it avoids routing vehicles through Pirton village centre.
- 3.7 Any vehicles access the site via the M1 and A6 to the west would travel via West Lane and Shillington Road to access the A6.

- 3.8 The exact route for each vehicle will be confirmed in the Final CTMP.
- 3.9 Plans highlighting the construction vehicle routes is shown on **Figures 3.1 and 3.2**.

Figure 3.1 Routing Plan – East of the Site



Figure 3.2 Routing Plan – West of the Site



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- 3.10 The routing strategy would need to be agreed with the Highway Authority prior to the commencement of the construction works.

Vehicle Access

- 3.11 The Transport Assessment submitted alongside this CTMP details the general access into the Site to be facilitated via Coopers Elms by an extension to the existing carriageway into the development site. For construction access, it is proposed that a temporary access could be provided at this location which will be formalised at later stages within the overall construction phase.
- 3.12 Wheel washing facilities will be provided at Site vehicle exit points to minimise transfer of mud and debris from the Site onto the public highway. A road sweeper will also be kept on site should it be needed to remove any debris left on Coopers Elms/Drovers Way.
- 3.13 A more concise breakdown of vehicle types and projected vehicle movements will be provided within the full future CTMP once the contractor has been appointed, and when a programme has been confirmed.

Worker Access

- 3.14 All workers, except those delivering materials to Site would be encouraged to use public transport where possible. There will be limited separate parking provided for construction workers on the Site and therefore they would be expected to arrive on foot, cycle, bus or train where possible. Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the Site by non-car modes and share details of public transport maps and timetables with personnel at initial Site briefings and toolbox talks similar to that proposed within the Travel Plan. Where public transport and active travel is not feasible due to the nature of their equipment required or their starting location, workers from the same company will be expected to travel in a single vehicle.

Site Appropriate Signage

- 3.15 Relevant signage will be utilised on site for all construction traffic and users of the Site, as well as external pedestrians and vehicles passing the Site, to maintain a safe and secure environment.

Pedestrian and Cyclist Safety

- 3.16 Construction traffic poses a potential risk to pedestrian and cyclist safety within the surrounding area, if not managed. Vulnerable road users' safety will be paramount. The use of traffic marshals at the Site will assist with pedestrian and cyclist safety.

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- 3.17 Construction vehicle drivers will be advised of the local cycle routes and PRow's within the vicinity of the Site ahead of visiting the Site.

4. STRATEGIES TO REDUCE IMPACTS

Overview

4.2 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Reducing the effects of congestion on the local highway network;
- Reducing the effects of the construction on the amenity of the local area and in particular on local residents; and
- Preventing/reducing adverse safety impacts on the local highway network.

Reduce the Effects on Congestion on the Local Highway Network

Safety and Environmental Standards and Programmes

4.3 Industry best practice would be adopted, wherever possible, to support the construction stage of the Site. This would likely to be achieved by ensuring that, through the procurement process, the master developer noted in 1.3 and its subcontractors are members of, or signatories to, relevant best practice schemes and initiatives including for example:

- **Considerate Contractors Scheme (CCS)** – promotes best practice that relates to on-site activities and those in the vicinity of the site. It is noted that the site would be registered under this scheme.
- **Fleet Operator Recognition Scheme (FORS)** – for suppliers that would deliver to, and hauliers that visit the site, the Principal Contractor would mandate these businesses to be members of FORS before they could deliver to site – unless a specific exception is agreed with the Local Highway Authority (LHA) prior to that haulier or supplier visiting site. It is expected that the FORS operators should hold at least a Silver level accreditation.
- **Construction Logistics and Community Safety (CLOCS)** – CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The Principal Contractor would require all hauliers and suppliers to be CLOCS compliant – unless a specific exception is agreed with the LHA prior to that haulier or supplier visiting site.

Adherence to Designated Routes

- 4.4 Proposed vehicle routes have been set out in Chapter 3. The final agreed route plan will be shared with all suppliers and drivers briefed to follow these routes; these will be reviewed as part of any detailed CTMP. Signage will also be in place along local routes to help drivers navigate.
- 4.5 Drivers will be made aware of the fact that following routes is a requirement and changes to routes should only occur if a diversion is in place.

Delivery Scheduling

- 4.6 Construction deliveries and HGV movements to and from the site will predominantly occur outside of the peak hours. Delivery times will be allocated and secured, taking note of journey times to the site. This will minimise any impact these vehicles may have on peak hour congestion on the local highway network, as well as improving site safety both within the site and the surrounding local area. It is anticipated that a Delivery Management System (DMS) will be used in order to plan for deliveries and reduce the need for vehicles to be turned away.
- 4.7 Companies selected by the contractor will be required during appropriate phases to contact the site manager ahead of their delivery to ensure that sufficient space within the site is available. Future CTMPs will outline where vehicles can and will be held if a driver arrives early. Deliveries will be received by a Banks person and where appropriate the Site Manager and supported by traffic marshals where/when necessary. Consideration of days of operation and timings will respect the residential area and are dealt with later in this CTMP.

Retiming for out of hours deliveries

- 4.8 As a result of the DMS and the need to book all deliveries in advance there are not anticipated to be any out of hours deliveries.

Use of logistics and consolidation centres

- 4.9 The decision to use a consolidation centre would be made once the master developer has been appointed and its needs and viability investigated in greater detail. The conclusions and result of the appraisal, and the approach to be adopted would be set out in the detailed CTMP for that stage.

Measures to Encourage Sustainable Freight

- 4.10 Construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the Site.

Material Procurement Measures

Reuse of material on site

- 4.11 Consideration would be given to the reuse of excavated material for filling, depending on its suitability - e.g. potential contamination. The key principle being that the earthworks strategy will work towards a cut and fill balance.

Construction Workforce

- 4.12 The Site will actively discourage construction personnel from travelling to/from the Site by private car.
- 4.13 Prior to construction commencing the appointed Principal Contractor will advise its personnel as to how to travel to the Site by non-car modes and share details of public transport maps and timetables with personnel at initial Site briefings and toolbox talks. Where vehicular travel is absolutely necessary, personnel will be encouraged to car/van share with colleagues.
- 4.14 The majority of construction personnel will arrive and depart outside the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents' amenity. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with NHDC to agree any necessary mitigation measures.

Reducing Impacts on Local Residents' Amenity

- 4.15 Typical construction will take place on between 08:00 – 18:00 hours Monday to Fridays, 08:00-13:00 on Saturdays, and not at all on bank holidays and Sundays. In general, there will be no working outside of these hours, unless otherwise agreed with NHDC. This mitigates the potential adverse effects which construction traffic can have on residential amenity.
- 4.16 All construction vehicles will follow the pre-determined routes detailed within Section 3, to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via toolbox talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity.
- 4.17 All vehicles exiting the Site will be checked to ensure that loads are fully sheeted and secure and that no spoil is carried out to the public highway.
- 4.18 A Banks person will be present at the temporary construction access to direct vehicles as they arrive and depart as appropriate. They will be responsible for this manual activity.

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- 4.19 Wheel washing equipment will be utilised for any vehicle exiting the Site, and the local highway network will be regularly inspected for any deposits of spoil or debris deposited by construction traffic or personnel associated with the site. If necessary, the road will be cleaned by mechanical sweeper.

Details of Storage for Plant and Materials

- 4.20 Given the site area available, all plant and materials will be kept on-site throughout all construction phases of development. However, materials will be scheduled to arrive only when necessary/required, to ensure efficiency of storage areas and help manage their respective capacities. The storage area location(s) will be identified by the contractor once appointed and outlined in any future detailed CTMPs.

Other Matters

- 4.21 During the construction period, where possible the site will be secure at all times and will not allow any access for unauthorised personnel. These access gates will also be securely locked at the end of the working day. The details of these will be included in the detailed CTMP.
- 4.22 Waste removal will be undertaken by an appointed party. Where feasible, the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. The frequency of NHDC refuse collection will be identified and factored into the delivery planning schedule.
- 4.23 Access for an emergency is located at the very southern end of Drovers Way which joins Hambridge Way. A Banksperson will be utilised in both instances to ensure that safe access routes are always maintained for the emergency services to access the site.
- 4.24 The implementation, monitoring and any necessary review of the CTMP will be the responsibility of the appointed Contractor. Any complains should be directed to the appointed Contractor.

Co-ordination with other development projects in the vicinity

- 4.25 Prior to the commencement of works the Site Manager / Construction Team will contact the local authority to ascertain whether any major construction or highway works are proposed to occur nearby during the construction period.

5. IMPLEMENTING, MONITORING AND UPDATING

- 5.1 This chapter sets out how this CTMP will be implemented, monitored and updated.
- 5.2 The Applicant or relevant party at that time will retain responsibility for implementing the CTMP, as will the principal contractor once appointed, including all the measures listed previously within this document.
- 5.3 Monitoring will be undertaken on Site by the Site manager / main contractor including the number and types of vehicles as well as any safety issues caused by construction vehicles.
- 5.4 This will also include recording all complaints made by local residents. Should updates be required to the Outline CTMP based on any complaints this will then be the responsibility of the applicant / the principal contractor depending on who has assumed responsibility at the specific time.